

FOTENN

88 ALBERT STREET SITE PLAN CONTROL





Prepared for:

Gestion Immobilière Place Dorée
1 Westmount Square, Suite 350
Montréal, QC H3Z 2P9

Prepared by:

FOTENN Planning
+ Design

Fotenn Planning + Design
223 McLeod Street
Ottawa, ON K2P 0Z8
fotenn.com

April 02, 2019

1.0 Introduction	4
2.0 Proposed Development	9
3.0 Policy and Regulatory Framework.....	10
4.0 Supporting Studies	23
5.0 Conclusion	24

Fotenn Consultants Inc., acting as agents for 88 Albert Street Holding, on behalf of Gestion Immobilière Place Dorée ("Place Dorée"), is pleased to submit the enclosed Site Plan Control Application for the lands municipally known as 88 Albert Street in the City of Ottawa. The proposed development features a mixed-use building with retail at grade and 196 residential apartment units above.

1.1 Subject Property

The subject property is a through-lot with frontage onto both Albert Street and Slater Street, located between Metcalfe Street and Elgin Street in the Central Area of the City of Ottawa. Both Albert Street and Slater Street are one-way east-west arterial roads. The northern part of the property, fronting on Albert Street, is currently developed with a 12-storey hotel. The southern part of the property contains a one-storey restaurant, as well as a two-level parking structure serving the hotel use. The parking structure is accessible from both Slater Street and Albert Street.

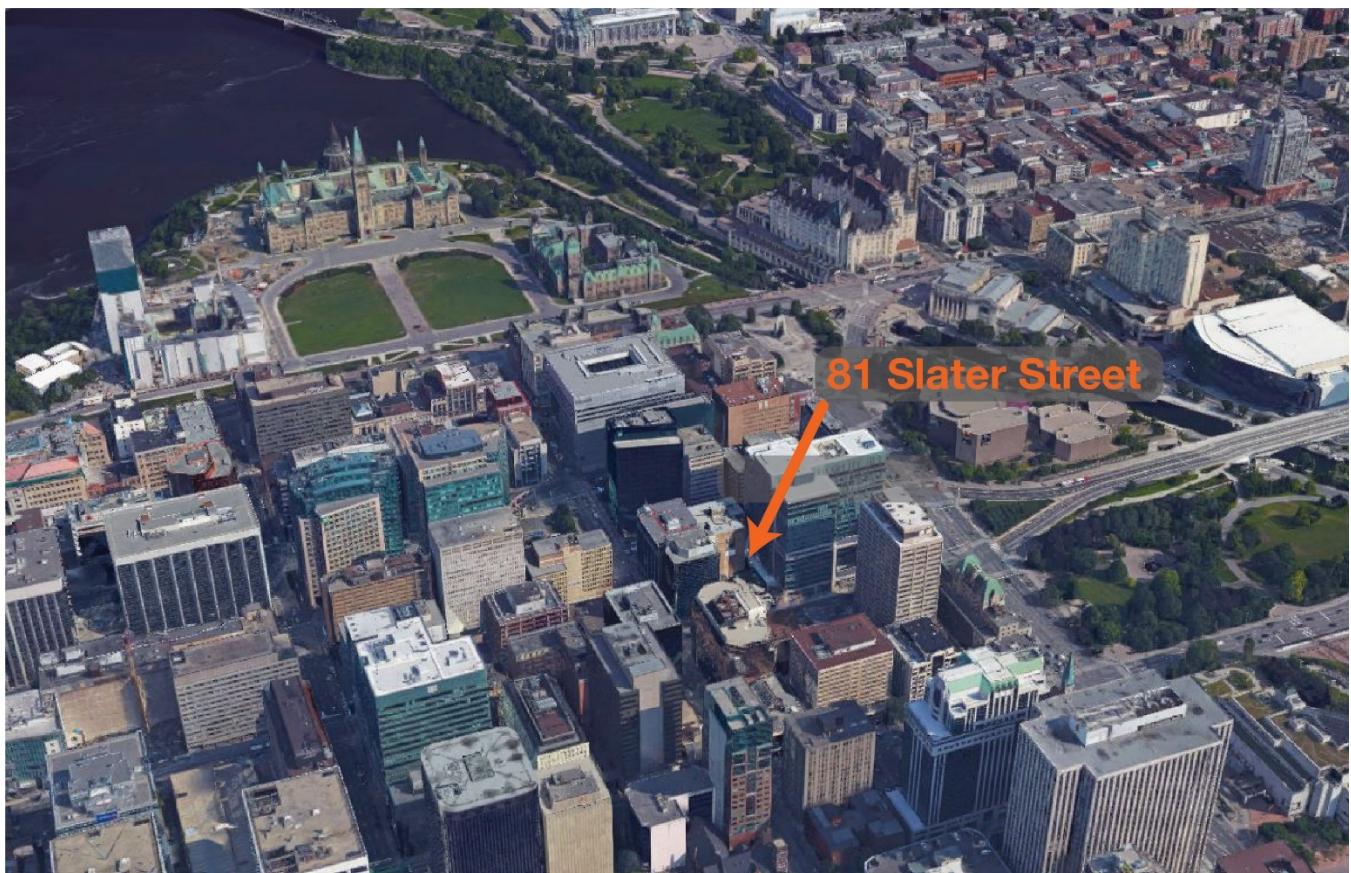


Figure 1: Subject Property Location



Figure 2: Subject Property in Neighbourhood Context

The property is legally described as Lot 54 and Part of Lot 53, Registered Plan 3922, City of Ottawa and is municipally known as 88 Albert Street. The property has approximately 30 metres of frontage on Albert Street, approximately 30.3 metres of frontage on Slater Street, and has a total site area of approximately 1,815 square metres.

1.2 Surrounding Context

The surrounding area context is characterized by predominantly high-rise buildings, which generally feature retail uses at grade and office uses above. Specifically, surrounding uses include:

North: Immediately north of the subject property, facing the property across Albert Street, is a 15-storey office building, flanked by a high-rise office building containing federal government offices and the 11-storey, mixed-use Fuller Building. Farther north are a mix of high-rise buildings and heritage mid-rise buildings containing a mix of uses dominated by office uses. The East Block of the Parliament Buildings is located three blocks north of the subject property.

East: A 17-storey federal government office building with ground-floor retail uses is located directly east of the subject property. East of Elgin Street are the National Arts Centre, Confederation Park, and the Rideau Canal.

South: South of the subject property, across Slater Street, is a Hydro Ottawa transformer station, equivalent to approximately 3-4 storeys in height. The transformer station is flanked to the east by a high-rise office building and to the west by a mixed-use building containing retail uses at grade and predominantly office uses above. The area south of Slater Street is dominated by high-rise mixed-use buildings with predominantly office uses.

West: Immediately west of the subject property are two high-rise mixed-use buildings with retail uses on the ground floor and predominantly office uses above. Farther west, across Metcalfe Street, is a surface parking lot and mid- to high-rise office / mixed-use buildings.

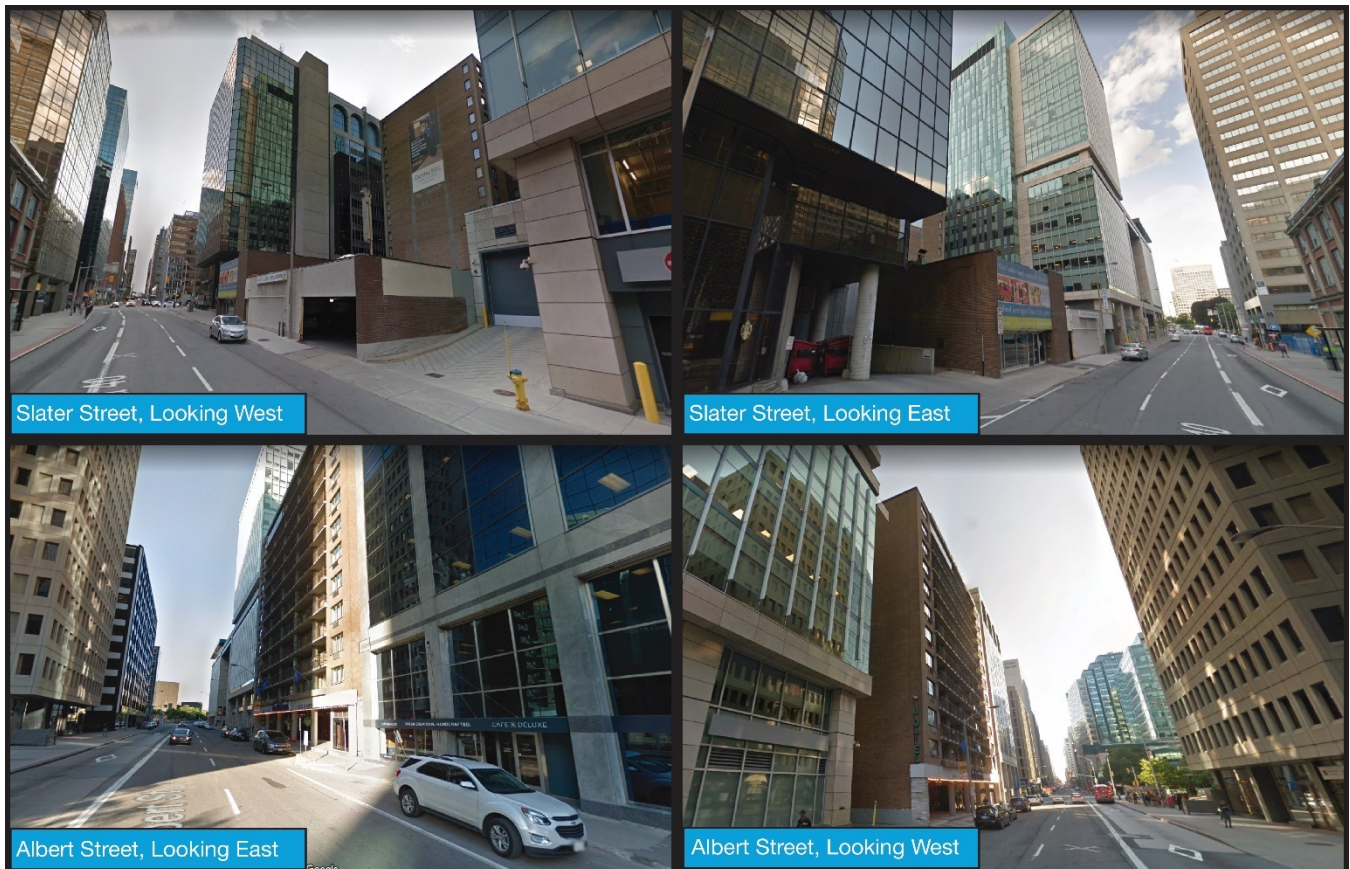


Figure 3: Photographs of Street Showing Context of Subject Property

1.3 Transportation

The subject property is well-served by multiple transportation modes, as shown in Figure 4.



Figure 4: Multi-Modal Transportation Options Network

The property is within a 200-metre walk of the Parliament LRT Station, scheduled to open in 2019, and is within walking distance of frequent bus service on Elgin Street and Bank Street. Both of these corridors are Transit Priority Corridors, as identified on Schedule D of the City's Official Plan.

The property is also well-served by the cycling network, including the O'Connor and Laurier Street cycle tracks and the extensive network of bike lanes and multi-use pathways. Planned investments in cycling infrastructure in Ottawa's central area will continue to strengthen cycle access to the subject property. In particular, the dedicated cycle tracks on Albert and Slater Streets, as shown in the "Preliminary Recommended Plan Albert Street & Slater Street Corridor, Empress Avenue to Waller Street," will facilitate direct access to protected cycling infrastructure for residents and visitors to the proposed development.

Albert Street, Slater Street, Metcalfe Street and Elgin Street are all designated arterial roads, providing excellent vehicle access. Arterial roads are intended to carry large volumes of traffic over the longest distance.

1.4 Amenities, Services and Employment

The proposed development is served by nearby amenities and public facilities, as shown in Figure 5. The property benefits from its location in the Central Area of Ottawa, which contains municipal and federal amenities and institutions, including the National Arts Centre, the Parliament of Canada and the Rideau Locks. A number of municipal facilities of city-wide importance are also located within 600 metres of the subject property, including Ottawa's City Hall, the Marion Dewar Plaza and the Ottawa Public Library.

The subject property is embedded in Ottawa's Central Business District, which employs approximately 98,000 people.



Figure 5: Amenities in Proximity to the Subject Property

2.0 PROPOSED DEVELOPMENT

9

The proposed development is a 25-storey mixed-use building with 77.8 m² (837 sq. ft.) of ground floor retail and 196 residential units above. The development will be located on the southern portion of the lot and will integrate with the existing hotel building on the northern half of the property, which is proposed to remain. The proposed development will introduce residential units into Ottawa's Central Area, generating all-day activity along Slater Street. In this way, the proposed development will make a substantial and necessary contribution to the vibrancy, activity and safety of Ottawa's Central Area.

The design of the building proposes a sensitive response to the surrounding context to ensure adequate daylight and privacy for the residential units. After considering a variety of building layouts and designs, the proposed layout was determined to optimize these objectives, while minimizing microclimate effects on the pedestrian environment. A Wind Study prepared by Gradient Wind Engineering confirms that all grade-level areas within and surrounding the development site will be acceptable for the intended pedestrian uses throughout the year.

The south-facing units will enjoy regular sunlight access, particularly as a result of the long-term presence of the low-rise hydroelectric transformer station to the south. As the north-facing units face directly to the wall of the existing 12-storey hotel, residential units up to the 12th storey of the proposed building are intended for short-term rental units, complementing the existing hotel use. North-facing units above the 12th storey will enjoy regular sunlight access above the height of the hotel building.

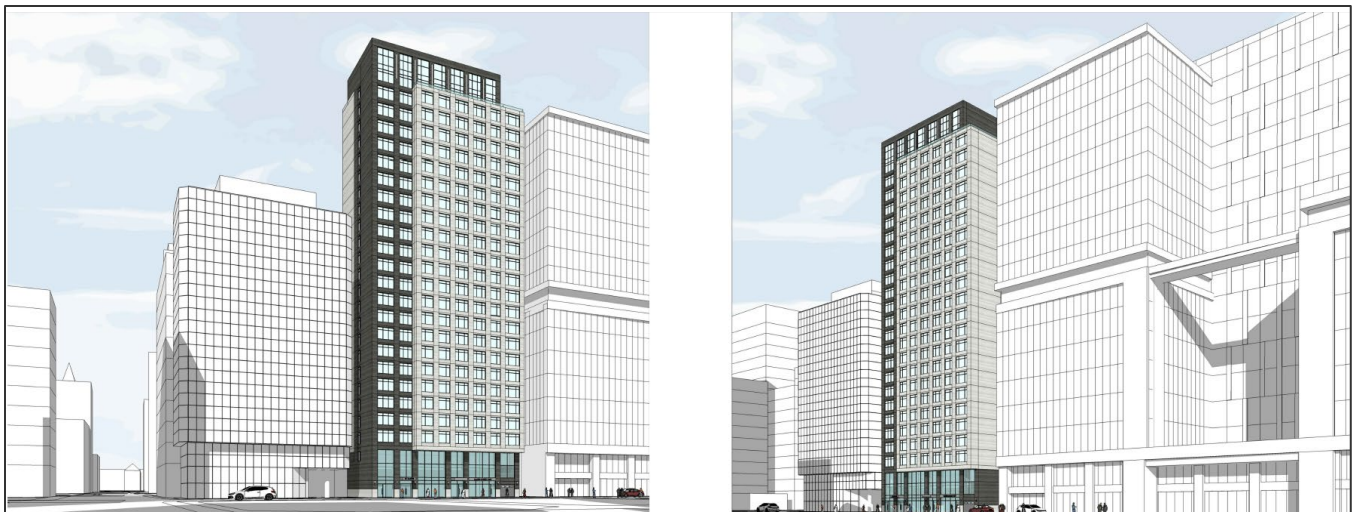


Figure 6: Views of the Proposed Development, Looking North (Left) and Northwest (Right) from Slater Street

Given the property's location within the Central Area of the City, with excellent access to alternative transportation modes, parking spaces are required only for residential visitor purposes. The minimum required supply of 18 visitor parking spaces will be located on the ground and mezzanine levels and will be accessible from the existing driveway access from Albert Street. A total of 105 bicycle parking spaces will be provided, exceeding the required rate. Bicycle spaces are conveniently located on the ground level and at the mezzanine level, and can be accessed from either Slater Street or Albert Street.

Communal amenity areas are provided through a rooftop terrace on the second floor, and through interior amenity area on the second floor and in the basement. This communal area is proposed to be supplemented by private decks and balconies, for a total amenity area of 1,226 square metres.

POLICY AND REGULATORY FRAMEWORK

3.1 Provincial Policy Statement

In Ontario, the Provincial Policy Statement (PPS), enacted in April 2014, provides direction on land use planning and development issues of provincial interest. The Provincial legislation states that decisions impacting planning matters, “shall be consistent with” the policy statements within the Provincial Policy Statement.

The PPS encourages the formation of, “healthy, liveable and safe communities”, through:

- / Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / Accommodating an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs; and
- / Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs.

Policy 1.1.3.2 requires land use patterns within settlement areas to be based on densities and a mix of land uses which:

- / Efficiently use land and resources;
- / Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and / or uneconomical expansion;
- / Minimize negative impacts to air quality and climate change;
- / Support active transportation; and
- / Are transit-supportive.

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment, where this can be accommodated.

Section 1.4 states that planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents. This objective is to be accomplished by:

- / Permitting and facilitating all forms of housing required to meet the social, health and well-being
- / Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are, or will be, available to support current and future projected needs;
- / Promoting densities for new housing that efficiently use land, resources, infrastructure, and public service facilities and that support the use of active transportation and transit in areas where it exists or is to be development; and,
- / Establishing development standards for residential intensification, redevelopment, and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Policy 1.6.7.4 states that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

The proposed development conforms with the policies of the Provincial Policy Statement which encourage intensification on sites where existing infrastructure and public service facilities are existing or are planned.

3.2 City of Ottawa Official Plan

3.2.1 Managing Growth

The City anticipates that approximately 90 percent of the City's projected growth in population, jobs and housing will be accommodated within the urban area. Concentrating growth within the urban area makes efficient use of existing services and infrastructure and allows for a pattern and density of development that supports transit, cycling, and walking as viable and attractive alternatives to private automobiles.

Section 2.2.2 deals specifically with the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure. The Official Plan's definition of intensification includes the development of underutilized lots within previously developed areas.

Policy 4 of Section 2.2.2 establishes the Central Area designation as a target area for intensification. The current density target for the Central Area is 500 people and jobs per hectare, whereas the density in 2012 was 450 people and jobs per hectare.

Policy 11 of Section 2.2.2 states that denser development should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. Policy 12 adds that the greatest density and tallest building heights should be located closest to the station.

3.2.2 Land Use Designation

The subject property is located within the Central Area designation on Schedule B (Urban Policy Plan) of the City of Ottawa Official Plan. The lands designated Central Area form the economic and cultural heart of the city. The Official Plan seeks to enhance the diversity and attractiveness of this part of the city by encouraging a broad range of land uses that support day/night activity throughout the year.

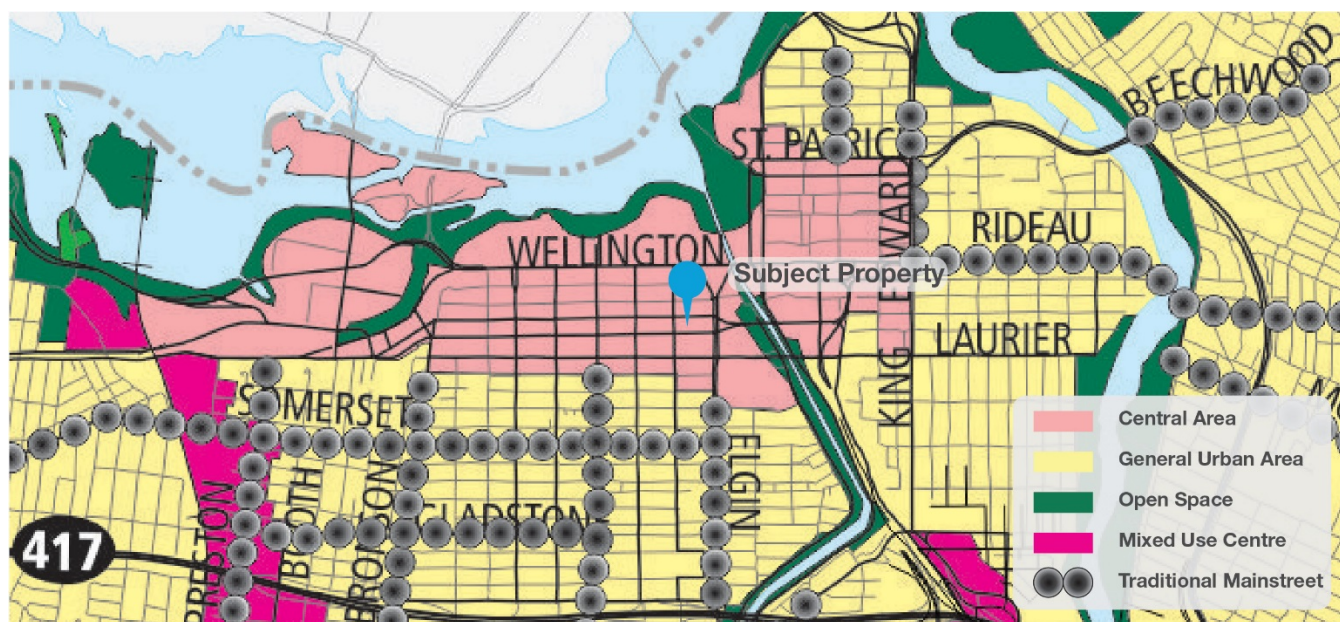


Figure 7: Land Use Designation of the Subject Property (Excerpted from the City of Ottawa Official Plan, Schedule B)

- / Contribute to a human sense of scale;
- / Minimize sun shadowing and wind conditions and maximize the exposure of residential units to sunlight;
- / Provide adequate visual privacy for proposed residential units and existing nearby units;
- / Provide usable private and semi-private outdoor space and amenity areas; and
- / Create an identifiable entrance and strong transition from the public right of way.

3.2.3 Urban Design and Compatibility

Development within the Central Area designation, as with all development in the City, is subject to Urban Design and Compatibility objectives, principles and criteria established in Sections 2.5.1 and 4.11 of the Official Plan.

To ensure that new development is compatible with the positive elements of the existing community character, and to ensure that new development meets high standards for urban design, Section 2.5.1 of the Official Plan requires that development proposals are evaluated against the following objectives:

Objective	Evaluation
Enhance the sense of community by creating and maintaining places with their own distinct identity	The proposed development responds to the character of the Central Area by infilling an underused property with a well-designed building that reflects the massing of its neighbours, particularly at street level.
Define quality public and private spaces through development	The building is designed to contribute to a continuous streetscape frontage and to integrate into the surrounding built form. The proposal matches the street-level character of its neighbours by providing a protective overhang at the third floor that enhances the streetscape and provides for pedestrian comfort.
Creating places that are safe, accessible and are easy to get to, and move through	Adding residential uses to this area introduces passive surveillance to the street, increasing safety for pedestrians. Traffic circulation on the site has been carefully considered to minimize conflicts with pedestrians and cyclists. Convenient bicycle parking will contribute to safe and healthy mobility options for residents.
Ensuring that new development respects the character of existing areas.	The proposed building design reflects the prevailing character of the area, including the built form, building materials, and setbacks. The development contributes two land uses to a mixed-use area, adding to the existing vibrancy of the downtown. The proposal also incorporates the ground floor overhang/pedestrian easement condition of its neighbours.
Considers the adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.	The proposed development contributes to an evolution of Ottawa's downtown from an office-focused business district to a complete community. By adding residential units to Ottawa's Central Area, the proposed development helps to create a variety and choice of housing options.

The table below evaluates the proposed development against the urban design and compatibility criteria established in Section 4.11 of the Official Plan:

Criteria	Evaluation
Traffic	As no parking is required for residents or the retail unit, and only 18 parking spaces are proposed in compliance with zoning requirements for visitors, traffic impacts are not anticipated as a result of the proposed development.
Vehicular Access	A relocated two-way driveway from Slater Street will access 9 vehicle parking spaces on the ground floor, and the existing two-way vehicular access from Albert Street will serve 9 vehicular parking spaces on the mezzanine level.
Parking Requirements	The proposed development meets the parking requirements established in the Zoning By-law.
Outdoor Amenity Areas	The proposed development will not impact on adjacent outdoor amenity areas, as there are no residential buildings, rooftop terraces or public greenspace in the immediate vicinity of the proposed development.
Loading & Service Areas and Outdoor Storage	Dedicated loading spaces are not required by the Zoning By-law. Existing loading for the hotel use will be maintained. All storage is enclosed.
Lighting	Lighting will be designed and installed to provide a safe and secure environment while meeting the City's requirements and ensuring no significant impacts on adjacent properties.
Noise and Air Quality	The proposed development is not anticipated to generate any significant noise or air quality impacts on adjacent properties. A Traffic Noise Assessment prepared in March 2019 by Gradient Wind found that all units should have central air conditioning so that a comfortable living environment can be maintained while windows are closed. The amenity area on the second floor will experience sound levels below 55 dBA during the daytime, and no mitigation is required.
Sunlight	The proposed development falls entirely within the permitted building envelope.
Microclimate	The Pedestrian Level Wind Study prepared in March 2019 by Gradient Wind found that all grade-level areas will be acceptable for pedestrian uses throughout the year without the need for mitigation. The common rooftop terraces at level 2 will be suitable for pedestrian uses throughout the year.
Supporting Neighbourhood Services	The proposed development will be adequately served by existing neighbourhood services. Several parks are located in proximity to the property, including the Marion Dewar Plaza, Jack Purcell Park, Minto Park, and Confederation Park, in addition to extensive federally-owned public open spaces and municipal and federal public institutions. Several schools are located in the area, including Elgin Street Public School, Lisgar Collegiate Institute, and Centennial Public School.

Section 4.11 of the Official Plan also contains policies related to high-rise development. High-rise buildings may be considered on lands within the Central Area designation, subject to urban design considerations including:

- / How the scale, massing and height of the proposed development relate to nearby buildings;
- / How the proposal enhances existing views, vistas and landmarks and the building's effect on the skyline;
- / The architectural quality of the proposal;
- / How the proposal enhances the public realm, particularly the building's interactions with its surroundings at street level and the provision of publicly accessible spaces.

3.2.4 Annex 1 – Road Classification and Right of Way Widths

Under Annex 1 of the Official Plan, Slater Street is subject to a variable Right-of-Way protection, with a maximum land requirement of 1.25 metres. This dedication is shown on the Site Plan.

As Slater Street is within the Central Area, it is also subject to a pedestrian easement policy. The easement must have a height of 4.5 metres from the finished grade surface and must be at least 1.5 metres in width. This pedestrian easement is incorporated into the proposed development.

The proposed Site Plan Control application conforms with the policies of the Official Plan. The proposed mixed-use building will contribute to the range of housing options in the area and will be compatible with surrounding land uses. Existing infrastructure is available to support the proposed development, and the introduction of residents will support the public transit system. The design of the building responds to its surroundings, including adjacent development and the pedestrian realm. The development will not result in undue adverse impacts on surrounding development and is compliant with all applicable zoning provisions.

3.3 Official Plan Amendment (OPA) 150

In 2013, the City of Ottawa reviewed its Official Plan, which resulted in numerous changes to policy references and land use designations. Ottawa City Council adopted Official Plan Amendment (OPA) 150 to implement the changes in December 2013 and it was subsequently approved by the Ministry of Municipal Affairs and Housing in April 2014. Some portions of OPA 150 remain under appeal, while other policy changes have been incorporated into the Official Plan.

Policies for high-rise buildings remain under appeal. Section 4.11 has been significantly revised, with the intent of ensuring quality urban design and compatible development. The proposed Policy 14 seeks to ensure that high-rise buildings have a sufficient separation distance and that future development on adjacent lots can be accommodated, as appropriate. Buildings are to be designed to minimize wind and shadowing impacts and maintain sunlight penetration to public places, maintain privacy, and preserve public views and sky views, among other elements. To achieve this, the tower portion of the building should:

- / Be appropriately separated from adjacent towers. A minimum separation distance of 23 metres is required, though developments proposing less than 23 metres shall:
 - o Demonstrate that the objectives stated above are met through the use of a smaller floor plate, building orientation, and / or building shape; and
 - o Demonstrate that the potential for future high-rise buildings on adjacent lots can be developed and meet the separation distance and setback distances above.

The proposed building proposes a separation distance of approximately 0.7 metres to the adjacent buildings to the east and west. Implementation of the 23-metre separation distance would preclude high-rise development on the property, essentially sterilizing the site for redevelopment and hindering the ability for the property to contribute to density targets established for the Central Area.

The project team explored several design iterations to identify a feasible building design that protects access to daylight, ensures sufficient privacy for tenants and neighbours, and contributes to a positive streetscape experience. The building design and the proposed mix of uses was further refined through the pre-application process and in response to comments from the Urban Design Review Panel. In response to comments by City Staff and members of the panel, the following changes were incorporated:

- / The separation distance between the existing hotel and the rear of the proposed building was increased from 7.7 to 8.2 metres;
- / The internal unit layout has been adjusted to improve light access to living spaces, and the number of windows facing abutting office buildings to the east and west has been reduced to one east-facing window serving a bathroom, and one west-facing window accessing the unit's second bedroom; and
- / On the 3rd to 12th floor, the north-facing units that are within 8.2 metres of the existing hotel building are now intended as short-term rental units, a less sensitive use that complements the existing hotel use.

Consequently, all units intended for long-term rentals have windows with adequate separation distances in excess of the 15-metre minimum suggested by the proposed zoning provisions. Development above the existing hotel or hydroelectric transformer station is unlikely, ensuring long-term light access and privacy for both the south-facing units and the north-facing units above the 12th storey. Because adjacent buildings contain office uses and are themselves constructed close to the side property lines, privacy concerns for those uses are of a lower concern.

Potential wind impacts to the public right-of-way have been assessed by Gradient Wind and found to be minimal, with adequate pedestrian comfort preserved. Because the proposed building is on the north side of Slater Street, little additional sidewalk shadowing will be created.

The proposed development is consistent with the intent of the OPA 150 policies.

3.4 Central Area Secondary Plan

The Central Area Secondary Plan was developed to guide development within Ottawa's downtown, which functions as its economic and cultural centre. The overarching goals of the Secondary Plan are to implement the objectives and policies for the Central Area set out in the Official Plan.

The subject property falls within the "Core" of the Central Area – an area bounded by Elgin Street, Sparks Street, Uppertown and Centretown. A conceptual map, developed through the Secondary Planning process, is excerpted below as Figure 11.

The Central Area Secondary Plan recognizes the potential for reductions to carbon emissions that can be achieved through implementation of its land use policies. Increasing the mix of uses within the Core, particularly providing more residential uses in proximity to employment, reduces the need to travel. Likewise, residential intensification in proximity to major transit infrastructure supports the City's investment in transit and helps to implement the City's modal shift objectives.

One of the central objectives in the Core area vision is to increase the mix of uses within the Core to support a lively, vibrant environment. In particular, the addition of housing in mixed-used projects will help to support at-grade pedestrian uses, creating safe streets and destinations that draw more and more people.

In support of this objective, Core Area Policy A, contained in Section 1.3.3 of the Secondary Plan, promotes and permits residential and complementary uses within the Core Area. Policy B states that pedestrian activity will be encouraged by ensuring buildings in the Core Area have pedestrian uses at grade with doors that open to the public right-of-way. Narrow frontages are preferred. Policy C states that high-rise development is permitted in

the Core, provided that it respects the visual integrity and symbolic primacy of the Parliament Buildings and other national symbols.

3.4.1 Design Criteria

Further design considerations are set out in Core Area Policy E. The proposed building complies with the relevant criteria as follows:

- i. The **Roof treatment** contributes to the overall skyline as a background building. The mechanical room is integrated into the top livable floor for a more integrated top of the building. Overall, the building remains well within the envelope created by viewplane controls.
- ii. **Human scale** at ground level is achieved by a cantilever above the third storey that creates a sheltered pedestrian space at ground level.
- iii. **Sunlight** access to pedestrian space is minimally affected, as the building is located on the north side of the Slater Street right of way.
- iv. **Weather protection** is provided by the cantilever, which is a continuation of the cantilevered buildings to the east and west. Visual access to storefronts is maintained.
- v. **Wind** impacts are minimized through appropriate building design, as modelled by Gradient Wind.
- vi. **Barrier-free Design** principles have been incorporated in compliance with the Building Code and the Accessibility for Ontarians with Disabilities Act (AODA);
- vii. **Art** is not incorporated at this time.
- viii. **Parking** for vehicles and vehicle access is provided for visitors, hotel clients and servicing only. Secure internal bicycle parking is provisioned at the required rate.
- ix. **Articulation of the Lower Floor** through the recessed space creates a special relationship of building to street.
- x. **Entranceways** are well-defined with adequate pedestrian circulation spaces.
- xi. **Servicing and Parking Entrances** have been minimized by sharing existing parking access from the hotel fronting Albert Street.

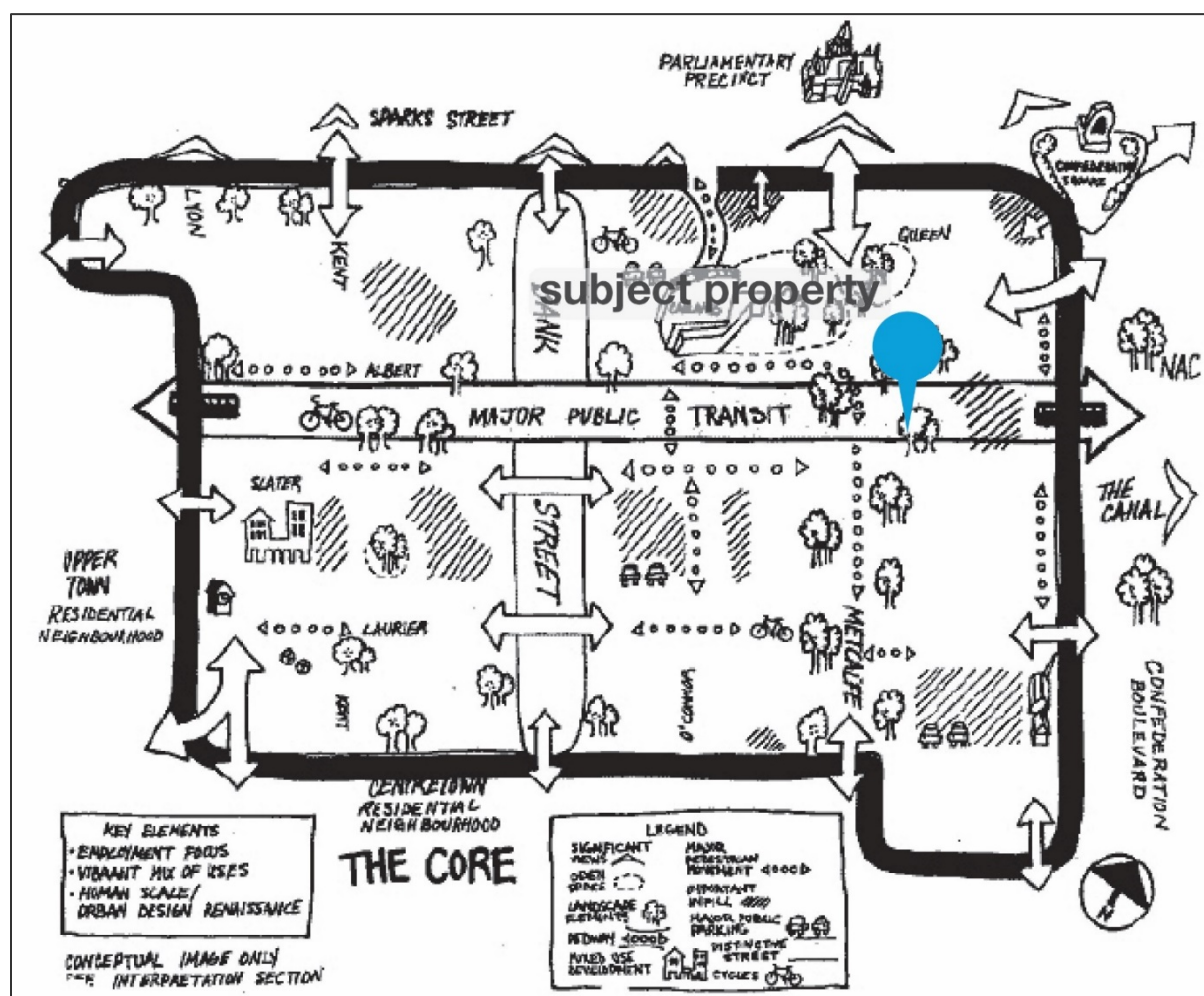


Figure 10: Conceptual Image of the "Core" from the Central Area Secondary Plan

3.5 Design Guidelines

3.5.1 Transit Oriented Development Guidelines, 2007

The objective of the Transit Oriented Development Guidelines (TOD Guidelines) is to complement design considerations in approved secondary plans.

The proposed development responds to the following applicable guidelines:

- / The proposed use is a high-density, transit-supportive use (Guideline 1);
- / With its high proportion of residential units, the proposed development helps to create a multi-purpose destination for the Parliament LRT Station (Guideline 3);
- / The building is close to its neighbours and creates an engaging streetwall to encourage walking between buildings and to transit (Guideline 7);
- / Provides architectural variety on the lower storey through the pedestrian space created by the building's cantilever (Guideline 14);
- / Clear windows and doors on the pedestrian-level façade increase visual interest (Guideline 15);

-
- / The building's cantilever, in conjunction with the neighbouring buildings' cantilevers, creates a sheltered pedestrian walkway (Guideline 27);
 - / The residential lobby and ground-floor retail use provide an appealing at-grade environment for pedestrians (Guideline 28);
 - / Convenient and secure bicycle parking is provided for residents (Guideline 29); and
 - / The minimum number of parking spaces are provided (Guideline 32).

3.5.2 Design Guidelines for High-Rise Development

In May 2018, City Council approved updated design guidelines for high-rise development. These updated guidelines respond to the increased pace of high-rise development in Ottawa and offer detailed advice on the many aspects of the design of high-rise buildings.

The proposed development responds to the following applicable design guidelines:

- / Respects existing views, urban fabric and skyline by means of a thoughtfully-designed top of building;
- / Meets the minimum lot area requirement of 1,800 square metres, lot size is regular;
- / Enhances pedestrian experience by extending cantilever of neighbouring buildings to east and west;
- / Protects and respects existing views of landmarks and important symbols;
- / Meets maximum tower floorplate guidelines, with a floorplate of approximately 580 square metres as compared to the guideline's 750 sq m maximum;
- / Given the property's narrow width, location in the Central Area, design approaches other than a stepback are taken to delineate the base of the building. Above the third storey, the easternmost three quarters of the building is cantilevered out over a 2.25 metre pedestrian easement;
- / The fenestration pattern complements the surrounding context, as does the façade's colour and texture;
- / The ground floor façade of the proposed development is set back 5.6 metres from the curb;
- / The main pedestrian entrances are seamlessly connected to the sidewalk;
- / A ground-level retail use is introduced at grade to animate the Slater Street frontage;
- / Parking is provided at a minimum rate and parking and loading is interior to the building;
- / A wind analysis conducted by Gradient Wind found appropriate year-round pedestrian comfort at grade;
- / A shadow analysis was conducted by RLA Architects which confirms that shadowing impacts are generally contained within the property; and
- / Weather-protected pedestrian space at ground floor façade facilitates year-round use.

3.6 City of Ottawa Comprehensive Zoning By-law (2008-250)

The subject property is zoned Mixed-Use Downtown Zone, Schedule 46 (MD S46), as shown in Figure 11.

The MD zone is intended to encourage infill and intensification through a range of mixed-use projects, subject to the height control policies enforced through Schedule 46. Apartment dwelling, high-rise, is a permitted use.

50% of the ground floor of any building must be occupied by one or more of a set of prescribed uses, each of which must have direct and separate access to the street. These uses include: hotel, restaurant and retail store.



Figure 11: Zoning for the Subject Property

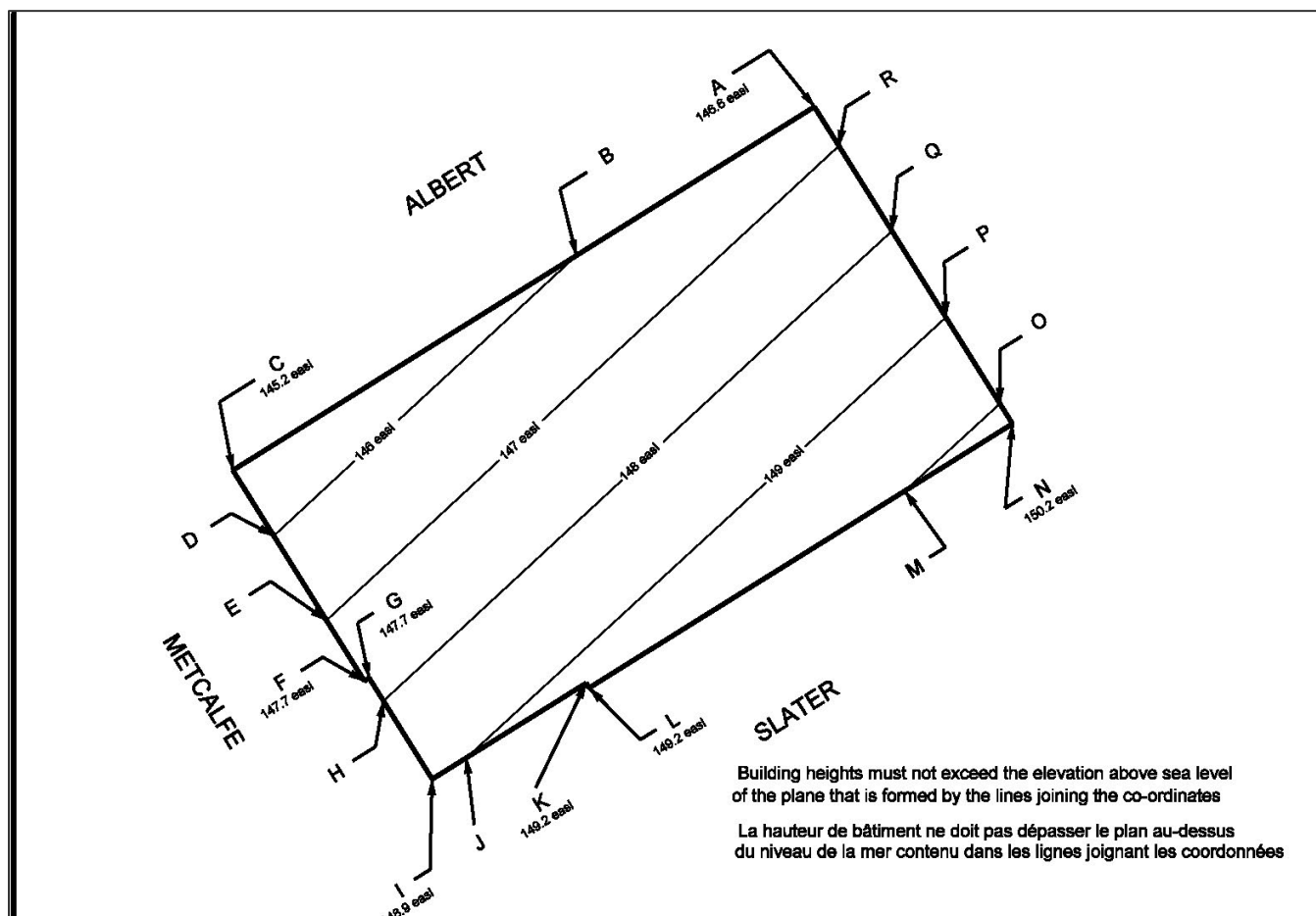


Figure 12: Schedule 46 to the Zoning By-law

The table below presents an evaluation of the proposed development against the applicable zoning provisions:

Provision	Performance Standard	Proposed	Compliance
Minimum Lot Size	No minimum	1,836.6 m ²	✓
Minimum lot width	No minimum	30.34 m	✓
Setbacks	0 metres on all sides	0 m (front), 0.6 m (east side lot) 0.7 m (west side lot)	✓
Building Height	Absolute: 148-149.5 m A.S.L. Relative: ~77 metres	Absolute: 147.7 m A.S.L. Relative: 79.5 m	✓
Maximum FSI	None	Approximately 8.8 FSI	✓
Amenity Area	6m ² per unit: 6*196 = 1,176 m ² 50% communal: 588 m ²	1,266 m ² 795 m ²	✓
Parking	Residential visitor: 0.1 per dwelling unit after the first 12 units = (196-12)*0.1 = 18 spaces All other uses: 0 spaces	18 visitor spaces	✓
Bicycle parking	0.5 per dwelling unit = 196*0.5 = 98 1/250 m ² commercial GFA: 0 spaces	105 bicycle parking spaces	✓
Non-residential use requirement	50% of the ground floor of any building	Commercial at-grade GFA: 77 m ² Connected to Hotel building	✓

4.1 Transportation Impact Assessment

A Transportation Impact Assessment is being completed by IBI Group, and Steps 1-3 have been completed. Step 3, the Forecasting Report, found that the proposed development is only likely to generate nine morning peak-hour trips and four evening peak-hour trips, creating negligible impacts on the surrounding street network.

The proposed construction period will require use of the public Right-of-Way, and thus a construction Traffic Management Plan to address the impact of requested lane closures during construction is enclosed.

4.2 Site Servicing Study

A Site Servicing Study completed for the proposed development by IBI Group in March 2019 found that sufficient water, sanitary and stormwater capacity exists in existing public infrastructure along Slater Street. The report recommends approval of this project from a site servicing perspective.

The study notes that wastewater service is currently provided to the entire site via a common lateral from Albert Street, whereas water service is provided from Slater Street. It is proposed to leave these services as-is, but install new water and wastewater services from Slater Street.

4.3 Geotechnical Investigation

A Geotechnical Investigation conducted by Paterson Group in February 2019 found that the subject property is satisfactory for the proposed development from a geotechnical perspective. At this property, the bedrock is shallow, and it is anticipated that the high-rise building can be founded on spread footings placed directly or indirectly on a clean, surface-sounded bedrock bearing surface. It is recommended that Paterson review the bearing medium below the existing footings during excavation. Further recommendations are included in this report.

4.4 Pedestrian Level Wind Study

A Pedestrian Level Wind Study was conducted by Gradient Wind in March 2019 to assess the impact of the proposed development on wind patterns and pedestrian comfort. This study found that under typical weather conditions, the proposed development is not expected to create uncomfortable or unsafe wind conditions or to increase wind speeds over neighbouring at-grade areas.

Specifically, the Slater Street sidewalk, west alleyway and Metcalfe bus stop will be comfortable for sitting throughout the year, as will the outdoor amenity area on the building's second level. This is acceptable according to the City of Ottawa wind comfort criteria.

4.5 Traffic Noise Assessment

The Traffic Noise Assessment, conducted by Gradient Wind in March 2019, found that noise levels on the site due to roadway traffic are likely to range between approximately 44 and 69 dBA during the daytime and between 35 and 61 dBA during the nighttime period, with the highest noise levels occurring at the façade facing Slater Street. Therefore, units along the south and west façade will require air conditioning so that windows can be closed for noise attenuation while maintaining a comfortable living environment.

The outdoor amenity space on the 2nd level will experience sound levels below 55 dBA during the daytime period, and therefore no mitigation is required.

4.6 Environmental Site Assessment

Pinchin Ltd. conducted a Phase 1 Environmental Site Assessment (ESA) for the subject site in March 2019. The findings of the Phase 1 ESA identified no records that suggested activities that would result in potential subsurface impacts on the property and thus no Phase II ESA was recommended. Pinchin did note the likelihood of asbestos-containing materials within the existing building on-site.

5.0 CONCLUSION

It is our professional opinion that the proposed Site Plan Control Application constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the Provincial Policy Statement, providing a range of housing options in the form of infill development;
- / The proposed development helps to achieve the Strategic Directions of the Official Plan by creating new housing in the form of infill and increasing the diversity and liveability of the Central Area;
- / The proposed development conforms to land use policies of the Official Plan and the Central Area Secondary Plan;
- / The proposed development complies with all of the provisions of the Zoning By-law;
- / The liveability, comfort and urban design characteristics of the proposed building were carefully considered with reference to the Urban Design Guidelines to ensure adequate privacy and lighting levels for future tenants, and to ensure that the streetscape experience will be comfortable and pleasant; and
- / The proposed development is supported by the applicable technical studies, as enclosed.

Should you have any questions, please feel free to contact the undersigned.

Sincerely,



Jaime Posen, MCIP RPP
Senior Planner
FOTENN Consultants Inc.



Bria Aird, M.Pl.
Planner
FOTENN Consultants Inc.