



## **178 Nepean, 215 & 223 Bank Street**

Planning Rationale and Design Brief  
Zoning By-law Amendment & Site Plan Control  
January 26, 2023



Prepared for 217 Nepean Street Holdings Inc. and 211-231 Bank Street Holdings Inc.

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|            |   |           |
|------------|---|-----------|
| <b>1.0</b> | <b>Introduction</b>   | <b>2</b>  |
| 1.1        | Application Overview  | 2         |
| 1.2        | Public Consultation Strategy  | 2         |
| <b>2.0</b> | <b>Site Context and Surrounding Area</b>                              | <b>4</b>  |
| 2.1        | Subject Property  | 4         |
| 2.2        | Surrounding Area  | 5         |
| 2.3        | Road Network  | 7         |
| 2.4        | Transit Network   | 8         |
| 2.5        | Active Transportation Network   | 9         |
| 2.6        | Neighbourhood Amenities   | 9         |
| <b>3.0</b> | <b>Proposed Development</b>   | <b>10</b> |
| <b>4.0</b> | <b>Urban Design Brief</b>   | <b>12</b> |
| 4.1        | Building Design   | 12        |
| 4.1.1      | Building Massing and Scale  | 12        |
| 4.1.2      | Views   | 14        |
| 4.1.3      | Building Transition   | 15        |
| 4.1.4      | Public Realm and Pedestrian Experience                                | 16        |
| 4.1.5      | Sustainability  | 17        |
| 4.1.6      | Heritage  | 17        |
| <b>5.0</b> | <b>Policy and Regulatory Framework</b>                                | <b>19</b> |
| 5.1        | Provincial Policy Statement, 2020                                     | 19        |
| 5.1.1      | Section 1.0 – Building Strong Healthy Communities                     | 19        |
| 5.2        | City of Ottawa Official Plan, 2022                                    | 21        |
| 5.2.1      | Cross-Cutting Issues  | 22        |
| 5.2.2      | Growth Management Framework   | 22        |
| 5.3        | Transect and Land Use Designation                                     | 23        |
| 5.3.1      | Downtown Core Transect  | 23        |
| 5.3.2      | Corridor Mainstreet - within the Downtown Core Transect               | 24        |
| 5.4        | Urban Design  | 25        |
| 5.5        | Central and East Downtown Core Secondary Plan                         | 27        |
| 5.6        | Centretown and Minto Park Heritage Conservation District Plan         | 29        |
| 5.7        | Urban Design Guidelines for Development along Traditional Mainstreets | 31        |
| 5.8        | City of Ottawa Zoning By-law (2008-250)                               | 33        |
| 5.8.1      | Proposed Zoning By-law Amendments                                     | 36        |
| <b>6.0</b> | <b>Supporting Reports and Studies</b>                                 | <b>38</b> |
| 6.1        | Heritage Impact Statement and Stage I Conservation Plan               | 38        |
| 6.2        | ESA Phase 1   | 38        |
| 6.3        | Site Servicing and Stormwater Management Report                       | 38        |
| 6.4        | Geotechnical Investigation  | 39        |
| 6.5        | Environmental Noise Control Study                                     | 40        |
| 6.6        | Pedestrian Wind Level Study   | 40        |
| <b>7.0</b> | <b>Conclusion</b>   | <b>41</b> |

# 1.0 Introduction

Fotenn Planning + Design has been retained by 217 Nepean Street Holdings Inc. and 211-231 Bank Street Holdings Inc. (here on be referred to as “the owners”) to prepare this Planning Rationale and Design Brief in support of a Zoning By-law Amendment for the sites municipally known as 178 Nepean and 219 and 223 Bank Street (“subject property”) located in Centertown in the City of Ottawa.

## 1.1 Application Overview

This application relates to three (3) parcels municipally known as 178 Nepean and 219 and 223 Bank Street. The lands are located on the east side of Bank Street, south of Nepean and north of Lisgar Streets within the Centretown neighbourhood of the City of Ottawa. These buildings are considered “contributing” within the Centretown Heritage Conservation District, as identified in the Centertown and Minto Park Heritage Conservation District Study. Contributing buildings are those that contribute towards the District’s heritage character.

217 Nepean Street Holdings Inc. and 211-231 Bank Street Holdings Inc. (“the owners”) intends to develop the subject property by retaining the existing heritage contributing buildings and constructing a nine (9) storey addition atop. The proposed addition will consist of residential dwelling units, while the ground-floor will retain its commercial uses along the Bank Street frontage. The resulting building will provide a total of 263 residential units consisting of bachelors up to three-storey apartments, an approximately 1,000 square metre of ground floor commercial uses, divided into 5 separate stores. There will also be a ground-floor lobby fronting onto Bank Street. Multiple amenity areas are proposed throughout the building, including on the podium rooftop, an internal courtyard at the rear of the property, on top of the main floor podium, building rooftop, main floor lobby area, and private balconies.

Improvements are proposed to the exterior facades of the subject property, along Bank, Nepean and Lisgar Streets streetscapes. Collectively, the development will revitalize the heritage buildings, and contribute to the restoration of an active and bustling street life along Bank Street.

The intent of this Planning Rationale and Design Brief is to evaluate the proposed development against the applicable policy and regulatory framework and determine whether the proposed amendments meet the intent and purpose of the applicable policy, are compatible with its adjacent development and surrounding community. This should be read in conjunction with the suite of materials submitted as part of this complete application package.

The property is currently zoned Traditional Mainstreet, height restricted to 19 metres, **[TM H(19)]**, which permits mixed-use buildings located in areas designated Traditional Mainstreet in the Official Plan. To facilitate this development, concurrent **Zoning By-law Amendment** and **Site Plan Control** applications are being submitted. The Zoning By-law Amendment is required to seek relief from certain performance standards to permit the proposed development. Additionally, a Heritage Application will also be submitted to the City’s Heritage Department.

## 1.2 Public Consultation Strategy

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

- / Pre-Application Consultation Meeting

- A Pre-Application Consultation Meeting was held with City Staff and the applicant team on September 21, 2022.
- The meeting had representatives from the community in presence.
- / Notification of the Area Councillor
  - The Ward Councillor Ariel Troster will be notified of the proposed development shortly after submission of the Zoning By-law Amendment and Site Plan Control applications.
- / Community “Heads Up” to local registered community Associations
  - A “heads up” notification to local registered community association will be completed by the City of Ottawa during the application process.
- / Community Information Session
  - If requested by the Ward Councillor, the applicant team will participate in a community information and comment session to discuss the proposed development.
  - It is anticipated that the Ward Councillor would provide notice to residents via the ward website and newsletter, Facebook and Twitter.
  - It is anticipated that the community information session would be held via an online format such as Zoom webinar or other similar platform.
- / Urban Design Review Panel Consultation
  - A formal review of the proposed development will be undertaken by the Urban Design Review Panel as part of the development application process.
- / Heritage Permit Application
  - A Heritage Permit Application will also be submitted to the City’s Heritage department. This application will be reviewed by staff, and could be heard at Built Heritage Committee.
- / Planning 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 Official Plan and Zoning By-law Amendments – Planning Committee
  - The statutory public meeting will take place at the City of Ottawa Planning Committee.



## 2.0 Site Context and Surrounding Area

### 2.1 Subject Property

The subject property is a corner lot located at 178, 219 and 223 Bank Street. The subject property consists of three individual parcels that will be consolidated to form a single property and are located along the eastern edge of Bank Street, south of Nepean and north of Lisgar Streets, within the Centertown Neighbourhood (Ward 14 – Somerset Ward) of the City of Ottawa. The subject property has western frontage of approximately 60.48 metres along Bank Street, northern frontage of approximately 33.83 metres along Nepean Street, and 30.18 metres along Lisgar Street.



Figure 1: Subject Property, looking south-east at Existing Buildings

The subject property is currently developed with four (4) individual heritage contributing, mixed-use buildings that are built to a zero (0) metre lot line. The buildings range in height where the dominant built form is three (3) storeys except for a single two (2) building. The buildings are currently used for a broad range of commercial uses at grade and offer residential apartments above. Some buildings are currently vacant, or boarded up, while others have continued occupancy. All buildings have principal access from Bank Street, with additional access to residential apartments provided from Nepean Street.

All buildings have entrances directly from the public right-of-way, and the front yard along Bank Street consists of concrete sidewalks, with variety of street furniture that contributes to streetscape along Bank Street. These furnishings include street lamps, trees with protective guards, garbage bins, post box, and stylized bicycle racks. Along Lisgar Street, there is a park bench located in the south-east corner of the intersection, within the public right-of-way. Additionally, there is also a traffic pole and hydro pole located here.

There are two (2) trees planted along the Bank Street frontage and along Nepean Street there is an additional tree located at the north-east corner of the intersection within the public right-of-way. The tree is surrounded by a tree-cage, bicycle rack and park benches.

Street parking is located along all three frontages and is expected to remain. Additionally, there is currently parking at the rear of 178 Nepean Street which is accessed through a private laneway from the adjacent property.

The subject properties are recognized as **Contributing Buildings** within the **Centertown and Minto Park Heritage Conservation Districts**. Contributing buildings are considered to have design, historic and/or associative value or contextual value, as determined through the inventory. They are classified as character-defining resources and are intended to be retained and conserved as these buildings collectively contribute to the District's heritage character.

## 2.2 Surrounding Area

The subject property is located in the established Centertown neighbourhood of the City of Ottawa. As a corner through lot, it has frontage on three roads – Bank, Lisgar and Nepean Streets. The property has its front yard on Bank Street which is designated as an Arterial Road within the City's road classification system and connects volumes of traffic in a general north-south direction to the City's downtown core.

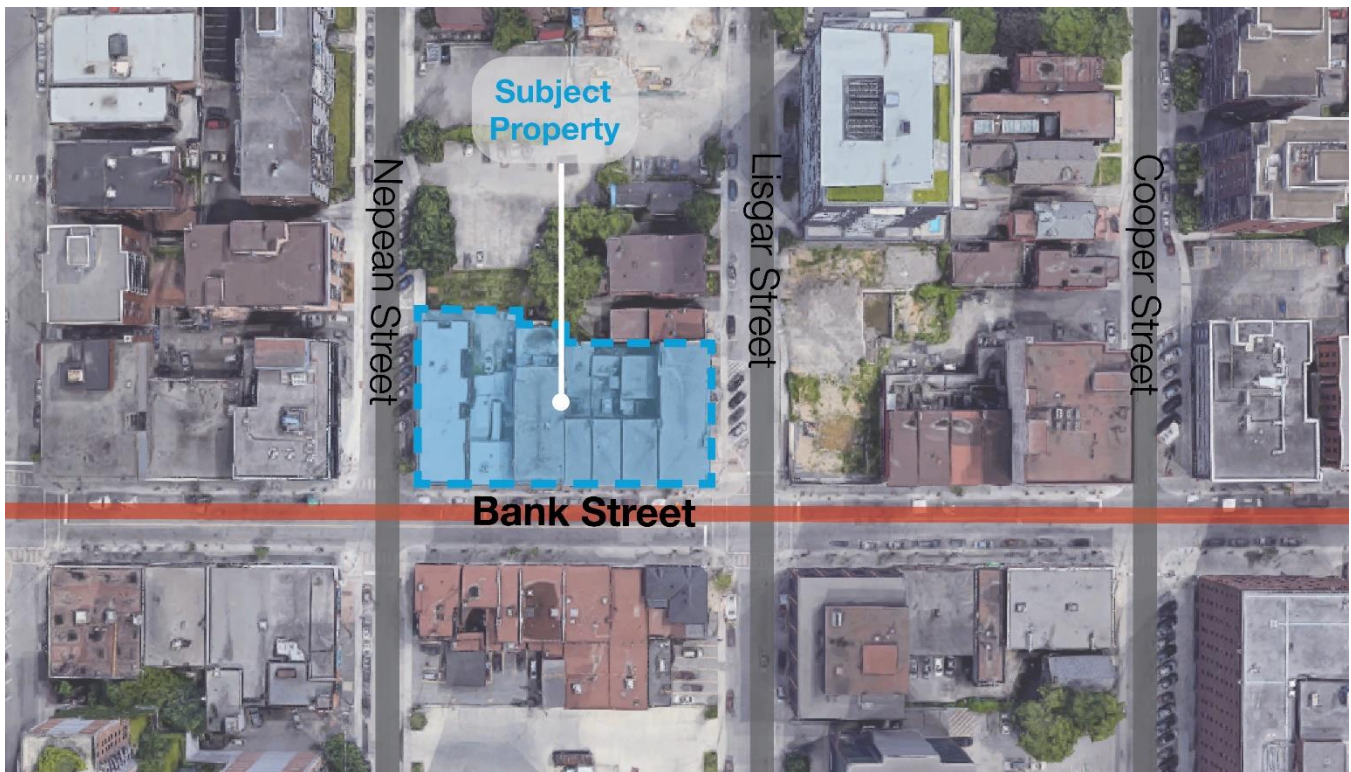


Figure 2: Subject Property

The area surrounding the property is generally characterized by a mix of uses with predominantly pattern of commercial and office uses along Bank Street and increasing residential uses on internally local streets. The built-form in the general area is low- to mid-rise, with some recently constructed and proposed high-rise residential buildings in the general area.

- / **North:** To the north, the subject property abuts Nepean Street, a local road within the City's road classification system. Facing the property across Nepean Street, and fronting on Bank Street, is a 6-storey commercial building with office above. The interior lots on the block are developed with five to



eight storey residential use buildings. Further north, past Gloucester Street, there is high-rise with a mix of commercial, residential and institutional-office uses.

Further north approximately 550 metres is Parliament Station, a LRT Station that is part of the Confederation line O-train system. Further north is Wellington Street on which the national Parliament sits.

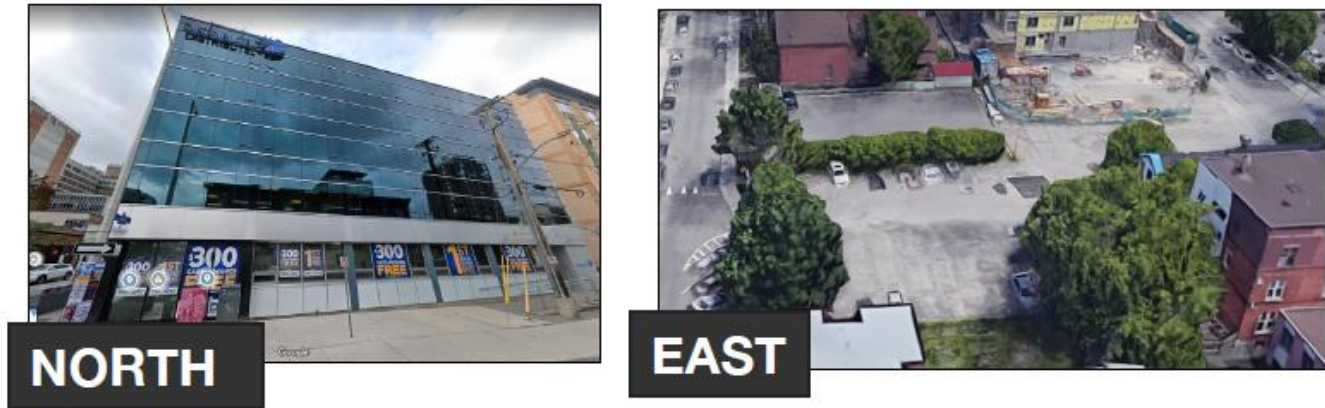


Figure 3: Left: North of subject property fronting onto Nepean Street. Right: view East of Subject Property, Nepean Street to the left.

- / **East:** To the east, the subject property abuts 307 Lisgar Street, that currently consists of drive-way, temporary community garden and surface parking with frontage onto Lisgar and Nepean Street. 307 Lisgar Street has recently received approval by the City for a Zoning By-law Amendment and Site Plan Control to permit two (2) high-rise residential-use towers of 25 and 27-storeys each. These towers are connected through a multi-storey podium ranging in heights of one (1) to nine (9) storeys. When completed, part of property (at 178 Nepean and part of 29 Bank Street) will abut the nine (9) storey podium of this development along the northern portion of the lot and will share access provided through an existing easement to the drive aisle separating the two properties.

Additionally, the subject property at 223 and part of 219 Bank Street abuts two (2) low-rise, mixed-use building. Further beyond this is a recently constructed high-rise, residential use building, behind which are currently low-rise, residential use buildings. These buildings are subject to a Zoning By-law and Site Plan Control (D02-02-21-0076) application to permit a surface parking lot with 30 parking spaces. Immediately adjacent to this is a high-rise, office building with frontage onto O'Connor Street. Beyond this is a vacant lot at the corner of Nepean and O'Connor Street which is subject to Zoning By-law Amendment and Site Plan Control application (D02-02-21-0042) to redevelop these properties into a 27-storey apartment building with a two- and six- storey podium. Immediately abutting this to the east is another vacant parcel of land at 312 Lisgar Street, adjacent to which is a recently constructed high-rise, residential building.

- / **South:** To the south, the subject property abuts Lisgar Street, which is designated as a local street in the City's Road Classification system. Immediately across is a vacant site, subject to redevelopment. This site received a Site Plan Control approval from the City in 2017 for a six (6)-storey mixed-use building with underground parking (D07-12-14-0107). Abutting this is a large surface parking lot.

Further south are three (3) and six (6) storey mixed-use buildings consisting of commercial frontage along Bank Street, and residential and office use above. Beyond this is Cooper Street, a local road within the City's Road classification system, on which is a four (4) storey mixed-use building with commercial at grade and office above. The general character of the area south is low- to high-rise consisting of predominantly low-rise heritage contributing buildings on inner streets, and newer high-rise construction



on adjacent properties. Buildings fronting onto Bank Street are generally low- to mid-rise and generally maintain the Mainstreet development pattern.

A few mid-rise buildings have been constructed along Bank Street. These include 259 Bank (seven storeys), 276 Bank Street (nine storeys), 324 Bank Street (six storeys), 390 Bank Street (not yet constructed, approved for nine storeys), 455 Bank Street (eight storeys) and 465 Bank Street (8 storeys).

- / **West:** West of the subject property, across Bank Street, are one (1) to three (3) storey mixed-use buildings with zero lot-line setbacks that follow a traditional Mainstreet development and land use pattern. Most of these buildings are also identified as Contributing Buildings to the Centretown and Minto Park Heritage Conservation Districts Plan.

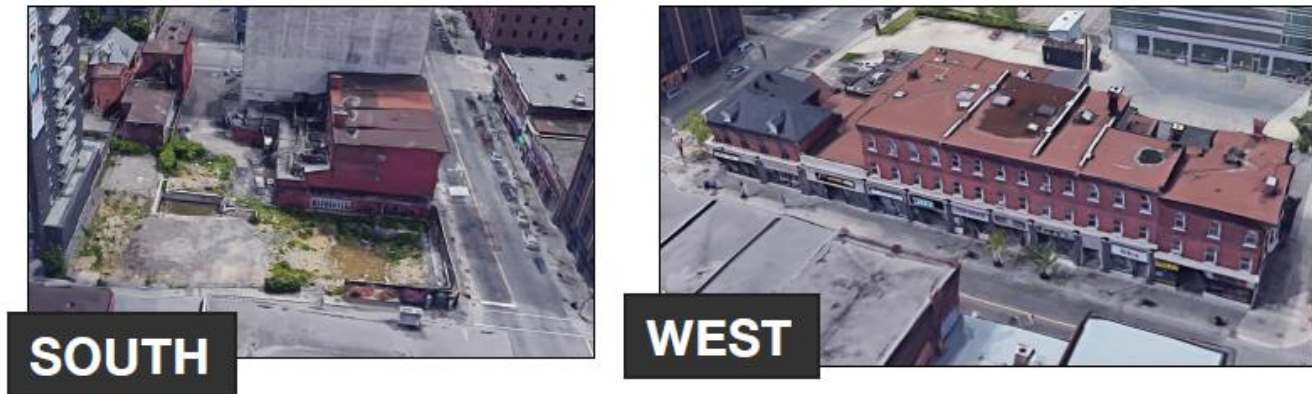


Figure 4: Left, view South of subject property, Bank Street to the right. Right: View West of Subject Property along Bank Street Frontage.

## 2.3 Road Network

The subject property fronts onto Bank Street to the west and is located within a block bound by Nepean Street to the north, Lisgar Street to the south and O'Connor Street to the east. Bank and O'Connor Streets are designated as Arterial Roads pursuant to Schedule C5- Downtown Core Road Network plan of the City's Official Plan. Arterials are major routes of the City's transportation network that generally carry large volumes of traffic over the longest distances. Arterial roads are designed to carry a variety of vehicles and connect to provincial and inter-provincial roads.

The subject property is well situated within a network of north-south and east-west running arterial roads, and near a Major Collector, Gladstone Avenue. The property is also located within 1.4kilometres from Highway 417 which is a provincial Highway.

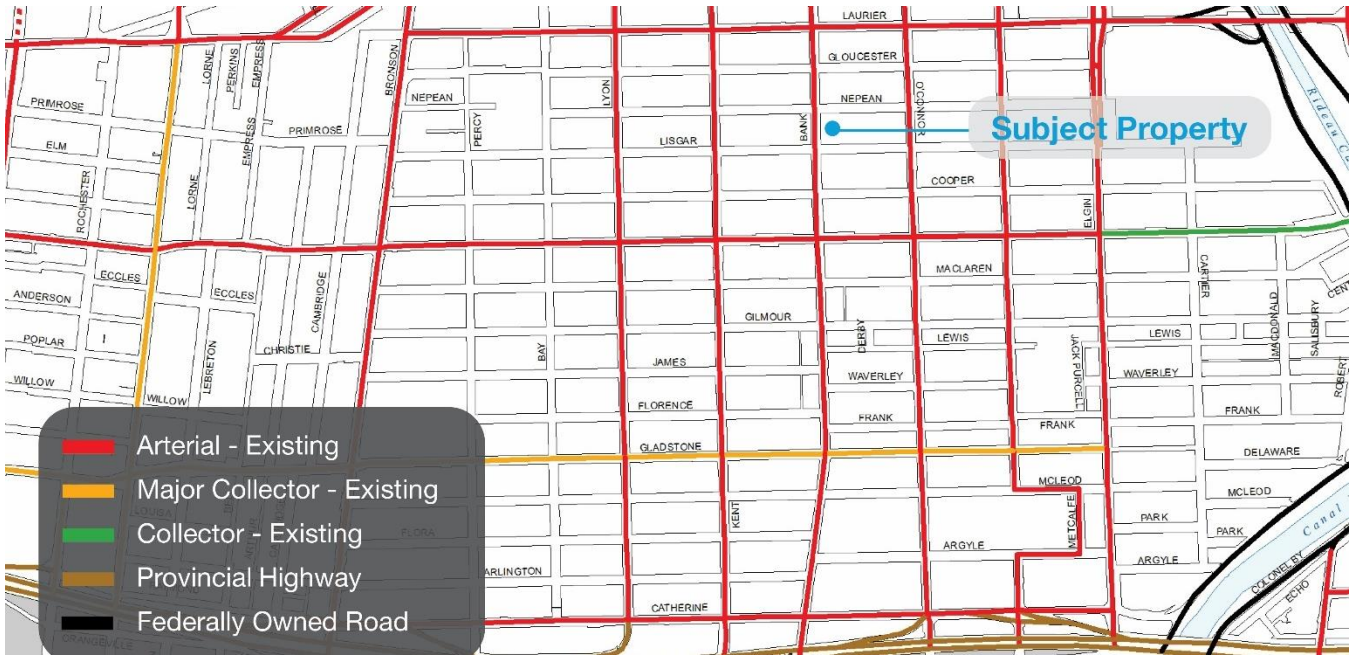


Figure 5: Schedule C5- Downtown Core Road Network - City of Ottawa Official Plan

## 2.4 Transit Network

Being located within the City’s downtown area, the subject property is well served by numerous public transit options. Pursuant to Schedule C2-Transit Network Ultimate of the City’s Official Plan, the subject property fronts onto a Transit Priority Corridor along Bank Street and is located 550 metres from the Parliament O-train Station. Parliament Station is part of Phase One Confederation Line providing efficient connections through the City.

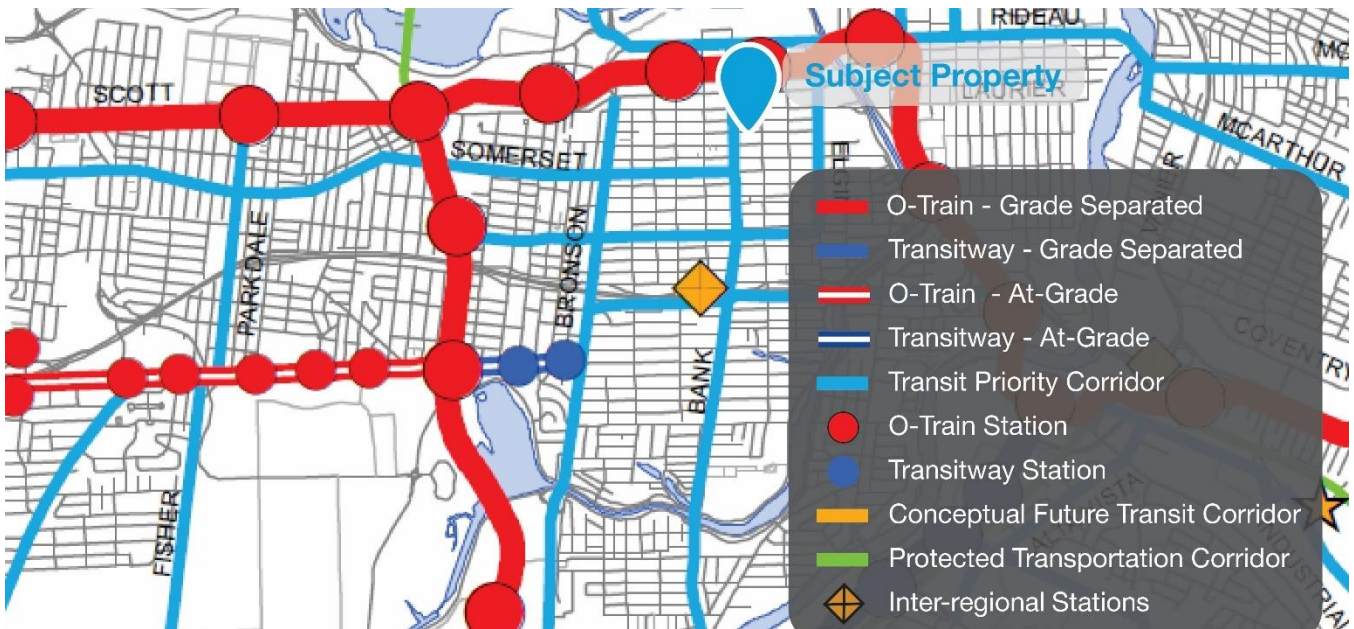


Figure 6: Schedule C2-Transit Network Ultimate - City of Ottawa Official Plan



## 2.5 Active Transportation Network

The subject property is in the City's Downtown Core, and as such is well serviced by cycling infrastructure. As per Schedule C3- Active Transportation Network – Urban Major Pathways plan of the City's Official Plan, the property is surrounded by Major Pathways. Additionally, as per GeoOttawa, a Multi-Use Pathway is located along O'Connor and Laurier Street. The Official Plan notes that bike lanes are proposed along all Arterial Roads in the future.

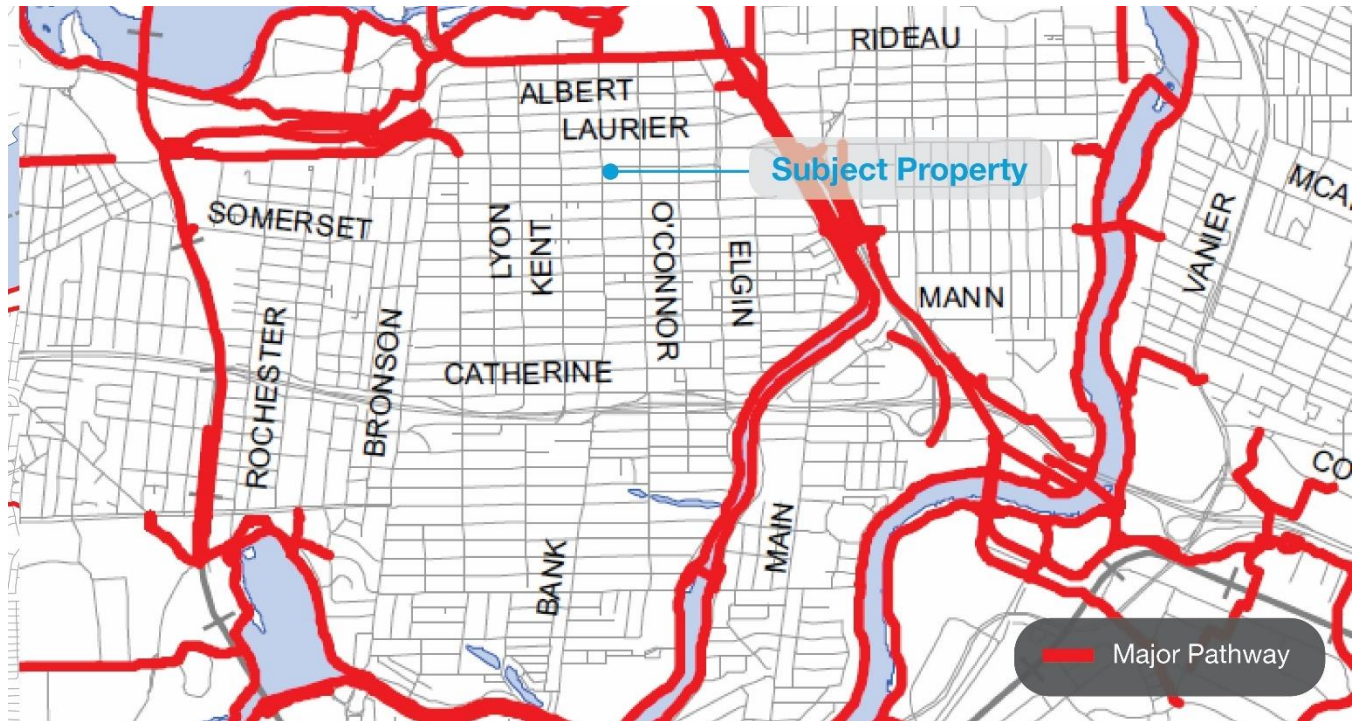


Figure 7: C3- Active Transportation Network – Urban Major Pathways- City of Ottawa Official Plan

## 2.6 Neighbourhood Amenities

The site is located is well serviced by a range of neighbourhood amenities that cater to wide range of demographics. Some of these include:

- / Retail and service commercial (mainstreet commercial including supermarkets, pharmacies, liquor stores, banks, offices, coffee shops, bars and restaurants);
- / Major commercial centres, including the CF Rideau Centre;
- / Recreational facilities including private gyms, community centres and the YMCA;
- / Parks including Confederation Park and several local parks, as well as greenspace along the Rideau Canal and Ottawa River;
- / Institutional uses such as City Hall;
- / Tourist or Heritage buildings such as Parliament Hill; and,
- / Public Schools including Lisgar High School and Elgin Street Public School

Additional amenities can be found along east-west arterial roads of the subject property, and along Elgin Street, which is within 550 metres from the subject property.

## 3.0 Proposed Development

The owners are proposing to construct a nine (9) storey residential use addition above the heritage contributing buildings located at 178 Nepean, 219 and 223 Bank Street. The proposed addition will create a total of 263 residential units consisting of a mix of bachelors to three-bedroom suites. Additionally, the development will reinstate ground floor retail-commercial space to provide up to five (5) total non-residential units with frontage onto Bank Street. Communal amenity spaces are proposed indoors within the main floor as well as outdoors on multiple rooftops including above the podium and above the 9<sup>th</sup> floor (rooftop). Private amenity spaces are also proposed on balconies. The development proposes 434 bicycle parking spaces and a bike repair area located internally to the building. Garbage will be accommodated in a dedicated room located within the main floor of the building adjacent to a dedicated loading area. The resulting building will provide a total Gross Building Area of 14,046 square metres.

The new addition will introduce primary access to the residential building through a lobby that fronts onto Bank Street. Additional entrances are proposed from Nepean Street, while secondary accesses are provided through a dedicated loading area fronting onto Lisgar Street. An exit to the rear yard is also proposed within the ground floor. All non-residential units will have individual entrances from Bank Street.



Figure 8: Proposed Development East Elevations.

The proposed addition retains the original roof ridgeline of the existing heritage contributing buildings, and steps back approximately 3 to 3.9 metres past the third floor to extend the new residential addition up to a height of six floors, after which the building steps back an additional 1.2 metres for a height of up to nine (9) storeys. The addition retains the two (2) storey building at 178 Nepean Street, and provides a continuous nine (9) storeys above. Along the back, the proposed addition is designed to create a courtyard around the rooftop of the one (1)-storey podium.



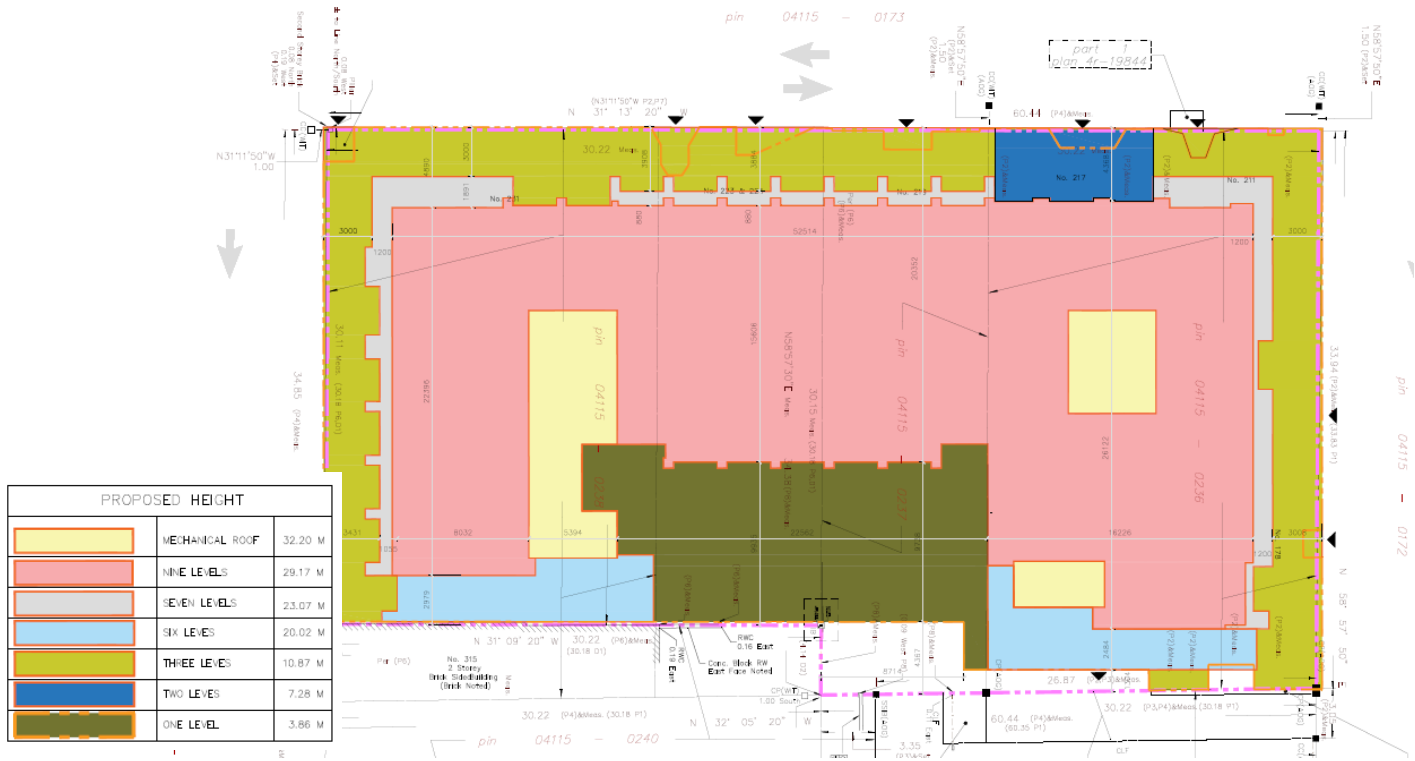


Figure 9: Site Plan of proposed development.

## 4.0 Urban Design Brief

### 4.1 Building Design

#### 4.1.1 Building Massing and Scale

The proposed 9-storey building is designed to showcase the existing two- and three-storeyed heritage contributing buildings below by preserving the original roofline and setting the mid-rise addition 3 metres further back from the existing front property line. The resulting building offers three distinct sections divided horizontally that provide a vertical expression of the architectural language of the buildings below, while being distinctly different and of an architectural time of their own. The distinct middle portion of the building is further divided vertically into four (4) distinct features that are articulated in the architectural language, ratios and vertical expressions of the buildings below.

The proposed addition carefully considers the architectural proportions of the existing heritage buildings below by mimicking the vertical expressions. The window ratios, spacing and location compliment the existing buildings, while the middle portion is divided into two distinct segments, a “forecourt” that extends from the roof of the 2-storey addition to the full extent of the 9-storey building; and a fragmented section to the south which makes up the larger bulk of windows in the approximate centre of the building. These sections extend vertical lines found in the architecture below to define window and balcony widths through a well defined brick finished wall.



Figure 10: Proposed Development, East Elevation.

The “forecourt” portion of the addition provides a disruption in the continuity of the mid-section of the mid-rise tower and creates visual interest through its design and articulation like how the shorter height building creates an interruption in the streetscape below. This design captures the disruptive element of the shorter building and extends it vertically in the expression of the new addition above. The “forecourt” sits above the 2-storey portion of the building block, and steps back 4.48 metres and continues vertically without disruption to the building top, creating visual interest, while respecting the window ratio, and spacing found below. The design of the addition uses this as an opportunity to set the “forecourt” further back and create architectural interest through the incorporation of red-brick detailing designed using material and colors commonly found within the heritage neighbourhood.

The subject property is a corner through lot and abuts a recently approved high-rise along its rear. The subject property introduces setbacks that appropriately align with the street widths along all frontages to ensure appropriate transition is provided to its surrounding area. Along its rear, the subject property abuts existing low-rise residential building to the south, and a vacant lot where the property will abut a laneway opposite to which is planned for a 9-storey podium of a recently approved high-rise project. Here the building introduces appropriate setbacks at various heights to provide appropriate separation to abutting properties while also providing a courtyard in the middle to maintain privacy.



Figure 11: Proposed Development, North Elevation (Nepean Street at Bank Street).

**The articulation and massing of the proposed addition avoids imposing onto the public realm along Bank and abutting Lisgar and Nepean streets. Through its use of setbacks, colour and materiality, the development establishes a comfortable public realm along all building frontages and highlights the importance of the heritage buildings below. The density is pushed back a minimum of three (3) metres from Bank Street, before stepping back an additional 1.2 metres past the 7<sup>th</sup> floor to a height of nine (9) total storeys. The same setbacks are maintained along Lisgar and Nepean streets. A 4.6 m setback is introduced to define a “forecourt” atop the 2-storey portion of the existing building. The proposed development achieves appropriate physical mass to define the building as an important heritage feature within the neighbourhood, while accommodating significant increase in density. The addition addresses massing through the use of materiality and colors and uses complimentary and lighter hues that**



contribute to the reduction of the bulk above. The addition represents a scale that fits in with its surrounding area, and appropriately achieves a transition to the neighbouring properties to the north, and rear, where it abuts a 9-storey podium on which a 25 storey tower is approved for development.

#### 4.1.2 Views

The proposed development includes restoration of the original heritage contributing facades by removing paint from original brick and introducing store fronts that better represent the heritage area. The improved facades present opportunities for higher quality commercial tenancy where the large, glazed windows open onto the street, and combined with active entrances present opportunities for increased animation along Bank Street.



Figure 12: Proposed Development, South Elevation (Lisgar Street at Bank Street).

Additionally, the proposed addition setback from the roof line of the existing heritage buildings below, help to address the buildings below as important buildings that contribute to the definition of the pedestrian frontage, and define a comfortable pedestrian oriented public realm, while positively contributing to views along Bank Street. The addition provides varied articulation that further adds to the vertical views as the buildings transition to high-rise built form further east within the neighbourhoods.



The development will contribute to a well-defined streetscape along Bank Street with reinstated and restored store fronts along Bank Street that introduce high-quality active entrances shared with the residential units above. The buildings above are setback three (3) metres to define the street edge. Collectively the overall development contributes positively to views of downtown along the arterial mainstreet, that transitions into high-rise building heights within the neighbourhoods behind.

#### 4.1.3 Building Transition

The planned function along Bank Street anticipates building heights of 9-storeys where it is appropriate if transition is provided. The proposed development appropriately aligns with this planned context, while providing an appropriate transition to its existing and planned surrounding context. The proposed addition appropriately transitions to its surrounding existing and planned context by introducing built form that maintains appropriate stepbacks past the 3<sup>rd</sup> and 7<sup>th</sup> storey to push the mass further back from the building frontage along all street fronts and providing an internal courtyard. The courtyard area provides a separation of approximately 10 to 14 metres from the rear lot line to maintain separation from adjacent high-rise uses on neighbouring parcel.



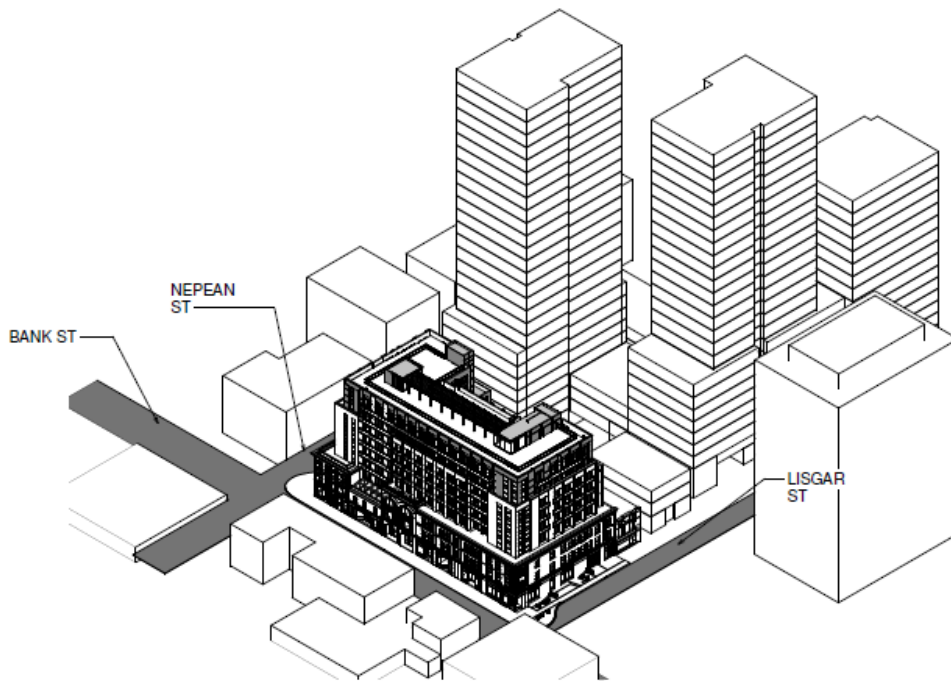


Figure 13: Proposed Development, Axonometric Context.

**The proposed development appropriately transitions into its surrounding areas, by incorporating building setbacks at various heights that align with street widths along all frontages, and setbacks and courtyard along its rear.**

#### 4.1.4 Public Realm and Pedestrian Experience

The proposed development prioritizes the pedestrian experience by maintaining the original function of the heritage contributing buildings along Bank Street as spaces that foster activity, such as retail, while restoring them to include a higher degree of glazed facades as shown in Figure 12 above. Establishing these uses will provide continued active entrances that, combined with glazed facades, contribute to the creation of a high quality animated public realm along the Bank Street frontage. While the incorporation of non-residential uses along Bank Street, as well as the primary entrance to the residential units above, provide opportunities for pedestrians to access these units, glazed facades present opportunities for the interiors to spill out onto the street, thereby contributing to the animation of the street.

Defining features such as signage and wider store fronts are used to create focal points along the streetscape. The reinstatement of landscape features including trees, tree cages, decorative bicycle racks, garbage bins will all contribute to creating comfortable pedestrian realm that provides continuity along Bank Street.

The public realm along Nepean and Lisgar Street is further improved through significant landscaping intervention, which includes a well-designed public realm consisting of a mix of soft and hard landscape treatments, and opportunities for street furniture such as seating, benches and public art (Figure 14).

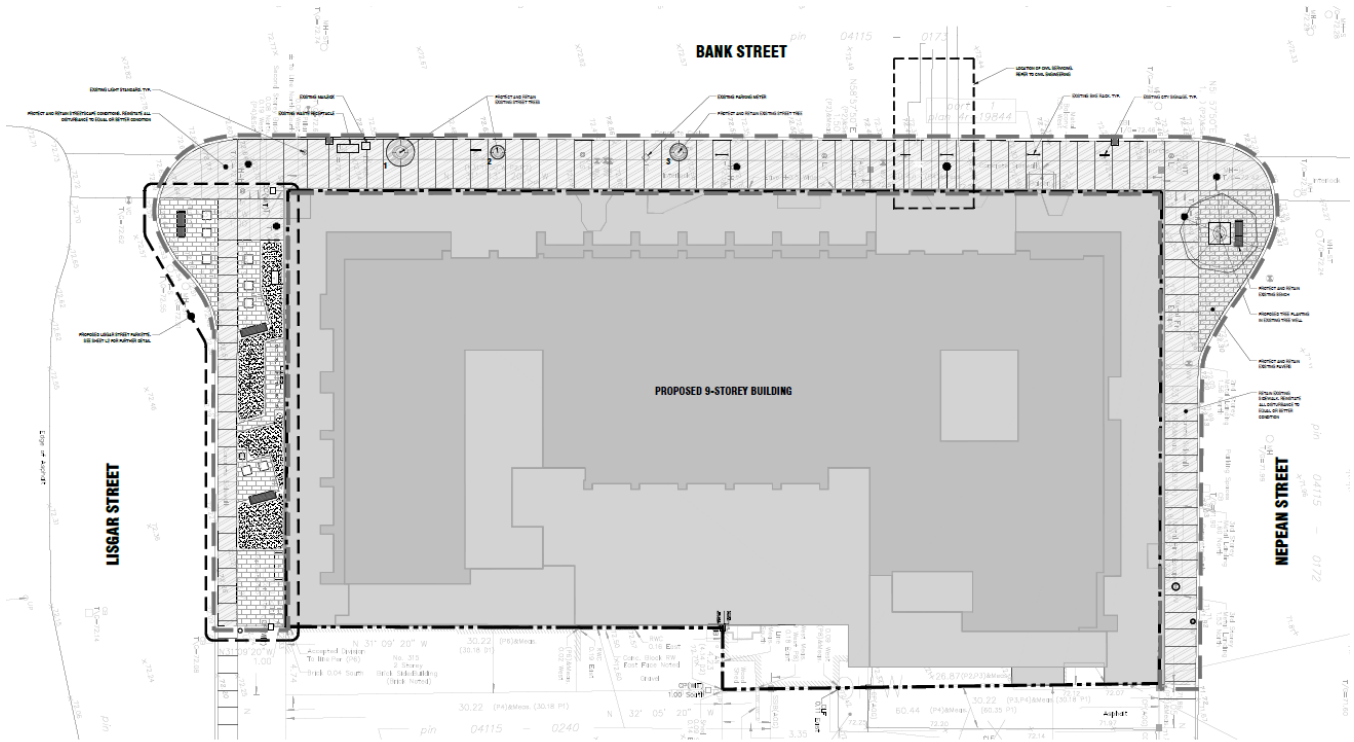


Figure 14: Landscape Plan.

#### 4.1.5 Sustainability

The proposed addition intensifies an underutilized site within an established downtown core by introducing greater residential density. The new addition will be constructed using modern technologies and materiality that significantly enhance the efficiency of materials and energy consumption of the site. The development proposes rooftop patios and amenity spaces that will consider hard and soft landscaped surfaces which will contribute to the presence of soft-landscaping in the area through planters and ground covering. Additionally, the proposed development proposes to eliminate on-site parking and provide abundant bicycle parking with secure storage inside the building. Through this the building promotes active modes of transportation thereby helping reduce automobile dependency.

#### 4.1.6 Heritage

The subject property uses architectural language and ratios found in the existing heritage contributing buildings by incorporating vertical and horizontal lines, building stepbacks and ratios similar to those commonly found within the area. The subject property implements window ratio, spacing and styles within its design and carries these elements vertically to the new addition to communicate in the same architectural language of the heritage contributing buildings below. The addition provides a well-defined middle and top portion of the mid-rise building by implementing pseudo “cornices” and architectural detailing that complies with the detail found within the heritage area without imitating them.

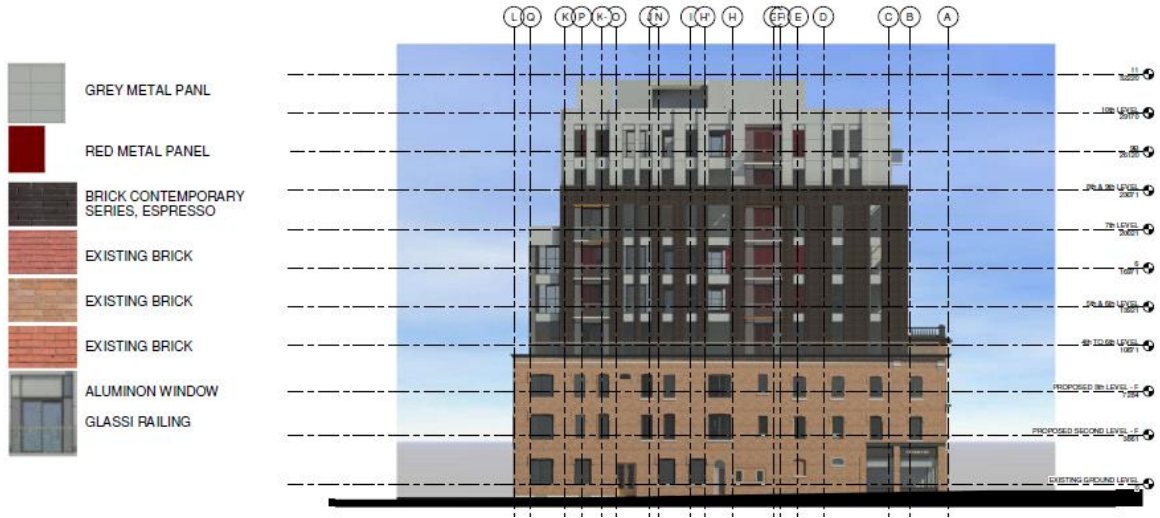


Figure 15: Proposed Development, North Elevation, and Materiality List.

Through its materiality and color, the proposed addition uses elements such as brick and charcoal windows in color profiles that compliment the original heritage contributing buildings below and the surrounding areas. The streetscape considers implementation of storefronts that complies with original façade by incorporating high degree of glazing at ratios that were commonly found within buildings of this type in the past.



## 5.0 Policy and Regulatory Framework

### 5.1 Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 (PPS) provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act, which includes the PPS.

The PPS supports the goal of enhancing the quality of life for residents of Ontario, including the protection of public health and safety, the quality of the natural and built environment, and resources of provincial interest. The PPS also recognizes that the “long-term prosperity and social well-being of Ontario depends upon planning for strong, sustainable and resilient communities for people of all ages...”. The policies of the PPS support building strong healthy communities, wise use and management of resources, and protecting public health and safety. The following PPS policies are applicable to the proposed development.

#### 5.1.1 Section 1.0 – Building Strong Healthy Communities

Section 1.0 of the PPS recognizes that “efficient land use and development patterns support sustainability by promoting strong, liveable, healthy and resilient communities...” and provides policies to achieve these healthy communities throughout Ontario. Within this section, the policies applicable to the site and proposed development are as follows:

- / 1.1.1: Healthy, liveable and safe communities are sustained by:
  - (a) promoting efficient development and land use patterns...;
  - (b) accommodating an appropriate affordable and market-based range and mix of residential types, employment,..., and other uses to meet long-term needs;
  - (e) promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns...; and
  - (g) ensuring that necessary infrastructure and public service facilities are or will be available....
  
- / 1.1.3.2: Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
  - (a) efficiently use land and resources;
  - (b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available...;
  - (e) support active transportation; and
  - (f) are transit-supportive, where transit is planned, exists or may be developed.
  
- / 1.1.3.3: Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
  
- / 1.4.3: Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
  - (b) permitting and facilitating: 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and 2. all types of

- residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- (c) 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 projected needs;
  - (d) promoting densities for new housing which efficiently use land, resources, infrastructure, and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
  - (e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
  - (f) 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.
- / 1.5.1: Healthy, active communities should be promoted by:
- (a) planning public streets, spaces, and facilities to be safe, meet the needs of pedestrians, foster social interaction, and facilitate active transportation and community connectivity;
- / 1.7.1: Long-term economic prosperity should be supported by:
- (b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
  - (d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets; and
  - (e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.
- / 1.8: Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:
- (a) promote compact form and a structure of nodes and corridors;
  - (b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas; and
  - (e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.
- / 2.6.1: Significant heritage resources and significant cultural heritage landscapes shall be conserved.
- / 2.6.3: Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

**The proposed development is consistent with the Provincial Policy Statement. As a property located in an established Downtown neighbourhood and within close proximity to transit. The redevelopment of the subject property advances the provincial goals of healthy, livable, and safe communities that efficiently use existing infrastructure by intensifying through a diversified housing stock within built up areas of the municipality. The proposed development improves the range and mix of housing types within areas located close to transit, thereby increasing its usage. Further, the proposed development makes efficient use of existing infrastructure and public service facilities which have the capacity to support the increased density. The proposed development has been carefully designed to preserve the heritage attributes of the building and incorporate these elements within the addition.**

## 5.2 City of Ottawa Official Plan, 2022

The City of Ottawa Official Plan was approved as amended by the Ministry of Municipal Affairs and Housing (MMAH) on November 4<sup>th</sup>, 2022. The Plan sets out policies that will guide growth within the City to the year 2046. The Plan is organized into five (5) Strategic Policy directions which guide its growth to reach a target of 1.4 million people over this horizon. These five (5) broad policy directions are foundational to the making the City the most livable mid-sized city in North America over the next century. Section 2.1 of the Official Plan outlines these broad policy directions as follows:

- 1) **Achieve, by the end of the planning period, more growth by intensification than by greenfield development.**  
Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.
- 2) **By 2046, the majority of trips in the city will be made by sustainable transportation.**  
The Official Plan aims to achieve more than half of all trips to be made through sustainable transportation by aiming to achieve more than half of all trips through. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.
- 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.**  
The Official Plan introduces transect approach to distinguish between Ottawa's distinct neighbourhoods and rural Villages. These Transects allow Ottawa to define the prescribe policies that are better tailored to the areas context and support more inclusive and vibrant communities.
- 4) **Embed environmental, climate and health resiliency and energy into the framework of our planning policies.**  
The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.
- 5) **Embed economic development into the framework of our planning policies.**  
In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

**The proposed development recognizes and addresses the Official Plan's Strategic Directions. The development seeks to intensify an underutilized property within the City's Downtown Core, an established neighbourhood with existing amenities, services and access to rapid transit such as the O-train. The elimination of parking increased secure bicycle parking, and proximity to transit and amenities encourages the use of sustainable transportation modes. In its design, the building considers extreme attention to detail and presents a sophisticated well-thought-out plan that carefully responds to the**

**retained heritage contributing buildings and the surrounding area without imitating them. By retaining existing ground floor commercial, the development presents opportunities for community building that support local businesses and provides opportunities for to expand the 15-minute neighbourhood.**

### 5.2.1 Cross-Cutting Issues

The Plan recognizes that some of the City's policy goals require implementation policies that span multiple themes and fall under numerous other City policies, plans, by-laws and operational or other practices. These issues are noted as Cross Cutting Issues. The Plan identifies six (6) essential cross cutting issues that are essential to the achievement of a livable city, but are implemented through policies in multiple sections of the Plan.

- |                             |                                     |
|-----------------------------|-------------------------------------|
| / Intensification           | / Healthy and Inclusive Communities |
| / Economic Development      | / Gender Equity                     |
| / Energy and Climate Change | / Culture                           |

**The proposed development responds to several of the Plan's Cross-Cutting Issues. The proposed development intensifies an underutilized property within an established Downtown Core on a Mainstreet Corridor that is within proximity to Rapid Transit and fronts on to a Rapid Transit Corridor. The development will significantly contribute towards the creation of 15-minute neighbourhoods. It further provides a mix of housing options, including larger units of up to three-bedrooms. In providing high quality housing and diversity within the City's core, the development will become an attractive place for people that live and work in the downtown core area. The proposal retains the existing ground floor commercial uses that are currently occupied by several small-businesses. Upon completion of development, this space presents opportunities for small business growth that will benefit from new residents immediately above. Collectively, these issues help to achieve Intensification, Economic Development, Energy and Climate, Healthy and Inclusive Communities, Gender and Cultural goals of the Plan.**

### 5.2.2 Growth Management Framework

Ottawa's population is projected to grow by 40 per cent between 2018 and 2046 with 51% of that growth targeted to occur through intensification within the built-up areas of the City. This overall intensification target is anticipated to be achieved through a gradual increase in intensification over the life of the Official Plan (stepping from 40% in 2018 up to 60% by 2046).

Intensification is anticipated to occur in a variety of built forms and height categories, from Low-rise to High-Rise 41+ buildings, provided density requirements are met. While residential intensification is permitted in all designations where development is permitted, the Official Plan stipulates that this development should provide variety of dwelling unit floorspace sizes to provide housing choice (Policy 3.2.8). The Official Plan defines two broad dwelling size categories that should strive to provide a variety of floorspace sizes within each category:

- / Small-household dwellings are units with up to 2 bedrooms and are typically within apartment-built forms; and,
- / Large-household dwellings are units with three or more bedrooms, or an equivalent floor area, and are typically within ground-oriented built forms.

Table 3a sets out residential density and large household dwelling targets and provide diversity of housing opportunities. Along Mainstreets, the Official Plan requires a minimum 5% with a target of 10% of households being large-household dwellings with area wide residential density target of 120 dwellings per Net Hectare.

**The proposed development fulfills the Official Plan policy intention for providing a diversity of housing choices by providing a variety of small- and large-household dwelling units within the proposed residential development. The development proposes approximately 8.75% large dwelling units of two**



and three-bedrooms each which exceeds the minimum required by the Official Plan, and aligns closely with the target of 10% large household units.

### 5.3 Transect and Land Use Designation

#### 5.3.1 Downtown Core Transect

Schedule A divides the City into six (6) concentric policy areas called Transects. Each Transect represents 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).

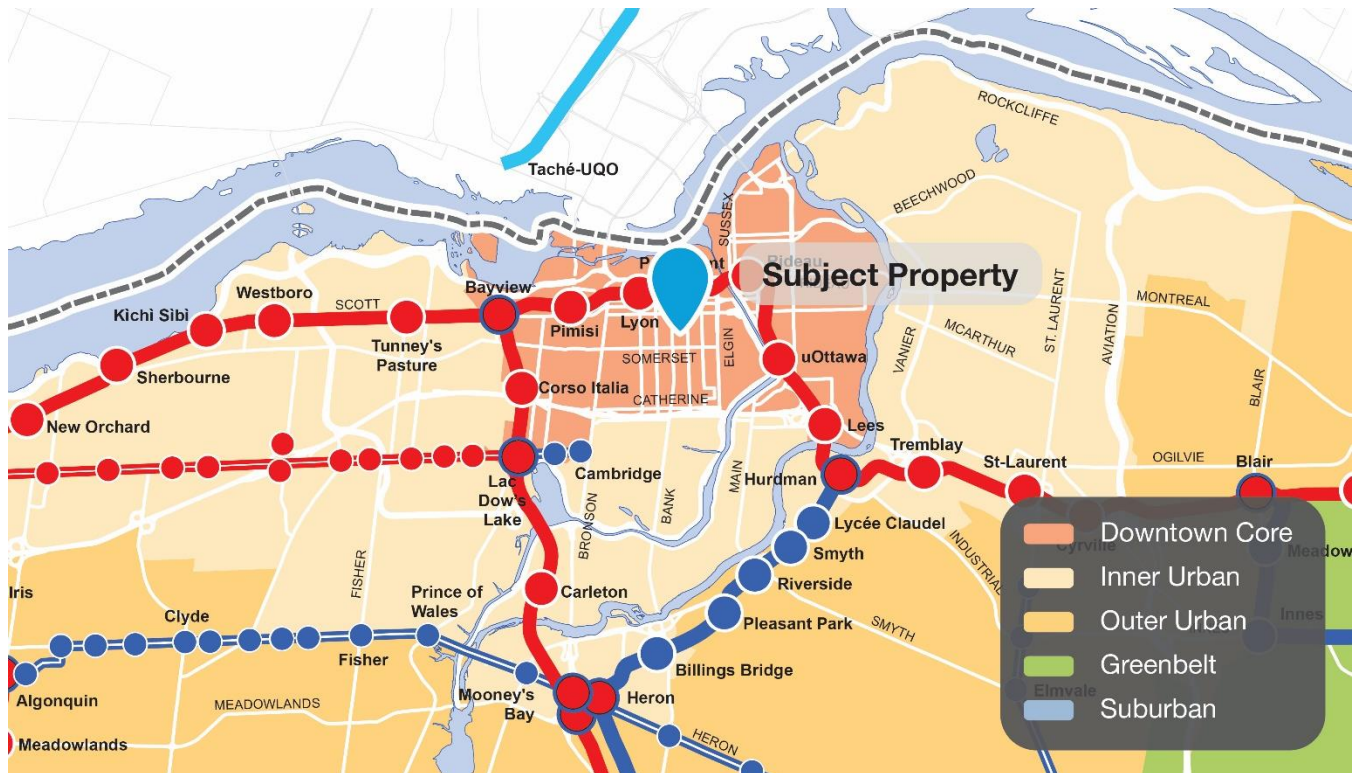


Figure 16: Schedule A – Transect Policy Areas, City of Ottawa Official Plan (2022).

The subject property is in the **Downtown Core Transect**, the historic, geographical, physical, cultural, symbolic and employment hub of the National Capital Region. The built form in this Transect is mature with urban characteristics of high-density, mixed uses and sustainable transportation orientation.

**Section 5.1.1.** outlines policies for the maintaining and enhancing an urban pattern of built form, site design and mix of uses. This established and intended built form of the Downtown Core transect is urban, and all development is expected to maintain and enhance this urban pattern of built form and site design (**Policy 5.1.1.1**). This Transect is to continue to develop as healthy 15-minute neighbourhoods within highly mixed-use environments where Hubs and Corridors provide full range of services, and high concentration of employment is maintained and increased (**Policy 5.1.1.2**). The Downtown Core should have a mix of uses within ground floors, while requiring a high quality public realm (**Policy 5.1.1.3.a and 5.1.1.4**).

**Policy 5.1.1.6** stipulates that the Downtown Core is planned for higher-density urban development forms where either no on-site parking is provided, or where parking is arranged in common parking areas. That the

transportation network for the Downtown Core shall prioritize walking and cycling for short trips, and cycling and transit for longer trips (**Policy 5.1.2.2**).

The proposed development is consistent with the Official Plan’s policy direction for development within the Downtown Core Transects. The proposed development maintains the mature and urban characteristics of the buildings located within the Downtown Core and achieves higher density residential development while retaining existing ground-floor non-residential uses along a Mainstreet Corridor. The proposal takes advantage of the site’s location near O-train Stations with frontage onto a transit corridor, it’s location within the City’s downtown core and convenient access to multiple amenities by increasing the number of high-quality residential units within the established neighbourhood. The building residents will have convenient access to multiple amenities including recreational uses, as well as convenient access to office, and institutional uses in the area. Further, the development encourages active transportation by eliminating on-site parking and providing significant number of on-site bicycle parking spaces and repair facilities located indoors within the building. When completed, the development will contribute to the establishment of a high quality public realm by increasing pedestrian activity along the Mainstreet, and by contributing to the reinstatement of high-quality, upgraded public realm.

**5.3.2 Corridor Mainstreet - within the Downtown Core Transect**

The subject property is designated **Mainstreet Corridor**, as per Schedule B1 – Downtown Core Transect of the Official Plan. The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, greater degree or mixed uses and higher level of street transit service than abutting Neighbourhoods but lower density than nearby Hubs.

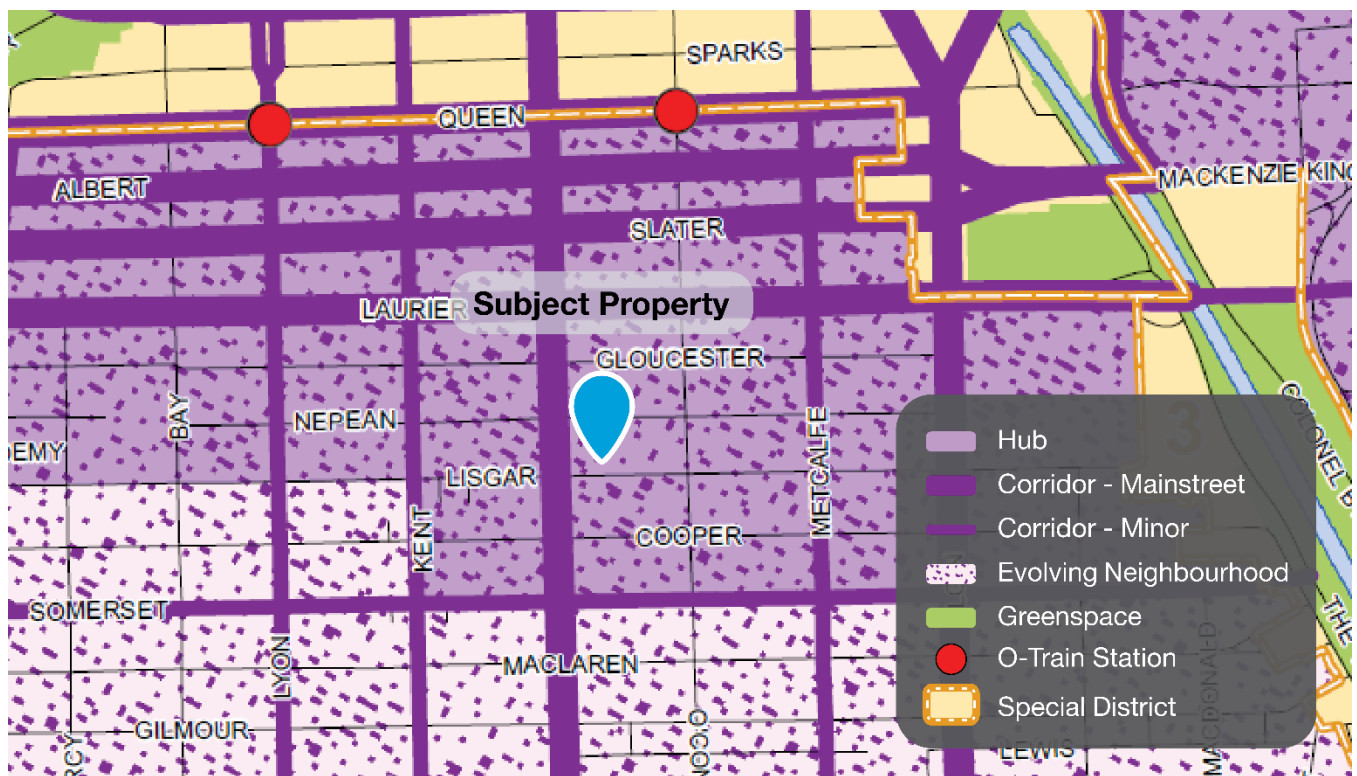


Figure 17: Schedule B1 – Downtown Core Transect, City of Ottawa Official Plan (2022).

The Official Plan recognizes Mainstreet Corridors as having a different context and sets out policies that aim to foster their development to establish mixed-use development, often requiring ground-floor commercial, retail spaces to promote active frontages, with residential and office uses above (**Policy 6.2.2.1**).

Within Mainstreet Corridors maximum permitted building heights and highest densities are to be located closest to the Corridor provided they can maintain appropriate setbacks to achieve appropriate transition in height, land use and site design to their surrounding area (**Policy 6.2.1.2a**). Residential and non-residential uses are permitted within Corridors, if they integrate with a dense, mixed-use urban environment, and provide commercial and service uses on the ground floor to contribute to the creation of 15-minute neighbourhoods (**Policy 6.2.1.23**).

Policies of the Official Plan stipulate building heights of minimum two (2) up to a maximum of nine (9) storeys along Mainstreet Corridors within the Downtown Core Transect Area (unless a Secondary Plan or Area Specific Policy differs), and require appropriate transition in height, setbacks and application of angular planes, as per Urban Design guidelines in the plan (**Policy 5.1.4.2**). Buildings in the Mainstreet Corridor designation are required to have entrances facing Mainstreets, with podium heights that are generally proportionate to the width of the street, with taller heights permitted on sights that are within 100 metres walking distance to an O-train Station (**Policy 5.1.4.2**).

**The proposed development aligns with the Official Plan’s policy direction for Mainstreet Corridors and creates a well-designed, mixed-use development that integrates with its surroundings and site context. The development offers ground-floor commercial, retail spaces as well as a residential portion above. Active entrances are proposed on the Mainstreet Corridor, thereby contributing the animation of the public realm. The presence of ground floor retail units, and the location of the site within the City’s core, the development is well situated to contributing to the creation of 15-minute neighbourhoods. Further, the development complies with the policy direction for building heights along Mainstreet Corridors within the Downtown Corridors, as it proposes a maximum building height of nine (9) storeys. The building retains the heritage buildings, and gradually steps back to achieve an appropriate transition in height and built-form massing. By doing so, the development not only integrates well with the retained heritage buildings at grade, but also complements the surrounding area and context.**

## 5.4 Urban Design

Urban Design concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City’s objectives for 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.

**Section 4.6** of the Official Plan contemplates an urban design framework to outline the City’s urban design program and sets different standards within the City’s Design Priority Areas (DPAs). Design Priority Areas define the image of Ottawa as the capital of Canada, as a city of vibrant neighbourhoods and as a hub of economic activity (**Policy 4.6.1.2**). Many DPAs are centres of pedestrian activity and identified to promote design excellence through the development review process (**Policy 4.6.1.2**).

The subject property is identified as a **Tier 2 – National & Regional DPA** per Table 5 of the Official Plan, as it is a Mainstreet Corridor located within the Downtown Core Transect. Tier 2 areas are of national and regional importance to defining Ottawa’s image. These areas support moderate pedestrian volumes and are characterized by their regional attractions related to leisure, entertainment, nature, or culture.

**Policy 4.6.1.5** states that development within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:

- a) The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;

- b) Lighting that is context appropriate and in accordance with applicable standards and guidelines; and
- c) Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.

**The proposed development considers the seasonal comfort, enjoyment and pedestrian amenity, beauty and interest through the appropriate use of building design and materials, furniture and surface treatment. Lighting will be provided that is context appropriate and in accordance with applicable standards and guidelines. The effects of micro-climate impacts will be mitigated through landscaping and other treatments.**

**Policy 4.6.3.1** states that development and capital projects shall enhance the public realm where appropriate by using methods such as curb extensions, curbside boulevards that accommodate wide pedestrian walkways, trees, landscaping, and street furniture

**The proposed development considers reinstatement of the public realm, while offering improvements where opportunities present themselves. Through the proposed development, opportunities for improvement of public realm are being explored to align with the Bank Street Community Design Plan.**

**Policy 4.6.5.2** states that development in Hubs and along Corridors shall respond to context, Transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

**The proposed development significantly improves an important part of Bank Street and proposes a development that will contribute to the framing of the abutting street. The finished development will have clearly visible main entrances from public sidewalks and other elements.**

**Policy 4.6.5.3** encourages designs to minimize the potential for conflict between vehicles and pedestrians and to 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.

**The proposed development does not provide any vehicle parking or driveways on site, thereby eliminating the need for curb depressions and pedestrian-vehicle conflicts. Additionally, garbage is located indoors removing it from public sight. Collectively, along with other public realm improvements, the development will contribute to an attractive public realm.**

**Policy 4.6.6.1** states that new developments to minimize impacts on neighbouring properties and on the public realm, by transitioning in building heights.

**The proposed development mitigates impact by transitioning to adjacent neighbourhoods where a High-rise building is proposed on the abutting property by providing an internal courtyard. Along all sides of the property appropriate stepbacks are provided relative to the public road on which the building fronts to achieve appropriate built form transition to surrounding uses. Along the rear, stepbacks are used again to achieve an appropriate distance from adjacent property mitigating impacts for neighbours as well as residents of the building.**

**Policy 4.6.6.2** states that transition between mid and high-rise buildings and adjacent properties designated as neighbourhood will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, setbacks, and generally be guided by the application of an angular plane as may be set out by the Zoning By-law or Council-approved Plans or design guidelines.



**The subject property abuts a low-rise mixed-use building along the rear, where heights of up to 9-storeys are anticipated through the SP.**

**Policy 4.6.6.4** states that amenity areas shall be provided within residential development to serve the needs of all age groups, and in consideration of all seasons.

**The proposed development introduces a mixture of indoor and outdoor amenity spaces including private amenity spaces located within balconies. The indoor amenity areas provide year-round use, while the outdoor amenity areas located on rooftop are particularly enjoyable during warmer seasons maximizing the area for communal gathering.**

**Policy 4.6.6.7** stipulates that mid-rise buildings shall be designed to respond to the context, and transect area policies, and should;

- / Frame the street and provide mid-block connections to break up large blocks;
- / Include a base with active frontages, and a middle 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, with additional height permitted in the Downtown Core transect; and,
- / Provide sufficient setbacks and setbacks to:
  - / Provide landscaping and adequate space for tree planting;
  - / Avoid a street canyon effect; and,
  - / Minimize microclimate impacts on the public realm and private amenity areas.

**The proposed development is not of a size large enough requiring mid-block connections; however, it does provide continuous connection from Nepean to Lisgar street internally which benefits the building residents. The proposed development responds to the remaining criteria by proposing active frontages along Bank Street, and setbacks that define the building's middle and top. The proposed development is of a design and character that responds to its context and transect area policies and maintains the heritage character of the area.**

## 5.5 Central and East Downtown Core Secondary Plan

The subject property is falls within the Central and East Downtown Core Secondary Plan (SP), which provides strategic planning direction to guide future development and redevelopment within the Central and East Downtown Core. This SP consolidates several of the former secondary plans and incorporates the direction of the Bank Street Community Design Plan (CDP). The subject property is designated as **Corridor** as per Schedule B of the SP. **Policy 2.4.5** stipulates that "Corridors will be consistent with Section 6.2—Corridors, of Volume 1 of the Official Plan."

Policies of **Section 3.1** of the SP envision development within the area to contribute to an active street life and pedestrian convenience through its design, function and activity. Development within the plan area should place active entrances to units adjacent to public realm to contribute to its activation. To further assist with animation, usable indoor and outdoor amenity areas which encourage people to linger in or within view of public realm such as patios, porches are encouraged. Articulation around the ground floor using high degree of transparent materials is encouraged, and blank walls or designs that do not contribute to activity of the public realm are undesirable.

Further, **Policy 2** stipulates that a continuity of active frontages along the ground floor fronting all corridors is encouraged. This includes functional main entrances that are directly accessible from the public realm for each unit on the ground floor. Where development has little or no setback form the public realm, the development is



encouraged to provide continuous and substantial weather protection for pedestrians along its frontage (**Policy 3.1.4**)

**Section 4.4.1** of the SP speaks specifically to the Centretown Character Area and provides comprehensive set of policies to guide future growth and change in Centretown. This section is based on the former Centretown Community Design Plan (CDP) and translates many key aspects of the Centretown CDP into statutory policy. The policies of **Section 4.4.4** respond to the vision for Centretown and provide foundation for this Character Area. They recognize that Centretown is one of Ottawa’s oldest established communities with many significant heritage resources and continues to evolve to accommodate more residents and businesses. The Plan anticipates gentle intensification within these areas to accommodate residential growth to achieve a target of 10,000 new residents. Redevelopment within the CDP area should reinforce and promote commercial activity and enhance the public realm.

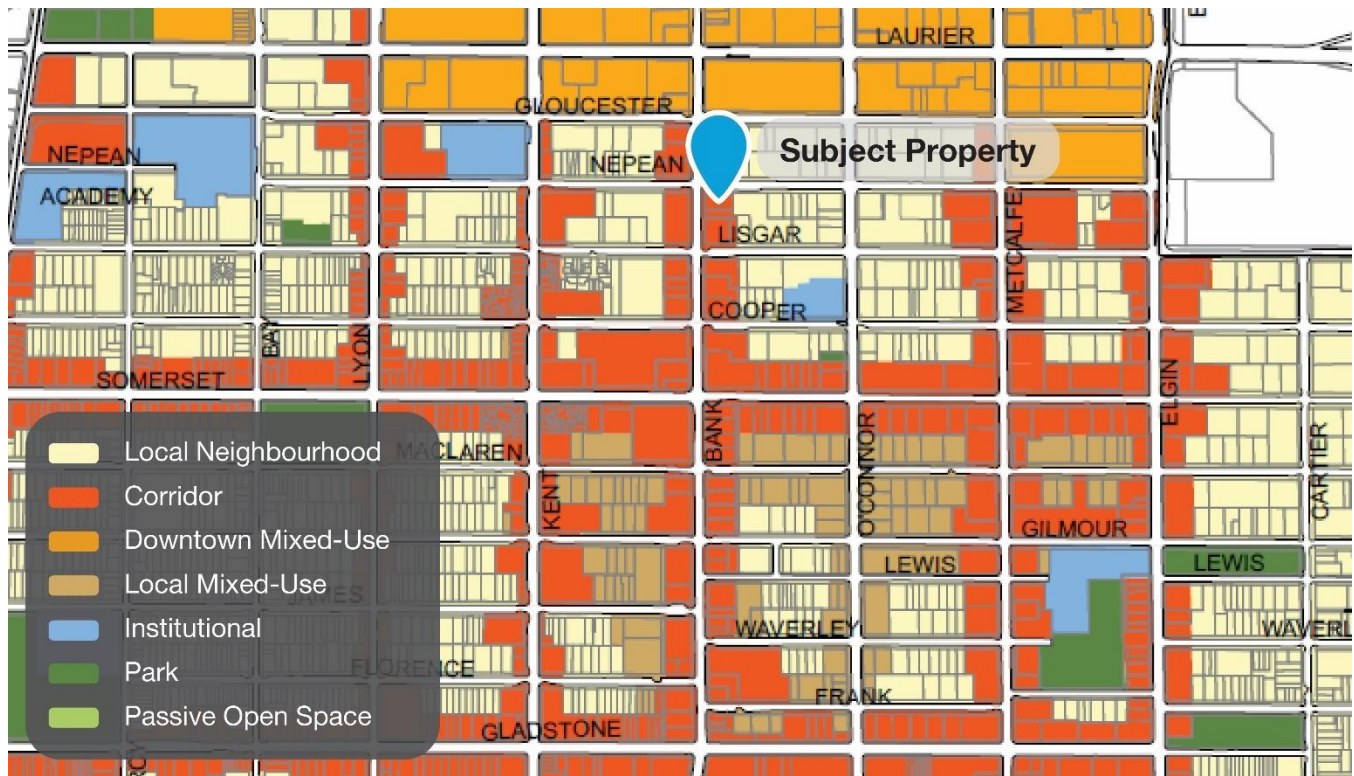


Figure 18: Schedule B - Designation Plan, Central and East Downtown Core Secondary Plan Volume 2

Within the Centretown North Character Area, buildings of varying heights are encouraged with maximum heights as per Schedule C –Maximum Building Heights which are intended to achieve a transition to mid-rise and low-rise areas to the south. As per the Secondary Plan, heights of nine (9) storeys are permitted on the subject property, and along the Bank Street Corridor.

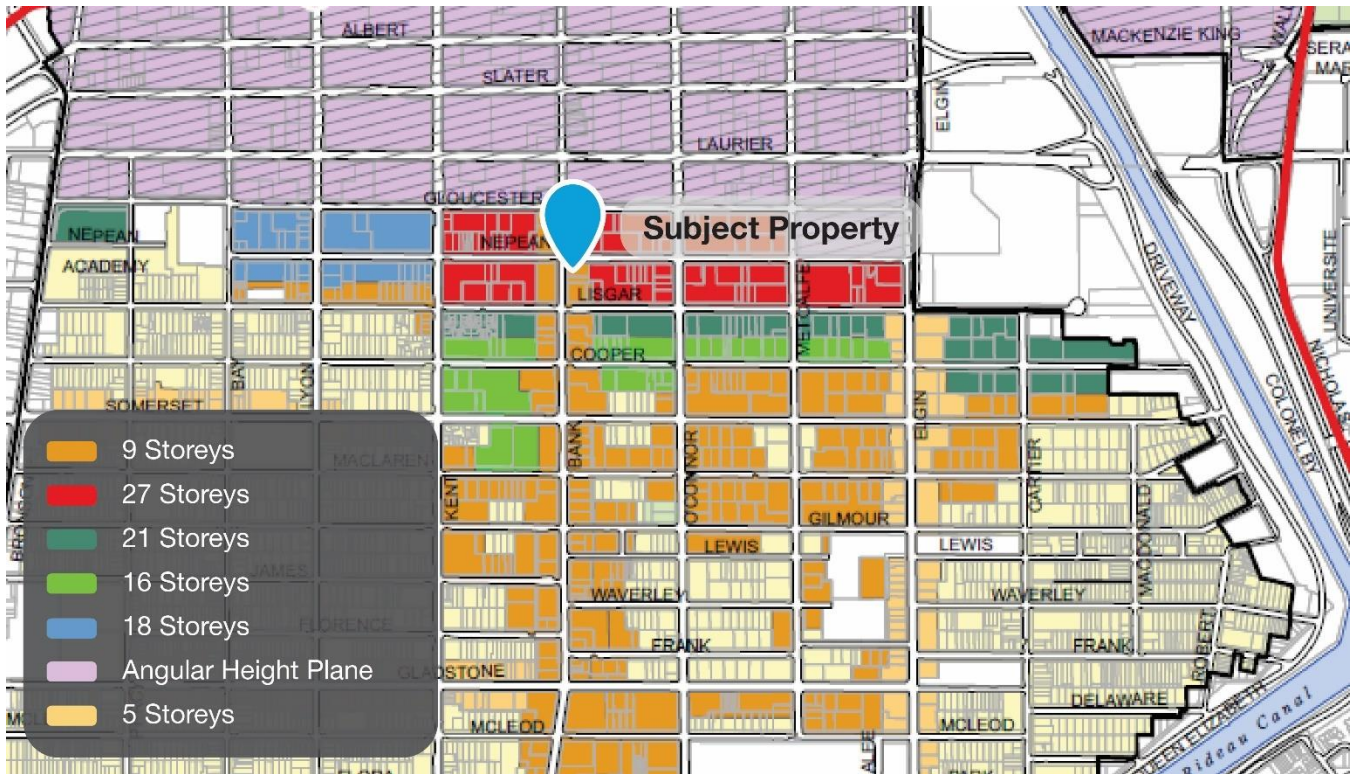


Figure 19: Schedule C - Maximum Building Heights, Central and East Downtown Core Secondary Plan Volume 2

**Section 3.4** speaks about heritage within the SP area. **Policy 3.4.21** requires that development within the area will respect the heritage character and when located adjacent to built heritage resources, will be in accordance to policies relating to Cultural Heritage and Archeology of the Official Plan. Development shall be consistent with policies and guidelines of the relevant HCD, and a heritage impact assessment may be required as part of a complete application where development has the potential to adversely impact a designated cultural heritage resource (**Policy 3.4.22 and 3.4.23**).

**The proposed development complies with the policies of the Central and East Downtown Core Secondary Plan, and proposed building heights of nine (9) storeys as prescribed by the Secondary Plan and follows the Corridor policies of the Official Plan. The proposed development contributes to the creation of a well designed and animated public realm along Bank Street, while respecting the heritage buildings on the site and introducing gentle density on site. The proposed development achieves appropriate transitions and corresponds to its surrounding area well.**

## 5.6 Centretown and Minto Park Heritage Conservation District Plan

The subject property is designated as **Contributing Building** within the Centretown and Minto Park Heritage Conservation District (HCD) Plan. This HCD Plan provides guidance on the conservation of the Centretown and Minto Park Heritage Conservation Districts' cultural heritage value. The objectives of the plan is to guide development within these areas while protecting and conserving cultural heritage value of the district, and to encourage community awareness and support of the conservation of the Districts' heritage values and attributes in order to share its history and promote their character.



Figure 20: Centretown and Minto Park Heritage Conservation Districts - Designations Map

Policies of the HCD plan prohibits demolition of contributing buildings and encourages restoration of heritage. Where development is proposed that involves retention of Contributing buildings within the project, these buildings shall be conserved and enhanced according to the policies and guidelines of the HCD.

**Section 8.2** speaks specifically to Additions to Contributing Commercial or Mixed-Use Buildings. This section understands that many of the flat-roofed commercial or mixed-use buildings in the HCD area are built to the lot lines and have little room for rear or side additions. As such, there may be opportunities for small (up to two storeys) additions to the roofs of flat-roofed commercial or mixed-use structures to add housing or office space. If such additions can be designed and located appropriately, there may be other opportunities within the HCD's particularly on Bank Street, to construct larger additions above and behind existing commercial structures.

Policies of Section 8.2 outline criteria for additions to Contributing Commercial or Mixed-Use Buildings as follows:

- / Small and large roof top additions must be located sensitively to limit visual impacts and ensure that the heritage attributes of the building and streetscape are conserved
- / In cases where a large rooftop addition (i.e. over two storeys) is proposed, it is critical that the proposal does not necessitate dismantling and reconstruction of existing heritage resources
- / Consider the location, materials, and other design measures to mitigate negative impacts of the HCD and the existing building
- / The overall height and massing of a rooftop addition must be carefully considered to avoid disrupting the proportions of the existing building. If located on a corner lot, consideration should be given to how additional massing can be mitigated on the side façade.

The HCD Plan provides additional guidelines to accommodation such additions:



- / Rooftop additions should be meaningfully set back from the main (front façade to allow the original building to continue to be perceived as the dominant element of the streetscape);
- / A rooftop addition should be appropriate in height to the historic building, and should not be more than two storeys (typically);
- / Should be glazed or light in color to minimize their impact;
- / Incorporate setback for railings on the roof of the existing building to have minimal visual impact on the cultural heritage value of the building and district;

**The proposed development addresses several of the Centretown and Minto Park Heritage Conservation District (HCD) Plan policies and guidelines for additions to Contributing Commercial and Mixed-use buildings. The proposed addition is sensitively situated up top of the heritage contributing buildings to minimize visual impacts and to preserve the heritage attributes of the building and streetscape below. The development provides generous step backs past the roof ridgeline of the buildings below and considered lighter colors that compliment and highlight the heritage buildings at grade. In its overall design, the proposed development considers proportions, architectural ratios and elements that are of similar language to the heritage buildings below. The proposed development complies with the policies and guidelines for additions to Contributing Commercial or Mixed-Use Buildings within Heritage Conservation Districts.**

## 5.7 Urban Design Guidelines for Development along Traditional Mainstreets

Urban Design Guidelines for Development along Traditional Mainstreets provide a set of guiding principles that contribute to creating consistent Traditional Mainstreets that are complete with elements that shape a high quality public realm and define the character of these streets. All the guidelines were reviewed and considered when designing the proposed development, however understanding that achieving them is site-specific listed below are the guidelines being met with this proposal:

### 1. Streetscape Guidelines:

- / Aligning of street wall buildings with existing built form to create visually continuous streetscape
- / Provide a minimum 2.0 metre wide concrete sidewalk and locate to match approved streetscape design plans for the area. If none exist, then match the streetscape of the existing area. Provide area adjacent to storefronts for canopies, outdoor patios...;
- / Use periodic breaks in the street wall or minor variations in building setback and alignment to add interest;
- / Locate streetscape elements in boulevard clear of unobstructed 2.0 metre sidewalk, including trees, paving, benches, newspaper boxes, bicycle parking and parking metres,
- / Create attractive public and semi-public outdoor amenity spaces such as green spaces with trees, pocket parks, courtyards etc;
- / Cluster or group streetscape elements and utilities wherever possible to minimize clutter. Coordinate tree and street light locations with above and below-grade utilities.

### 2. Built Form Guidelines:

- / Design quality buildings that are rich in architectural detail and respect the rhythm and pattern of the existing or planned buildings on the street, through the alignment of elements such as windows, front doors, cornice lines, and fascias.
- / Ensure sufficient light and privacy for residential and institutional properties to the rear by ensuring that new development is compatible and sensitive with adjacent uses with regard to maximizing light and minimizing overlook.

- / Design street sections with a ratio of building height to road corridor width of between 1:1 and 1:3. A ratio of 1:1 is appropriate for urban core areas, while a ratio of 1:2 to 1:3 is ideal for other traditional mainstreets.
- / Use clear windows and doors, to make the pedestrian level façade of walls facing the street highly transparent and locate active pedestrian-oriented uses at-grade.
- / Set back the upper floors of taller buildings to help achieve a human scale and more light on the sidewalks
- / Locate residential units above the level of vehicular traffic in a mixed-use building and provide shared entrances to residential units, clearly accessible from the street. (For these units, consider triple glazed windows and bedrooms located away from the mainstreet for noise and ventilation concerns).
- / Locate mixed-use development by concentrating height and mass at nodes and gateways.
- / Ensure adequate sunlight for sidewalks by building within a 45-degree angular plane measured from the opposite sidewalk curb.
- / Highlight buildings on corner sites, where two public streets intersect, with special treatment such as a corner entrance. Continue the same level of architectural detailing around both sides of the building.
- / Provide pedestrian weather protection such as colonnades, individual canopies, awnings and balconies.

### 3. Pedestrians and Cyclists Guidelines:

- / Locate front doors to face the mainstreet and be directly accessible from the public sidewalk.
- / Design pedestrian walkways of materials such as concrete or unit pavers that are easily maintained for safety.
- / Create inviting, well-lit pedestrian walkways to link rear parking areas to the public sidewalk/street.

### 5. Landscape and Environment Guidelines:

- / Select trees, shrubs and other vegetation considering their tolerance to urban conditions such as road salt or heat. Give preference to native species of the region that are of equal suitability.
- / Protect and feature heritage, specimen, and mature trees on site by minimizing grade changes.
- / Plant street trees between 6.0 and 8.0 metres apart along public streets and internal pedestrian walkways. Plant trees in permeable surfaces with approximately 10.0 square metres of soil area per tree.
- / Use green building technologies such as green roofs, drip irrigation, and other Leadership in Energy and Environmental Design (LEED) approaches.

### 6. Guidelines for Signs:

- / Design buildings to include defined spaces to accommodate signs that respect building scale, architectural features, signage uniformity and established streetscape design objectives.
- / Design sign illumination to be task oriented and avoid glare/light spillover toward adjacent land uses.
- / Eliminate visual clutter.
- / Place temporary signs where they are clear of pedestrian travel.

### 7. Servicing and Utilities

- / Share service and utility areas between different users within a single building or among different buildings.



- / Enclose all utility equipment within buildings or screen them from both the traditional mainstreet and private properties to the rear. These include utility boxes, garbage and recycling container storage, loading docks, ramps, air conditioner compressors, utility meters and transformers.
- / Plant street trees between 6.0 and 8.0 metres apart along public streets and internal pedestrian walkways. Plant trees in permeable surfaces with approximately 10.0 square metres of soil area per tree.
- / Design lighting so that there is no glare or light spilling onto surrounding uses.
- / Provide lighting that is appropriate to the street character and mainstreet ground-floor use, with a focus on pedestrian areas.

The proposed development meets several of the guidelines for development along Traditional Mainstreets as listed above. The proposed development aligns the street wall of the buildings to create a visually continuous streetscape, while offering variation through façade treatment of the heritage contributing buildings within the ground floor. The proposed addition is rich in architectural details and respects the rhythm and pattern of the existing and planned buildings on the street. The development incorporates transparent store fronts, offers improvements to landscaping within the public right of way, and offers safe and secure bicycle parking located within the building to encourage active transportation.

## 5.8 City of Ottawa Zoning By-law (2008-250)

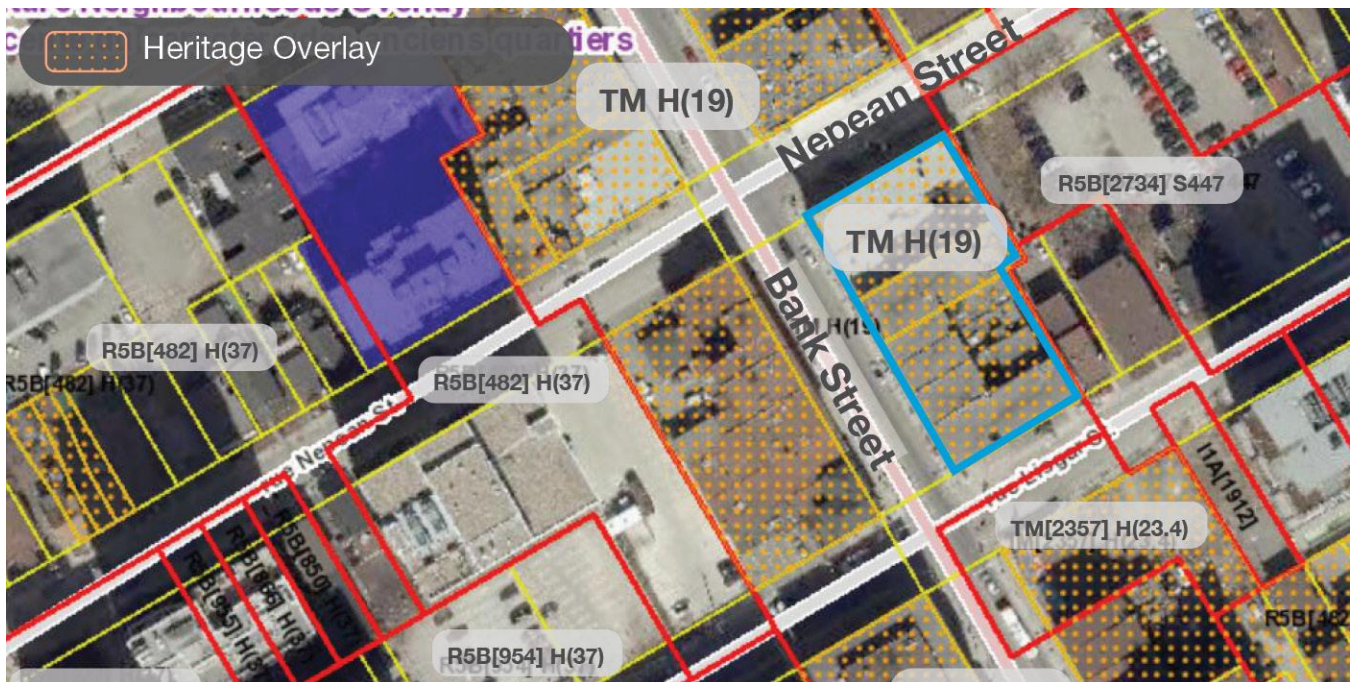


Figure 21: City of Ottawa - Zoning By-law 2008-250 map

The subject property is zoned “**Traditional Mainstreet with a height restriction of 19 metres [TM H(19)]**” with a **Heritage Overlay** as per the City of Ottawa’s Comprehensive Zoning By-law 2008-250. The intent of the Traditional Mainstreet (TM) zone is to permit a broad range of uses including retail, service commercial, office, residential and institutional uses, but not including auto-related uses in areas designated Traditional Mainstreet in the Official Plan. Traditional Mainstreet zones are intended to foster mixed-use, pedestrian-oriented

developments, and recognize the function of Business Improvement Areas as primary business or shopping areas.

**Traditional Mainstreet Zone**

The TM zone permits a range of non-residential uses that include, but are not limited to the following:

- / animal hospital
- / hotel
- / restaurant
- / artist studio
- / instructional facility
- / retail food store
- / bank
- / library
- / retail store
- / catering establishment
- / medical facility
- / service and repair shop
- / community centre
- / office
- / storefront industry
- / convenience store
- / personal service business
- / training centre
- / day care
- / place of assembly

Permitted residential uses within the TM zone include the following:

- / Apartment low- to mid-rise
- / Group home
- / Retirement home
- / Bed and breakfast
- / Home-based business
- / Rooming house
- / Dwelling units
- / Home-based day care

**Heritage Overlay**

In addition to the TM Zone, the subject property is also subject to a Heritage Overlay. Section 60 of the By-law states that where subject to a Heritage Overlay, new development must be built with the same scale and massing as any building that existed on the site prior to its removal. For additions, the building must not exceed the width and height of the existing heritage building, and that side-yard setbacks be recessed an additional 60cm.

The following table identifies the applicable zoning for the subject site, not considering the provisions of the Heritage Overlay. Zoning provisions that are likely to need amendment to permit the proposed development have been indicated with an “✘” in the “Compliance” column.

| TM H(19) Zoning                   | Requirement  | Provided                 | Compliance |
|-----------------------------------|--|--------------------------|------------|
| <b>Front lot line</b>             | Bank Street is considered the front lot line.  |                          |            |
| <b>Minimum Lot Width</b>          | No minimum   | 60.44m <sup>2</sup>      | ✓          |
| <b>Minimum Lot Area</b>           | No minimum   | 1943m <sup>2</sup>       | ✓          |
| <b>Minimum Front Yard Setback</b> | No minimum   | 0m (existing condition)  | ✓          |
|                                   | Above 15 m, min. front yard setback of 2 metres  | 3m setback above 15m     | ✓          |
|                                   | 2 metres from hydro pole; 5 metres from high-voltage power line (Lisgar)                               | Existing condition       | ✓          |
| <b>Maximum Front Yard Setback</b> | 2 metres; does not apply to corner sight triangle; areas used for balcony above 2 <sup>nd</sup> floor. | 0 m (existing condition) | ✓          |

| TM H(19) Zoning                           | Requirement   |   | Provided  | Compliance |
|---|---|---|---|------------|
| <b>Active Entrances</b>                   | 1 per ground floor occupancy.   |   | 8   | ✓          |
| <b>Minimum Rear Yard Setback</b>          | 7.5 metres (abutting R-zone)  |   | 0 m (existing condition)  | ✗          |
| <b>Minimum Interior Side Yard Setback</b> | 3 m (mixed-use building abutting R zone) - does not apply, has no interior side yard.   |   | N/A   | N/A        |
| <b>Minimum Corner Side Yard Setback</b>   | 3 m for height up to 15 metres;   |   | 0m, existing condition.   | ✗          |
|   | Above 15 m: Ground floor setback plus 2 metres (does not apply to corner site triangle), balconies not included.  |   | 1.2 m past 3 <sup>rd</sup> floor.   | ✗          |
| <b>Minimum Building Height (m)</b>        | 6.7 m within 20 m of front lot line,  |   | 29.17m  | ✓          |
| <b>Maximum Building Height (m)</b>        | 19 metres as per height restriction in zoning.  |   |   | ✗          |
| <b>Landscaped Area</b>                    | Abutting a residential zone   | Min 3 m; reduced to 1 m where 1.4 m high opaque fence is provided | 0   | ✗          |
|   | In all other cases  | No minimum  |   | ✓          |
| <b>Amenity Space Requirements</b>         | 6m <sup>2</sup> per unit<br>Min 50% communal, aggregated into areas of 54m <sup>2</sup> and where more than one aggregated area is provided, at least one must be minimum 54m <sup>2</sup> .<br><br>= 1578 m <sup>2</sup> |   | Balconies = 367.5 m <sup>2</sup><br><br>Interior amenity space = 455m m <sup>2</sup><br><br>Amenity roof= 773 m <sup>2</sup><br><br>Total amenity area= 1595.5 m <sup>2</sup> | ✓          |

|  |  |                   |          |
|--|--|-------------------|----------|
| <b>Parking Requirements</b><br>Area Y on Schedule 1A | <b>Resident: 0.5 spaces/unit after the first 12 units for units above the 4<sup>th</sup> floor = 125</b><br><b>Visitor: 0.1 spaces/unit after the first 12 units = 25</b><br><b>Commercial: Not required if GFA is less than 200 m<sup>2</sup> per use</b> | <b>0 provided</b> | <b>✗</b> |
|--|--|-------------------|----------|

|                        |                            |     |   |
|------------------------|----------------------------|-----|---|
| <b>Bicycle Parking</b> | 0.5/unit X 263 units = 131 | 438 | ✓ |
|------------------------|----------------------------|-----|---|

### 5.8.1 Proposed Zoning By-law Amendments

In order to achieve the proposed development, this application seeks relief from some zone provisions. The amendment proposes to maintain the Traditional Mainstreet Zone, while amending performance standards relating to the Minimum Rear Yard Setback, Minimum Corner Side Yard Setback-Stepbacks, Maximum Building Height, Minimum Landscape Area and Vehicle Parking. As summarized below, these amendments are appropriate for the proposed development:

#### / **Minimum Rear Yard Setback:**

Relief from the Minimum Rear Yard Setback requirement is required to permit a continued 0-metre rear yard setback that is an extension of an existing condition of the existing buildings, where as zoning requires a 7.5 metre setback when abutting a residential zone.

This relief is required to permit an existing condition of the heritage contributing buildings that have existed before the zoning provision was enforced.

The proposed addition conforms to the setbacks of the existing buildings to establish mid-rise built form. It considers its interaction with abutting rear properties, and the planned context. The development provides a central courtyard opening to a roof-top podium below.

The abutting residential zone has recently been approved for high-rise towers on a 9-storey podium. The southern portion of the subject property abuts an existing two (2) storey mixed-use building with no setback.

#### / **Minimum Corner Side Yard Setback, and Tower Stepbacks:**

The zone provisions require a minimum 3 metre corner side yard setback, and that an additional setback of 2-metres for any part of the building past 15 metre height. The corner side yard is an existing condition and is built up to 0 metres along both Nepean and Lisgar streets. Additionally, the development proposes a 3.0 metre setback at the third floor, and another 1.2 metres at the sixth floor. Relief from this performance standard is requested as the ground floor setback is an existing condition for the heritage contributing properties. The proposed addition incorporates two setbacks that have been carefully thought out and contributes to the overall design of the buildings. To preserve the roof ridgeline of the heritage contributing buildings below, the development proposes a deep setback of 3 metres for the new addition past the first three storeys up to a height of six storeys. After the sixth floor, the building proposes a 1.2 metre setback for the remaining three floors to define the top floors. The design showcases the heritage character at the pedestrian level, creating distinct base, middle and top portion which is the intent of this zoning provision. The relief requested is minimal, and appropriately suits the character of the area.

#### / **Maximum Building Height:**

A height restriction on the subject property limits building heights to 19 metres (approximately 5 storeys). The proposal is to establish a 9-storey building on top of the existing 3-storey heritage contributing buildings. The proposed amendment seeks to implement the policy direction of the Central and East Downtown Core Secondary Plan, which permits heights of 9 storeys along Bank Street. The proposed heights further align with the policy direction for development along Mainstreet Corridors, which too permit heights of 9-storeys.

#### / **Minimum Landscaping Provisions:**

The zone provisions require that a minimum 3 metre landscaped area be provided when abutting a residential zone, which may be reduced to 1 metre where 1.4 metre high opaque fence is provided. Relief



from this provision is required as the property abuts a residential zone along its rear and is currently built up to a 0 metre lot line as an existing condition.

/ **Vehicle Parking:**

The zone provisions require residential parking be provided at a rate of 0.5 spaces per unit above the 4<sup>th</sup> floor except the first 12 units, and visitor parking be provided at a rate of 0.1 spaces per unit except for the first 12 units. This equals to 125 residential, and 25 visitor vehicle parking spaces. The development proposes no parking on site. The subject property is located within the City's Downtown Core and within 550 metres walking distance to an existing O-Train Station. The proposed development fronts onto Bank Street which is a rapid transit corridor. Further, the development is located within a 15-minute neighbourhood well serviced with amenities, including employment within walking distance. The development encourages the use of active and sustainable transportation options, and the proposal includes 438 bicycle parking spaces and a bicycle repair station within the building for residents to use. Additionally, street parking spaces are available along both Nepean and Lisgar Street, as well as along Bank Street which are well suited and situated to meet the needs of visitors and deliveries.

**The proposed development conforms to the intent of the Traditional Mainstreet Zone, and the proposed amendments are deemed appropriate to achieve the proposed development aligning with the Official Plan. The proposed amendments will help to achieve a desirable built form that positively impacts the surrounding community without creating any undue adverse impacts.**

## 6.0 Supporting Reports and Studies

### 6.1 Heritage Impact Statement and Stage I Conservation Plan

A Cultural Heritage Impact Statement (CHIS) was prepared by Commonwealth Historic Management to identify the cultural heritage resources and values that may be impacted by the construction of the nine (9)-storey building addition above the existing four buildings fronting onto Bank Street. The report outlines that the interior of the four (4) buildings are to be fully demolished and the exterior façade is to be retained in a “facadism” approach. The portions of the existing building facades are to be maintained in order to retain their heritage value and a new structural system will be installed to develop the buildings above.

The report recognizes that the properties are listed as contributing within the Centretown Heritage Conservation District Plan located within the Centretown Heritage Conservation District (CHCD) designate by the City of Ottawa under Part V of the Ontario Heritage Act (OHA). The report details that the existing buildings are rated highly for design/style and are considered as architecturally grouping of significant buildings in their own right. Their heritage value relates to their date of construction, stylistic expressions, and their fit within the streetscape.

The report evaluates the restoration of the existing development, and the construction of the addition above and concludes that the proposed restoration and rehabilitation approach aligns with Parks Canada’s Standards and Guidelines and provides good opportunity to test the new Centretown and Minto Park Heritage District Conservation Plan. The report recognizes that the proposed development appropriately preserves the existing heritage contributing buildings below and creates a compatible the new addition through the incorporation of architectural linearity, materiality and other forms of architectural detailing within its design. Through this development along the “Bank Street ‘Finger’” the development will significantly revitalize this portion of Bank Street.

### 6.2 ESA Phase 1

EXP Services Inc. (EXP) was retained by the owners to prepare a Phase 1 Environmental Site Assessment (ESA) to support the applications being submitted. Three separate reports were prepared to review the multiple buildings that make the development parcel. The Phase One ESA qualitatively evaluated the environmental condition of the site based on its historical and current uses. The purpose of the Phase One ESA was to determine if past or present site activities have resulted in actual or potential contamination at the property.

The reports reveals that though there were PCA’s located within a reasonable distance of the subject property, they do not create APEC at the Phase One Property. Based on down/cross-gradient location of potentially contamination creating operations around the subject property and their distance from the subject property, none of these PCA’s resulted in APEC’s. An AST was present in the basement of one of the subject properties, while no ASTs were observed in others. The report indicates that no staining was observed within the vicinity of the AST or on the basement floor of the site buildings, therefore these PCAs do not result in APECs.

The reports indicate that there is no concern about contamination on the subject properties and no further environmental work is needed at the Phase One properties.

### 6.3 Site Servicing and Stormwater Management Report

EXP Services Inc. (EXP) was retained by the owners to undertake a Site Servicing and Stormwater Management study in support of the Site Plan Control and Zoning By-law Amendment application for development on the subject property. The report discusses the adequacy of the existing municipal sewers and watermains to convey the storm runoff, sanitary flows and water demands that will result from the proposed development. The report

provides design brief in support of engineering drawings for the Site Plan Control Application submission and City approval.

The report addresses servicing and stormwater runoff from the proposed development of a nine (9) storey mix-use building and proposes the following servicing requirements to support the project:

- / The allowable release rate was calculated to be 20.80L/sec. Runoff more than this will be detained on site for up to the 100-year storm.
- / Inlet control devices (ICDs) will need to be installed at the roof level to control the release rate
- / 200mm and 135mm sewer lateral pipes will need to be installed with a slope of 1.0% and 2.0% having a full flow capacity of 36.1L/sec and 16.3L/s.
- / Two new 100mm dia. water service connections will be extended from the existing 305mm dia. watermain on Bank Street to the proposed building.
- / The site fire demands will be provided using the existing fire hydrants surrounding the property.
- / During all construction activities, erosion and sedimentation will be controlled on-site.

#### 6.4 Geotechnical Investigation

A preliminary Geotechnical Investigation was completed at the subject property by EXP Services Inc. (EXP.) The Geotechnical report is preliminary, as the site is currently occupied by a low rise building over most of the site area and the areas available for drilling and equipment were limited.

The investigation revealed the subsurface condition consisted of concrete slab, fill and hard native clay overlying loose to compact glacial till around Borehole No. 1, and fill over stiff to very stiff clay within Borehole Nos. 2 and 3, and refusal for sampling was met at depths of 7.1 and 7.0 metres. The report indicates that groundwater has not stabilized, and that preliminary liquefaction analysis completed revealed potential liquefaction of loose to compact glacial till contacted in Boreholes 2 and 3. Based on the available data, the seismic site class for the site is Class F, a. If confirmed, site improvement can be implemented to address the liquefaction potential of some of the soils and improve the seismic site class to Class C. Overall, the report suggests additional and more detailed investigation is required at site to collect additional data.

The report recommends the use of steel pipe or steel H-piles driven to practical refusal expected in the upper 1.0 m of the shale bedrock that was contacted at depth of 8.3 metres below existing grade in Borehole No. 1. The closed end pipe piles are typically used in Ottawa area and can be more economical compared to H-piles. The report recommends based on available preliminary data, the slab of the proposed structure can be constructed of slab-on-grade in vicinity of Borehole No. 1, and near Borehole Nos. 2 and 3, floor slab would need to be structural slab supported on piles foundation since the post seismic settlement at these locations is expected to exceed the maximum tolerable limit.

Site improvement may be explored to accommodate construction of slab-on-grade over the entire building as well improve seismic site class. This will have confirmed as part of the detailed investigation. Specialized site improvement contractor should be consulted for this approach to establish its feasibility.

Need for underfloor drainage will be assessed based on results of additional investigation.

The fill required at site would be imported and should conform to OPSS Granular A or B, Type II as specified in the report.

The results of the resistivity tests indicate that shale bedrock is corrosive to moderately corrosive to bare steel, and appropriate measures should be taken to protect the buried bare steel from corrosion.

## 6.5 Environmental Noise Control Study

Paterson Group was retained by the client to conduct an Environmental Noise Control study for the proposed development on the subject site. The objective of the study was to determine the primary noise sources impacting the site and compare the projected sound levels to guidelines set out by the Ministry of Environment and Climate Change (MOECC) and the City of Ottawa, as well as to review the projected noise levels and offer recommendations regarding warning classes, construction materials or alternative sound barriers.

The report findings indicate that there will be surface transportation noise to the proposed development from Bank Street. The report also evaluated noise levels impacting the rooftop terrace which was the only area defined as an outdoor living area. Modeling results find that the noise levels at the rooftop terrace are lower than the threshold, and noise attenuation would not be required.

Modeling also has noise levels exceeding the threshold within the northern, western and southern elevations of the proposed addition, and recommends installation of central air conditioning units and warnings for units within these units, as well as use of brick or concrete cladding on these elevations, and that all windows be double pane glass and materials with an STC rating of greater than 31.

## 6.6 Pedestrian Wind Level Study

A Pedestrian Wind Level Study was prepared by Gradient Wind Engineers and Scientists. The report predicts pedestrian wind conditions for the subject site at grade level with existing massing scenarios, as well as over common amenity terraces serving the proposed development at Level 2 and the MPH level. Conditions are presented as continuous contours of wind comfort throughout the site and correspond to comfort classes as presented in the report.

The report concludes that conditions at all areas studies are considered acceptable for the intended pedestrian uses. The report finds conditions over sidewalks, nearby transit stops, building access points, Level 2 amenity area and the MPH level are predicted to be suitable for sitting throughout the year. The report also concludes that considering normal conditions, there is no threat to pedestrian safety identified surrounding the site.



## 7.0 Conclusion

It is our professional opinion that the proposed Zoning By-law Amendment and Site Plan Control applications to permit development of the subject property constitute good planning and are in the public interest. As outlined in the preceding sections:

- / The **proposed development is consistent with the Provincial Policy Statement** and achieves its vision through efficient development and land use patterns that are supported by nearby transit. The development advances provincial goals of healthy, livable and safe communities that efficiently use infrastructure by intensifying through a diversified housing stock within built up areas of the municipality. The proposed development retains the existing heritage buildings and introduces a mix of housing types thereby diversifying the housing stock within the city's downtown core.
- / The proposed development **conforms to the Official Plan's Strategic Directions** as it proposes to intensify an underutilized property within the City's Downtown Core situated within an established neighbourhood that is well serviced by several existing amenities, and rapid transit. The proposed development does this by introducing a high quality built form, that prioritizes the use of active transportation by eliminating on site vehicular parking and providing excess bicycle parking.
- / The proposed development is **consistent with the Official Plan's policies for development within the Mainstreet Corridor designation within the Downtown Core transect**. The proposed development introduces higher density mixed-use development within the City's downtown core, while retaining existing ground-floor, non-residential uses within heritage contributing buildings along the Mainstreet Corridor that contribute to the established character. The proposed development offers a well designed building that appropriately achieves transition to adjacent properties and is compatible with the existing heritage contributing buildings below. The development contributes to the creation of 15-minute neighbourhoods, as it offers commercial-retail uses within the main floor, and is located within 550 metres from Parliament O-train Station, and fronts onto a Bus Rapid Transit line.
- / The proposed development is **consistent with the design and compatibility policy direction of Section 4.6 of the Official Plan**, providing a building type that aligns with the direction of the policies to establish buildings that define the public realm, and create places with their own identity and character while maintaining compatibility with the heritage conservation district. The proposed development will improve the Bank Street streetscape and reinvigorate life to a deteriorating part of the street.
- / The proposed development **complies with the policies of the Central and East Downtown Core Secondary Plan** and proposes heights that align with the plan's direction of nine (9) storeys along Bank Street. The proposed development contributes to the creation of a well designed and animated public realm along Bank Street as well as abutting side streets while introducing gentle density to the site. The proposed development is mindful of its surrounding buildings and achieves appropriate transition to its neighbouring properties, while maintaining compatibility with the heritage contributing buildings below.
- / The proposed development **addresses several of the Centertown and Minto Park Heritage Conservation District Plan policies** for accommodating additions to Commercial or Mixed-Use Buildings. The proposed development is designed with sensitivity to the heritage contributing buildings below, implementing architectural elements that complement the existing heritage attributes. Through design and materiality, the building addition minimizes impact on the heritage components while achieving an increase in density.
- / The **proposed development takes guidance form the Urban Design Guidelines for Development along Traditional Mainstreets**, incorporating several elements that contribute to the enhancement of the mainstreet road including well designed public façade, rich architectural detailing, high quality public realm and landscaping.

- / The **proposed amendments to the Comprehensive Zoning By-law 2008-250 align with the planning policy framework** and are deemed appropriate to achieve the proposed development. The proposed amendments do not create any undue negative impact on the surrounding community.
- / The **proposed development is supported by technical studies, plans and reports** submitted as part of this application.

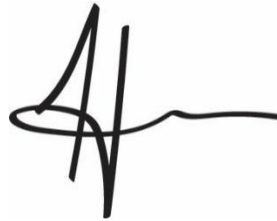
**In conclusion, the development proposes to create a high-quality community that will contribute to a well defined public realm. While retaining the heritage contributing buildings and ground-floor commercial/retail this proposal for a mixed-use building will help the City achieve their vision of becoming the most livable mid-sized city in North America**

Should you have any questions, please do not hesitate to contact the undersigned.

Sincerely,



Lisa Dalla Rosa, MCIP RPP  
Associate



Haris Khan, BES MES  
Planner