



## **381 Kent Street, Ottawa**

Planning Rationale  
Zoning By-law Amendment + Site Plan Control  
March 21, 2023



Prepared for S.E.C. 381 Kent LP

Prepared by Fotenn Planning + Design  
396 Cooper Street, Suite 300  
Ottawa, ON K2P 2H7

March 2023

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# 1.0 Introduction

Fotenn Planning + Design (“Fotenn”) was retained by S.E.C. 381 Kent LP (Katasa Groupe + Développement) to assess a development proposal per the current applicable policies and to prepare a Planning Rationale in support of applications for Site Plan Control and Zoning By-law Amendment relating to a site located at 381 Kent Street (“the site”) in the Centretown neighbourhood of the City of Ottawa.

The proposed Zoning By-law Amendment serves to apply a GM – General Mixed Use zoning with a site-specific exception to the site in order to establish a 9-storey mixed-use residential building with commercial elements at-grade. In particular, the Zoning By-law Amendment will denote the site as GM[XXXX] SYYY with the following site specific provisions established through a site-specific zoning exception:

- / A maximum building height of 33 metres is permitted;
- / A maximum Floor Space Index of 2.0 does not apply;
- / A building setback approach that aligns with the footprint of the enclosed Site Plan, reflected in a future zoning schedule;
- / An internal amenity area at the rooftop level is permitted; and
- / Section 60 of the Zoning By-law does not apply to this site.

It is noted that the amendments listed above may change based on the evolution of the building design throughout the development review process, and additional revisions or different values may be reflected in the final report to Planning and Housing Committee.

The concurrent Site Plan Control application serves to formalize the detailed design elements, such as access, materiality and layout for the proposed building. Fotenn is of the opinion that the proposal represents sound land use planning.



Figure 1: Aerial Perspective View, looking northeast. Building design by 'NEUF ARCHITECT(E)S.

## 1.1 Subject Site

The site occupies the western proportion of a Centretown city block with frontage on Kent Street to the west, Gilmour Street to the north, and James Street to the south. The lot is generally rectangular in nature with a jog along the eastern edge relative to existing development.

The site is occupied by a 5-storey office building known as the Kent Medical Building, established in the mid-20<sup>th</sup> century. The remainder of the lands are used for surface parking supporting the site, accessed from James Street and Gilmour Street. The site is generally flat. Overhead power lines run along the James Street frontage of the site.



Figure 2: Aerial Photo (Site outlined in Blue)

## 1.2 Site Location and Context

The following land uses are located in the area surrounding the site:

**North:** To the immediate north of the subject property is a 5-storey office building, including surface parking located to the rear of the building with access from Gilmour Street. Further north is a mix of housing typologies and eras, ranging from single detached housing to high-rise apartment housing.

**East:** To the east of the subject property are numerous pre-war homes; some converted to office and personal service uses. At the eastern extremity of the city block are mid-rise apartment buildings and traditional mainstreet development fronting onto Bank Street.



Figure 3: Pedestrian level view, looking southeast from Kent Street at Gilmour Street

**South:** Immediately south of the subject property are predominantly single-detached pre-war homes in addition to a 6-storey apartment building. Various pre-war church structures are located in proximity to the south and southwest.

**West:** To the west of the subject property, on the opposing side of Kent Street, are various pre-war homes. The remainder of the street block includes numerous homes of the same era and massing, in various states of repair, and some with more recent additions.

### 1.3 Transportation

Kent Street to the west of the site is classified as an “Arterial Road” on Schedule C5 – Downtown Core Road Network of the Ottawa Official Plan (Figure 4). Kent Street is a northbound one-way street serving as a key component of the circulation network in the downtown core.

James Street to the south of the site is a westbound one-way Local Road. To the north of the site, Gilmour Street is an eastbound one-way Local Road.

According to Schedule C16 of the Official Plan, this segment of Kent Street has a protected right-of-way (ROW) width of 20 metres, which is typically divided equally from the centreline of the road (10 metres on each side). The existing right-of-way along Kent Street is roughly 18.3 metres, therefore a ROW adjustment of approximately 0.9 metres is anticipated.

The Transportation Master Plan and Schedule C2 – Ultimate Transit Network of the Official Plan (Figure 5) identifies Bank Street to the east, Somerset Street W. to the north, and Gladstone Avenue to the south as Transportation Priority Corridors, which are intended to offer improved transit frequency as well as improved transit infrastructure.



Figure 4: Schedule C5 of the Official Plan – Downtown Core Road Network

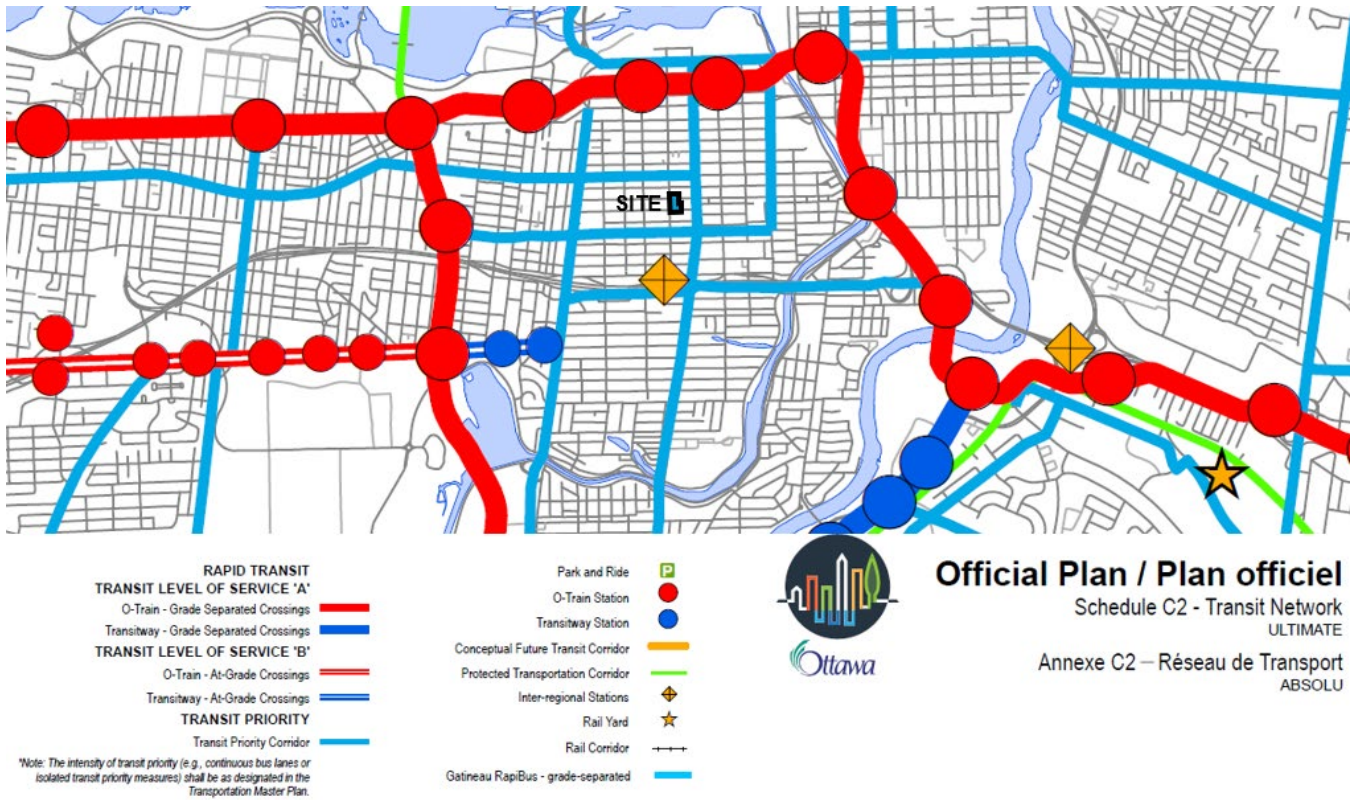


Figure 5: Schedule C2 of the Official Plan – Transit Network (Ultimate)

## Proposed Development

The proposed development takes the form of a mid-rise building consisting of a mixture of residential and commercial uses. Commercial uses are proposed at the ground floor in the northwest corner of the site. A total commercial gross floor area of 171m<sup>2</sup> is proposed. The remainder of the ground floor envisions walk-out residential apartment units. The upper floors consist of apartment uses. A total of 218 units are proposed. Table 1 below summarizes the unit distribution. The overall building is 33 metres in height, incorporating 9 storeys of living space and a rooftop amenity area with internal and external elements.

Table 1: Unit Statistics

Unit Type	Quantity	Percentage
1 bedroom	125	57.3%
2 bedroom	56	25.7%
3 bedroom	10	4.6%
Studio	18	8.3%
Walk-Out Unit, 1 bedroom	7	3.2%
Walk-Out Unit, 2 bedroom	2	0.9%
<b>Total</b>	<b>218</b>	

A park of 385 square metres is proposed for dedication to the City of Ottawa in the southwest corner of the site. This contribution rounds upward from a 10% dedication of the site area (3,822m<sup>2</sup> x 0.1 = 382.2m<sup>2</sup>). The dedicated parkland area will coordinate with a Privately Owned Public Space (“POPS”) component which serves to extend the greenspace over the underground parking deck.



Figure 6: Ground level perspective, looking northeast from Kent Street and James Street. Building design by 'NEUF ARCHITECT(E)S.



Two levels of underground parking are proposed, facilitating a total 161 vehicle parking spaces. 88 bicycle parking spaces are proposed below-grade, with an additional 22 spaces being proposed at-grade. Refuse storage is located at-grade to the east of the parking access ramp.

Amenity space for tenants is proposed as part of the POPS adjacent to the parkland dedication as well as through gated terraces for the walk-out units and balconies for the upper-floor apartment units. A rooftop amenity space is proposed which would incorporate internal and external elements to provide a total 669 m<sup>2</sup> of additional amenity.

The building presents itself as two primary massed entities connected to one another through a subdominant middle portion interfacing with the parkland. The building is primarily finished in a red brick veneer for the first seven floors, transitioning to a white cladding material on the uppermost floors. The connection between the primary building facades is finished in a white cladding material to break up the massing and provide visual interest.

Articulation cuts are proposed along the building walls to add definition and relief to the overall massing. A loggia (covered external area) is proposed along the commercial frontage to provide shade and protection from the elements on the site while also referencing the existing building on-site to be removed.

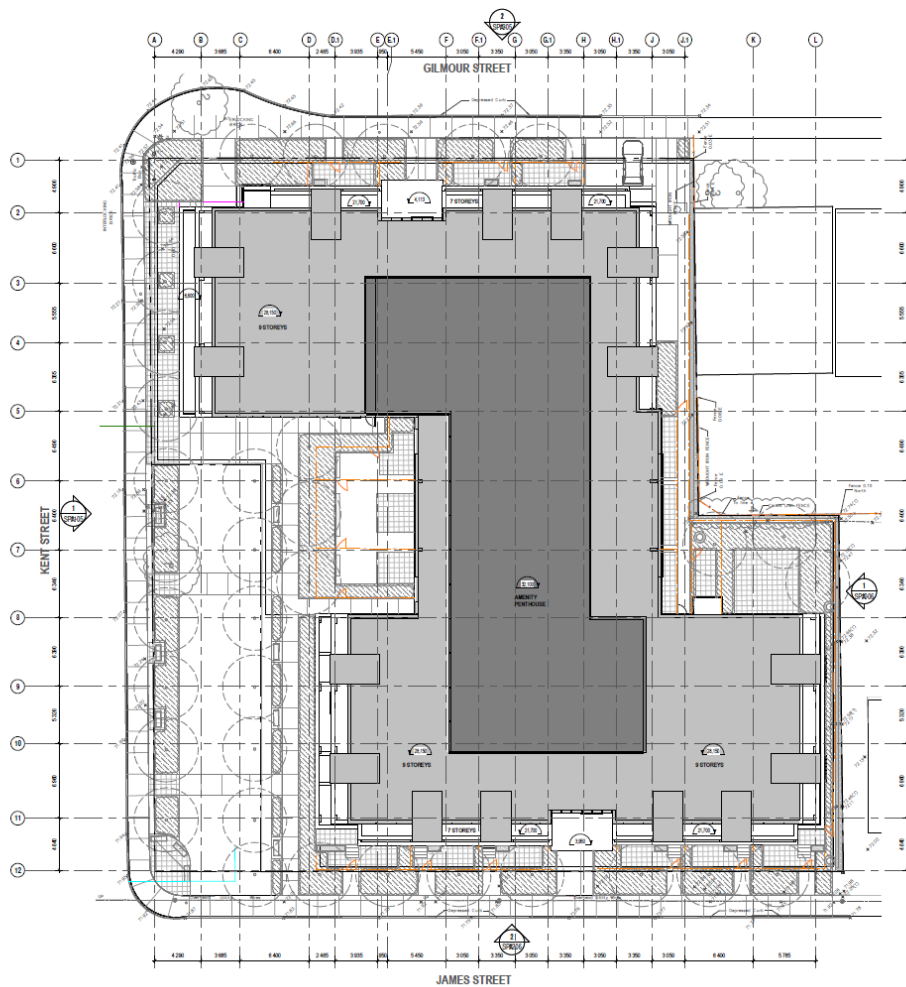


Figure 7: Propose Site Plan. Building design by 'NEUF ARCHITECT(E)S'.



Figure 8: View from Kent Street at Gilmour Street, looking southeast. Building design by 'NEUF ARCHITECT(E)S.

The building is stepped back on all corners above the seventh floors, aside from projecting “dormer” elements which offer a unique identity and signature look to the building exterior (Figure 8). The ground floor along Kent Street is recessed to provide an emphasized public realm.

The park location and building setbacks have allowed for adequate space to plant a wide array of substantially sized deciduous trees along the perimeter and internal to the site, resulting in a significantly more landscaped lot than the current site condition. The site’s location on three street frontages makes it possible to contribute strongly to the public realm by implementing natural shade and visual appeal in the form of trees and landscaping.

## 3.0 Policy & Regulatory Framework

### 3.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) sets out a vision for land use planning in the Province of Ontario that encourages planning and development that is environmentally-sound, economically-strong and that enhances quality of life. The PPS promotes intensification of built-up areas to efficiently use land where existing infrastructure and public service facilities are readily available to avoid unjustified and uneconomic expansions. Planning authorities must identify appropriate locations and promote opportunities for intensification and redevelopment. The relevant policy interests to the subject application are as follows:

- 1.1.1 a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- 1.1.1 b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- 1.1.1 c) avoiding development and land use patterns which may cause environmental or public health and safety concerns
- 1.1.1 e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- 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.

**The proposed development is sensitive to surrounding land uses and promotes intensification in an area designated for growth. The proposed development locates a variety of housing typologies on an underutilized lot that is well-supported by infrastructure, transit, and local services. The proposed development efficiently uses land and is transit supportive. The development of the subject property is therefore in conformity with the policies of the PPS.**

## 3.2 City of Ottawa Official Plan (2022)

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

### 3.2.1 Strategic Directions

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

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.
2. **By 2046, the majority of trips in the city will be made by sustainable transportation.**  
The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities.
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.**  
A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city.
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. 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.

### 3.2.2 Downtown Core Transect

Schedule A of the Official Plan 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 the most urban (the Downtown Core) to least urban (Rural).

The site is located in the Downtown Core Transect. The Downtown Core is a mature built environment whose urban characteristics of high-density, mixed uses and sustainable transportation orientation are to be maintained and enhanced. The policies for the Downtown Core Transect are described in Section 5.1 of the Official Plan.

Policy 5.1.1.2 states that the Downtown Core shall continue to develop as healthy 15-minute neighbourhoods within a highly mixed-use environment, where:

- a) Hubs and a dense network of Corridors provide a full range of services;
- b) A high concentration of employment is maintained and increased;
- c) Existing and new cultural assets are supported, including those that support music and nightlife; and
- d) Residential densities are sufficient to support the full range of services noted in Policy a).

**This proposal represents an opportunity to provide residential densities that align with the intent to maintain and expand the range of services available to the Centretown community while also retaining the commercial element to the site which respects the planned intent for Corridors.**

Policy 5.1.1.4 states that the public realm in the Downtown Core should be of a consistently high quality that compensates for the smaller public, private and semi-private spaces available in the core.

**The proposal incorporates a strong contribution to the public realm through the introduction of a public park to the corner of Kent Street and James Street. The greenspace will provide animation and relief to the street corner while framing the intersection with landscaping. The building facade at grade will contribute further to the public realm by providing sympathetic materials, street-fronting units, and a loggia overhanging the commercial component which provides shelter from the elements and visual interest to the street edge.**

Policy 5.1.2.3 states that motor vehicle parking in the Downtown Core shall be managed as follows:

- a) Motor vehicle parking shall not be required in new development, other than visitor parking for large-scale residential development;
- b) New surface parking lots, and expansions to existing surface parking lots, shall be prohibited in the Downtown Core;
- c) Where new development includes parking as an accessory use, such parking shall be located underground or, if within the principal building, never at grade along the frontage of any public street;
- d) The City shall encourage car share parking and electric charging facilities in larger parking lots and parking garages; and
- e) When the City receives proposals for significant reductions in parking below what is required in the Zoning By-law, the City may seek compensatory provision of enhanced bicycle parking.

**Motor vehicle parking is proposed underground and within the principal building at a rate that is permitted by the Zoning By-law.**

### 3.2.3 Minor Corridor Designation

The site is identified as being located on a “Minor Corridor” given its frontage on Kent Street within the Downtown Core Transect. Minor Corridors are intended to support density along bands of land which serve important pedestrian, cycling,

transit, and vehicle movements. Minor corridors are intended to support a mixture of compatible land uses that facilitate the creation and maintenance of 15-minute neighbourhoods.

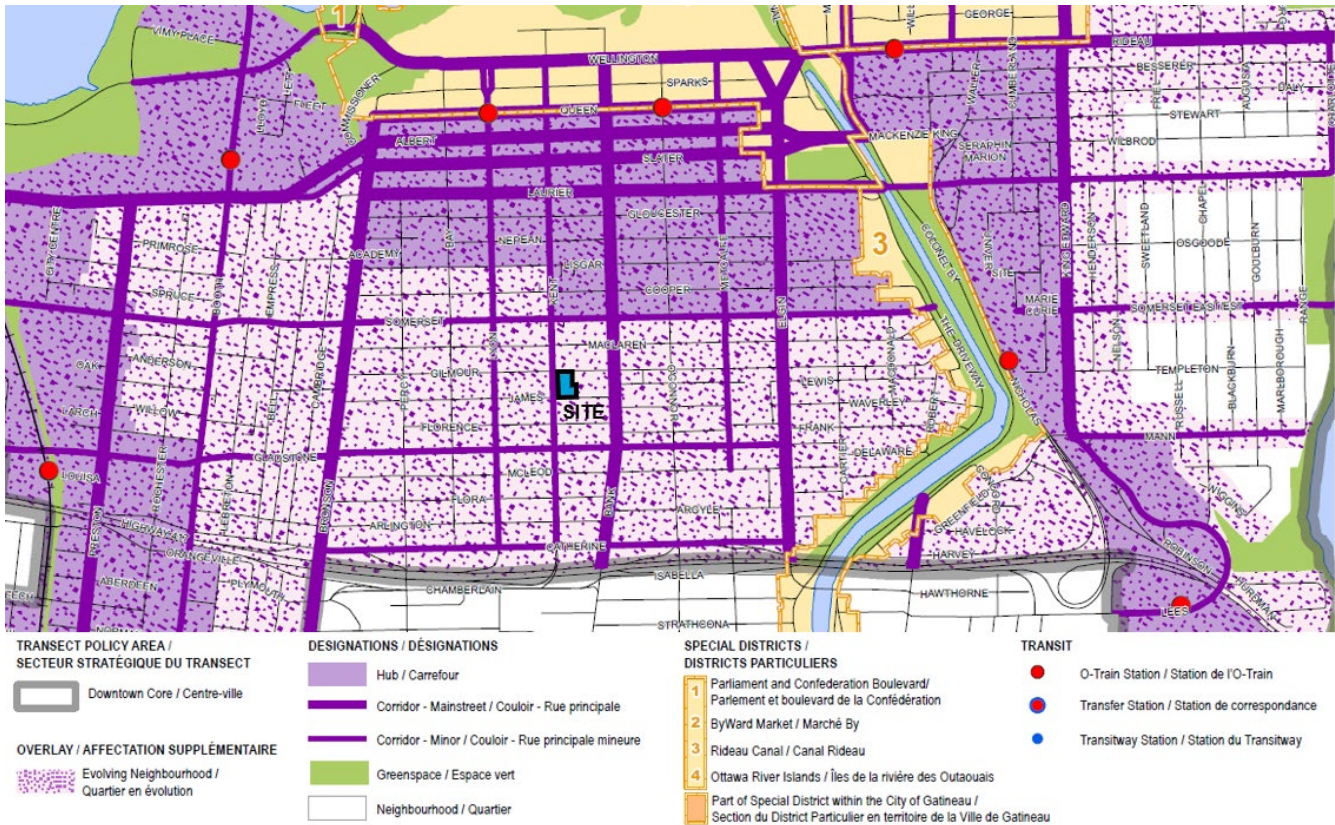


Figure 9: Schedule B1 of the City of Ottawa Official Plan

Policy 5.1.4.4 states that on Downtown Core Minor Corridors, all buildings shall have active entrances facing the Minor Corridor, regardless of use. A minimum building height of 2 storeys is established while maximum building heights are generally in upper mid-rise range between 7 and 9 storeys, except where a Secondary Plan or Area-specific Policy permit greater or lower heights and are subject to appropriate height transitions and setbacks. The height of such buildings:

- Shall, with respect to the wall heights directly adjacent to a street, be proportionate to the width of the abutting right of way and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 7), 8) and 9);
- May be limited further on lots too small to accommodate an appropriate height transition; and
- May be increased to generally 15 storeys within 100 metres walking distance of a rapid transit station.

**The proposal takes the form a mid-rise 9-storey building which incorporates active entrances facing the Minor Corridor. The building placement on the site is thoughtfully laid out to accommodate for the height, and the separation provided between the street edge and the building arising from the location of the park and the loggia establish a height transition that is proportional in scale. It is noted that the applicable Central and East Downtown Core Secondary Plan provides further direction relating to building height, urban design, and transition. This is discussed further in this report.**

Section 6.2 of the Official Plan provides specific direction for development along Corridors. Policy 6.2.1.2 states that development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development:

- a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;  
**The proposed development uses setbacks, articulation cuts, and step-backs after the seventh floor to support the transition in height and mitigate its impact to the public realm.**
- b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;  
**While this site is not appropriate for a mid-block connection, the nature of the proposed frontage along Kent Street is intended to serve as a visual and practical extension of the overall right-of-way, supporting pedestrian circulation.**
- c) For sites generally of greater than one hectare in area or 100 metres in depth:
  - i. Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and
  - ii. Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and  
**This site is less than a hectare in size and less than 100 metres in depth.**
- d) Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.  
**No such uses are proposed.**

Policy 6.2.1.3 states that Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:

- a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;
- b) Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or
- c) Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.

**This proposal will incorporate commercial and service uses on the ground floor of an otherwise residential building with the intent to provide supplementary uses that contribute to 15-minute neighbourhoods.**

Policy 6.2.1.4 states that unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:

- a) Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and
- b) Vehicular access shall generally be provided from the parallel street or side street.

**This proposal addresses the Kent Street Corridor as the primary frontage, with vehicle access being located on Gilmour Street. The proposed building massing along James Street and Kent Street coordinates with the function of these streets by providing walk-out units at-grade and residential uses on upper floors.**

### 3.2.4 Evolving Neighborhood Overlay

The Evolving Neighbourhood Overlay is applied to areas within 150 metres of Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification and to allow new built forms and more diverse functions of land. The overlay is intended to provide opportunities to reach the City's growth management framework for intensification through the Zoning by-law by providing:

- / Guidance for a gradual change in character;
- / Allowance for new building forms and typologies, such as missing middle housing;

- / Direction to built form and site design that supports more urban built form patterns and applicable transportation modal share goals; and
- / Direction to govern the evaluation of development.

The new Zoning By-law will provide development standards for the built form and buildable envelope within the Evolving Neighbourhood Overlay and will apply minimum density targets.

**The proposed development adheres to the direction of the Evolving Overlay by proposing an urban and compact built form and site design. The proposed development has been designed in a manner which reflects and considers the existing character of the area, including its proximity to surrounding buildings, and placement on a Corridor.**

### 3.2.5 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 such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.



Figure 10: Proposed Materials at Grade. Building design by 'NEUF ARCHITECT(E)S.

Section 4.6 of the Official Plan contemplates an urban design framework to outline the City’s urban design program. The subject property is identified as a Tier 2 – National & Regional Design Priority Area (DPA) per Table 5 – Design Priority Areas of the Official Plan as it is located on a Minor Corridor within the Downtown Core. 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.





Figure 11: Proposed Loggia and Commercial Frontage. Building design by 'NEUF ARCHITECT(E)S.

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;

**The proposed building incorporates a variety of classic building materials and colours that ensure visual interest while maintaining climate resilience (Figure 10). The incorporation of extensive trees along the parkland and landscaping will benefit the public realm. Street furniture as part of the proposed park is expected.**

- b) Lighting that is context appropriate and in accordance with applicable standards and guidelines; and **Lighting will be utilized to ensure the proposed parkland is visible and safe in the evening time.**
- 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 use of covered entranceways and loggia (Figures 10, 11) have been applied to this proposal in the interest of micro-climate impacts with the intent to protect pedestrians from rain, snow, extreme sun, and other weather considerations. Generous tree planting and landscaping are also incorporated to provide shade and reduce the urban heat island effect.**

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 proposal is located to frame the greenspace and street edge accordingly (Figure 12). The setbacks allow for the building to scale appropriately to the Kent Street edge, while providing improved movement for pedestrians along the Corridor. The proposal employs a well-glazed, interesting façade that is nonetheless subordinate to the pedestrian realm provided along Kent Street.



Figure 12: Kent Street Cross-Sections. Commercial Portion (Top); Parkland Portion (Bottom).

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.

**All servicing, refuse collection, and site access is removed from the Kent Street and James Street public realm. Refuse collection and vehicle access takes place on Gilmour Street, however it has been masked to the greatest extent possible to coordinate with the public realm improvements elsewhere (Figure 13). All mechanical equipment and utilities are either proposed within the building basement or rooftop area.**



Figure 13: Gilmour Street Frontage. Building design by 'NEUF ARCHITECT(E)S.

Policy 4.6.6 contains policies related to enabling the sensitive integration of new development into existing neighbourhoods. 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 proposed building incorporates step-backs above the 7<sup>th</sup> floor on all sides, aside from the narrow, projecting dormer features (Figure 14). The location of the internal amenity space on the rooftop is centred and set back from the roofline to reduce shadowing and overlook. The first two floors are recessed from Kent Street which provides a sense of expanse at the human scale (Figure 14).**

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.

**In addition to the amenity proposed at-grade and in the form of private balconies, the rooftop amenity area provides additional utility. The interior portion allows for usable year-round amenity space.**



Figure 14: Building Section, view from James Street. Building design by 'NEUF ARCHITECT(E)S.

Per 4.6.6.7, 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;  
**The proposed massing, in addition to the proposed park, helps frame the street with a building edge defines Kent Street while maintaining a separation commensurate with the proposed height. This site is not suitable for a mid-block connection.**
  
- / Include a base with active frontages, and a middle that relates to the scale and character of the surrounding buildings or planned context;  
**Active frontages are proposed for this site through the incorporation of commercial uses, building entrances, and walk-out residential units. The middle of the building provides an appropriate scale for the affected street frontages, while applying red brick veneer to tie the building visually into the established neighbourhood character.**
  
- / Be generally proportionate in height to the width of the right-of-way, with additional height permitted in the Downtown Core transect; and,  
**As discussed elsewhere, consideration has been applied to the building height relative to the right-of-way width and the massing provides a suitable transition to the street edges.**
  
- / Provide sufficient setbacks and stepbacks 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 setbacks avoid the street canyon effect through a recessed frontage that extends the public realm, with additional step-backs above the 7<sup>th</sup> floor allowing for further reduction to the building massing. The proposed setbacks allow for increased tree planting beyond what is feasible on other downtown redevelopment sites.**

### 3.3 Central and East Downtown Core Secondary Plan

Section 12 of the Official Plan refers to Local Plans, which are intended to establish more detailed policies to guide growth and change in specific areas or neighbourhoods. Local plans apply the overall planning approach of the Official Plan in a manner that fits the local context through specific policies. There are two types of statutory local plans:

- / **Secondary Plans:** Secondary plans establish local development policies to guide growth and development in areas of Ottawa where physical changes are expected and desired. Secondary plans are initiated and undertaken by the City in consultation with local residents, property owners, businesses, other levels of government and other interested parties. A secondary plan is a statutory policy document approved under the Planning Act.
- / **Area-Specific Policies:** Area-specific policies are also statutory policy documents that form part of the Official Plan. They result from a proponent-initiated planning process similar to Secondary Plans but apply to a more specific site or area. They provide a further layer of local policy direction to guide more cohesive development over time.

The effective Local Plan for this site is the Central and East Downtown Core Secondary Plan (“CEDC SP”), located in Volume 2A of the Official Plan. This secondary plan consolidates several former secondary plans, including the Central Area, Sandy Hill, Centretown and Uptown Rideau Street Secondary Plans.

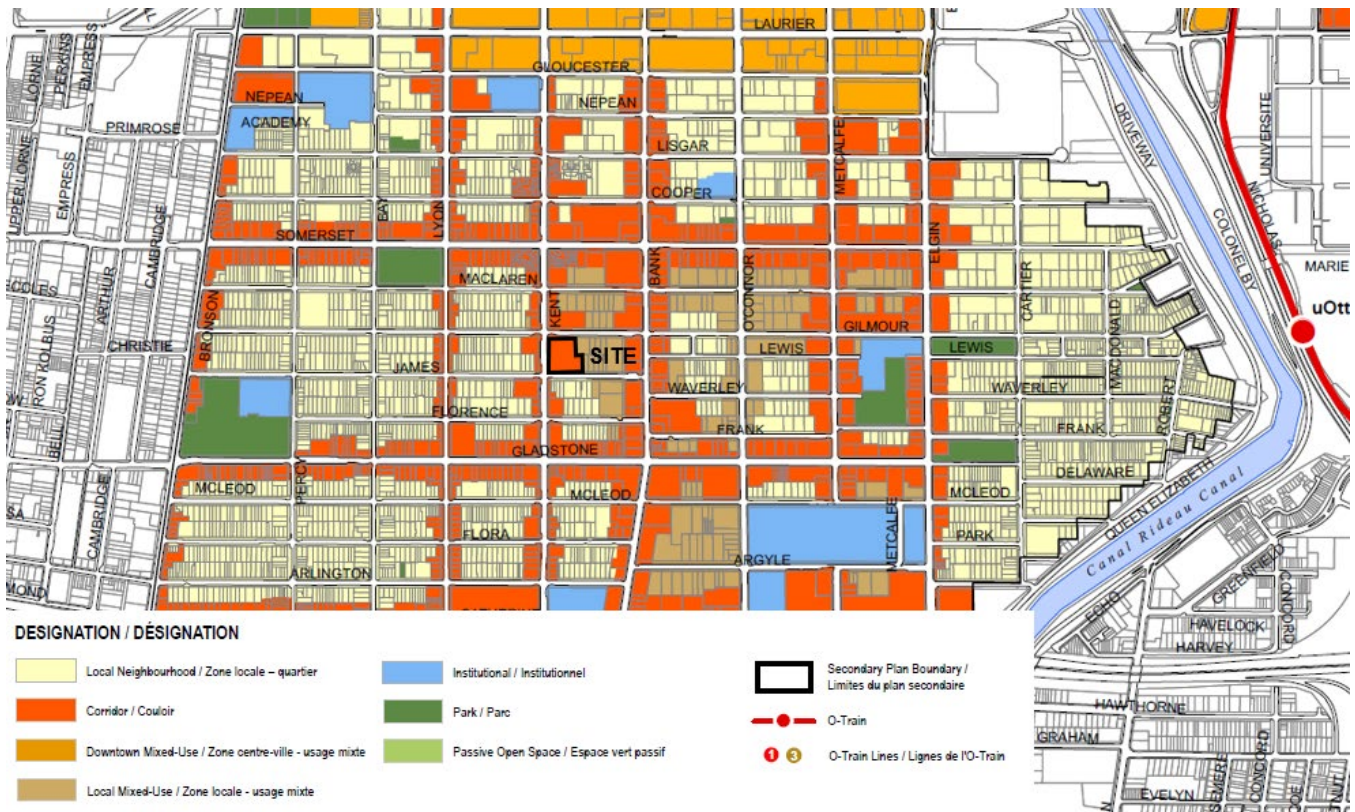


Figure 15: Schedule B – Designation Plan of the Central and East Downtown Core Secondary Plan

Per 12.1.9 of the Official Plan, where there is a conflict or inconsistency between the policies of the Official Plan and a policy or map of a Secondary Plan or Area-Specific Policy, the policy or map of the Secondary Plan or Area Specific Policy will prevail.

Under this Secondary Plan, the site is designated as “Corridor” (Figure 15). The Secondary Plan notes in Policy 2.4.5 that corridors will be consistent with Section 6.2 – Corridors of Volume 1 of the Official Plan.

**These policies are discussed in detail in the previous section of this report. The proposal conforms to the direction of Section 6.2 of the Official Plan.**

Section 3.1 of the CEDC SP provides general policies for built form. Policy 3.1.1 states that development will contribute positively to the entire adjacent public realm. It should maximize the activity visible from the public realm and the activity easily accessible to it. Measures include but are not limited to:

- a) Functional main entrances directly accessible from the public realm for each unit on the ground floor. For further specification, this includes residential, retail and commercial units.  
**Each ground floor unit has a main entrance directly to the public realm, including both residential and commercial units (Figures 11, 16)**
- b) Usable indoor and/or outdoor amenity areas where possible. These amenities are meant to encourage people to linger in or within view of the public realm. Examples include patios, porches, atria, stoops, etc.  
**A parkland and POPS are proposed at grade to animate the public realm. The walk-out units incorporate space to accommodate patio furniture to further animate the public realm.**
- c) Lower floor articulation with a high degree of transparency and functional permeability.  
**As described above. The commercial component will be fully glazed, and walkout units will animate the remainder of building frontages.**
- d) Notwithstanding Section 3.1 - Built Form, Policies 1) b) and f), residential units at or near the ground floor and their private outdoor amenity spaces should provide a comfortable degree of privacy, while also accommodating easy interaction with the public realm.  
**Fences are proposed for the walk-out units to provide a degree of separation and privacy for tenants.**
- e) A lack of blank walls, or designs which do not contribute to the activity of the public realm. In particular, retail stores shall not be permitted to block or cover any windows or transparent doorways with posters, opaque glass, the backs of shelves, or anything that obstructs the full and clear view of the interior of the store from the sidewalk, other than up to 10 per cent window coverage by temporary posters or advertisements.  
**This will be accommodated by the proposed design.**
- f) Visual and functional variety from the sidewalk. Street-level frontage widths for individual non-residential units should be narrow.  
**The proposed frontages provide variety through materiality and distinctive programming for each portion of the building.**
- g) The inclusion of art in the public realm where possible.  
**To be considered further in the project development process.**
- h) Buildings must front onto all their adjacent streets.  
**The proposal has frontage on all adjacent streets.**
- i) Vehicular facilities must minimize all visual and functional impacts on the public realm.  
**Only one vehicle entrance is proposed, located on Gilmour Street. It is screened from the public realm by a garage door and located in an area where less foot traffic is expected.**

- j) Further to Section 3.1 - Built Form, Policy 1) i), surface parking and surfaces likely to be used as surface parking in front of buildings are prohibited.  
**No areas that would support surface parking are proposed.**
- k) Increased setbacks in front of buildings occupying a large portion of a block should be provided. The setback will be dedicated to widened pedestrian and public realm facilities.  
**The ground floor interfacing with Kent Street is recessed and provides varied setbacks to break up the massing while also allowing for a strong public realm that incorporates a park.**

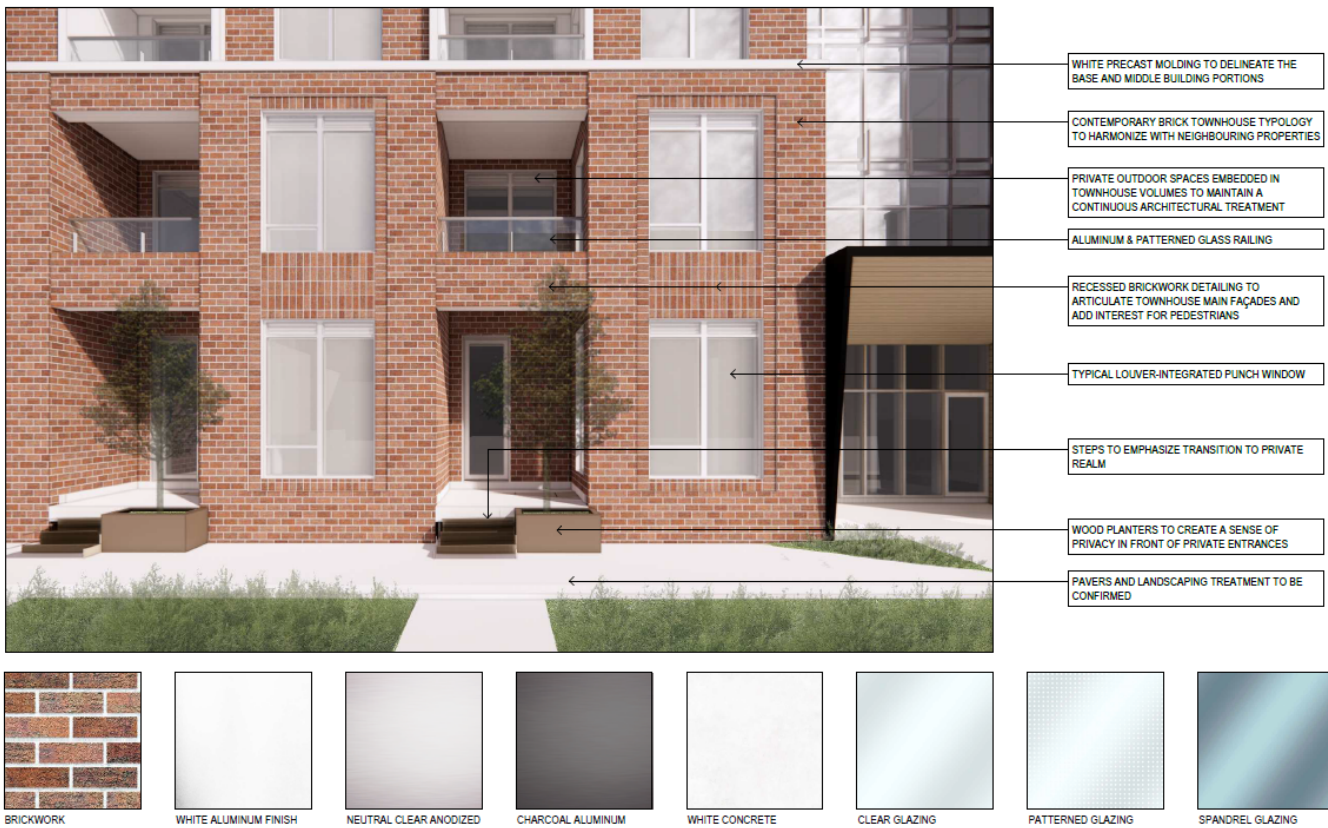


Figure 16: Townhouse Entrances at-grade. Building design by 'NEUF ARCHITECT(E)S.

Policy 3.1.2 states that development will provide a continuity of active frontages along the ground floor fronting all corridors. This includes functional main entrances that are directly accessible from the public realm for each unit on the ground floor. For further specification, this includes residential, retail and commercial units.

**Each ground floor unit has a main entrance directly to the public realm, including both residential and commercial units (Figure 11, 16). Glazing is provided along all commercial frontages to provide visual interest.**

Section 3.4 refers to Heritage matters within the CEDC SP. The Central and East Downtown Core is distinguished by its high concentration of heritage buildings, districts and landscapes, including those designated under Part IV and Part V of the Ontario Heritage Act, the Federal Heritage Buildings Review Office, or listed on the City’s Heritage Register.

Section 3.4 specifically notes that development will respect the area’s heritage character and where located on or adjacent to a built heritage resource, will be in accordance with the policies found in Section 4.5 – Cultural Heritage and Archaeology, of Volume 1 of the Official Plan.

**It is noted that the site is located with the Centretown Heritage Conservation District (HCD). This Part V designation requires consideration to the proposed development's role in respecting the heritage character of the area. A Heritage Impact Study is enclosed with this application. It details the compatibility between the proposed building and the established neighbourhood context as laid out by the Centretown HCD.**

Section 3.4.22 states that development on properties designated under Part V of the Ontario Heritage Act, including alterations to existing properties and new construction, shall be consistent with the policies and guidelines of the following Heritage Conservation District Plans, as applicable: Bank Street, Besserer-Wurtemberg, Cathedral Hill, Centretown, Daly Avenue, King Edward Avenue, Minto Park, Russell-Range, Sandy Hill West, Sparks Street, Stewart-Wilbrod and Sweetland Avenue. Heritage applications will be required for any development on properties located within a Heritage Conservation District.

**As noted in the Heritage Impact Study prepared by Commonwealth Heritage and submitted with this report, the proposal is consistent with the policies and guidelines of the Centretown HCD.**

Section 3.4.23 states that a heritage impact assessment may be required as part of a complete application where development has the potential to adversely impact a designated cultural heritage resource and is located on a property that includes or is within 30 metres of the boundary of a heritage conservation district (Part V of the Ontario Heritage Act).

**As noted above, the Heritage Impact Study prepared by Commonwealth Heritage and submitted with this report, the proposal is consistent with the policies and guidelines of the Centretown HCD.**

Section 4.4 of the CEDC SP provides specific policy direction for the Centretown Character Area. Section 4.4.4 identifies the objectives of the Centretown Character Area. They are assessed relative to the proposal below:

1. Maintain and respect the character of Centretown's neighbourhoods  
**The proposed development applies a red brick vernacular that maintains the established tone and colour palette in Centretown. The proposal takes design cues from low-rise apartment buildings as well as other mid-rise apartment buildings in Centretown in this regard, which have applied various red brick vernaculars from both the pre-war era and more recent development.**
2. Accommodate residential growth  
**The proposal introduces 218 new residential units.**
3. Accommodate a diverse population  
**The proposed residential units provide a variety of forms and typologies, ranging from studio units to three-bedroom units, both in traditional apartment forms and walk-out forms.**
4. Reinforce and promote commercial activity  
**Commercial uses are retained on-site to serve the immediate community and maintain the 15-minute neighbourhood.**
5. Enhance the public realm  
**The proposed parkland, tree planting, and POPS provide an improved public realm relative to the existing surface parking lot and office building condition.**
6. Prioritize and improve walking, cycling and transit use  
**The public realm improvements and proposed bicycle parking serve to improve active transportation opportunities.**



- 7. Promote design excellence  
**The proposed design incorporates modern best practices and applies a contemporary approach to a classic mid-rise apartment aesthetic that results in a building which will remain an appealing part of the community for future generations.**

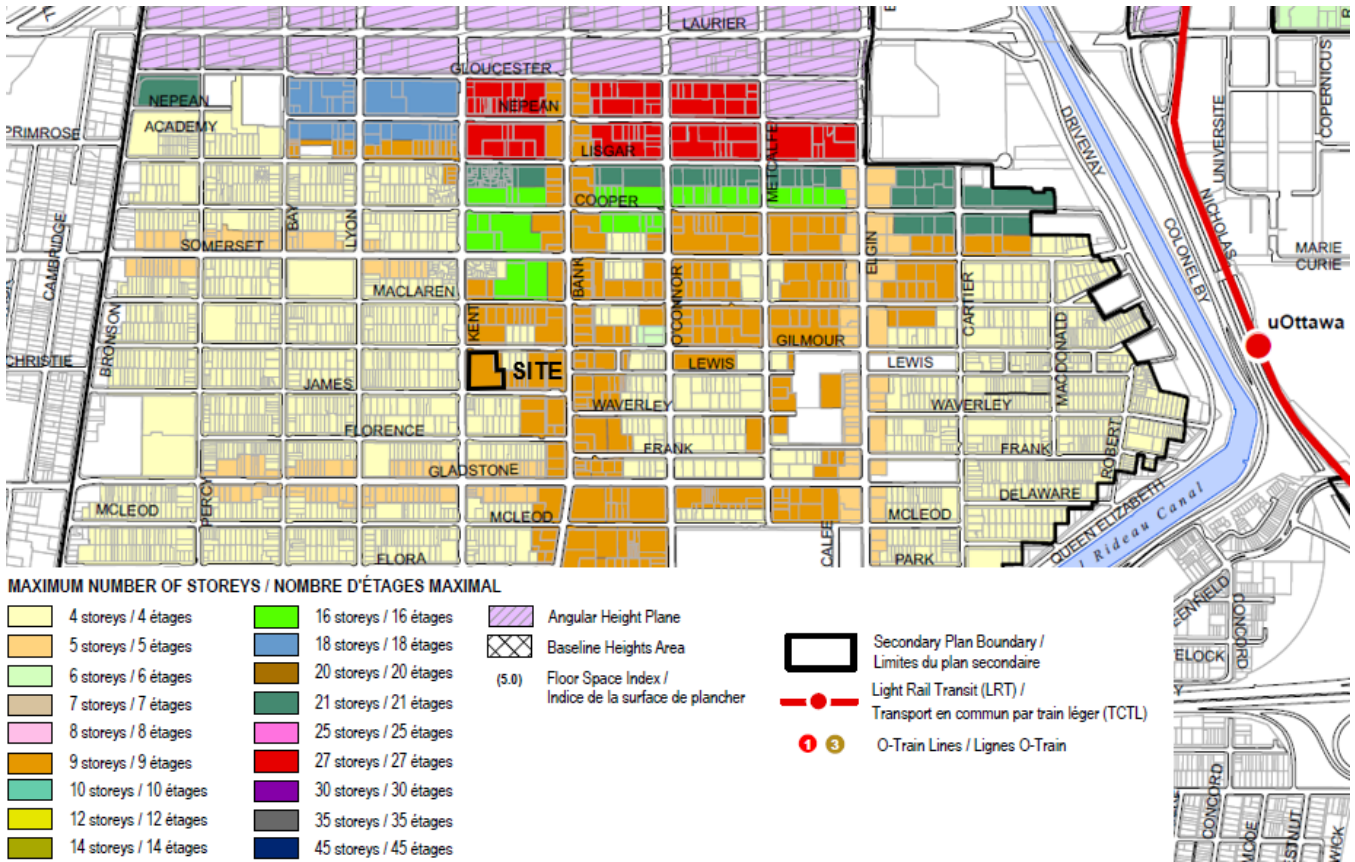


Figure 17: Schedule C – Maximum Building Heights of the Central and East Downtown Core Secondary Plan

Policy 4.4.6.19 notes that the City shall pursue the acquisition and creation of new parks, POPS and other public spaces conceptually identified on Schedule B - Designation Plan and Schedule E - Greening Centretown and described in the Centretown CDP. The acquisition and/or programming of these areas will require working cooperatively with public agencies and private landowners. In addition to the parks identified on Schedule E - Greening Centretown the City may acquire other lands for parkland without amendment to this secondary plan. Designated heritage buildings will not be demolished when creating new parks.

**Schedule E of the Centretown Community Design Plan notes the northwest segment of the site as being an appropriate location to introduce greenspace. While we support the inclusion of greenspace on this site, the proposal relocates this greenspace to the southwest segment of the site where access to sunlight is improved.**

Policy 4.4.6.22 notes that to complement existing and new parks, the City shall use the development approval process to secure the provision of new parks and POPS at strategic locations throughout Centretown. Generally, small parks and POPS shall be located at intersections, although mid-block locations will also be considered. The location and design of small parks and POPS shall be guided by the Centretown CDP.

**In line with this policy, a small park and POPS is proposed at a suitable intersection as part of this proposal.**

Policy 4.4.9.46 notes that a variety of mid-rise and low-rise buildings shall be encouraged in the Centretown Central Character Area. Schedule C - Maximum Building Heights identifies maximum heights of up to nine storeys as permitted. Where a building greater than six storeys is proposed adjacent to a property where the maximum height is four storeys or adjacent to built heritage resources, a stepping of heights or increased setbacks should be provided to achieve an appropriate transition. Buildings shall be restricted to five storeys along Elgin Street.

**A nine (9) storey mid-rise building is proposed in line with what is permitted on Schedule C – Maximum Building Heights (Figure 17). Setbacks, step-backs, and a recessed ground floor are proposed to accomplish a suitable transition.**

**The proposal is supported by the policies of the City of Ottawa Official Plan as outlined in Volume 1 and in the Central and East Downtown Core Secondary Plan, located in Volume 2A.**

### 3.4 Zoning By-law

The site is currently zoned Residential Fourth Density, Subzone UD, Urban Exception 479 (Figure 18). This zoning does not permit commercial uses or mid-rise apartment buildings and accordingly does not align with the direction of the Corridor designation in the Official Plan and Central and East Downtown Core Secondary Plan. An amendment is therefore proposed to rezone the site as GM – General Mixed Use.

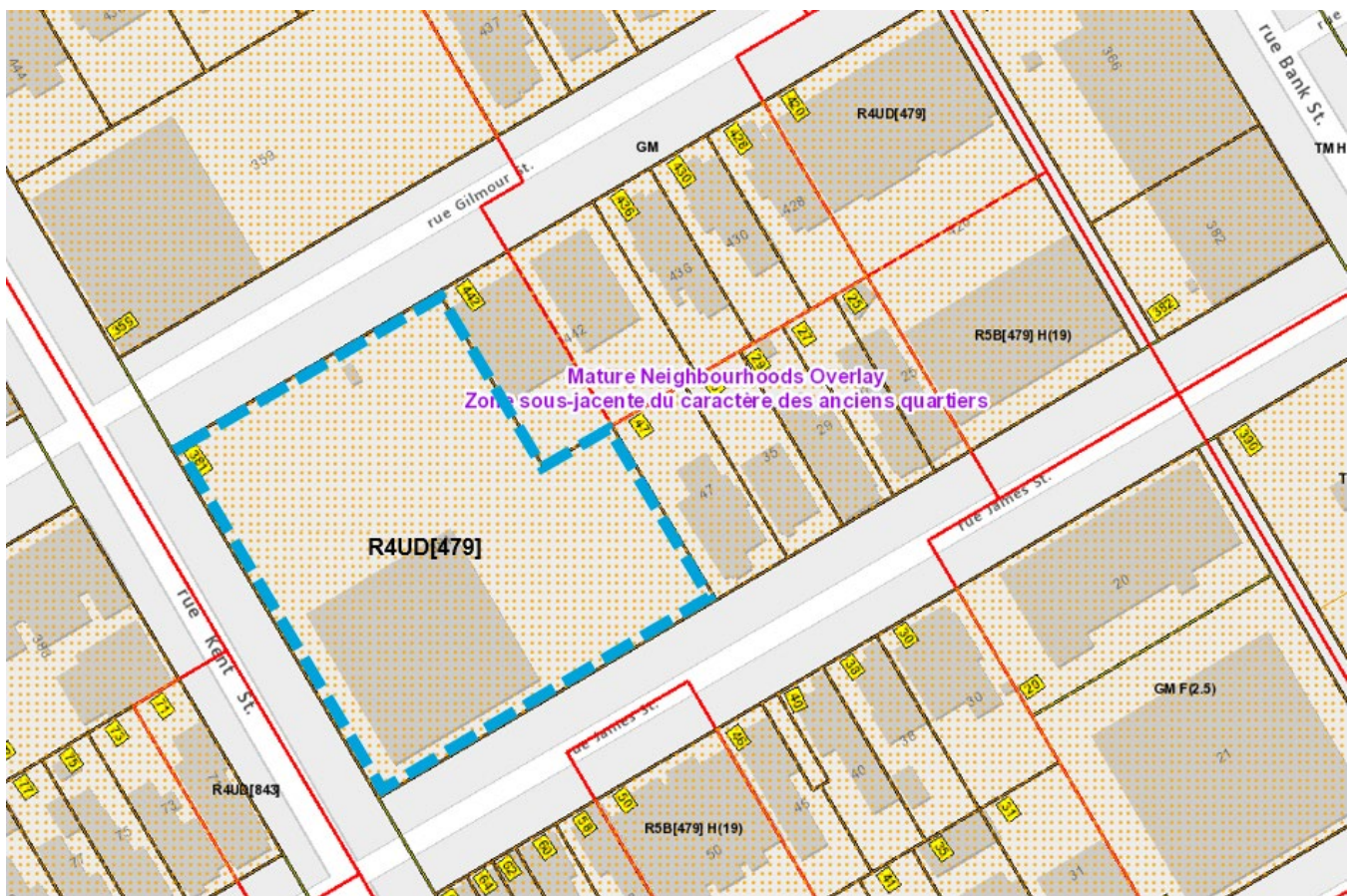


Figure 18: Zoning Map

The purpose of the GM zone is to:

1. Allow residential, commercial and institutional uses, or mixed use development in the General Urban Area and in the Upper Town, Lowertown and Sandy Hill West Character Areas of the Central Area designations of the Official Plan;
2. Limit commercial uses to individual occupancies or in groupings in well defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas;
3. Permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed; and
4. Impose development standards that will ensure that the uses are compatible and complement surrounding land uses.

The proposed GM zoning meets the intent of the Official Plan and CEDC Secondary Plan for this site. A site-specific exception, detailed further below, is also proposed to reflect the unique nature of the proposal.

The applicable zoning requirements are assessed in the following table:

Table 2: Zoning Compliance Review

<b>General Mixed Use (GM) Zone Provisions</b>	<b>Required</b>	<b>Provided</b>
<b>Minimum Lot Area</b>	No minimum	3,822m <sup>2</sup>
<b>Minimum Lot Width</b>	No minimum	51m
<b>Maximum Building Height</b>	Defined by H-suffix applicable to site	33m; 9 storeys plus internal rooftop amenity space
<b>Maximum Floor Space Index</b>	2, unless otherwise shown	<b>4.12</b>
<b>Minimum Front Yard Setback (Gilmour, north)</b>	3m	<b>2.5m</b>
<b>Minimum Corner Yard Setback (Kent, west)</b>	3m	<b>2.6m</b>
<b>Minimum Rear Yard Setback (James, south)</b>	3m	<b>1.4m</b>
<b>Minimum Interior Side yard setback (east)</b>	5m	<b>2.5m</b>
<b>Minimum Width of Landscaped area</b>	3m	Complies
<b>Amenity Area</b>	Minimum 6m <sup>2</sup> / Unit Minimum 50% of the area must be communal with at least one area 54m <sup>2</sup> in size	<b>Required:</b> 1,314m <sup>2</sup> total 657m <sup>2</sup> communal  <b>Provided:</b> 1,472m <sup>2</sup> total 669m <sup>2</sup> communal 803m <sup>2</sup> private
<b>Minimum Vehicular Parking</b> Area X on Schedule 1A	Residential: 0.5 spaces per dwelling unit, less first 12	<b>Required:</b> Residential: 103

General Mixed Use (GM) Zone Provisions	Required	Provided
	Visitor: 0.1 spaces per dwelling unit  Commercial: No parking required where located on ground floor with a GFA of 200m <sup>2</sup> or less (S.101(3)(b))	Visitor: 22 Total: 131  <b>Provided:</b> Total: 161
<b>Parking Space Dimensions</b>	Width: 2.6 to 3.1 metres Length: 5.2 metres	Complies
<b>Accessible Parking Requirements</b>	Number of required spaces is a function of the total spaces provided Type A spaces: 3.4mx5.2m) Type B spaces: 2.4x5.2m 1.5m aisle between accessible spaces	Complies
<b>Driveway Width</b>	Minimum 6m Maximum 6.7m Maximum 9m at the street edge	6m
<b>Aisle Width</b>	Minimum 6m	6m
<b>Bicycle Parking</b>	Residential: 0.5 spaces per unit 50% can be vertical; 25% must be indoors; 50% must be horizontal spaces must be on the floor (allowing for stacked spaces)	<b>Required:</b> 110  <b>Provided:</b> P1 – 88 Ground Floor – 22 Total – 110
<b>Bicycle Parking Dimensions</b>	Horizontal: 0.6m x 1.8m Vertical: 0.5m x 1.5m Stacked: 0.37m	Complies
<b>Bicycle Parking Access</b>	Minimum Aisle Width: 1.5m	
<b>Exterior Garbage Enclosure</b>	Located at least 9m from a lot line abutting a street Screened from view with a 2m opaque fence	9m from lot line

### 3.4.1 Proposed Site-Specific Zoning Exception

Given the unique nature of the site and proposal, a site-specific zoning exception is being sought to establish zoning compliance. The following zoning exceptions to the GM – General Mixed Use zone are proposed:

- / A maximum building height of 33 metres is permitted;  
**A building height of 33 metres facilitates the establishment of a 9-storey form that aligns with the direction of the Official Plan and CEDC SP Corridor policies, while also incorporating an internal component to the rooftop amenity floor, which would allow for year-round provision of a greater scale of amenity space.**
  
- / A maximum Floor Space Index of 2.0 does not apply;  
**The GM zone applies a base Floor Space Index maximum of 2.0. The intent of this requirement is to manage the density of sites on a broad level and does not respond to local policy context. The proposal allows for a**

density which aligns with the Downtown Core Transect's direction to remain the densest part of the City, while also supporting the scale of residents necessary to support a 15-minute neighbourhood. The immediate transportation network, infrastructure and services are well-suited to support this scale of development.

- / A building setback approach that aligns with the footprint proposed on the enclosed Site Plan, reflected in a future zoning schedule;  
**Given the nature of the site, comprised of three street frontages, a setback approach has been applied which allows for a comfortable public realm and transition to all lot lines and the existing and planned context of surrounding properties. This approach will be confirmed by a zoning schedule which formalizes the site layout.**
  
- / An internal amenity area at the rooftop level is permitted;  
**An internal component to the rooftop amenity area will allow for year-round use. This amenity area is located on a central part of the rooftop and lends itself a similar massing profile as a typical building mechanical penthouse, which would be considered a permitted projection above the height limit. The central location on the rooftop also mitigates concern for overlook and loss of privacy.**
  
- / Section 60 of the Zoning By-law does not apply to this site; and  
**Section 60 of the Zoning By-law refers to the Heritage Overlay. Given the position within the Centretown Heritage Conservation District, the intent of the overlay is to preserve important heritage elements within the HCD. It is noted, and confirmed by the enclosed Cultural Heritage Impact Statement, that the site itself in its current format does not possess considerable heritage elements, and the approach to redevelopment has considered and applied compatibility approaches to remain sympathetic to the surrounding context.**

**Overall, the proposed Zoning By-law Amendment and site-specific exceptions are considered appropriate for the development of the lands and represent sound land use planning.**

## 4.0 Supporting Studies

### 4.1 Transportation Impact Assessment

A Transportation Impact Assessment was undertaken by CGH Transportation, dated February 2023. This study was prepared according to the City of Ottawa's 2017 Transportation Impact Assessment (TIA) Guidelines. The study determines that the proposed development is forecasted to produce 95 two-way people trips during the AM peak hour and 102 two-way people trips during the PM peak hour. Of the forecasted people trips, 23 two-way trips will be vehicle trips during the AM peak hour and 22 two-way trips will be vehicle trips during the PM peak hour. Of the forecasted trips, 20% are anticipated to travel the north and the west, 35% to the south, and 25% to the east.

The study confirms that the network intersections will generally operate well. The study further recommends that, from a transportation perspective, the proposed applications proceed.

### 4.2 Tree Conservation Report

A Tree Conservation Report was prepared by IFS Associates to review the proposal. Of the four trees identified within proximity of the site, three are proposed for removal, however a Norway maple on the adjacent property is intended to be preserved and protected. The report outlines preservation and protection measures intended to mitigate damage during construction that are to be applied for the tree adjacent to the subject property, such as tree protection barriers and avoidance of any site works within the trees' critical root zones.

### 4.3 Heritage Impact Assessment

Commonwealth Historic Resource Management prepared a Heritage Impact Assessment (HIA) dated February 2023. The purpose of the HIA is to identify the cultural heritage resources and values that may be impacted by the demolition of the building at 381 Kent Street and construction of a residential mid-rise residential apartment.

The report concludes that the new development is a well thought out design that supports the objectives, the policies, and guidelines of the Conservation District Plan. It reintroduces a pedestrian oriented public realm that is setback enough to allow for the re-introduction of street trees and provides a public realm that is well proportioned in relation to height of the new building. The design offers a sympathetic approach to integrating a contemporary expression that respects the existing community and will help stabilize the quality of the pedestrian experience along this section of Kent Street.

### 4.4 Geotechnical Assessment

A Geotechnical Report was prepared by EXP Group in February 2023. The fieldwork informing the report was undertaken in November and December of 2021 and consisted of four boreholes. The boreholes indicate the site is underlain by an asphaltic concrete layer underlain by loose to dense fill. Beneath the fill is a layer of firm to hard silty clay extending to the compact glacial till. The glacial till was proven to overlie shale bedrock.

It is anticipated that the footings will be founded on the native glacial till contacted at 6.0m to 6.6m depths and have a maximum width of 1.5m with square pad footings having a width and length of 3.0m. If it is not feasible to support the proposed structure by shallow footings, the structure may be supported by closed end steel pipe or steel H-piles.

It is anticipated that excavation will have to be undertaken within the confines of a shoring system.

## 4.5 Environmental Site Assessment

A Phase I Environmental Site Assessment (ESA) was undertaken by EXP for this property, dated November 2021. This assessment identified two areas of potential environmental concern (APEC): Unknown quality of the fill material, and a former heating oil spill. This report therefore recommended that a Phase II Environmental Site Assessment be performed.

A Phase II Environmental Site Assessment was undertaken by EXP for this property, dated January 2022. The Phase Two ESA consisted of advancing boreholes and completing them as groundwater monitoring wells. Soil and groundwater samples were collected and submitted for laboratory analysis.

Based on the results of the investigation, the concentrations of lead, barium, cobalt, vanadium and zinc and several PAH parameters in the soil exceeded the MECP Table 3 SCS. All groundwater samples had concentrations of PHC and VOC that were less than the MECP Table 3 SCS, therefore no impacted groundwater was identified on the Phase Two property.

The report therefore recommends that the extent of impacted soil on the Phase Two property be delineated prior to being removed from the Phase Two property.

## 4.6 Site Servicing Report

McIntosh Perry was retained by the applicant to prepare a Servicing and Stormwater Management Report in support of the application. The main purpose of the report is to present a servicing design for the development in accordance with the recommendations and guidelines provided by the City of Ottawa, the Rideau Valley Conservation Authority, and the Ministry of the Environment, Conservation and Parks. The report notes that:

- / A new twin 150mm watermain service lateral is proposed to service the site, connecting to the 305mm watermain within Gilmore Street near the northwest corner of the property.
- / A new 200mm sanitary service lateral will be installed to service the proposed development and will be connected to the 525mm diameter concrete combined sewer within Kent Street.
- / A new 250mm storm service lateral will be installed to service the proposed development and will be connected to the 525mm diameter concrete combined sewer within Kent Street. Stormwater will be collected by roof drainage and various area drains around the site and will be stored a cistern before discharging to the Kent Street sewer at a controlled rate.
- / Storage for the 5- through 100-year storm events will be provided within the cistern and will be a minimum of 127.70m<sup>3</sup>.
- / Water quality control will not be required for the development due to the fact that the site is within a combined sewershed..

Based on the information presented in the report, McIntosh Perry recommends that the City of Ottawa approve the Servicing and Stormwater Management report.

## 4.7 Pedestrian Level Wind Study

A Pedestrian Level Wind Study was prepared by Gradient Wind. The study involved simulation of wind speeds for selected wind directions in a three-dimensional (3D) computer model using the computational fluid dynamics (CFD) technique, combined with meteorological data integration, to assess pedestrian wind comfort and safety within and surrounding the subject site according to City of Ottawa wind criteria. The results and recommendations derived from these considerations are summarized as follows:

- 1) All grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions over surrounding sidewalks, outdoor amenity area, and in the vicinity of building access points, are considered acceptable.
- 2) Regarding the potential common amenity terrace serving the proposed development on the rooftop, wind comfort conditions are predicted to be suitable for sitting during the typical use period, which is considered acceptable.
- 3) The foregoing statements and conclusions apply to common weather systems, during which no dangerous wind conditions are expected anywhere over the subject site. During extreme weather events, pedestrian safety is the main concern. However, these events are generally short-lived and infrequent and there is often sufficient warning for pedestrians to take appropriate cover.

#### 4.8 Traffic Noise Feasibility Study

A Traffic Noise Feasibility Study was prepared by Gradient Wind. The assessment is based on (i) theoretical noise prediction methods that conform to the Ministry of the Environment, Conservation and Parks (MECP); (ii) noise level criteria as specified by the City of Ottawa's Environmental Noise Control Guidelines (ENCG); (iii) future vehicular traffic volumes based on the City of Ottawa's Official Plan roadway classifications; and (iv) architectural drawings prepared by NEUF architect(e)s in February 2023. The proposal offers direction on the necessary building components and upgrades required to maintain appropriate noise levels. The report notes that stationary noise impacts from surroundings onto the environment are expected to be minimal as the site is not in close proximity to any large mechanical equipment or industrial sites.



# 5.0 Conclusions

In considering the proposed development and applicable policy framework, it is our professional opinion that the proposed development represents good planning and is in the public interest for the following reasons:

### Conforms to the Intent of the City of Ottawa Official Plan

The proposed mixed-use, mid-rise development is permitted and encouraged within the Downtown Core Transect, and particularly through the Corridor policies that apply to the site. The development achieves the City’s objectives for intensification by revitalizing an under-utilized property with a compact, mixed-use, and pedestrian-friendly development that is compatible with its surroundings and provides an appropriate transition to the surrounding uses.

The proposed development will not generate undue adverse impacts on the neighbouring properties and fulfills the compatibility objectives and design principles outlined in Section 4.6 of the Official Plan.

### Consistent with the Policy Direction of the Central and East Downtown Core Secondary Plan

The proposed development meets the intent of the Central and East Downtown Core Secondary Plan. The defined rooflines, articulate building design, underground parking, well accentuated entrances, and active ground level podium contribute to the Central Centretown design criteria of the CEDC SP. A mid-rise building of 9 storeys aligns with the planned heights for the site.

### Proposes an Appropriate Amendment to the Zoning By-Law

The proposed rezoning to GM – General Mixed Use is appropriate given the planned function of the site and further indicated by the use of the zoning on similar properties in the same area. The proposed amendments are within the intent of the GM zoning and facilitate the site-specific nature of the proposed development.

### Supported by Technical Studies

The reports and studies required by the City of Ottawa for this submission were prepared and are submitted alongside this Planning Rationale. These materials are supportive of the proposed development subject to the recommendations and guidelines detailed therein.

### Represents Good Planning

Overall, the proposed development advances several key policy objectives at the Provincial and Municipal levels including: optimizing the use of serviced lands within the existing urban boundary, encouraging growth within the urban boundary, providing accessible greenspace within the Downtown Core, and contributing to the range and availability of housing for all ages and incomes.

Based on the above analysis, it is our opinion that the proposed development represents good planning and is therefore in the public interest.

Sincerely,



Scott Alain, MCIP RPP  
Senior Planner



Paul Black, MCIP RPP  
Associate