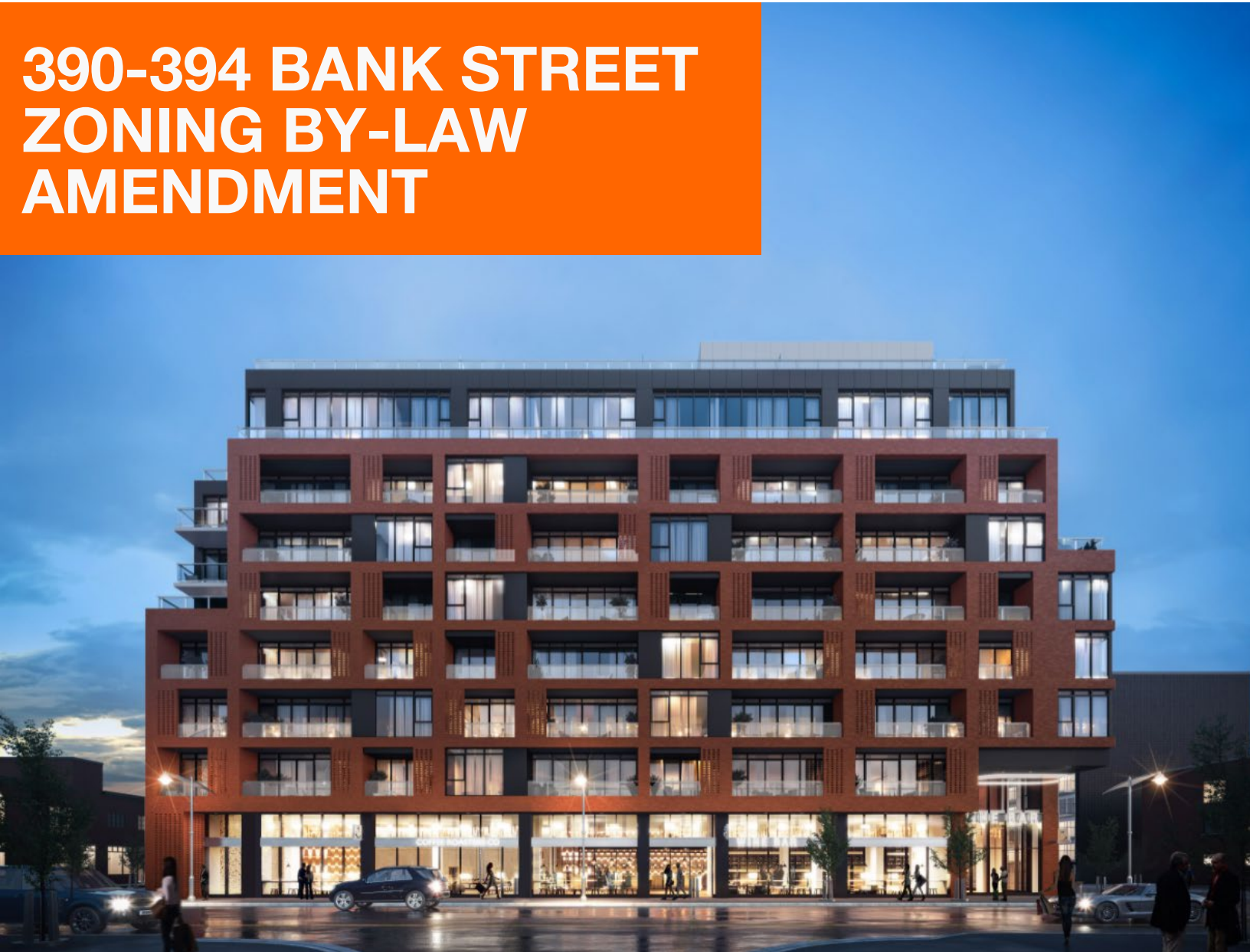


FOTENN

390-394 BANK STREET ZONING BY-LAW AMENDMENT



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1.0 INTRODUCTION

1.1 Application Summary

Fotenn Consultants Inc., acting as agents for Urban Capital James Street Inc. (“Urban Capital”), is pleased to submit the enclosed Minor Zoning By-law Amendment Application for the lands municipally known as 390 and 394 Bank Street in the City of Ottawa (the ‘subject lands’).

This Minor Zoning By-law Amendment application is required in order to permit the construction of a 9-storey mixed-use apartment building with 128 dwelling units, 650.6 square metres of retail space, and 64 parking spaces, including 13 visitor spaces. The requested amendment is intended to address the site-specific provisions of the existing zoning and amend the associated schedule to permit the development. Additionally, the zoning amendment will also lift the Heritage Overlay in Section 60 of the Zoning By-law.

2.0 SURROUNDING AREA AND SITE CONTEXT

2

2.1 Subject Lands

The subject lands are located at 390 and 394 Bank Street, and are legally described as Lots 18, 19 & 20, Bank W, Registered Plan No. 15558, City of Ottawa. The subject lands at 390 Bank Street are currently occupied by a 1-storey restaurant with an attached wood frame deck and associated parking lot area in the rear. The property at 394 Bank Street is developed with a two-storey commercial office space with a rear yard parking area.

Together, the subject lands have 49.78 metres of frontage along Bank Street and 32.43 metres of frontage along James Street, with a total area of 1,609 square metres. Bank Street is a two-way arterial street, while James Street is a one-way westbound street.

The rear of the subject lands abuts a 3.66-metre-wide laneway connecting James Street in the north to Florence Street in the south. The laneway is used for electrical distribution infrastructure and is integrated into a series of mid-block laneways extending from Gilmour Street in the north to Gladstone Avenue in the south.

Figure 1 below illustrates the subject lands.



Figure 1. Subject lands.

2.2 Surrounding Area Context

The subject lands are located at the corner of James Street and Bank Street within the Centretown Neighborhood of the City of Ottawa. This section of Bank Street is generally characterized by a mix of land uses, with predominantly retail and commercial uses at grade. Extending from Wellington Street in the north to Highway 417 in the south, Bank Street represents the principal retail and commercial street for downtown Ottawa.

While the segment of Bank Street surrounding the subject lands has traditionally featured low-rise mixed-use development, recent developments along the street have featured mixed-use buildings with a mid-rise built form. For example, recent approvals at 455 and 488 Bank Street to the south permit mid-rise buildings similar to the proposal. The increase in building heights is reflective of the prevailing policy framework encouraging greater heights along Traditional Mainstreets and elsewhere in the downtown area.

West

James Street west of the subject lands is characterized by a diversity of buildings and uses, including low- and medium-density residential uses and low- to mid-rise office buildings. Some designated heritage properties are present in the area, such as the Hollywood Parade building at 103-113 James Street. Other local streets west of Bank Street are similar in building typology and density to James Street, with most dwellings being under 3-storeys and some increased heights and densities along Kent Street. Figures 2 and 3 illustrate examples of buildings west of the subject lands.



Figure 2. View looking west along James Street demonstrating a mix of typologies and uses.



Figure 3. 8-storey mid-rise apartment building at 80 Florence Street.

North

The area north of the subject lands along Bank Street can be characterized as a traditional downtown mainstreet, with small-scale retailers, restaurants, and commercial uses at grade and residential and office uses on upper floors. Most buildings along this portion of Bank Street front directly onto the sidewalk and are in the two- to six-storey range, resulting in a pedestrian-friendly public realm. Select restaurants and cafés offer outdoor seating for patrons during the warmer months.

Further north, building heights and densities generally increase along Bank Street and adjacent local streets, particularly for residential apartment buildings. North of the subject lands along Kent Street and O'Connor Street, there are several residential and office towers in the 15+ storeys range.



Figure 4. Eight- and nine-storey mid-rise residential buildings at 21 James Street (foreground) and 420 Gilmour Street (background).



Figure 5. View looking north along Bank Street from the intersection of James Street.



Figure 6. Seven-storey mixed use building at 415 Gilmour Street and fronting Bank Street.

East

The area east of the subject lands is similar in building typology to the area west of Bank Street. Though James Street terminates at Bank Street, Waverly Street West begins directly across from the subject lands and extends to the Rideau Canal beyond Jack Purcell Park. There are a few examples of designated heritage properties in the

area as well, including Birkett Castle at 306 Metcalfe Street, which currently houses the Embassy of Hungary. There are several detached dwellings and dwellings converted to multi-unit, low-rise residential apartments in the area. The area around O'Connor Street and Metcalfe Street are characterized by increased density and building height.



Figure 7. Three-storey mixed use building at the corner of Bank Street and Gilmour Street.



Figure 8. Seven-storey residential building at 379 Gilmour Street.



Figure 9. Six-storey mixed use building located at 310 O'Connor Street.

South

The character of the area south of the subject lands is similar to the built form to the north, with a mix of uses and predominantly low-rise buildings. However, south of Gladstone Avenue are several mixed-use residential buildings in the five- to nine-storey range. Farther south, several larger commercial uses and light industrial uses are present closer to Highway 417. A 23-storey residential condominium tower has recently been completed at 203 Catherine Street, approximately 400 metres south of the subject lands.



Figure 10. View looking south along Bank Street with the subject lands located on the right.



Figure 11. Eight-storey mixed use building (foreground) and nine-storey mixed use building (background).

2.3 Transit Network

The subject lands are well-served by the local transit network. Bank Street is identified as a Transit Priority Corridor with Isolated Measures, with local transit routes #6, 7 and 11 providing regular service along Bank Street. While slightly outside of the standard 600-metre walking radius, the subject lands are located approximately 860 metres from the Albert / Bank Rapid Transit Station. Additionally, the subject lands are located approximately 600 metres from the Ottawa Central Bus Station, which provides inter-city bus services.



Figure 12. City of Ottawa Official Plan Schedule D - Rapid Transit Network.

2.5 Cycling Network

The subject lands have direct access to the on-road cycling route along Bank Street, as well as easy connections to other routes along the cycling network such as Gladstone Avenue and O'Connor Street, as demonstrated in Schedule C of the Official Plan.



Figure 14. City of Ottawa Official Plan Schedule C - Primary Urban Cycling Network.

Urban Capital is proposing to redevelop the subject lands and construct a nine-storey mixed-use building with commercial uses at grade and residential dwelling units above. An underground parking garage is proposed to accommodate bicycle and vehicle parking.

The building is proposed to have 128 units, including 55 one-bedroom units and 73 two-bedroom units. The residential units are accessed by common corridors on each floor, with an elevator and staircase providing access to each level. At the ground floor along Bank Street, 650.6 square metres is proposed for commercial uses, divided into two tenant spaces.

The underground parking garage will consist of two levels with 64 automobile parking spaces, including 13 visitor spaces, and 72 bicycle parking spaces, as well as loading and service areas. The access to the parking garage is at the rear of the building to be accessed from the rear laneway.

Amenity spaces for the residential dwelling units are proposed through a combination of private balconies and communal amenity spaces. The communal spaces, consisting of a party room and fitness room on the ground floor and a pool and outdoor amenity area on the rooftop total 399 square metres.

The design of the building has been crafted to be compatible with the existing character of this area of Bank Street and the surrounding context. The building's materials are intended to reflect the heritage character of Centretown, incorporating red brick, glazing, and charcoal grey and black cladding. These elements contribute to a contemporary architectural expression respectful of the existing architecture of the area.

Specifically, the building is intended to provide subtle reinforcement of the repetitive vertical articulations that are characteristic of Bank Street. The design takes cues from its surroundings in its incorporation of stepbacks, reflecting the existing patio and the heights of neighbouring buildings through its notch-outs and articulations. Red brick is employed in response to surrounding heritage buildings in the neighbourhood, and is designed to generally form continuous vertical lines at each structural bay, coinciding with the rhythm of columns delineating the retail storefronts at grade.

The ground floor is set back from the sidewalk to create a wider pedestrian area at grade. The 5-metre height of the ground floor strategically aligns with existing storefronts and ground floors along Bank Street. The floor-to-ceiling glazing on the ground floor will create a distinct separation between the residential and commercial components of the development while contributing to the pedestrian-friendly streetscape present along Bank Street.

The retail entrance at the corner of Bank Street and James Street is recessed at the second storey, resulting in a large, dedicated entry space that marks the corner. There is also an opportunity to introduce an outdoor patio in this space, continuing an element of the existing condition that forms part of the James Street Pub.

The rear area of the ground floor is recessed at the first storey, creating a small outdoor amenity area below the second-floor terrace at the rear of the building. The rear amenity area will have the additional benefit of introducing passive surveillance on the rear lane, increasing safety for users.

Above the ground floor, the second storey setback is reduced to zero (0) metres, creating a cantilever that acts as a sort of colonnade for the pedestrian realm below. The setback, in combination with the recessed entrance, will create sufficient space for pedestrians and street furniture. The building is designed with multiple stepbacks at the upper floors to reduce the overall massing of the building and mitigate potential impacts of overlook. At the corner of Bank Street and James Street, a stepback is proposed from the 5th floor upwards to reduce the visual and massing impact of the building along Bank Street.

A terrace will be introduced above the 5th floor, to be accessed by the adjacent unit. Similarly, at the south west corner of the building, a stepback is proposed from the 4th floor upwards, and a terrace is planned for access by the adjacent unit. An additional setback is proposed after the 7th floor, which would wrap around the entire building, contributing to a lighter massing at the top and creating terraces accessible to units on the 8th floor.

The mechanical penthouse is set back slightly from the 9th floor and is designed with lighter materials in order to reduce the visual impact of the building's height. Additionally, the rooftop area has a pool and communal amenity space, which are similarly stepped back from 9th floor. A second entrance located along James Street will provide access for residents of the building.

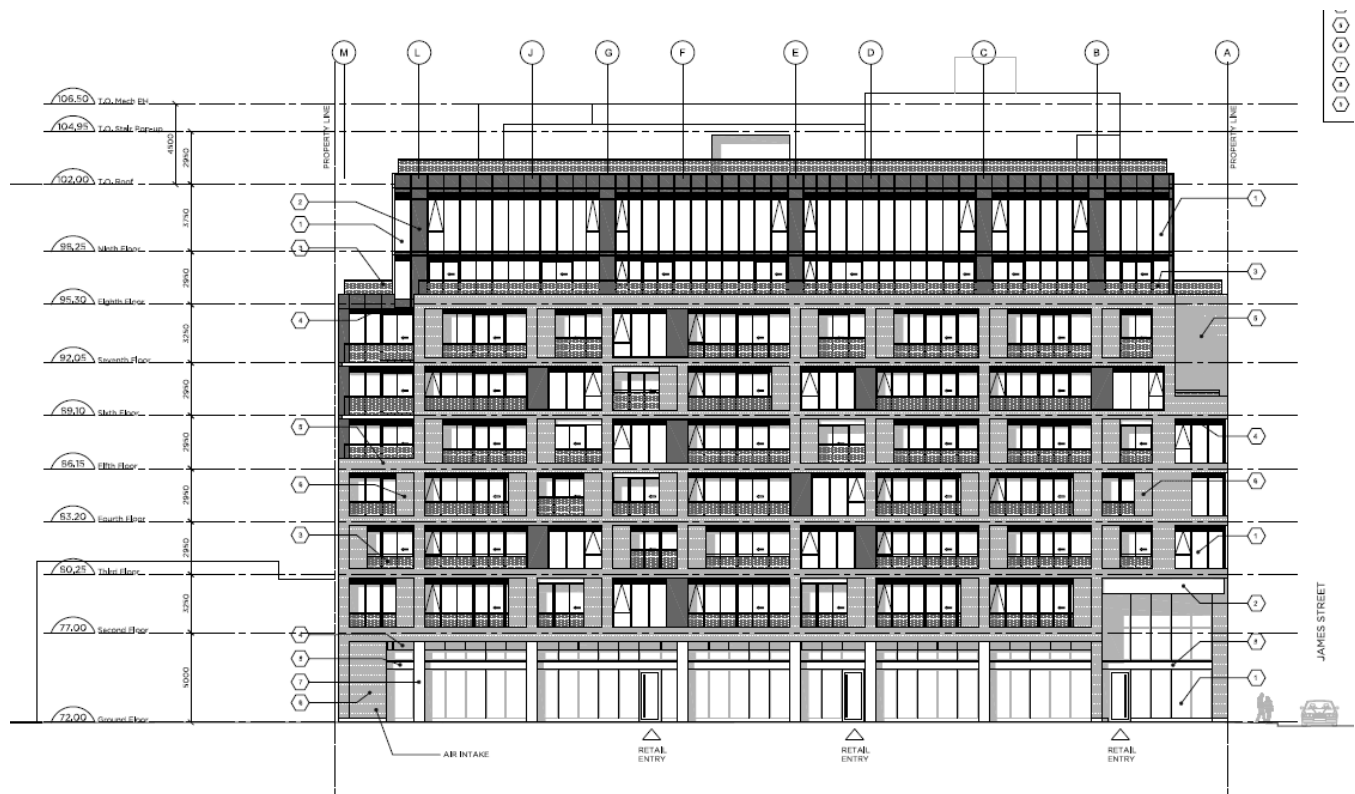


Figure 15. Elevations of the proposed building looking west from Waverley Street.

4.0 HERITAGE CONSIDERATIONS

The subject lands are located within the Centretown Heritage Conservation District (HCD), which was established by the City of Ottawa under Part V of the Ontario Heritage Act by By-law 269-97. While the HCD does not have a Plan prepared under 2005 legislative requirements, a series of associated Guidelines were prepared through the 1997 Centretown Heritage Conservation District Study.

The Study contains a Statement of Heritage Character for the District, concluding that “this area is unique both as an early residential suburb and as the temporary and permanent home of many of those who have governed and shaped the nation.” The statement implies that the District’s character is both physical and associative, with architectural elements playing a supportive, but not dominant, role.

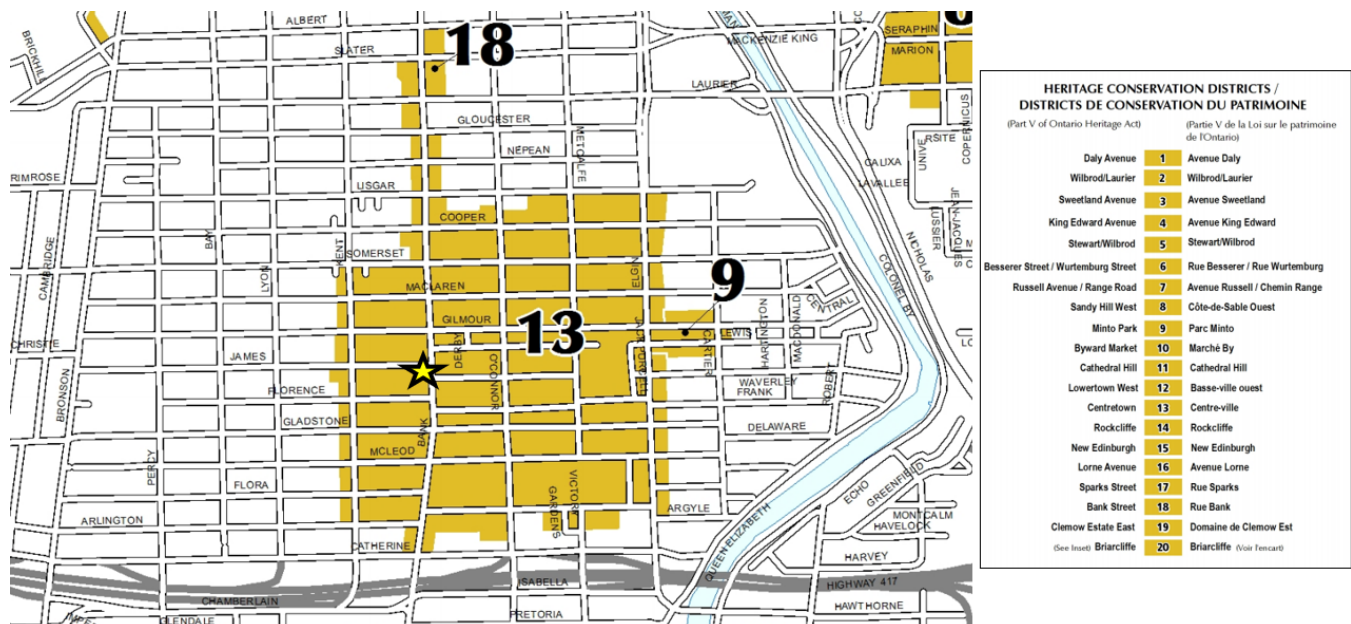


Figure 16. Centretown Heritage Conservation District.

Some of the heritage characteristics identified in the Centretown HCD include:

- / The layout of the streets and block sizes in a grid pattern established by Colonel By in the 1820s.
- / Public and private green spaces and mature tree canopy.
- / The unique scale of streets and properties reflecting a configuration that falls somewhere between 18th century and mid 20th century style development.
- / An abundance of streetscape elements such as street trees, boardwalks which later became sidewalks, and unique streetlights.
- / Early examples of road infrastructure and municipal servicing as well as other services such as utility poles for telegraphs, horse drawn streetcars and later electric streetcars.
- / High architectural quality of residential buildings and commercial buildings along Bank Street.

Demolition of the existing building and subsequent construction of the proposed development will require an Application for New Construction under the Ontario Heritage Act, which will be submitted in conjunction with this application for a Minor Zoning By-law Amendment.

A Cultural Heritage Impact Statement was prepared by Bray Heritage in partnership with Letourneau Heritage Consulting Ltd. in August 2019 in support of the applications. The study concludes that minimal negative impacts are anticipated to the heritage attributes of the site and adjacent properties.

POLICY & REGULATORY FRAMEWORK

5.1 Provincial Policy Statement (2014)

The 2014 Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act, provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters be consistent with policy statements issued under the Act.

The PPS promotes the development of strong communities, which rely on the establishment of efficient land use and development patterns and the accommodation of an appropriate range and mix of uses.

The proposed development meets the applicable policies of the PPS, including:

- / Promotes the efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / Accommodates an appropriate range and mix of residential, employment, commercial, and other uses to meet long-term needs;
- / Promotes cost-effective development patterns and standards to minimize land consumption and servicing costs;
- / Proposing development in a settlement area, which is the focus of growth and development;
- / Proposes a density and mix of land uses which efficiently use land and resources, are appropriate for available infrastructure, and supports active transportation;
- / Contributes to an appropriate range and mix of housing types and densities that efficiently use land, resources, infrastructure and public service facilities, and supports the use of active transportation and transit; and,
- / Ensures that heritage attributes of the Centretown Heritage Conservation District are conserved.

The proposed development is in conformity with the policies of the Provincial Policy Statement.

5.2 City of Ottawa Official Plan (2003, as amended)

Section 3.6.3 - Mainstreets

The City of Ottawa Official Plan provides a vision of Ottawa's future growth and a policy framework to guide its physical development to the year 2031. Additionally, the Plan addresses matters of provincial interest, as defined by the Provincial Policy Statement, and serves as a basis for a wide range of municipal activities.

The subject lands are designated Traditional Mainstreet on Schedule B – Urban Policy Plan of the City of Ottawa's Official Plan (Figure 17). Mainstreets are identified as streets that offer significant opportunities for intensification through mixed-use development on sites that are well-served by infrastructure and transit. Traditional Mainstreets, and in particular Bank Street, are characterized by a broad mix of uses and building typology generally reflective of pre-1945 development with narrow frontages set close to the street and residential dwellings and office uses above commercial uses on the ground floor.

Policy 5 states that a broad range of uses are permitted on Traditional Mainstreets, including retail and service commercial uses, offices, residential and institutional uses which may be mixed in individual buildings or occur side by side.

Policy 10 of Section 3.6.3 encourages redevelopment and infill along Traditional Mainstreets to optimize the use of land through intensification in a format that enhances the street edge with active frontages and provides pedestrian access to the sidewalk.

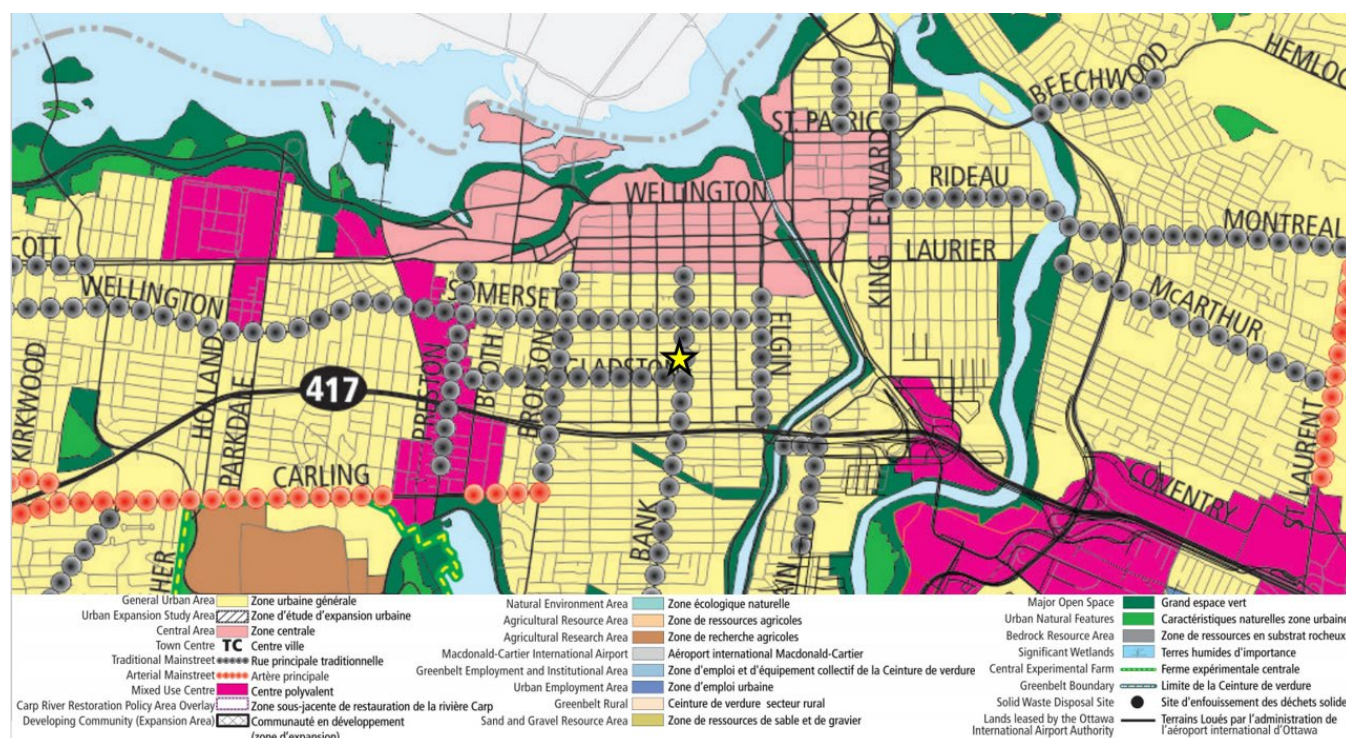


Figure 17. City of Ottawa Official Plan Schedule B - Urban Policy Plan.

Policy 11 states that mid-rise building heights are supported along Traditional Mainstreets. However, the applicable secondary plan or existing zoning may permit different heights and densities. Mid-rise buildings are identified as those buildings between 5 and 9-storeys, according to Section 2.2.2 of the Official Plan.

The proposed development will introduce a mid-rise, mixed use development on a currently underutilized lot within a core area of Bank Street, a designated Traditional Mainstreet. The proposed design will enhance the street edge with an active frontage and create an attractive and safe environment for pedestrians.

Section 2.2.2 – Managing Growth Within the Urban Area

The Official Plan promotes growth within designated urban areas, particularly in areas where the density, mix of uses, and land use pattern will work together to make the most efficient use of transit. Growth and intensification should be directed towards nodes and corridors, such as Traditional Mainstreets, where higher density and taller residential buildings can appropriately be accommodated among a mix of other uses.

Policy 1 of Section 2.2.2 defines residential intensification as a net increase in residential units, including redevelopment of previously developed land. Policy 4 details the areas which are targeted for intensification, which includes Mainstreets.

The proposed development conforms to the policies regarding residential intensification. The subject lands are designated as a Traditional Mainstreet, an intensification target area.

Policies 11 through 13 provide guidance on intensification and building height. The policies encourage taller buildings to locate in areas that support Rapid Transit, are in Target Areas for Intensification (as detailed in Policy

4 above), and the design and compatibility of the development with the surrounding existing context. Additionally, the zoning by-law or secondary plan for the area will have further direction on building heights.

The proposed development is planned for an area that has been identified as a Target Area for Intensification. Bank Street is identified as a Transit Priority Corridor and is well connected via local transit to the greater Rapid Transit Network.

Section 2.5.1 – Urban Design and Compatibility

Section 2.5.1 notes that the introduction of new development into an existing urban fabric requires a sensitive approach and respect for the community's established characteristics. The Official Plan seeks to mitigate conflicts between existing and new development to ensure proposals are compatible with their surroundings, while allowing for sufficient flexibility and variation in building form and architectural design.

The Official Plan defines compatible development as development that enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. It is development that fits well and works well with its surroundings and tries to incorporate common characteristics of its setting. New development can achieve compatibility with its surroundings without necessarily being the same as existing development.

The proposed development's design and architectural expression is sensitive to the existing context, and in particular the context of the Centretown Heritage Conservation District. The red brick and charcoal coloured cladding of the building are reflective of the heritage characteristics of surrounding buildings, while remaining modern and elegant in appearance. The proposal will enhance the streetscape along Bank Street and contribute to a more enjoyable pedestrian experience.

Section 2.5.1 establishes design objectives supplemented by design principles to help achieve compatibility of form and function. The proposed development supports the following objectives and associated principles:

1) To enhance the sense of community by creating and maintaining places with their own identity

- / The proposed development will maintain the character of Centretown, contribute new housing opportunities, and enhance the commercial vitality of the Bank Street area.
- / The design is sensitive to the existing character of the Centretown community and reflects many of the attractive and unique elements of the area's character in its design, such as red brick, contemporary cladding, and a mix of uses.

2) To define quality public and private spaces through development

- / The building is designed to front directly onto Bank Street and contribute to the pedestrian-friendly streetscape. The ground floor is designed to be 5 metres in height to increase the amount of surface area for windows and provide 'eyes on the street' and create a more visually appealing streetscape.
- / The retail entrance to the building at the corner of Bank Street and James Street is recessed approximately 5.65 metres from the property line. This space will be able to accommodate pedestrian amenities such as seating or landscaping elements, or alternatively, the space can accommodate patio tables and chairs for a commercial tenant to enhance its presence along the street.

3) To create places that are safe, accessible and are easy to get to, and move through

- / The building is designed with accessible entrances, walkways, common spaces, and living areas. The residential entrance is proposed along James Street, to the rear of the building.
- / Transit is easily accessible from the subject lands.

- / Floor-to-ceiling windows are proposed along the frontages of Bank Street and James Street to provide 'eyes on the street' and a safe environment for pedestrians.

4) To ensure that new development respects the character of existing areas

- / The materiality and design of the proposed development is reflective of the existing character of Bank Street and of the Centretown area. The red brick and dark grey cladding are sensitive to the heritage context of the area, while also integrating a contemporary style which complements the character and context of Bank Street.
- / The development is proposed to include commercial tenants on the ground floor, reflecting Bank Street's role as an important commercial corridor with a vibrant street frontage characteristic of a mainstreet.

5) To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice

- / The proposed development will introduce a compact, mixed-use building to an underdeveloped site in downtown Ottawa.
- / The ground floor commercial space is designed with a 5-metre floor-to-ceiling height, to allow flexibility for future commercial tenants.

6) To understand and respect natural processes and features in development design

- / Proper servicing and stormwater management are proposed on site to avoid any potential environmental impacts.

7) To maximize energy efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment

- / The subject lands are transit-supportive.
- / Bicycle parking in excess of the zoning requirement is proposed in order to encourage a reduction in automobile trips and promote active transportation.

Section 4.11 – Urban Design and Compatibility

Policy 2 of Section 4.11 contains a set of criteria intended to provide a means to objectively evaluate the compatibility of infill development. The following is an evaluation of the proposal against the established criteria:

Table 1: Evaluation of Proposal Using Compatibility Criteria from Official Plan Section 4.11

Compatibility Criterion	Conformity
Views	/ The proposed building is classified as a mid-rise building and will not impact any of the significant viewsheds identified in the Official Plan.
Building Design	/ The proposed setbacks of the building are in keeping with the established street wall along Bank Street and James Street. As well, the building will contribute to the continuous street wall along Bank Street and enhance its commercial frontage.

Compatibility Criterion	Conformity
	<ul style="list-style-type: none"> / The principal retail entrance is oriented to Bank Street and features a corner chamfer where a patio space or pedestrian amenities can be accommodated. / The ground floor is proposed at 5 metres in height to accommodate the commercial tenants. Additionally, a high degree of glazing is proposed at the ground floor for increased “eyes on the street”. / The proposed design includes a range of high-quality architectural elements, including: recessed entrances beneath a continuous canopy, an articulated transom, corner patio space, slightly opaque glazing on upper floors, perforated brick screens, metal cladding and glass accents. / Servicing areas are planned to be accessed via the rear of the building and mechanical elements are designed interior to the building, either in the underground parking area or in the rooftop mechanical penthouse.
Massing and Scale	<ul style="list-style-type: none"> / The proposed development meets the criteria and objectives of the Centretown Secondary Plan, as discussed in greater detail below. / The proposed height of nine storeys is compatible with the planned height of the Bank Street corridor, which contemplates a maximum nine-storey height limit. / Stepbacks have been incorporated into the design of the building to provide transition towards existing buildings of lesser height located along Bank Street. / A pedestrian wind study concludes that no major impacts to pedestrians are anticipated as a result of the development.
High-rise Buildings	<ul style="list-style-type: none"> / The proposed development is a nine-storey mid-rise building and the high-rise buildings policies would not apply.
Outdoor Amenity Areas	<ul style="list-style-type: none"> / The subject lands are generally surrounded by commercial uses, which do not feature outdoor amenity areas. / Stepbacks are incorporated on the southwest portion of the building to reduce overlook and massing impacts on the residential dwellings located at 19 Florence Street.
Public Art	<ul style="list-style-type: none"> / No public art is proposed for the site.
Design Priority Areas	<ul style="list-style-type: none"> / The ground floor is proposed at 5 metres in height in order to accommodate the commercial uses planned for the building. In addition, the ground floor façade will feature significant glazing, recessed entrances under a continuous canopy, and a corner chamfer where a patio or pedestrian amenities can be introduced. / A horizontal transom above the recessed ground floor provides a visual separation from the commercial elements and the residential dwellings above. / Horizontal signage in keeping with the character of Bank Street is proposed for the site.

The proposed development meets the urban design and compatibility objectives of Sections 2.5.1 and 4.11.

5.3 Centretown Secondary Plan

The Centretown Secondary Plan applies to the area bounded to the north by Gloucester Street and Lisgar Street, to the east by the Rideau Canal, to the south by the Queensway (Highway 417) and to the west by Bronson Avenue (Figure 18). The main vision for the Centretown Secondary Plan is to maintain the area as one of Ottawa's most diverse and vibrant mixed-use communities, which also recognizes and celebrates its unique heritage. The Secondary Plan seeks to encourage a high-quality urban lifestyle where residents can live, work, and play, but also to welcome visitors and tourists to enjoy many of the amenities, urban parks, and institutions that make Centretown such an attractive destination.

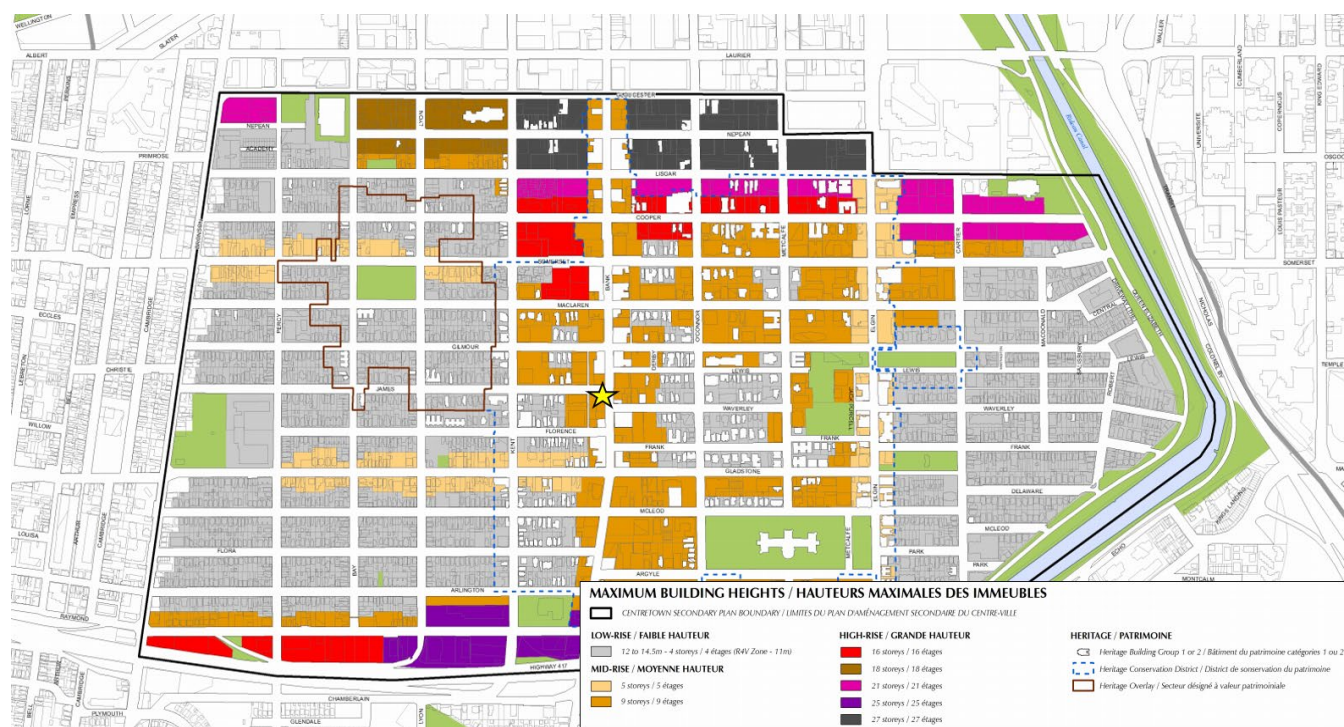


Figure 18. Centretown Secondary Plan Schedule H2- Maximum Building Heights.

The subject lands are located within the Central Character Area and are identified as being a Traditional Mainstreet designation within this area, according to the Secondary Plan. These lands are recognized for the eclectic mix of uses that is continually evolving as underutilized and vacant sites in the area are slowly redeveloped. The Traditional Mainstreet designation is described as follows:

- / Traditional Mainstreet – This applies to the properties fronting Bank Street, Elgin Street and a portion of Somerset Street, where active uses such as retail shall be required on the ground floors of buildings fronting the street and a continuous streetwall shall be maintained. Retail shall also be permitted on the second floor; otherwise, upper floors shall be occupied by residential or office uses. Required parking shall be located at the rear of buildings or underground.

Policy 3.7.2.2 states that new development will be subject to design guidelines in the Centretown Heritage Conservation Plan, and that new development adjacent to heritage buildings and streetscapes shall respect the guidelines in Section 6.5 of the Centretown CDP.

Policy 3.9.4.3 encourages a variety of low- to mid-rise buildings in the Central Character Area, generally up to nine storeys. Figure 20 shows Schedule H2 of the Secondary Plan, which identifies the maximum heights permitted on a site-by-site basis. The subject lands are identified as being appropriate for mid-rise buildings up to nine storeys. Where buildings greater than six storeys are proposed adjacent to a property zoned for a maximum of four storeys, or where significant heritage resources exist, the proposed development is encouraged to provide increased setbacks or stepbacks in the design of the building to achieve appropriate transitions.

The proposed development conforms to the policies of the Centretown Secondary Plan. The application proposes a mixed-use building along a Traditional Mainstreet, with retail at grade and residential units above the ground floor. The proposed 9-storey building height is consistent with the building height established on Schedule H2. The design of the proposed development incorporates stepbacks on upper floors and articulations to reduce the impact of the building's massing on adjacent properties.

5.4 Centretown Community Design Plan

The Centretown Community Design Plan (CDP) covers an area identical to the boundaries of the Centretown Secondary Plan. Chapter 6 of the Centretown CDP outlines policies for new development in the area. The Plan identifies land use designations for the planning area, as shown in Figure 19. Lands under the Traditional Mainstreet designation are intended to have ground floor commercial uses that are active and pedestrian-oriented, with residential or office uses located above. Maximum building heights are limited in this designation in order to recognize the existing character and significant heritage of the area.

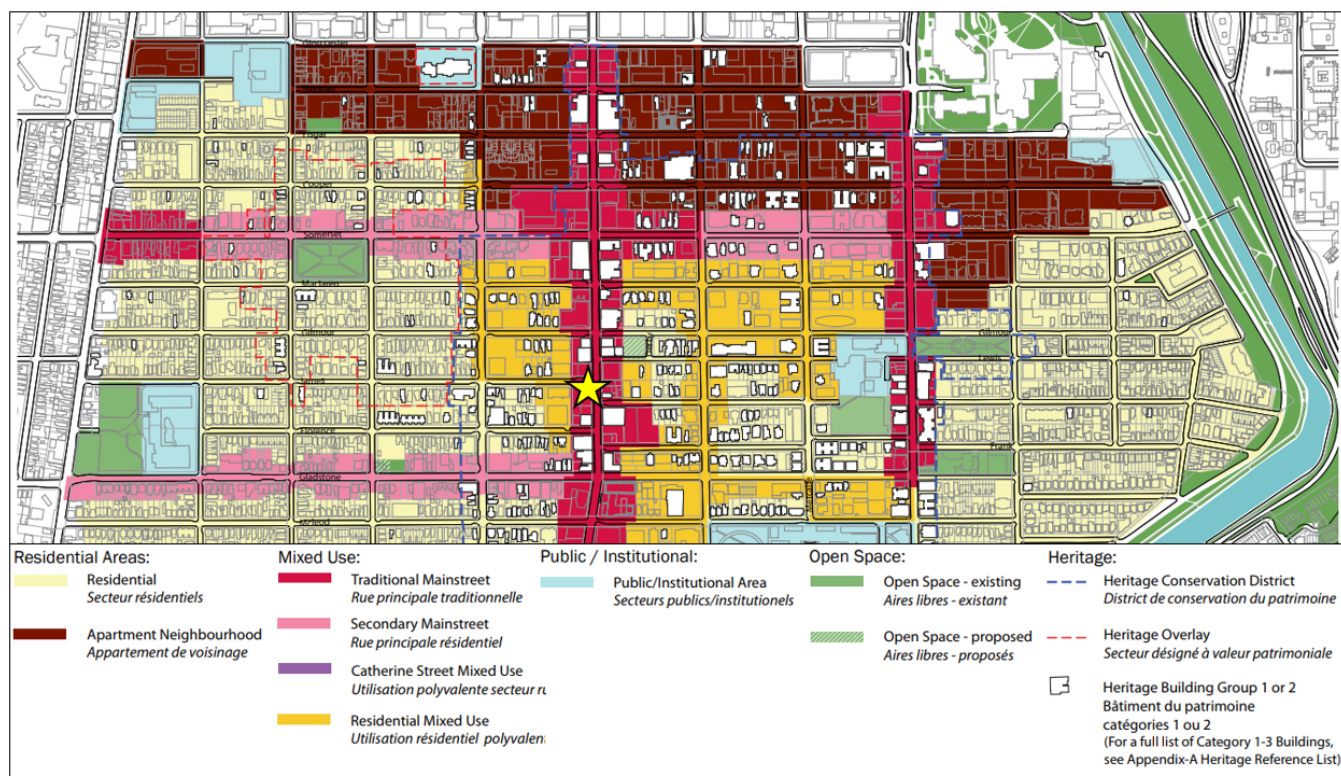


Figure 19. Centretown Community Design Plan - Land Use Areas.

Section 6.2 of the Centretown CDP proposes an approach to building heights based on compatibility with the existing context, as well as the establishment of appropriate, sensitive and gradual transitions. The CDP assigns a maximum building height of nine storeys to the subject lands, as shown in Figure 20.

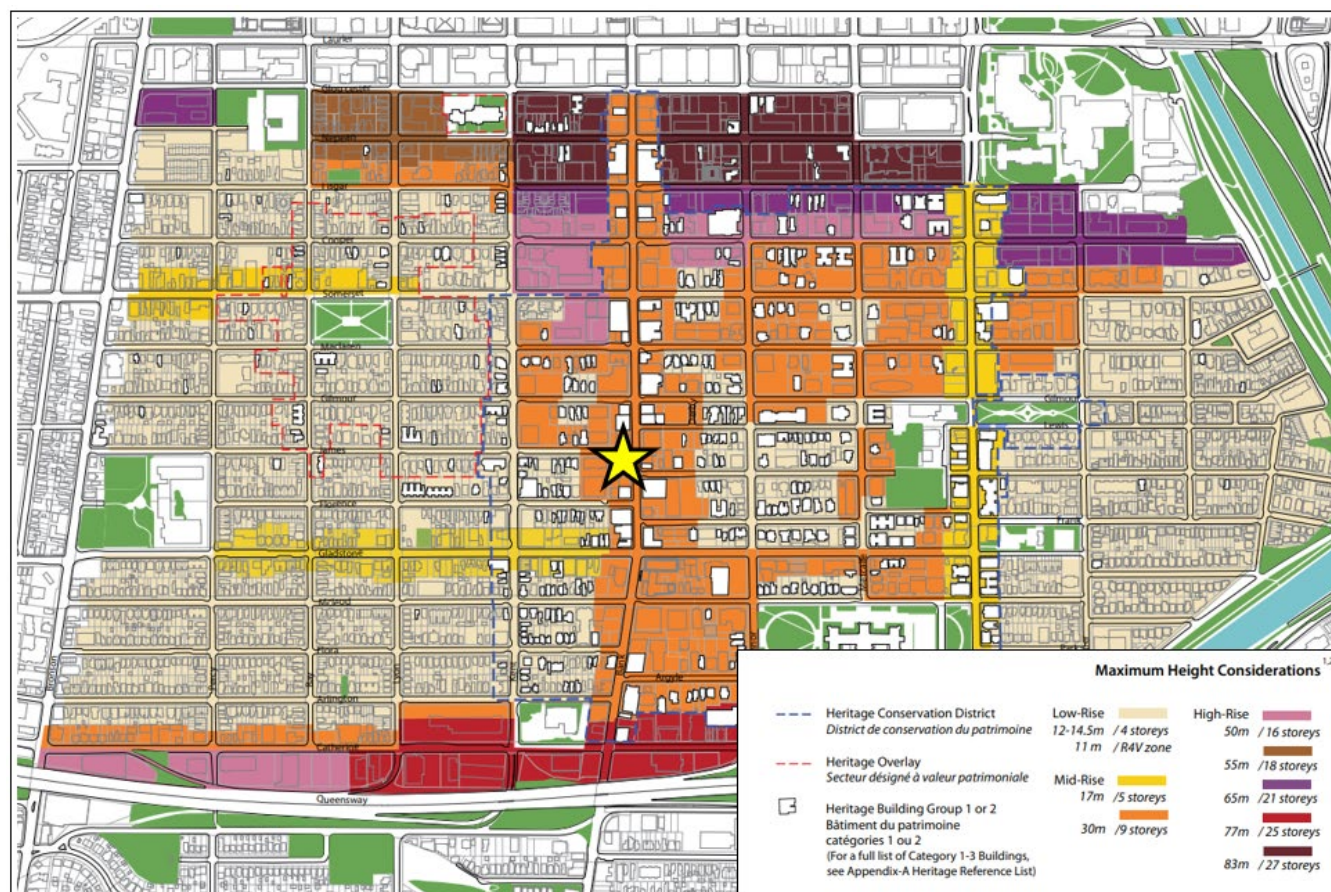


Figure 20. Centretown Community Design Plan – Maximum Height Considerations

Guideline 6.3.2 outlines recommendations for creating a positive ground floor experience, such that new development should contribute to the attractive and pedestrian-oriented streets of Centretown. Active frontages can be achieved with ground floor entrances, transparency and windows, façade articulations, and terraces or patio areas. As well, parking or loading areas should be placed at the rear of buildings to reduce the use of blank walls near pedestrian areas.

Section 6.4 of the CDP includes built form guidelines for supporting intensification in Centretown. Section 6.4.2 contains guidelines for mid-rise developments, including:

- / Align infill with adjacent buildings and respect the existing overall street setback;
- / Extend infill the length of the site on all street frontages;
- / The corner should be given predominance and special treatment / articulation;
- / Building stepbacks should be introduced to maintain access to light and support a pedestrian scale;
- / Avoid blank walls;
- / Ground-level units should be well-articulated to reduce the scale of the building and introduce a more fine-grained rhythm to the street frontage;

-
- / Provide ground-level access to individual units to animate the street;
 - / Residential floors should be raised 0.9-1.2 metres from the ground to provide privacy for residents, while promoting safe streets by providing “eyes on the street”;
 - / Inset balconies behind the street wall to reinforce the street edge and public realm; and
 - / Existing Heritage Conservation District guidelines should be considered for new infill development.

Guidelines for rear and side yard setbacks are also included. Guidelines for corner parcels include:

- / Create a strong building edge along both streets;
- / Provide a rear yard setback beyond a typical building depth; and
- / Provide an interior side yard setback, unless adjacent to a blank wall.

Guideline 6.4.3 details the recommendations for mid-rise infill developments along mainstreets. The following recommendations are applicable to the proposed development:

- / Ground floor should be level with the sidewalk and lined with active street-related retail/commercial uses;
- / Ground floor façades should be transparent and articulated;
- / Multiple fine-grained retail units are encouraged;
- / The building should have a grained rhythm street frontage to reflect the adjacent building and character of the mainstreet;
- / Lobbies fronting onto a mainstreet should be limited in width in order to maximize retail uses;
- / The minimum ground floor height should be 4.5m floor to floor to encourage flexible retail uses and good visibility to the street;
- / Buildings should be built to the adjacent property lines and leave no gaps in the street wall. A front and side setback will still be required for buildings over 4 storeys, as per the general mid-rise guidelines;
- / The lower portions of the building should be respectful of the context and any adjacent heritage elements;
- / Taller elements should be clearly differentiated from the building base and should be stepped back at least 3 metres from the face of the podium facing the mainstreet after the 4th storey. Building recess and material changes can also be considered in addition to the building setback.

Guideline 6.5 – Heritage Approach outlines recommendations for how to address the balance between the important heritage assets of Centretown and new development. New development should be complimentary to existing heritage buildings and the overall heritage character, as discussed above in Section 4.0. The following ‘Heritage Context’ recommendations apply to the proposed development:

- / Use compatible materials;
- / Use setbacks, front and side, to appropriately transition with adjacent building heights;
- / Inform new development with adjacent building ground floor heights and heritage character to enhance the public realm;
- / Modulate façades through the use of vertical breaks and setbacks in a manner that is compatible with the surrounding heritage structures;
- / Cultural Heritage Impact Statements may be required for developments within or adjacent to the CHCD or the Minto Park HCD.

The proposed development conforms with the policies of the CDP, including land use and building height. The building is designed to be consistent with the existing streetwall along Bank Street and is sensitive to the surrounding heritage context. The design meets many of the CDP design guidelines, as applicable.

5.5 Urban Design Guidelines for Development Along Traditional Mainstreets

Traditional Mainstreets are defined as those Mainstreets generally developed prior to 1945 which present a tight knit urban fabric, narrow frontages, and commercial uses at the ground floor with residential above. Traditional Mainstreets have a strong pedestrian orientation and are transit-friendly to support a mix of uses. The following recommendations are applicable to the proposed development, among others:

- / Align streetwall buildings with the existing built form or with the average setback of the adjacent buildings in order to create a visually continuous streetscape;
- / Create wider sidewalks for locations with high pedestrian volumes such as along traditional mainstreets in core urban areas;
- / Use periodic breaks in the street wall or minor variations in building setback and alignment to add interest to the streetscape, and to provide space for activities adjacent to the sidewalk;
- / Create attractive public and semi-public outdoor amenity spaces such as green spaces with trees, pocket parks, courtyards, outdoor cafés, seating and decorative pools or fountains;
- / 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 etc.
- / 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;
- / 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; and,
- / Share vehicular access to parking areas between adjacent properties in order to reduce the extent of interruption along the sidewalk and the streetscape.

The proposed development meets many of the urban design guidelines contemplated for Traditional Mainstreets.

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

The subject lands are split-zoned, with the northern parcel zoned Traditional Mainstreet, Exception 1619, Schedule 236 (TM[1619] S236) and the southern parcel zoned Traditional Mainstreet, Maximum Building Height 19 metres (TM H(19)).

Additionally, the subject lands are subject to both the Mature Neighborhood Overlay and the Heritage Overlay. As the proposed development is a mid-rise mixed-use building, the provisions of the Mature Neighborhoods Overlay do not apply. The Heritage Overlay in Section 60 of the Zoning By-law is proposed to be lifted through the Zoning By-law Amendment.

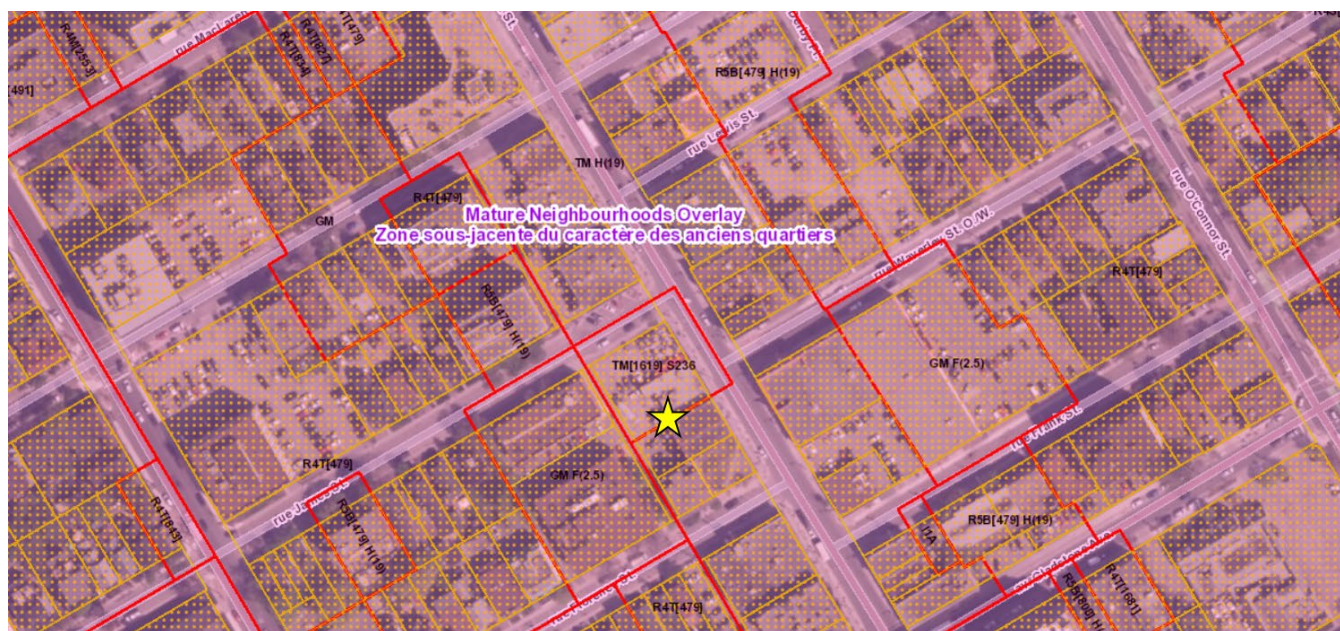


Figure 21. Zoning map of subject lands.

An **apartment dwelling, mid-rise** is a permitted use in the Traditional Mainstreet zone. The existing zoning's Exception 1619 identifies the following additional provisions:

- / all uses located on the ground floor abutting a public street must have direct pedestrian access to the public street;
- / despite the Heritage Overlay provisions of 60(1), (2), (3)(a)(b)(c)(d) and (4) the following applies:
 - (i) the maximum front yard setback: 2 m
 - (ii) despite (i) above when an outdoor commercial patio accessory to a restaurant use is located in a front yard, the maximum front yard setback is 3 m for a maximum length of 6 m
 - (iii) despite (i) above, the maximum front yard setback is permitted to be 4 m for a length of no more than 11.0m along the frontage, provided that the maximum front yard setback is 1.1 m for at least 16 m of the frontage;
- / for a building over 19m in height the minimum front yard setback is 1 m; and,
- / for a building containing a minimum of 35 dwelling units and which provides a minimum of 65% of the gross floor area as residential units, the maximum building heights are as shown on Schedule 236.

Additionally, the subject lands have an associated schedule, Schedule 236 (see Figure 22), which establishes the maximum permitted heights.

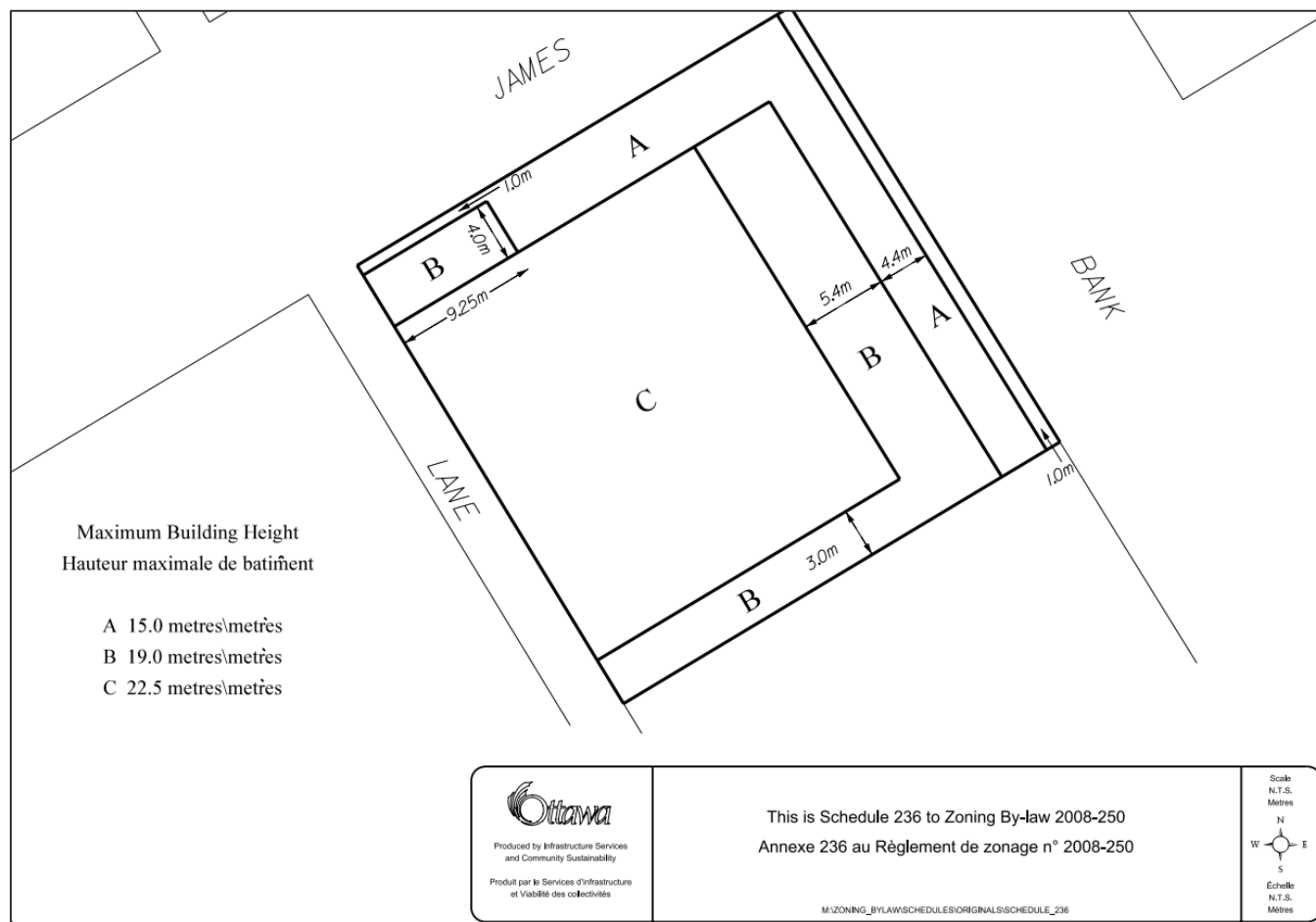


Figure 22. City of Ottawa Comprehensive Zoning By-law Schedule 236.

5.7 Relief Required

The proposed amendment seeks to rezone the entire property as Traditional Mainstreet Exception Zone (TM [XXXX]). The Exception zone will include relief from select zoning provisions, as summarized in the table below:

Zoning Mechanism	Traditional Mainstreet Provisions	Proposed	Compliance
Minimum Lot Area	No minimum	1,625 m ²	✓
Minimum Lot Width	No minimum	49.28 m	✓
Maximum Front Yard Setback	2 m For any part of a building above 15 metres, a minimum front yard setback of 2 metres must be provided	0.7 m 1.6 m	✓ ✗

Zoning Mechanism	Traditional Mainstreet Provisions	Proposed	Compliance
Interior Side Yard Setback	<p>Maximum: 3 metres between a non-residential use building or a mixed-use building and another non-residential use building or mixed-use building, except where a driveway is provided, in which case the setback must be a maximum of 6 metres where the driveway leads to a parking area of 20 or more spaces</p> <p>Minimum: The maximum setback provisions above do not apply to the following cases and the following minimum setbacks apply:</p> <p>(i) 3 metres for a non-residential use building or a mixed-use building abutting a residential zone, and</p> <p>(ii) 1.2 metres for a residential use building</p> <p>All other cases - no minimum</p>	0 m	✓
Minimum Rear Yard Setback	4.5 m, abutting a public laneway	0 – 2.3 m	✗
Minimum Corner Side Yard	3 m, except for any part of a building above 15 m for which an additional 2 m setback is required	0 m	✗
Maximum Building Height	<p>20 metres but not more than 6 storeys, except where otherwise shown on the zoning maps</p> <p>where the building height is greater than four storeys or 15 metres, at and above the fourth storey or 15 metres whichever is the lesser a building must be setback a minimum of 2 metres more than the provided setback from the front lot line as set out under subsection 197(5) below, and from the a corner side lot line</p>	30 m	✗
Minimum Required Resident Parking	No minimum	64 spaces	✓
Minimum Required Visitor Parking	0.1 per dwelling unit, after first 12 units No more than 30 spaces	13 spaces	✓

Zoning Mechanism	Traditional Mainstreet Provisions	Proposed	Compliance
	= 12 spaces		
Minimum Required Commercial Parking	For commercial units < 350 m ² , no parking is required.	0 spaces	✓
Minimum Number of Bicycle Parking Spaces	Residential: 0.5 per dwelling unit = 64 spaces Retail: 1 per 250 m ² = 3	72 spaces	✓
Minimum Required Amenity Area	6 m ² per dwelling unit = 768 m ²	= 1,845 m ²	✓
	A minimum of 50% of the required total amenity area 768 m ² / 2 = 384 m ² Aggregated into areas up to 54 m ² , and where more than one aggregated area is provided, at least one must be a minimum of 54 m ²	= 399 m ² Aggregated Areas: 187 m ² , 55 m ² (Ground Floor) 157 m ² (10 th Floor)	✓
Percentage of Lot Area for Landscaping	None	None	✓
Outdoor Commercial Patio	Distance from a Residential Zone: 30 m (when screened)	31 m	✓

5.7.1 Requested Amendments

Listed below are the requested amendments to the Traditional Mainstreet zone required to permit the construction of the proposed development:

/ Permit an increase in height to 30 metres

Existing zoning on 390 Bank Street and 394 Bank Street currently permits a maximum building height of 22.5 metres and 19 metres, respectively. Given the policy context established in the Official Plan, Centretown Secondary Plan, and Centretown Community Design Plan, the site is appropriate for an increase in height to the proposed nine storeys. The proposed building design meets the urban design and compatibility criteria of the Official Plan and will contribute to the intensification targets for Traditional Mainstreets.

/ Reduction of the required minimum rear yard setback from 4.5 metres to 0 metres

As there is a 3.66-metre-wide lane accessible to the public abutting the subject lands on the west side, the provisions of Table 197 of the Zoning By-law require a minimum 4.5 metre rear yard setback. The rear laneway will be used by residents as an access point for the underground parking garage, as well as for garbage collection. The proposed building features an articulated rear façade with a range of setbacks from 0 metres to 2.3 metres, including accommodation of an outdoor amenity area.

The reduced setback will help to frame the laneway, while maintaining sufficient space for use by

resident and service vehicles. The proposed building is designed to match the 0-metre setback of the existing three-storey brick building adjacent to the subject lands at 11 Florence Street. The building at 20 James Street to the west similarly features a minimal setback to the laneway.

/ **Reduction in the minimum required corner side yard from 3 metres to 0 metres**

Per Table 197, a minimum corner side yard setback of 3 metres is required, except for any part of a building above 15 metres for which an additional 2 metre setback is required. The existing pattern of development along Bank Street in the Traditional Mainstreet zone consists almost entirely of buildings with minimal or no setbacks for front and corner side yards. These conditions contribute to a better pedestrian interface with the ground floor commercial units.

Given the intent for mixed-uses in the proposed building as well as the applicable policies and design guidelines that encourage built forms which are attractive, safe, and comfortable for pedestrians, a reduced corner side yard is appropriate in this context. Additionally, the reduced corner side yard setback enables a closer relationship to the street for the residential entrance along James Street, creating a more active interface for residents to access the building.

/ **Permission for front setback to be reduced from 2 metres to 1.6 metres**

The proposed 1.6-metre setback at the front of the building is 40 centimetres less than the required setback of 2 metres. The setback is provided at the eighth floor, which is higher than the 15-metre requirement. This design is consistent with other forthcoming development along the street, particularly at 455 Bank Street and 488 Bank Street, and the front and side façades are significantly articulated to reduce massing impacts. The elevation of the setback will generally not have a significant impact on the at-grade experience.

/ **Heritage Overlay to be lifted, provisions of Section 60 do not apply to the subject lands**

Demolition of the existing buildings on the subject lands is necessary to accommodate the proposed development. As the subject lands fall under the heritage overlay, relief is required from Section 60 to permit the demolition of the buildings and to permit development of a building with a different footprint and envelope as the existing buildings.

As detailed in the Cultural Heritage Impact Statement, the proposed design of the building maintains the heritage characteristics of the HCD and will introduce urban design elements that are compatible with and complementary to other more significant heritage resources of the area.

6.1 Transportation Impact Assessment

A Transportation Impact Assessment was completed by CGH Transportation in October 2019. The report demonstrates that minimal impacts are anticipated to the transportation network as a result of the proposed development. The development is forecasted to generate 37 AM peak hour two-way vehicle trips and 50 PM peak hour two-way trips. Existing transit in the area is capable of absorbing the additional residents forecasted to use the network.

Some supportive Transit Demand Management measures are proposed including: trip coordination for new residents, bicycle repair and maintenance station for public and resident use, posting pedestrian or transit maps for residents, including a free 1-month Presto card for new residents. The future intersection operations are similar to existing conditions and no improvements for the study area intersection are required to support the proposed development.

6.2 Geotechnical Study

A Geotechnical Investigation was completed on September 16th, 2019 by Paterson Group Inc. The investigation included a testing of soil and groundwater samples and the analysis concluded that the site is satisfactory for the proposed development. Recommendations for construction practices and monitoring are included in the report, particularly if construction is to occur in winter conditions.

6.3 Assessment of Adequacy of Public Services

A report was prepared by David Schaeffer Engineering in August 2019 to assess the adequacy of public services of the site. The report concluded that the existing municipal water infrastructure can provide the proposed development with adequate water services. Some measures will be required to attenuate post development flows, such as storm water retention on the rooftop as well as surface and subsurface storage. Based on these measures and calculations, the post development flow will be lower than existing conditions by approximately 62% and as a result there is sufficient capacity to accommodate the proposed development.

6.4 Noise & Vibration Study

An Environmental Noise Study was completed by Novus Environmental on September 18th, 2019. Overall, the impacts of sound from the surrounding environment on the proposed development are minimal and any issues can be adequately controlled through appropriate mitigation measures. It recommends that noise barriers be introduced to the rooftop communal amenity area and provides recommendations for dwelling units such as warning clauses for residents, central air conditioning and building materials with high sound attenuation. No impacts are anticipated from the development to other adjacent properties.

6.5 Wind Analysis

A Pedestrian Wind Assessment was completed by Novus Environmental on July 12th, 2019. The findings of the study indicate that no major wind impacts are anticipated as a result of the proposed development and that wind safety criteria have been met. The report recommends that the recessed corner entrance be adjusted slightly and made deeper to prevent potential windier-than-normal conditions, which has been addressed as part of the latest revisions to the site plan. As well, mitigation measures such as screens or some minor landscaping elements are proposed for the rooftop amenity space, where there is the possibility for windier-than-desired conditions. Overall, wind conditions surrounding the proposed development are generally similar to the existing conditions.

6.6 Shadow Study

A Shadow Study was completed by RAW Design on July 29th, 2019. The study shows a comparison between the proposed development's shadow and the shadow of what would be permitted as of right by the Zoning By-law. The analysis demonstrates that shadow impacts generally overlap with those of other existing development. The highly urban nature of the site results in some degree of shadowing to adjacent properties at almost all times of

the year, however, there are minimal negative impacts to public spaces and sunlight along Bank Street is generally maintained.

6.7 Cultural Heritage Impact Statement

A Cultural Heritage Impact Statement was prepared by Bray Heritage in partnership with Letourneau Heritage Consulting Ltd. in August 2019 in support of this application. The study concludes that minimal negative impacts are anticipated to the heritage attributes of the site and adjacent properties. The proposed mixed-use building maintains the broader intent of the HCD, is compatible with new and existing development on Bank Street, and conforms to more recent policy direction and land use planning objectives.

6.8 Phase 1 Environmental Site Assessment

A Phase 1 Environmental Site Assessment was completed by Paterson Group Inc. on August 31st, 2019 in support of this application. The results of the report indicate that an area of potential concern was found on the property due to a previous retail fuel outlet on the property, and a Record of Site Condition was filed subsequently. Based on the RSC, reported concentrations of contaminants were below the current MECP Table 3 Residential Standards. No further work or remediation was recommended. Based on these findings, a Phase 2 Environmental Assessment is not necessary, and the proposed development is not at risk of further contaminating soils on the property or on adjacent sites.

7.0 CONCLUSION

It is our professional opinion that the proposed Minor Zoning By-law Amendment application is appropriate, represents good planning, and is in the public interest.

The proposal is consistent with the Provincial Policy Statement (PPS) by providing efficient and appropriate development on lands within the urban boundary that contributes to the range of housing options available in the community.

The proposed development conforms to the Official Plan's vision for managing growth in the urban area and meets the policies for Traditional Mainstreets. The proposal responds to its context by continuing the existing and planned built form along Bank Street, as well as ensuring a built form transition to the neighbouring property to the west. The development meets the urban design and compatibility objectives, principles, and policies in Sections 2.5.1 and 4.11 of the Official Plan.

The proposed development meets many of the applicable requirements in Comprehensive Zoning By-law 2008-250. The requested amendments are consistent with policy direction and will not create undue negative impacts on the community or surrounding properties.

Supporting studies confirm that the proposal is functional and appropriate.

Sincerely,



Jaime Posen, RPP, MCIP
Senior Planner



Nick Sutherland, M.PL, LEED GA
Planner