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Planning Rationale and Design Brief

Official Plan Amendment, Zoning Bylaw

Amendment and Site Plan

265 Catherine Street

May 2023



**BDP.
Quadrangle**

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1.0 Introduction

GBA Group “GBA” has been retained by Brigil Construction Inc. to prepare a Planning Rationale in support of an Official Plan amendment, Zoning Bylaw amendment and Site Plan application for 265 Catherine Street. The purpose of this Planning Rationale is to assess the proposed development and ensure it is consistent with the Provincial Policy Statement and aligns with and Municipal planning directions.

The property of interest is approximately 1.14ha in size, with a 170.6m frontage along Catherine Street and a 60.7m depth between Kent Street and Lyon Street in the Centretown neighbourhood and was home to the Ottawa Bus Depot for decades. The existing building was demolished in 2022 and it is proposed to redevelop the site into a high density, high profile mixed-use project.



Figure 1 – Former Ottawa Bus Depot (Catherine Street Elevation)

2.0 Proposed Development

The opportunity to develop an entire block in the downtown area of a major city is rare. Brigil has seized the opportunity and is proposing a development that represents their vision of building with purpose, crafting human spaces, fostering culture and identity, empowering local businesses, and mobility and sustainability. The proposal also advances the intensification goals of the City and acts as a catalyst for the regeneration of the southern edge of the downtown area.

2.1 Previous Development Proposal

During the run-up to the Bus Depot closing, a development was proposed and approved by City Council in 2011. The project did not proceed, but main elements of it are continued in the current proposal. The proposed development was a mixed-use development consisting of residential, commercial and office uses. There were buildings proposed for the site with mid-block connections running east/west and north/south converging in the centre of the block. The mid-block pedestrian connection and courtyard area compromised approximately 26% of the lot area. Two of the four buildings were designed to face Arlington Avenue with ground oriented residential units. The height along Arlington Avenue was proposed to be three-storeys at the front and stepping back to seven-storeys.

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The other two buildings were proposed to face Catherine Street. The majority of the length of the westerly building was proposed to have a two-storey component for retail and/or office uses. A 23-storey high-rise apartment dwelling was proposed at the westerly side of this building on top of the two-storey component with a total height of 82.6 metres. The easterly building was of a similar design, however featured a six-storey component for retail and/or office uses with a 19-storey high-rise apartment dwelling at the easterly portion on top of the six-storey component, with a total height of 25-storeys. A total of 460 residential units were proposed.

Elements of this proposal such as connectivity, mid block connections and building heights which will be elaborated upon in other sections of this Planning Rationale were embedded in policy documents of that time. The proposal today is of it's time.

2.2 Current Development Proposal

The proposed development consists of three residential towers moving from east to west of 26, 40, and 36 storeys with two towers facing Catherine Street and one facing Lyon Street. Along Arlington Avenue are townhouses, a six-storey residential building, and a dedicated parkland at the north-east corner of Arlington Avenue. The project includes retail, arts, a market and restaurant space on the ground floor of the towers, as well as public outdoor pathways traversing the entire site.

Figure 2 presents the overall design concept for the project demonstrating the massing of the proposed buildings. The towers are all built on podiums with commercial uses along the length of Catherine Street.



Figure 2: Pedestrian Realm Design Concept

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A requirement for a minimum of 25% open space on the site is carried over from the current zoning and is shown in Figure 3. As well a public park is proposed at the north-east corner of Kent Street and Arlington Avenue, a long sought green space for Centretown.

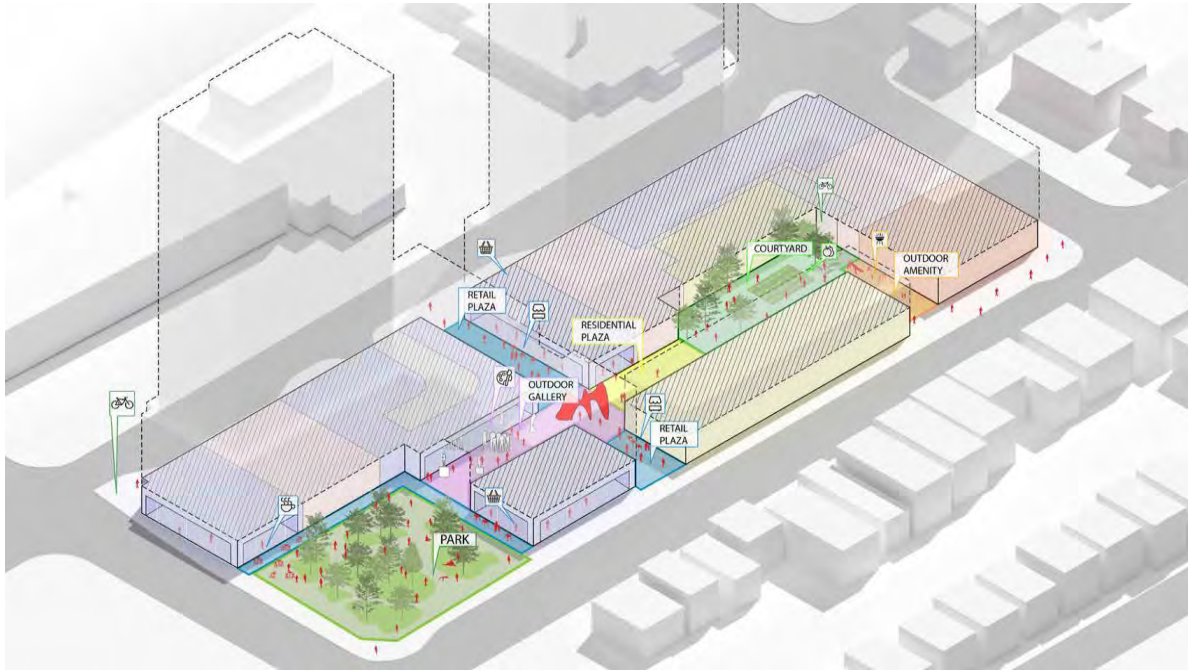


Figure 3: Pedestrian Realm Open Spaces

Figure 4 is a depiction of the public park looking southwest from Kent Street and Arlington Avenue.



Figure 4: View of the Public Park looking southwest from Kent Street and Arlington Avenue

Planning Rationale

The proposal will be developed in two phases as shown below – with Phase 1 on the easterly side of the site commencing when the required applications have gained approval, with Phase 2 starting shortly thereafter.

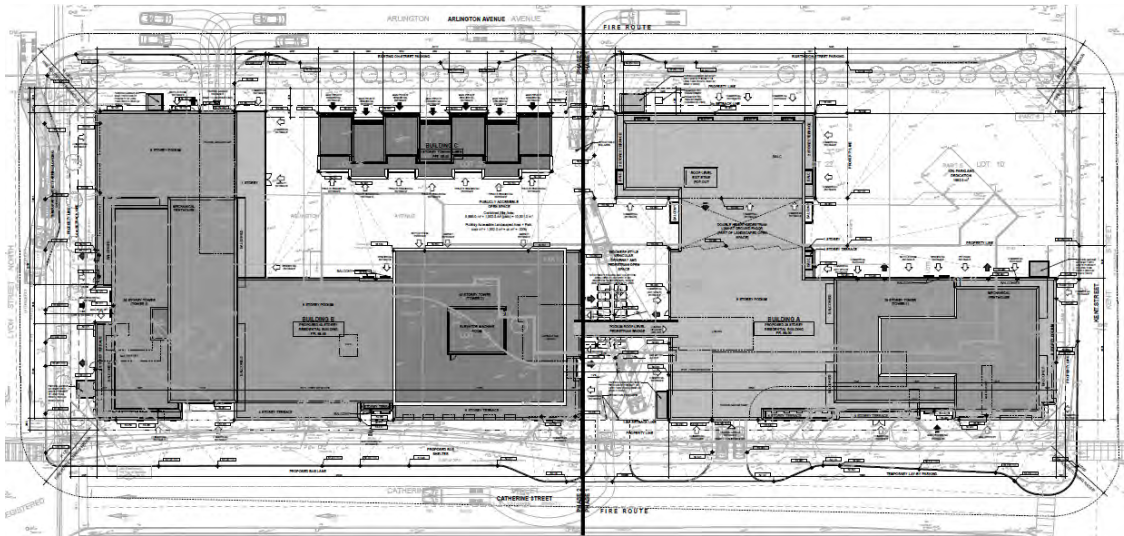


Figure 5: Site Plan

The statistics on the overall project are shown in Table 1. There are a total of 1032 units estimated at buildout with 289 units in Phase 1 and 736 suites and seven townhouse units in Phase 2. The overall unit mix is 55% one-bedroom units, 40% two-bedroom units and 5% three-bedroom units.

	PHASE 1		PHASE 2		Totals
	Building A (Tower 1)		Building B (Tower 2 and 3)	Building C (Townhouses)	
Gross Building Area	29,157.3 sm (313,847 sf)		65,913.4 sm (709,486 sf)	1,092.9 sm (11,764 sf)	96,163.6 sm (1,035,096 sf)
Tower Floor Plate	750 sm		750 sm	-	-
Tower Height	26 Storeys		40 and 36 Storeys	-	-
Podium Height	6 Storeys		6 Storeys	3 Storeys	-
Unit Count	289		732	7	1,028 Units
Total Unit Mix	1 Bedroom – (55%) 2 Bedroom – (40%) 3 Bedroom (5%)				
Below Grade Parking Spaces	P1	59	P1	115	174
	P2	82	P2	138	220
	Total	141		272	394 Parking 0.38 Parking Spaces

Table 1

Design elements of the Project will be detailed in Section 7, Design Brief.

3.0 Community Context

3.1 Surrounding Neighbourhood

Figure 6 provides a visual context to the area surrounding the site. It is situated on the southern edge of the Centretown community in the Downtown Area with frontage on Catherine Street, the Kent and Lyon Streets one-way couplets in and out of the downtown core and Arlington Avenue as the northern boundary. It is close to Bank Street, a north-south commercial street running the length of Centretown and the Glebe. Highway 417 is just south of the site and provides access to the downtown, but also serves as the main east-west travel corridor in the city. As will be expanded upon, the site is close to a school, parks, and everyday retail services.



Figure 6: Site Context

3.2 Surrounding Development Applications

- 233 Argyle Avenue, 330 McLeod Street – The proposal includes the rear addition of a three-storey low-rise apartment building along the north face of the existing low-rise building.
- 157, 159 James Street – The proposal is to convert a seven-unit low rise residential building into a 12-unit low rise residential building.
- 339, 343 Gloucester Street - The proposal is for the development of a 21-storey high-rise apartment building with 116 dwelling units. An underground garage will provide access to 12 parking spaces.

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- 178 Nepean Street, 219 and 223 Bank Street - The proposal is to build a residential use addition above the heritage contributing building that fronts onto Bank, Nepean, and Lisgar Streets.
- 178, 180, 182, 200 Isabella Street – A Zoning By-law Amendment application has been submitted to permit a 16-storey high-rise mixed-use building with a rooftop enclosed amenity area projection. A four-level underground parking garage with approximately 172 vehicular parking spaces is proposed.
- 322 Waverly Street – An Official Plan and Zoning By-law Amendment application have been submitted to permit a six-storey building with a total of 27 residential units.

4.0 Transportation Network

The subject site is close to a range of transportation modes. According to walkscore.com, the site has a walk score of 95, as there are many amenities nearby and daily errands do not require a car. The site also has a transit score of 64 as there are many nearby public transportation options, as well as a bike score of 93 stating that daily errands can be accomplished on a bike.

4.1 Public Transit

OC Transpo bus line 55 is the nearest bus stop and is adjacent to the site. A proposed designated bus lane along Catherine Street adjacent to the property is under consideration. The next closest bus route is Bank / Catherine, bus line 6 or 7 with a walking distance of five minutes, or Gladstone / Lyon, bus line 14 with a walking distance of six minutes. The closest LRT station is Lyon with a walking distance of 20 minutes, 10 minutes cycling, or 17 minutes by transit as shown in Figure 7.

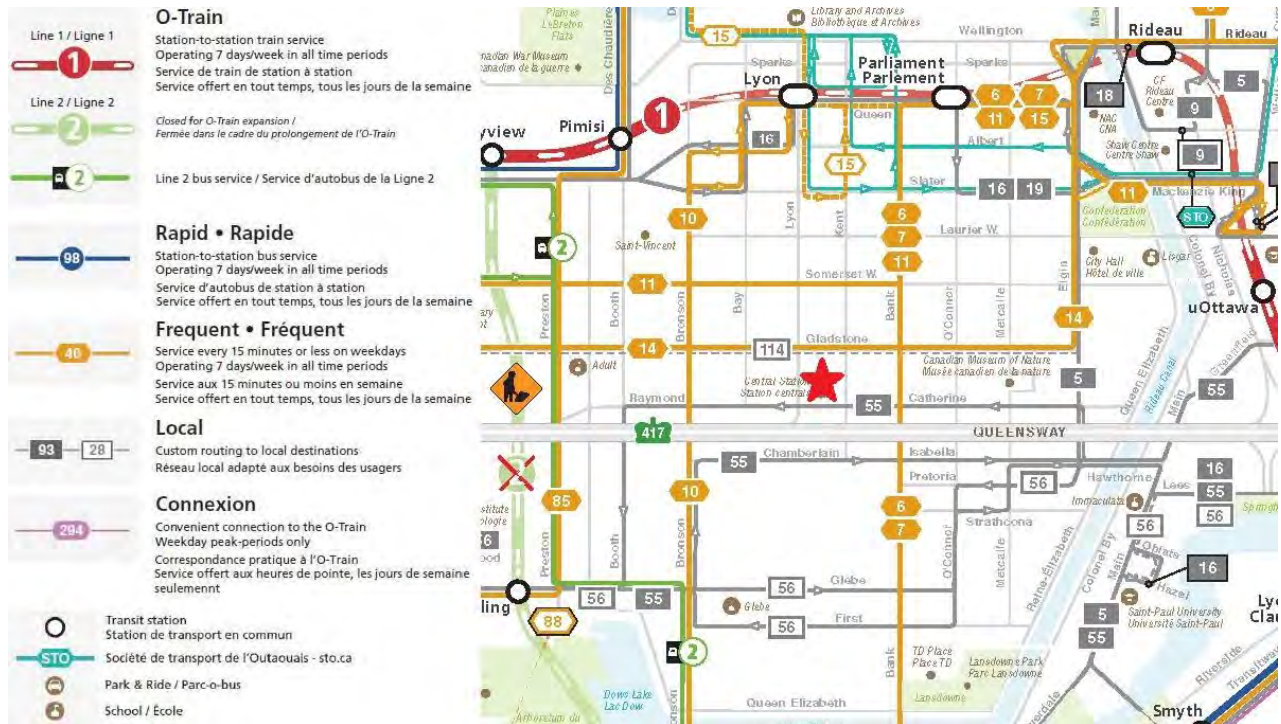


Figure 7 – OC Transpo Public Bus and LRT Routes



Figure 8: Designated Cycling Lane on O'Conner Street facing south-east at the Argyle Avenue

4.2 Pedestrian and Cycling Network

The subject property is close to the Cross-Town Bikeway on O'Conner Street two blocks to the east, which provides north / south bike pathways connecting to Parliament Hill and the downtown core as shown in Schedule C of the Official Plan. Additionally, all streets in the immediate neighbourhood, including Bank Street, have sidewalks on both sides of the street, which facilitate pedestrian connections to local public bus and transit stops. It is also close to the Rideau Canal Western Pathway to the east, providing a scenic walking route to Parliament Hill and the downtown core to the north, or the Glebe / Lansdowne Park to the south (see Figure 9).



Figure 9: Cycling Network from openottawa.ca

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4.3 Road Area Network

The property is located along a one way, west flowing Catherine Street and is highly accessible to Highway 417 both west bound from Catherine Street and east bound from Isabella Street as shown in Schedule F of the Official Plan. On the east border of the site is Kent Street, a one-way artery into the downtown core. On the west side of the site is Lyon Street, a one-way artery out of the downtown core. To the north of the site is Arlington Avenue, a two-way local street.

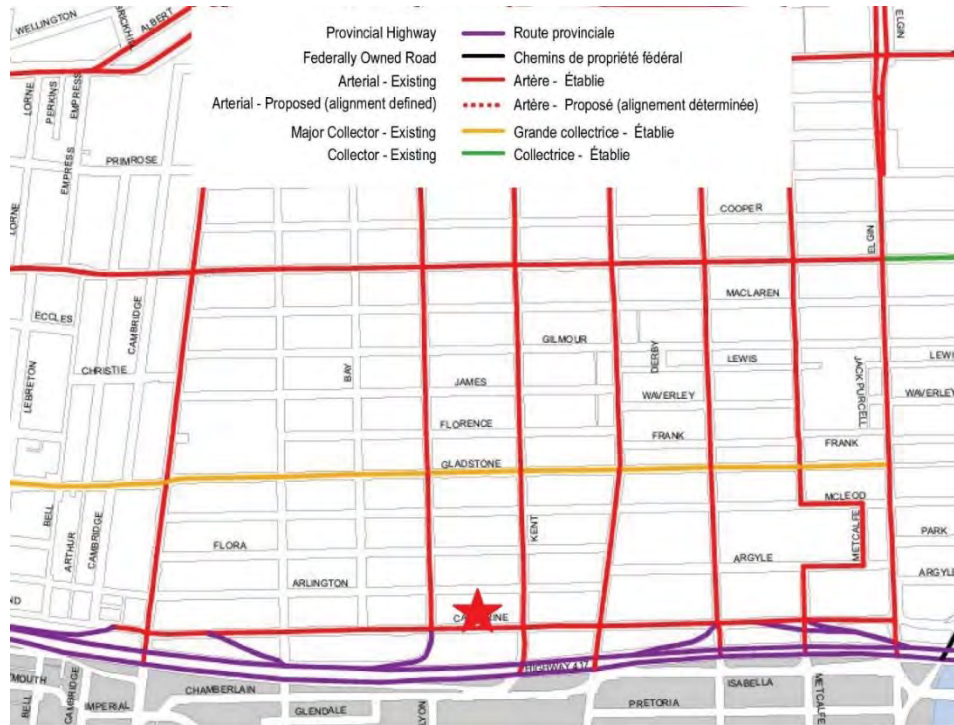


Figure 10 – Schedule C5 Downtown Core Road Network of the Official Plan

5.0 Community Amenities

5.1 Parks and Open Space

The subject site is located within walking distance to nearby parks, the nearest being Central Park and Chamberlain Park to the south on the other side of Highway 417. Each are a seven-minute walk, and feature open space, pathways, and shade from mature trees. There are open spaces at Glashan Public School, which is adjacent to the site across Kent Street, as well as Jack Purcell Park which is a 15-minute walk from the site and is located adjacent to Elgin Steet. There is a proposed park on the north-eastern corner of the site that will be just over 1000m².

5.2 Retail and Commercial Space

There are several convenience and grocery stores in the immediate neighbourhood, including Massine’s Independent Grocer on Bank Street and Loblaws on Isabella Street, as well as several international grocery stores that are within a 10- to 15-minute walk. The neighbourhood is home to several restaurants, bars, and other social amenities along Bank Street both north in Centretown and south in

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the Glebe which is accessible under the Kent Street or Bank Street overpass. The proposal also features retail space, market space and restaurants on the street level of the proposed towers.



Figure 11 – Amenities within a 15 Minute Walk from 265 Catherine Street

5.3 Community Facilities

The neighbourhood is in proximity to various community amenities, including Patterson Creek Park, the Rideau Canal Pathway, and McNabb Recreation Centre. There are several schools in the neighbourhood, including Glashan Public School, Glebe Montessori School, and Corpus Christi Elementary School. Most essential amenities are within an eight-minute walk from the subject property. The Jack Purcell Community Centre and Pool is close, located just off Elgin Street. The Canadian Museum of Nature is nearby which is one of Ottawa’s tourist highlights and has open spaces surrounding the museum.

6.0 Planning and Policy Framework

6.1 Provincial Policy Statement (PPS) 2020

The Provincial Policy Statement (PPS) provides for appropriate development “while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment”. Municipal Official Plans are the most important vehicle to implement the PPS and must be consistent with the PPS. Ottawa’s Official Plan (discussed in the next section) as recently approved by the Minister of Municipal Affairs and Housing is consistent with the PPS.

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The intention with respect to the development at 265 Catherine Street is to review relevant aspects of PPS policies and demonstrate the proposed development's consistency with the policies.

Policy 1.1.1 of the Provincial Policy Statement states among other things that healthy, liveable, and safe communities are sustained by:

- › promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- › accommodating an appropriate 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), [...] recreation, park and open space, and other uses to meet long-term needs;
- › avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- › 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;
- › ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

Policy 1.1.2 of the PPS states that sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. [...] Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

Policy 1.1.3 defines settlement areas and the mix of land within these areas that:

- › efficiently use land and resources;
- › are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- › minimize negative impacts to air quality and climate change, and promote energy efficiency;
- › prepare for the impacts of a changing climate;
- › support active transportation;
- › are transit-supportive, where transit is planned, exists or may be developed; and are freight-supportive

Section 1.4 Housing contains policies for providing a range and mix of housing options and densities to meet the needs of current and future residents.

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Section 1.4.3 elaborates on this policy by directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and future needs.

Section 1.6 further supports optimizing the use of existing public facilities.

Section 1.7.1 states that long-term economic prosperity should be supported by:

- Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
- Maintaining and, where possible, enhancing the vitality and viability of downtowns and main streets; and
- Encouraging a sense of place, by promoting well-designed built form and cultural planning ...

The proposed development is consistent with the PPS. The project intensifies the existing built-up area, takes advantage of existing municipal services, provides a range and mix of housing types and provides a new park on the site to the benefit of the surrounding community. By doing so, the proposal advances the Provincial goals of healthy, livable, and safe communities, including those of the recently passed Bill 23 to increase housing supply.

6.2 City of Ottawa Official Plan (2022)

The Ministry of Municipal Affairs and Housing approved the City of Ottawa's Official Plan on November 4, 2022. The Official Plan sets out policies that will guide growth in Ottawa until 2046. The Plan is organized around five broad policy directions (set out in Section 2.0 – Strategic Directions) as the foundation to becoming the most livable mid-sized city in North America. These policy directions are known as The Big Policy Moves and are summarized as follows:

Big Policy Move 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 private households.

The Official Plan will increase the share of future growth to be within Ottawa's existing built-up area to 60 per cent by 2046, by putting in place zoning and other mechanisms to give the City the opportunity to avoid or delay further expansions.

This balanced approach to growth management continues to promote a mix of housing supply that must include a diversity of supply and housing options at different levels of market-based and affordable levels.

Big Policy Move 2: By 2046, the majority of trips in the city will be made by sustainable transportation.

The overarching mobility goal of the Official Plan is that by the end of its planning horizon, more than half of all trips will be made by sustainable transportation such as walking, cycling, transit or carpooling. As a result, safe and convenient sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities that support economic activity and social interaction throughout the day and evening.

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Big Policy Move 3: Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.

The Official Plan introduces a transect approach to planning that will better distinguish, by context, 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.

Big Policy Move 4: Embed environmental, climate and health resiliency and energy into the framework of our planning policies.

The future liveability of Ottawa depends upon a healthy natural and built environment. The policy encourages the evolution of neighbourhoods into healthy, inclusive, and walkable 15-minute neighbourhoods with a diverse mix of land uses.

Big Policy Move 5: Embed economic development into the framework of our planning policies.

The Official Plan takes an economic development lens to policies throughout the Plan spanning the rural, suburban, and urban contexts. While land use policies in the Official Plan alone do not ensure economic development, they provide an important foundation for other City initiatives and programs to support economic development and create a context for business and entrepreneurship to succeed.

The City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and operational or other practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city but are implemented through the policies in multiple sections of The Official Plan. To the extent that urban planning or development decisions can play a role in achieving the City's intent, these themes are to be considered:

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

The Official Plan policies that give effect to the policy intent of each cross-cutting issue are embedded throughout many sections of the Plan. The review of all applications require consideration to the Big Policy Moves and cross-cutting issues. The proposal for 265 Catherine Street considers and implements many of these policies which are described throughout this Planning Rationale.

6.2.1 Growth Management Framework

Over the time horizon of the Official Plan, its growth management policy is to have most of the residential growth occur within the urban area of the city, mainly through intensification. The policy intent of this direction is:

- To provide an appropriate range and mix of housing that considers the geographic distribution of new dwelling types and/or sizes to 2046;

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- To provide a transportation network that prioritizes sustainable modes over private vehicles, based on the opportunities for mode shifts presented by each transect area context;
- To prioritize the location of residential growth to areas with existing municipal infrastructure, including piped services, rapid transit, neighborhood facilities and a diversity of commercial services;
- To reduce greenhouse gas emissions in the development and building sectors and in the transportation network; and
- To establish a growth management framework that maintains a greater amount of population and employment inside the Greenbelt than outside the Greenbelt

Section 3.2 of the Plan provides policies that support intensification. The population of Ottawa is estimated to grow by 40% over the next 23 years (2023-2046) with 51% of that growth to occur through intensification within the built-up areas. This section speaks to the intensification occurring in a variety of forms and focused within 15-minute neighborhoods. Intensification is permitted and encouraged on former industrial or commercial sites which is applicable to 265 Catherine Street. A variety of dwelling unit floorspaces are expected and categorized as follows:

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

The residential density and large household dwelling targets that are applicable to 265 Catherine Street set out in Table 36 of Section 3.2. The subject site is within the Downtown Core Transect and shows a Target Residential Density Range for Intensification, Dwellings per Net Hectare of 80 to 120. Minimum Proportion of Large-household Dwellings within Intensification does not apply to the site because Catherine Street is designated a Minor Corridor in the Official Plan. Notwithstanding 265 Catherine Street has addressed both of these targets.



Figure 12: Rendering of View From the Public Park Looking West Through the Link

6.2.2 Downtown Core Transect

The subject site is located within the Downtown Core Transect (see Figure 13).

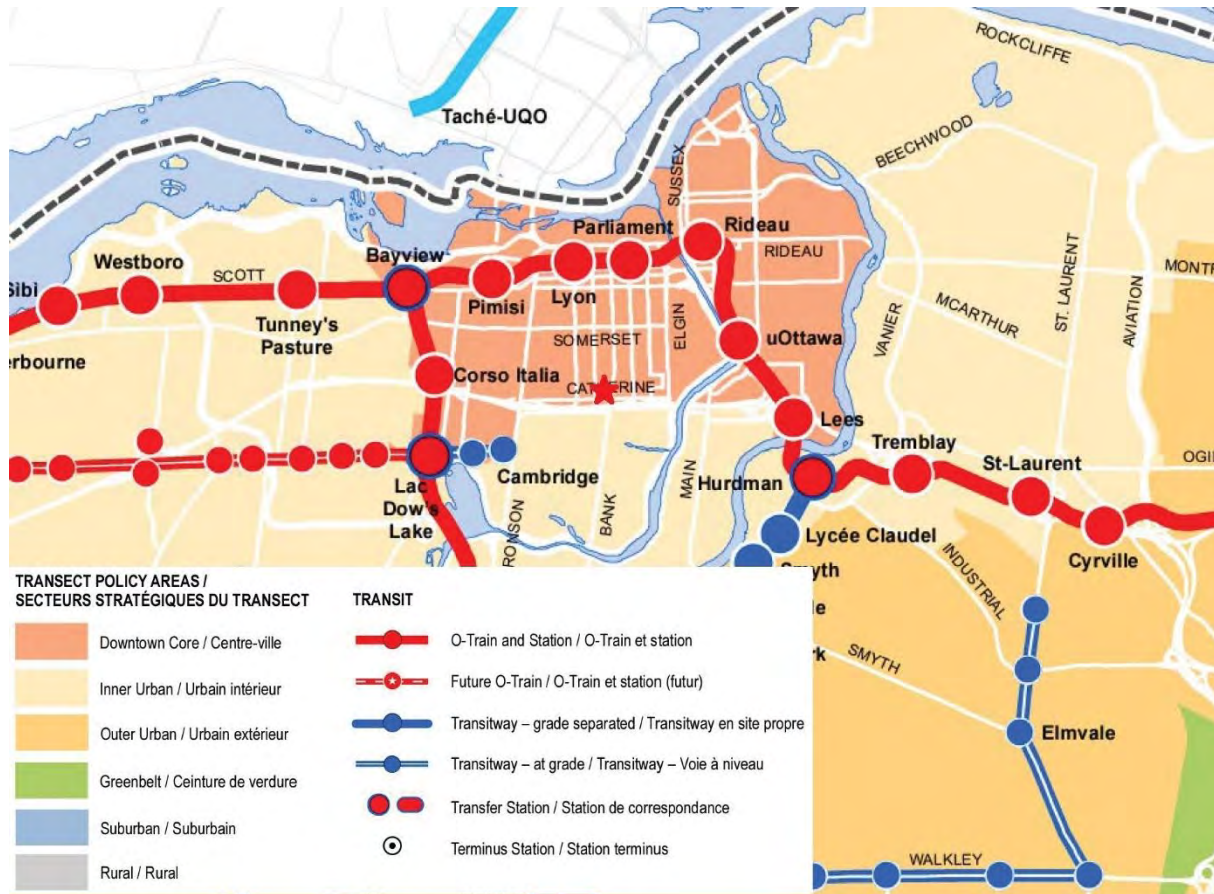


Figure 13: Schedule A of Official Plan – Transect Policy Areas

The Downtown Core Transect represents the most urban gradation in type and evolution of the built environment and planned function of the lands. The area is characterized by a high-density mixed-use pattern of development and a sustainable transportation orientation.

Section 5.1.1 speaks to maintaining and enhancing an urban pattern of built form, site design and mix of uses, developing 15-minute neighborhoods with residential densities to support the full range of services. Direction is provided for the area to be developed with a high-density urban development form where either no on-site parking is provided or if it is, that this parking be arranged on a common parking garage. In this regard, active transportation modes within and to and from the Downtown Core are prioritized. Also, strong direction is provided for the public realm to be of a high quality.

Section 5.1.3 provides for locating the tallest buildings and the greatest densities in the Downtown Core Transect with Section 5.1.4 providing directions for development within the areas designated as Hubs and Corridors.

As discussed in the next section, the Central and East Downtown Core Secondary Plan provides more detailed direction for development along Catherine Street that supports high rise buildings on the site.

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Figure 14 denotes land use designations within the Downtown Core Transect around the site. The subject site itself is designated a Corridor-Minor and is covered with an Evolving Neighborhood overlay.

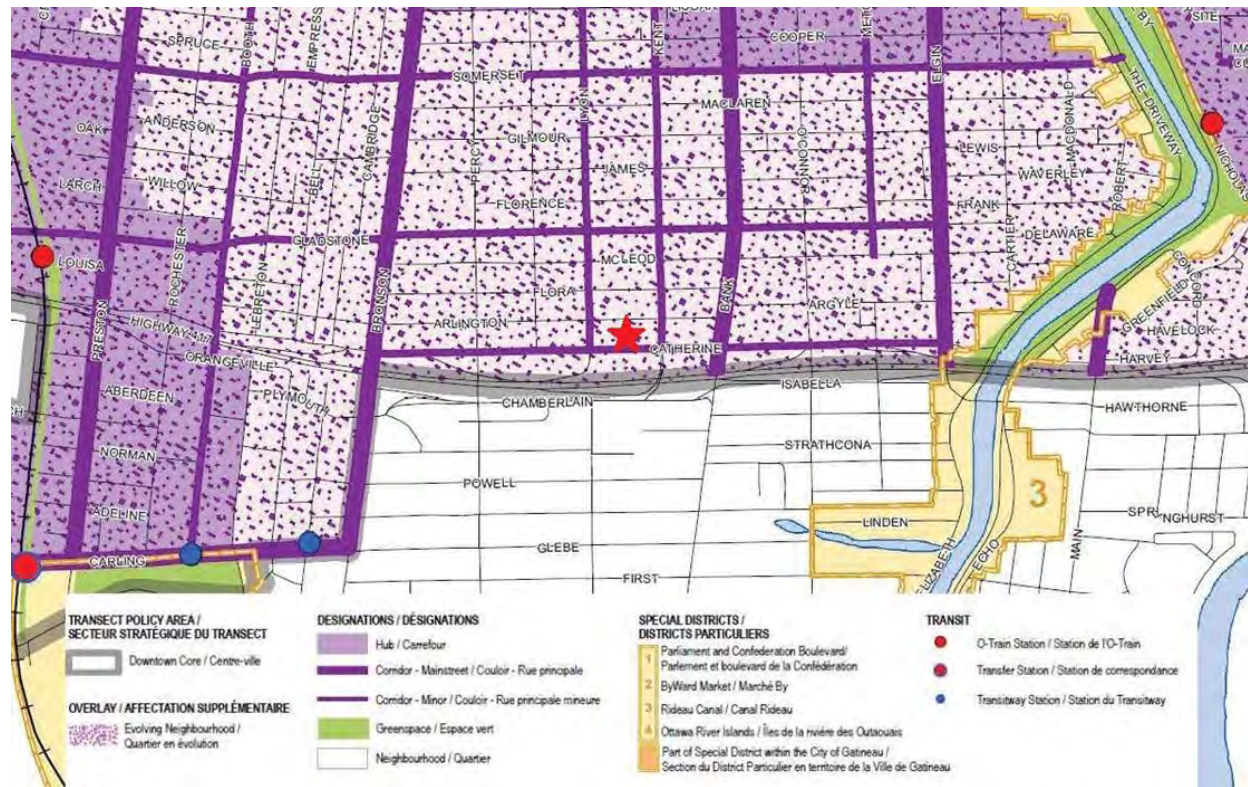


Figure 14 – Schedule B1 of the Official Plan – Downtown Core Transect

For Downtown Core Minor Corridors, Section 5.1.4 provides for buildings with heights generally in the upper mid-rise range between 7 and 9 stories except where a Secondary Plan or area specific policy permits greater or lower heights and are subject to appropriate height transitions and step backs. As will be discussed in the next section, the Central and East Downtown Core Secondary Plan that includes the site allows high rise development.

Section 5.6.1 provides specific direction for areas with an evolving neighborhood overlay. These areas, as shown on Figure 14, include areas designated neighborhood, corridor and hub and have been specifically noted to be areas that are intended to evolve over time into a more urban pattern of development that supports increased intensity and that could include higher profile development to help achieve the Official Plan’s intensification goals as set out in Section 3.

Policies set out in Section 6.2, note that the corridor designations of the plan apply to streets whose planned function combines higher density development, a degree of mixed uses and a higher level of transit than abutting designations (Neighborhoods, for instance). Section 6.2.1 provides for the Minor Corridor designation shown on Schedule B1 to apply to the entirety of 265 Catherine Street.

Following are the specific policies applicable to minor corridors:

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2) 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;
- b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;
- 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
- 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.

3) 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.

4) 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.

With respect to the Minor Corridor sub-designation. The Official Plan permits a mix of uses including offices and the evolution of the neighborhood to a 15-minute neighborhood. Development may:

- a) Include residential-only and commercial-only buildings;
- b) Include buildings with an internal mix of uses, but which remain predominantly residential;
- c) Include limited commercial uses which are meant to mainly serve local markets; or
- d) Be required, where contextually appropriate, to provide commercial or service uses on the ground floor.

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While not located within the area designated Neighborhood, the site is adjacent to lands with this designation that are also subject to the evolving neighborhood overlay. Policies associated with neighborhoods are highlighted below to provide further planning context for the site.

Section 6.2.3 recognizes that neighborhoods throughout the city comprise the heart of communities and that they generally are in different stages of development with respect to supporting 15 minute neighborhoods. While Section 6.3.1 policy 2 provides for heights in neighborhoods being generally low profile, the policy also allows for greater heights where they are permitted in secondary plans or in areas that are characterized by taller buildings.

Section 6.3.2 sets out specific policies to be considered/addressed to guide the evolution of neighborhoods based on their context, location, age, maturity and needs generally towards the model of 15 minute neighborhoods. For the Downtown Core, Policy 6.3.2 provides for form-based regulations to be defined that reflect the built form and site development characteristics defined on Table 6 that include:

- Shallow front yard setbacks and in some contexts zero front yards with an emphasis on built-form relationship with the public realm
- Principal entrances at grade with direct relationship to the public realm
- Range of lot sizes that will include smaller lots, and higher lot coverage and floor area ratios
- Minimum of two functional storeys.
- Buildings attached or with minimal functional side yard setbacks
- Small areas of formal landscape that should include space for soft landscape, trees and hard surfacing

The proposed development is in accord with the overarching policy directions set out in the Official Plan for development in the urban area generally and is compliant with the specific policy directions applicable to the Downtown Core area and in many ways provides for exceeding expectations.

The project advances a number of the BIG MOVE policies of the Official Plan including growth through intensification, daily trips through active transportation modes within a 15-minute neighborhood, thoughtful urban design for the project that is respectful of its surroundings. Also, by means of the mixed residential, commercial and art elements, the project assists in advancing economic development in Centretown.

The proposal fits well within the Growth Management policies of the Official Plan providing a housing mix, utilizing existing municipal infrastructure and advancing growth and employment inside the Greenbelt.

The redevelopment of 265 Catherine Street is consistent with the policies of the Downtown Core Transect, directions for development along corridors in the Downtown Core and for areas subject to the Evolving Neighborhood Overlay. This includes the proposed increase in building height which can be contemplated for the site in the context of the policy directions set out for development within the Downtown Core and along corridors and within areas subject to an evolving neighborhood overlay. Also, as will be discussed in the next section, high profile development is allowed for the site under the Central and East Downtown Core Secondary Plan which also provides for giving consideration to increasing permitted building height for the subject site.

6.3 Central and East Downtown Core Secondary Plan

The Central and East Downtown Core Secondary Plan provides the strategic planning direction to guide future development within a large area of downtown Ottawa. The plan contains policies that apply across the area as well as policies specific to each character area that has been identified in the Secondary Plan. The subject site falls within the Centretown Character Area. The Secondary Plan policies for the Centretown Character Area are based on the Centretown Community Design Plan which is described in Section 6.4 of this document.

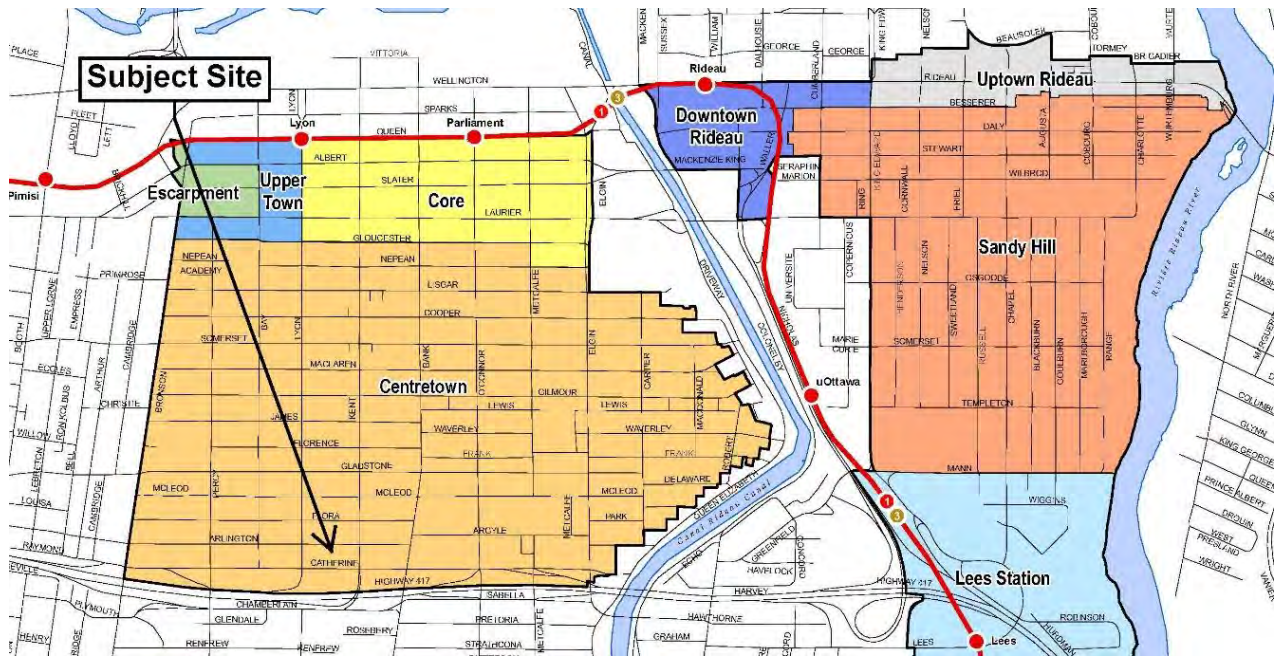


Figure 15 Schedule A of Centretown and East Downtown Core Secondary Plan- Character Areas

The subject site is designated Corridor in the Secondary Plan. This designation provides for development to be consistent with the directions set out in Section 6.2 – Corridors, in Volume 1 of the Official Plan. These directions provide for Corridors in Centertown to comprise high-density mixed-use development with policies set out in Section 5.1.4 of Volume 1 allowing for a Secondary Plan to allow high profile development along minor corridors in the Downtown Transect. Catherine Street is identified as a minor corridor and the Secondary Plan allows for high profile development up to 25 stories for the subject site.

Section 3 sets out general policies applicable to the lands covered by the Secondary Plan. These provide the following overarching directions within the secondary plan:

- Built form that contributes to an active street life and pedestrian convenience through its design, function and activity with various directions provided towards achieving this policy intent for built form;
- Development of public realm areas that support active recreation, and that will maintain, increase, expand and/or enhance recreational facilities in the area;
- Prioritizing sustainable travel modes to meet mobility needs within the area and to and from the area;

Planning Rationale

- Providing for ROWs to be designed to prioritize safe convenient sustainable transportation modes – walking, cycling, transit and to provide for enhanced streetscaping;
- Ensuring development supports achieving priorities for safe convenient and attractive sustainable transportation related to matters such as providing adequate bike parking, and minimizing vehicular parking;
- Recognizing and conserving the area’s heritage resources; and
- Achieving high quality urban design

These policy directions would be advanced through the site plan approval processes for development within the secondary plan area. The development proposed for the site has been designed to respond to all the relevant policy directions set out in Section 3.

- It will provide for active street frontages along Catherine, Kent, Lyon and Arlington
- It will include a public park to enhance recreation opportunities
- It will support increased use of sustainable transportation
- It will provide for enhancing the adjacent ROW’s
- It will achieve a high urban design standard both in architecture and site design

Section 4 of the Secondary Plan sets out specific directions for each of the Character areas identified in the Central and East Downtown Core Secondary Plan. The vision statement for the Centertown Character area recognizes Centretown as one of Ottawa’s most diverse and vibrant mixed-use communities. The following excerpt from the Vision Statement provides a good summary of Centretown.

Centretown has continued to evolve as a complete downtown community that optimizes its central location. There is a wide range of housing options, including affordable housing. Most residents don’t rely on their own car for transportation - walking, cycling or taking transit is the most predominate mode of transport for residents for work and daily trips. Everything needed for a high-quality urban living, including parks, schools, shops, services, and cultural attractions, are a short stroll away.

The development of 265 Catherine Street has taken this statement to heart and intends to add value to the community.

The Centretown Character Area has established seven core principles that flow from the vision and build on the general policies set out in Section 3.0 of the Secondary Plan. The manner in which this project will contribute to achieving these principles and objectives are described as follows:

Principle / Objective	How 265 Catherine Street Contributes
1. Maintain and respect the character of Centretown’s neighborhoods	The proposal is a redevelopment of an entire block converting a transportation terminal within a quasi-industrial context along Catherine Street to a mix of residential and retail uses. Care has been taken to transition the site from Catherine Street to the lower density land uses along Arlington Avenue. With the introduction of a park, the proposal provides a long needed amenity to Centretown.

Planning Rationale

2. Accommodate residential growth	The project is aligned with the Growth Management Policies of the Official Plan and those of the Secondary Plan. A range of housing units are provided.
3. Accommodate a diverse population	The proposed development will add rental units to Centretown. There is a mix of unit sizes including one, two and three bedrooms. This will allow more people to live within a 15 minute neighborhood close to services and amenities.
4. Reinforce and promote commercial activity	The project contains commercial units that would accommodate new retail, restaurant, arts and market spaces. It will also bring new residents to support nearby existing commercial and service establishments.
5. Enhance the public realm	Following the policies of the Secondary Plan, Catherine Street will be greened. Project Mobility will be a central aspect of the Site Plan allowing public movement through the project. A new park will be added to the Centretown community.
6. Prioritize and improve walking, cycling and transit use	The project will contribute to Centertown as a 15-minute community with working access to day-to-day services. The site is close to transit and in the future will front on Bus Rapid service along Catherine Street. Cycling connections to the City-wide network is nearby on O’Connor Street.
7. Promote design excellence	The project is consistent with City policies for high-rise development in terms of floor plate sizes and separation distances. Care has been taken to align the design to integrate the proposed park into the development. A thoughtful transition into the Arlington Avenue frontage has been achieved. Refinements, if needed, will be made to the design through the development review process including input from the Urban Design Review Panel.

Also applicable are policies related to Public Realm (Section 4.4.6) , Housing (Section 4.4.8) and Land use and Site Development (Section 4.4.9).

Of particular applicability to the subject site under the Public Realm Policies are two sections that relate to open space and park.

20) Any future development of 265 Catherine Street within the height limit of the zoning in place on January 23rd, 2014 will include a minimum of 25 per cent of the lot area as a POPS. Approval of a site plan for such development will be required and the community will be consulted by the City during this process.

22) 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.

Planning Rationale

The redevelopment of 265 Catherine Street has accommodated these two objectives by including a park and cross-connecting corridors comprising over 25% of the site.

With respect to Housing, Policy 33 encourages the provision of affordable housing as part of major development proposals. The proposed development will introduce 1032 new rental and ownership housing units to Centertown that will significantly increase the area’s housing supply. The method of providing affordable housing will be determined as a part of the development review process.

Section 4.4.9 of the Secondary Plan has policies that address how land can be used and the maximum building heights permitted. With respect to the subject site, it is located in the Centertown Southern Character Area, that today is characterized by automobile-oriented commercial uses and underutilized land which has the potential to accommodate a significant amount of planning growth in Centertown in a high profile built form. The predominant land use designation in the Southern Character Area is Corridor (Catherine Street Mixed Use in the CDP). This designation recognizes the wide variety of uses that are appropriate in the area. The intent is to maintain employment uses in the area while encouraging infill and high-rise redevelopment that provides a buffer between the Queensway and the established neighbourhoods to the north. Permitted uses include apartment buildings, townhouses, offices, small-scale and large-format retail, hotels, bulk good outlets, wholesale operations and other commercial operations that serve the needs of travellers, commuters and Centertown residents. Retail uses are to be oriented to Catherine Street to encourage pedestrian activity. Parking for retail generally is to be located at the rear of buildings and not in the front.

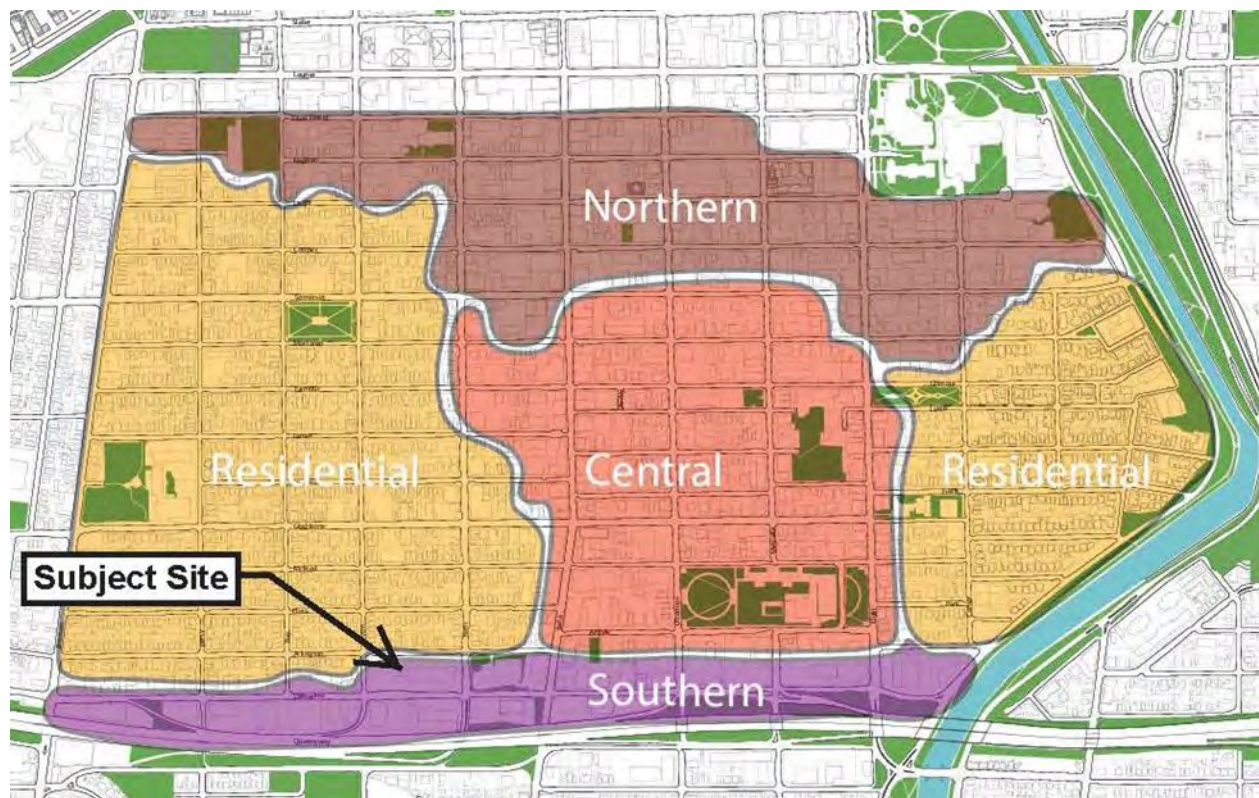


Figure 16 – Central and East Downtown Core Character Areas

Planning Rationale

The proposed development aligns with the Land Use objectives/directions set out for the Catherine Street Corridor.

Buildings of varying heights are supported in the Southern Character Area. The maximum heights, identified on Schedule C, are intended to achieve a transition to the mid-rise and low-rise areas to the north. As depicted in Figure 17, the subject site's maximum building height is split between 9 storeys on the north half of the site, and 25 storeys on the south half of the site.

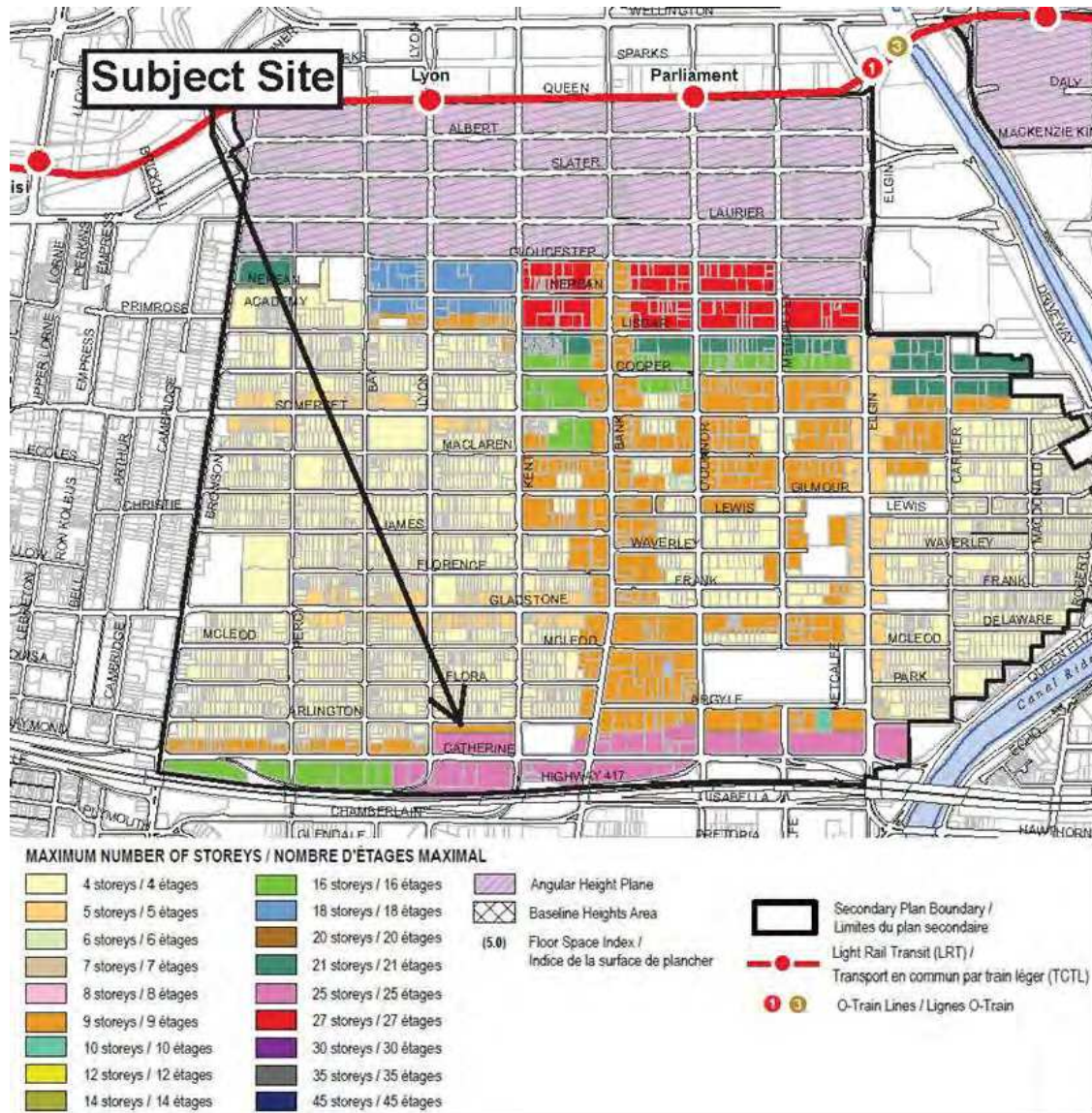


Figure 17 – Central and East Downtown Core Secondary Plan – Schedule C: Maximum Building Heights

Proposals for development in the Southern Character Area are to be guided by the Built Form Guidelines in the Community Design Plan (CDP). These guidelines, together with other applicable Council approved Design Guidelines, provide the framework to ensure better quality architecture, appropriate building design and the creation of a positive sense of place in Centretown.

Planning Rationale

Finally, while the Secondary Plan provides for increases in building height up to 27 stories to be achieved within the Centertown area without an OPA where a proposed development is to be advanced as a Landmark Building, the Secondary Plan does not require that a development be considered a landmark to pursue an increase in building height. In such a situation, an amendment would be required to the Secondary Plan and the increase would be subject to the provision of community benefits as set out in Section 11 of Volume 1 of the Official Plan and are to respect the built form guidelines set out in Section 6.2 and 6.4 of the Centertown CDP.

The proposal for 265 Catherine Street is not being advanced as a landmark and therefore will require an amendment to Schedule C: Maximum Building Heights to amend the 25 storeys fronting on Catherine Street to 40 storeys, 36 storeys, and 26 storeys. The Arlington Avenue will not need to be changed from the existing 9 storeys.

The proposed development has been designed to meet expectations as set out in the Secondary Plan and CDP with respect to high rise development and increasing allowed height by locating the tallest buildings along Catherine Street with mid rise along Arlington Avenue and with the towers set on podiums that provide a human scale relationship for the project at street level.

To highlight, a high-rise typology is expected through existing land-use policy both in Volume 1 of the Official Plan and in the Secondary Plan for the Catherine Street Corridor. The overall mobility through the site echoes the current zoning with the addition of a park to the public realm. The development will act as a noise buffer between Highway 417 to the south and the lower density to the north of the site.

The proposed development is a complete block in size that fronts on a Minor Corridor sub-designation and is a mix of residential and commercial uses with the larger buildings fronting on Catherine Street. There is a transition to the lower density neighborhood fronting on the north side of Arlington Avenue. There are other policies that impact the relationship of 265 Catherine Street to the corridor frontage as well as land use mixes and densities that are reviewed in Section 6.4 of the Centertown Community Design Plan. Amendment to the Secondary Plan will be required with respect to building heights fronting on Catherine Street as the proposal is not being advanced as a landmark building.

6.4 Centretown Community Design Plan (CDP)

The Centretown CDP was developed to guide the future of the area. As seen below, the Core Study Area of the CDP includes the property of interest – 265 Catherine Street. The CDP provides a 20-year vision for the growth of the area and also forms the foundation of the Centretown Secondary Plan. The objectives of the CDP are:

- Prepare a community vision for Centretown.
- To identify and protect the characteristics that make Centretown successful and special in the City of Ottawa.
- To identify potential areas for redevelopment, including what type of uses are most appropriate and what buildings should look like.

Planning Rationale

- To prepare recommendations for the form and quality of new buildings.
- To identify improvements for, and guide future design of, parks and streets.
- To provide a strategy to preserve and protect the best of Centretown’s heritage assets.
- To provide directions for creating a more walkable and cyclable neighbourhood that reinforces the importance of active transportation.
- To identify priority ‘city building’ initiatives and actions that will make Centretown an even stronger and more sustainable urban community.

The subject site is located within the Southern Character Area that under the CDP is designated Catherine Street Mixed Use to recognize the wide variety of uses that are appropriate in the area. As set out in the Secondary Plan, the intent is to maintain employment uses in the area while encouraging infill and high-rise redevelopment that provides a buffer between the Queensway and the established neighbourhoods to the north.

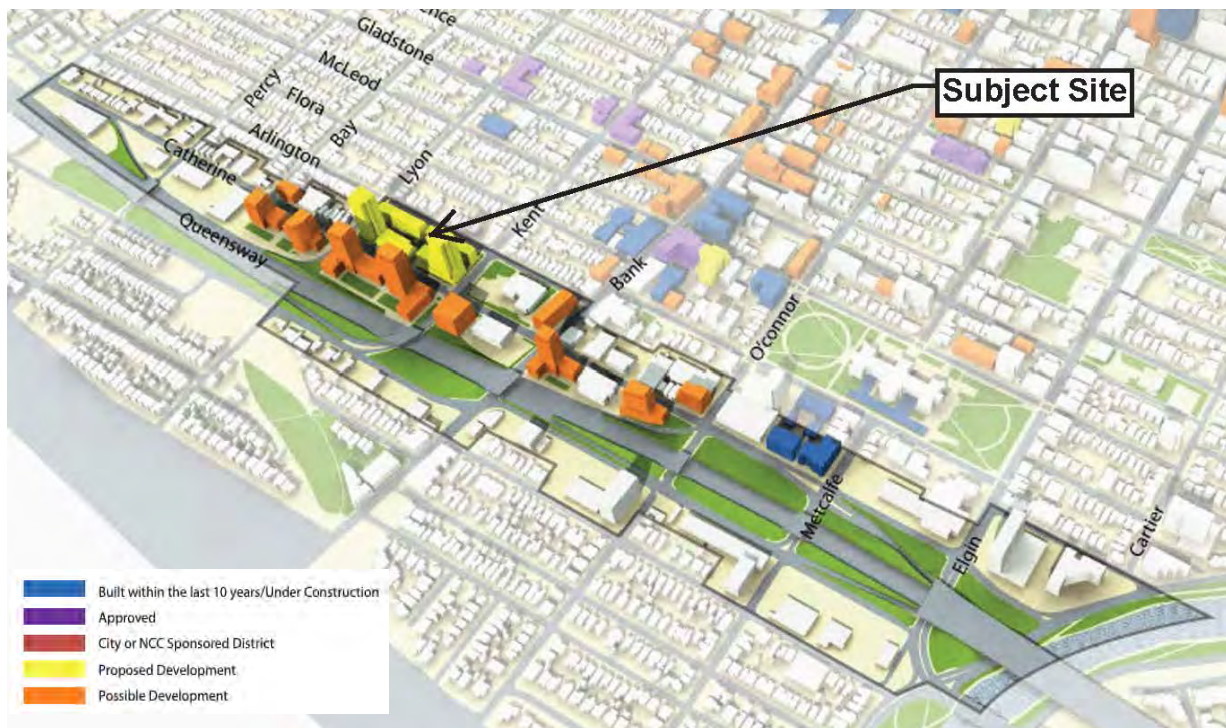


Figure 18 – Centretown Community Design Plan “The Southern Character Area Tomorrow”

At the timing of the writing of the CDP, a mixed-use redevelopment for the site was approved based on high and medium-rise towers (see Figure 25).

Section 3.13 of the CDP describes the Southern Character Area of the future. The following is excerpted from the Plan:

On a fully rebuilt Catherine Street streetscape, this area could support a mix of mid-to-high rise development. New residential uses could complement the existing employment focus of this zone and bring new residents and activity to the corridor. The presence of larger buildings on podiums in this location would help mitigate noise issues for the wider community. On the north

Planning Rationale

side of Catherine Street, appropriate building transition would be required into the existing community.

Land Use:

- Retain existing employment uses.
- New commercial uses should be permitted as well as additional residential uses.
- Commercial uses at grade along Catherine Street will be supportive of creating a more mixed-use area.

Buildings:

- This area is suitable for high-rise buildings, built on low or mid-rise podiums.
- To avoid overshadowing and unpleasant pedestrian conditions, taller buildings require podiums, setbacks, minimum lot sizes and maximum tower floorplate sizes. Blank walls are not permitted.
- Existing buildings and uses can be integrated into the new developments.
- New developments along Catherine Street should function as a buffer between the lower-rise neighbourhood and the highway noise.
- Demand gateway buildings and architecture on corner sites fronting major arterials.
- Appropriate building height transition is required on the north side of Catherine Street into existing community.

The Public Realm:

- A better streetscape is needed along all routes, especially Catherine Street. This will require significant tree planting as well as the relocation and/or camouflaging of surface parking lots.
- When development is brought forward, a new public park opportunity should be pursued.
- Create better connections between the green spaces present in this area and other major open spaces, such as the Rideau Canal.

The CDP also sets out targeted streetscape design recommendations. One of these recognizes that Catherine Street can support increased development potential and that the image of the street needs to be enhanced. Design strategies envision Catherine Street as tree-lined, with the introduction of on street parking, and an upgrading of the public realm composed of a generous sidewalk and landscape area between the sidewalk and development with trees on the curb side.

Also recognized in the Plan was an acute shortage of usable park to serve the community needs and that actions should be taken to acquire more park lands. Within the CDP, six potential areas were identified – one of them was on Catherine Street with parts identified on the subject site.

The CDP also contained a section on Building Approach (Section 6.2) – where should high-rise buildings go? The Plan speaks to tall residential buildings (10 storeys or higher) being restricted to the Catherine Street Corridor and one other area (Apartment Neighborhood) along the north edge of Centertown. Within the Catherine Street Corridor, the Plan states “it may be appropriate for buildings to be as tall as 50 to 77 metres (16 to 25 storeys)”. Section 6.2 also notes that heights in excess of the current permissions may be negotiated based on considerations that take the cue from:

Planning Rationale

- The existing built form context
- Recent development application approvals
- Federal height controls
- Providing appropriate transition to lower-rise areas
- Creating a varied skyline through building height variations

Section 6.4 of the CDP sets out Built form Guidelines with Section 6.4.6 Tall Building Typologies providing specific guidelines for tall buildings along the Catherine Street Corridor:

- New development should be set back 3m from the expanded ROW (Catherine has a 23m ROW protection) in order to provide a pedestrian-oriented streetscape.
- To allow for privacy and sunlight to penetrate into the neighbourhood to the north, the minimum separation distance between towers should be 20 metres. Tall buildings directly facing each other (not staggered) should not overlap by more than 15- 20% of the lengths of facing facades.
- The podium should be built to the side property line, leaving no gap at the podium level, to help mitigate the noise impact from the Queensway.
- Ground floor height shall be a minimum of 4.5m to encourage flexible retail/commercial uses and good visibility onto the street. Residential use on the ground floor should be raised by 0.9-1.2m from the ground to provide privacy for residents while promoting safe streets by providing ‘eyes on the street’. Sunken units, situated below an ‘over elevated’ ground floor should be discouraged.
- Larger floorplate retail and employment uses are acceptable uses at grade, although ground floor should be highly transparent.

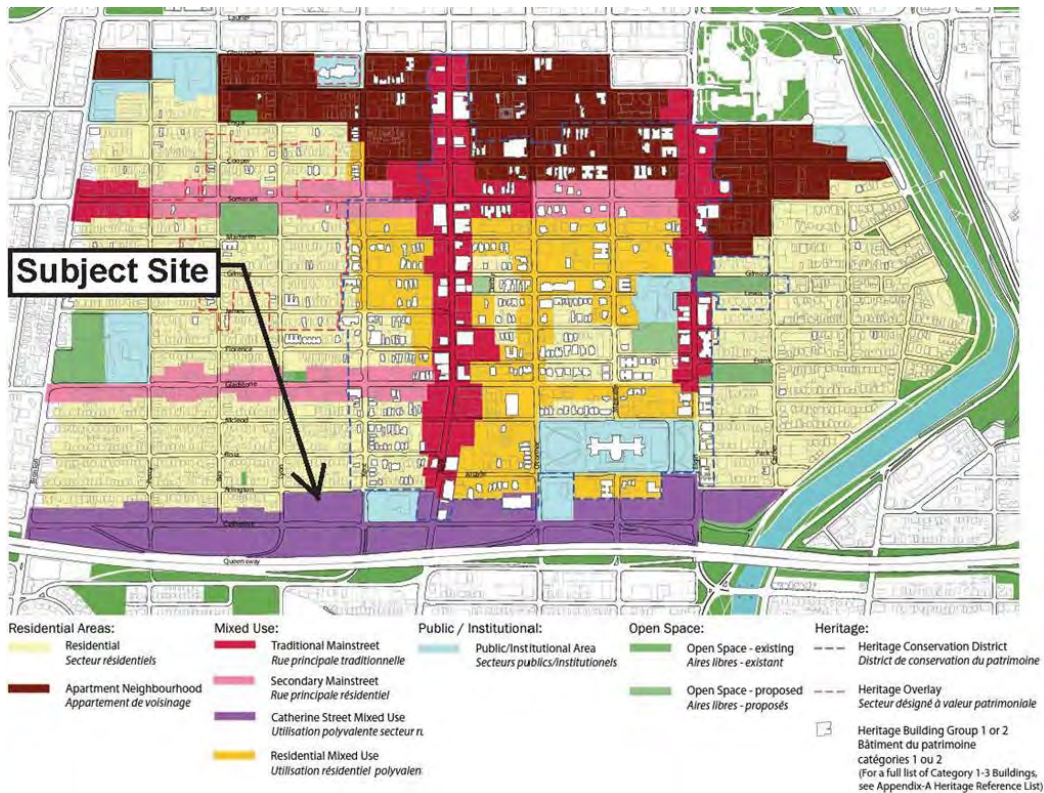


Figure 19 – Centretown Community Design Plan – Proposed update to Land Use Plan, Schedule H, Centretown Secondary Plan

Planning Rationale

The development proposed for 265 Catherine Street meets the description of the Southern Character Area of the Secondary Plan in terms of a mix of land uses with retail opportunities at grade along Catherine Street. The building typology of high-rise buildings was contemplated and expected in the Centretown Community Design Plan with an appropriate transition to Arlington Avenue. The high-rise buildings meet the Guidelines in the CDP in terms of podiums, floor plate sizes and function as a barrier between the low-rise neighborhood to the north of the site and the 417 Highway noise.

The CDP recognized an acute shortage of usable park space in Centretown. The inclusion of 1000m² park within the project will assist in lessening this community deficiency.

Building heights exceed those contemplated in the CDP. The CDP however also recognizes that current permissions may be negotiated if certain criteria could be met. The proposal addresses the applicable criteria of the existing built form context, federal height controls, transition to lower-rise areas and creating a varied skyline through building height variations. The proposal recognizes

7.0 Design Brief

7.1 Project Summary

This submission for Site Plan Approval facilitates the redevelopment of the former bus depot site. The development consists of three 26, 36 and 40-storey towers on two 6-storey podiums with a 3-storey townhouse block, park dedication and retail uses split into two phases. The redevelopment of the site is a great opportunity to introduce a mixed-use development.

The proposed development will include two levels of underground parking and retail at the ground floor along Catherine Street, Lyon Street North, Kent Street and Arlington Avenue in the form of market space. The proposal also includes bicycle storage rooms for residents located on an intermediate level located between the ground and second floors. Visitor bicycle parking spaces will be provided on ringed bike pins in the exterior open spaces. The building is proposed to contain indoor and outdoor amenity spaces located throughout the building located on the Ground Floor, Second Floor, 7th Floor and the adjacent podium roof. Additionally, there will be a sky lounge located at the top of Tower 2.

7.2 Development Proposal

7.2.1 Site Plan

The proposed site plan provides a north to south vehicular connection in the form of a one-way woonerf from Catherine Street to Arlington Avenue which will provide loading/garbage access and controlled vehicle access. Vehicles will access the parking garage by two ramps accessed from Catherine Street and Arlington Avenue. Both ramps are designed to provide visual clarity when entering and existing the site. The existing on-street parking along Arlington Avenue will remain while a City-proposed dedicated bus lane is planned for Catherine Street.

Pedestrian access is located throughout the site along the sidewalks and woonerf. Residents and visitors are directed to Catherine Street and Lyon Street for the main residential lobbies. A market space is

Planning Rationale

envisioned to be in the retail space adjacent to the park which contains an elevator to provide direct access to visitor parking and a public washroom. The east-west pedestrian open space through the site links to the park dedication and leads to the park located on the east side of Kent Street near Glashan Public School.

As shown in the Site Plan drawing, the required setbacks along each street are compliant per the Zoning By-Law. As per the Ottawa Urban Design Guidelines for High-rise Buildings, the proposal complies with the maximum tower plate of 750 sm and tower separation distances.



Figure 20: South elevation along Catherine Street

7.2.2 Massing, Scale and Materials

The site is located adjacent to residential and commercial buildings which are one, two and three storeys in height. It is located within the Southern Character Sub-Area in the Official Plan, which encourages high-rise development that will provide a buffer between the Queensway and the established neighbourhood to the north. The proposal is the first development in the area to introduce high-rise development with low-rise and open space areas that will reflect the vision of the Official Plan.

The proposed development includes three, mixed-use, high-rise towers (referred to as Towers 1, 2 and 3), over two six-storey podiums (Buildings A and B) and a 3-storey townhouse (Building C) along the northwest side of the development facing Arlington Avenue. Building A Tower 1 is a 26-storey tower, Building B Tower 2 is a 40-storey tower, and Building B Tower 3 is a 35-storey tower with podiums that includes some stepping which range in height from 4 to 6-storeys along Catherine Street. This transition in scale will encourage pedestrian and cyclist activity at the public realm and throughout the woonerf and sidewalks. The shape of Building A's podium was suggested by City staff as a means to frame the park.

The expression of the buildings is characterized by balconies on Towers 1 and 3 with Juliet and inset balconies along the podiums. Bird-friendly glazing is proposed to reduce bird impacts. The streetwall along Catherine Street will have variations in building material to create visual interest and distinction. The architectural expression at grade will achieve more visibility to enhance the public realm. Materials planned include; a variety of masonry textures and colours, a lattice-style façade, and accents around windows.

Planning Rationale

7.2.3 Streetscape and Public Realm

The ground floor of the development is designed with pedestrian accessibility and privacy in mind. The north-south publicly accessible link (woonerf) will provide a sense of openness and security with an ease of access for pedestrians and vehicles, so that they do not have to walk around the entire site to reach their destination. The east-west pedestrian link connects the west side of the site which is more residential in nature, to the park at the east side of the site by way of a two-storey exterior link flanking the market and an art space. The east side acts as the public side with connections to retail, open spaces and with the market building framing the park. Other public realm improvements, such as introducing a new street tree canopy and hard landscaping elements will be used to enhance the frontage along the main roads and activate the public areas. Resident amenities located at the roof of the podium will be connected by a bridge linking Building A to Building B. This bridge will form an urban threshold and further characterize the redevelopment.

7.2.4 Landscaping

Landscaped open space will continue throughout the site with access from all four streets with a park dedication to the northeast of the development. Publicly accessible open space will make up a minimum of 25% of the site as directed by the Zoning By-law.

7.2.5 Shadow Impacts

The towers are positioned to be along the south of the site to minimize the shadow impact to the blocks to the north and to allow for increased access to light. In March and September, the shadows cast by the towers stretch across two blocks to the north starting around 10:00 am, but are fastmoving and no longer impact these blocks after 3:00 pm while in June, the shadow impacts are minimal. Shadows begin to approach the greenspace at the northwest corner of the Glashan Public School site around 1:00 pm in March and September. Please see Appendix B for the complete study.

7.2.6 Design Overview

The mixed-use tower development introduces density and public realm improvements to reflect the vision of the area as outlined in the Official Plan. The building layout uses its form and tower position to mitigate shadow impacts on adjacent low-rise residential areas. The podium form helps to frame the public realm and park area. The main entrances to the towers face the main street sidewalk with bicycle parking for ease of access.

Landscape site design will provide additional enhancement of the main street streetscape. This treatment will provide pedestrian and bicycle access to the surrounding area, parks and Ottawa area.

In summary, the proposed development introduces rental residential units located within the buildings and landscape elements to enhance the public realm and improve the variety of services and amenity offerings in the neighbourhood.

7.3 Accessibility and Sustainability

The proposed development has incorporated sustainable measures such as barrier free accessibility, site connections, bicycle parking and bird friendly guidelines into the design.

The following features are to be considered for this project:

Planning Rationale

Accessibility: 15% of the residential units will be provided as accessible, barrier free-style units. These units will be designed to include zero step entrances, larger washrooms and wider doorways with clear passages to washrooms and bedrooms.

Site Connections: Pedestrian pathways have been placed into the publicly accessible open space design along all site frontages with links to the public realm and adjacent roadways. The sidewalks will be continuous and wide, with access to barrier-free podium entrances along Catherine Street, Lyon Street North and Kent Street and will be in accordance with the Accessibility for Ontarians with Disabilities Act & City of Ottawa Standards.

Bicycle Storage: Bicycle parking for residents will be provided in weather-protected areas. The bicycle mezzanine level will be accessed from bicycle lobbies located on the ground floor and the stairs up will contain a wheel trough at the side for ease of access. A work bench will be provided in each of the bike parking access lobbies to provide space for bicycle tune-ups.

Bird-Safe Design Guidelines: Clear dotted glass panes will be used at a minimum of 90% for the first 16 m of glass located above grade in accordance with the Bird-Safe Guidelines for Ottawa. The glazing transparency and reflectivity will be minimized. Along rooftop terraces a 4 m glazing treatment will be included from the surface of the roof or the height of adjacent mature vegetation.

Additional Elements: The proposed towers will have reduced window-to-wall ratio and fewer balconies to reduce thermal bridging and provide more fully insulated walls.

7.4 Response to Urban Design Review Panel

The following comments were received from the Urban Design Review panelists on 23 June 2022. An official response was provided on 22 August 2022.

1. Stark contrast of high-rise buildings in a predominantly low-rise neighbourhood.

Introducing high-rise development is encouraged in the Official Plan and vision for the area of Catherine Street. The proposed development is the first high-rise site in the Southern Character Sub Area within the Official Plan. The Southern Character Sub Area encourages infill and high-rise development that will act as a buffer between the Queensway and residential neighbourhoods to the north.

2. Tower Changes (number of towers and access to light and aspect ratio of tower footprint: rectangular vs square shape).

In the Ottawa Urban Design High-rise Guidelines, three tower developments are permitted. The proposal consists of a variety of different housing types throughout the block and provides additional housing to meet the Ontario housing goals.

Square tower footprints may provide larger tower separation distances but will infringe over the landscaped open space and decrease the access to light on open space areas. As the towers become less rectangular in shape, the podium to tower setbacks are challenged. The proposed massing solution mitigates wind loads at the ground level. Square footprints will be wider and overhang or protrude into the landscaped open space, affecting the light access to the proposed park. Rectangular footprints provide better suite layouts with less wasted circulation space and a higher level of amenity for the resident.

Planning Rationale

3. Reduction of the Catherine Street podium height and breaking down its mass to avoid “canyon” condition.

During workshop sessions with the community, they expressed a desire to have a street wall along Catherine Street as a separation from the south. Some podiums have been reduced to 4 storeys at the 26 and 40 storey towers. As per the Zoning By-Law, 6-storey podiums are permitted and are still proposed in the development.

4. Height adjustments along Lyon Street North.

- a) Shift Tower 3 northward closer to Arlington Avenue
- b) Stepping down of podium towards Arlington Avenue
- c) Lyon Street side as mid-rise building

Shifting Tower 3 northward would push the tower and its shadows closer to the low-rise block to the north. This shift will also shorten the end of the podium, which would prevent the tower from appropriately stepping down towards Arlington Avenue.

5. Parkland dedication on opposite diagonal corners of the site. Adjust the east-west pedestrian connection to be diagonal.

The Ottawa Centretown Secondary Plan illustrates two potential green spaces immediately south and southwest of Catherine Street. In order to provide space for additional parkland at the southwest corner, Tower 3 would need to shift north which would negatively increase the shadow impact on the north residential neighbourhood. Adding a second area of parkland dedication would reduce the size of the current offering. The current size and location of the parkland dedication pairs with the open space of the school ground across the street and opens up a large combined area of sky view for the neighbourhood. The 10% parkland dedication area has been included as per the City’s request. Note that this is in addition to the other areas of public access across the site bringing the total up to 25% open space across the site. To consider providing a diagonal access across the site, the podiums would be sharply severed. In addition, it would be very challenging to frame the public park with built fabric as per the specific City request.

6. The north-south pedestrian through-lot connection may not be appropriate.

The Zoning By-Law includes a through-lot north-south connection. The site is long, and without a through-lot connection, pedestrians will have to walk around the entirety of the site to access the park and other internal open spaces which will not be visible from Catherine Street. The additional connection point will provide space for markets, patios and art.

8.0 Integrated Environmental Review Statement

8.1 Phase One – Environmental Site Assessment

Lopers and Associates undertook a Phase One – Environmental Site Plan (ESA) for the subject property on September 8, 2021.

Planning Rationale

The Phase One ESA was completed as part of due diligence requirements associated with the submission and filing of a record of site condition (RSC) for the property, required as part of a change in land use to a more sensitive use.

The property was most recently used for a bus terminal and had leased commercial and office space prior to 2020. 12712610 Canada Inc. (Brigil) purchased the property in 2021, and it is understood that the intended future use is for mixed residential and commercial purposes and two to three levels of underground parking. The Phase One property is immediately surrounded by four municipal Right-of-Ways, then residential properties to the north and west, commercial properties to the south and an institution (school) property to the east.

The presence of a private fuel outlet and associated underground storage tank (UST) represents PCA #1 and is interpreted as APEC #1 for the northeast portion of the property. The presence of a service bay (garage) associated historical aboveground storage tank (AST) and suspected UST represents PCA #2 and is interpreted as APEC #2 for the east portion of the property. The former presence of residential and commercial structures which historically occupied the majority of the property, are suspected to have had their foundations backfilled with poor environmental quality fill material. This fill material (PCA #3) is suspected in areas outside of the former bus terminal building footprint and represents APEC #3 for the Property.

The Potentially Contaminating Activities (PCAs) identified at the Phase One ESA, which are the only PCAs interpreted to be contributing to the Areas of Potential Environmental Concern (APECs) at the property are included in Table 1 below.

Table 1: Potentially Contaminating Activities and Areas of Potential Environmental Concern

PCA Report Reference No.	Potentially Contaminating Activity	Location	APEC Report Reference No.
1	Former private fuel outlet (O.Reg. 153/04 PCA Item 28: Gasoline and Associated Products Storage in Fixed Tanks)	Northeast portion of the Phase One Property	APEC #1
2	Former service garage with associate storage tanks (O.Reg. 153/04 PCA Item 52: Storage, Maintenance, Fuelling and Repair of Equipment, Vehicles, and Material used to Maintain Transportation Systems) and, (O.Reg. 153/04 PCA Item 28: Gasoline and Associated Products Storage in Fixed Tanks)	East portion of the Phase One Property	APEC #2
3	Backfilling of historical building footprints with potentially poor environmental quality fill material	Majority of the Phase One Property	APEC #3

Planning Rationale

	(O.Reg. 153/04 PCA Item 30: Importation of Fill Material of Unknown Quality)	outside of the current bus station building footprint.	
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Based on the identification of APECs at the property, it was recommended that a Phase Two Environmental Site Assessment be completed to assess the soil and/or groundwater quality in the vicinity of the APECs.

The complete report is attached to this Planning Rationale for detailed review.

8.2 Phase Two – Environmental Site Assessment

Lopers and Associates undertook a Phase Two – Environmental Site Plan (ESA) for the subject property on September 20, 2021.

Lopers and Associates has previously completed a Phase One Environmental Site Assessment (Phase One ESA) which identified the presence of three potentially contaminating activities (PCAs) at the property which were interpreted to represent areas of potential environmental concern (APECs). The presence of a private fuel outlet and associated underground storage tank (UST) represents PCA #1 and is interpreted as APEC #1 for the northeast portion of the property. The presence of a service bay (garage) associated historical aboveground storage tank (AST) and suspected UST represents PCA #2 and is interpreted as APEC #2 for the east portion of the property. The former presence of residential and commercial structures which historically occupied the majority of the property, are suspected to have had their foundations backfilled with poor environmental quality fill material. This fill material (PCA #3) is suspected in areas outside of the current building footprint and represents APEC #3 for the property.

The scope of work for the Phase Two ESA included drilling five borehole. Two of the boreholes were instrumented with groundwater monitoring wells with screens installed in the overburden. Nine soil samples, including two duplicate samples, were submitted for laboratory analysis as part of this Phase Two ESA.

Groundwater sampling was completed of the two newly installed monitoring wells and six existing groundwater monitoring wells at the property.

As a result of the analysis of the various samples, an environmental remediation program, including the bulk removal and off-site disposal of soil and groundwater in excess of the site condition standards, is recommended for the property. The submission of a record of site condition will be required since there will be a change of land use of the property to a more sensitive use. Given the scope and timeline for the proposed redevelopment and the requirements for specialized construction techniques to complete remediation of the property to meet the site condition standards, it is recommended that remediation be completed in conjunction with redevelopment of the site. It should be noted that the proposed redevelopment includes excavation for at least two to three levels of underground parking, which is expected to remove the source zone of the petroleum hydrocarbon impacted soil and groundwater on the property.

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Preparation of a soil management plan in accordance with O.Reg. 406/19 will be required as part of the management of excess soil generated as part of construction activities. It is recommended that a remedial action plan be prepared to develop a strategy for remediation, including soil and groundwater management, during redevelopment.

The complete report is attached to this Planning Rationale for detailed review.

8.3 Geotechnical Investigation

The Paterson Group prepared a Geotechnical Investigation for the subject site on August 13, 2021. The objectives of the investigation were to:

- Determine the subsoil and groundwater conditions at this site by means of boreholes.
- Provide geotechnical recommendations for the design of the proposed development including construction considerations which may affect the design.

The report describes the method of investigation detailing the field investigation methodology and analytical testing. The report provided professional observations on surface profile and noted the groundwater level on the site.

From a geotechnical perspective, the subject site is considered suitable for the proposed development. Based on the subsurface conditions encountered in the test holes and the anticipated building loads, it is recommended that foundation support for the proposed high-rise buildings consist of:

- a raft foundation bearing on the undisturbed, stiff silty clay and compact glacial till deposit,
or
- a deep foundation, such as end-bearing piles, which extends to the bedrock surface.

Due to the presence of the silty clay deposit, a permissible grade raise restriction will be required for the proposed grading.

The report also provided a section on design and construction precautions related to the foundation raft slab construction joints, sub-slab drainage, protection of footings, excavation slide slopes, temporary shoring, pipe bending, backfill and groundwater control, to name a few.

The report also contains a number of recommendations:

A materials testing and observation services program is a requirement for the provided foundation design data to be applicable. The following aspects of the program should be performed by the geotechnical consultant:

- Review of the grading plan from a geotechnical perspective.
- Review the Contractor's design of the temporary shoring system.
- Review of waterproofing details for elevator shaft and building sump pits.
- Review and inspection of the foundation waterproofing system and all foundation drainage systems.
- Observation of all bearing surfaces prior to the placement of concrete.
- Sampling and testing of the concrete and fill materials used.

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- Periodic observation of the condition of unsupported excavation side slopes in excess of 3 m in height, if applicable.
- Observation of all subgrades prior to backfilling.
- Field density tests to determine the level of compaction achieved.
- Sampling and testing of the bituminous concrete including mix design reviews.

A report confirming that these works have been conducted in general accordance with our recommendations could be issued, upon request, following the completion of a satisfactory materials testing and observation program by the geotechnical consultant.

The complete report is attached to this Planning Rationale for detailed review.



Figure 21: View looking northwest along Catherine Street

8.4 Pedestrian Level Wind Study

Gradient Wind prepared a Pedestrian Level Wind Study dated April 6, 2023 for 265 Catherine Street.

The mandate within this study is to investigate pedestrian wind conditions within and surrounding the subject site, and to identify areas where conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, where required.

The study involves 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 comfort and safety criteria. The results and recommendations derived from these considerations are summarized as follows:

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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, transit stops, existing surface parking, proposed walkways, and in the vicinity of building access points, are considered acceptable. A few exceptions are as follows:

a. Wind conditions with the existing massing (that is, prior to the introduction of the proposed development) over the neighbouring areas of the Glashan Public School yard to the east of the subject site are predicted to be suitable for sitting throughout the year. Following the introduction of the proposed development, conditions are predicted to be suitable for a mix of sitting and standing during the summer, becoming suitable for strolling, or better, throughout the remainder of the year. These conditions are expected following the introduction of a tall building development.

b. Conditions in the vicinity of the building access points situated along the west elevation of Building A are predicted to be suitable for standing during the summer, becoming suitable for strolling, or better, throughout the remainder of the year. With the exception of the entrance to the art space, which is served by a sliding door, to ensure safe operability throughout the year, it is recommended that the primary entrances along the west elevation of Building A be recessed into the building façade by at least 2 m.

- Additionally, due to the predicted acceleration of winds between Buildings A and B, stress on the hardware supporting the swing doors along the west elevation of Building A is expected to be large. The use of robust hardware is recommended to support the noted doors.

c. Wind conditions over the grade-level amenity spaces are predicted to be mostly suitable for a mix of sitting and standing during the typical use period.

- The publicly accessible open space is predicted to be suitable for sitting within the majority of the area, with standing conditions to the east. Comfort levels around seating areas to the east may be improved with strategically placed north-south orientated high-back seating, in combination with landscaping treatments such as coniferous plantings in dense arrangements around seating areas.
- Conditions are predicted to be suitable for mostly standing over the central woonerf-style vehicular driveway and pedestrian open space, with an isolated region suitable for strolling between Buildings A and B. As pedestrian usage through the space is expected to comprise mostly strolling and walking with limited seating or lounging activities, the noted conditions are considered acceptable for the intended pedestrian uses.
- Conditions over the parkland dedication are predicted to be suitable for sitting within the majority of the area with isolated standing conditions to the west and along the east elevation. Where conditions are suitable for standing, they are also suitable for sitting at least 78% of the time to the west and 77% of the time to the east, where the target is 80% to achieve the sitting comfort criterion; the noted exceedances of the sitting criterion may be considered as minor. Furthermore, landscaping elements that could not be implemented in the simulation model (that is, dense plantings and trees), as described in Section 4.1, which are expected to improve comfort levels over the parkland dedication during the typical use period.

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- Conditions within the seating areas adjacent to the restaurants at the northeast corner of Building A and at the southwest corner of Building B are predicted to be suitable for a mix of sitting and standing during the typical use period. These conditions could be improved by implementing landscaping features, such as a combination of 1.8-m-tall wind screens and planters with coniferous plantings in dense arrangements around sensitive areas.
- The extent of the mitigation measures is dependent on the programming of the noted spaces. The mitigation strategy will continue to be developed and refined in collaboration with the building and landscape architects as the design of the proposed development progresses.

2) Regarding the Level 7 common amenity terraces serving Buildings A and B, wind conditions during the typical use period and recommendations regarding wind mitigation are described as follows:

a. Building A, Level 7 Common Amenity Terrace and Extended Walkways. Wind comfort conditions are predicted to be suitable for sitting along the Tower 1 elevations and near the northwest corner; elsewhere, conditions are predicted to be suitable for standing with an isolated region suitable for strolling to the west. Conditions over the extended walkways connecting Buildings A and B are predicted to be suitable for a mix of standing and strolling.

b. Building B, Level 7 Common Amenity Terrace. Conditions are predicted to be suitable for mostly standing, with areas suitable for sitting to the south, east, and north of Tower 2, and to the southwest, east, and north of Tower 3. Conditions suitable for strolling are predicted at the northeast and northwest corners of Tower 2, and at the northwest corner of Tower 3.

c. To improve comfort levels within the noted amenity terraces, it is recommended that tall wind screens be implemented along the full perimeter of the terraces at the podia roof level.

d. The perimeter wind screens are recommended to be considered in combination with mitigation inboard of the perimeters, which could take the form of 1.8-m-tall wind screens or similar architectural features, canopies located above designated seating areas, and strategically placed high-back seating.

e. The extent of the mitigation measures is dependent on the programming of the terraces and is described in Section 5.2. An appropriate mitigation strategy will continue to be developed and refined in collaboration with the building and landscape architects as the design of the proposed development progresses.

3) Addendum: The PLW study was performed based on architectural drawings prepared in March 2023. An updated set of drawings were distributed to the consultant team by BDP Quadrangle in April 2023. Notably, canopies are now included above the main residential entrances serving the proposed development, and the southern bridge connecting the two podia has been removed. These changes are not expected to alter the main conclusions of the study. Additionally, a skylounge amenity has been added to the MPH level of Tower 2, with an adjacent outdoor amenity terrace along the southwest, south, and southeast elevations at the MPH level. A 1.8-m-tall wind screen around the full perimeter of the terrace is expected to create comfortable conditions within the terrace.

4) The foregoing statements and conclusions apply to common weather systems, during which no dangerous wind conditions, as defined in Section 4.4, are expected anywhere over the subject site. During extreme weather events (for example, thunderstorms, tornadoes, and downbursts), pedestrian

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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.

The complete report is attached to this Planning Rationale for detailed review.

8.5 Tree Conservation Report

CIMA+ undertook a Tree Conservation Report dated April 25, 2023 for 265 Catherine Street. The report follows the City of Ottawa Tree Conservation Report Guidelines (City of Ottawa, 2021). The intention of the report is to determine what woody vegetation would be retained and protected on the site. The report will assist in determining the project's potential impacts and provide general recommendations to avoid and/or mitigate tree loss and injury.

A total of 31 trees were assessed. The most common species being northern red oak, Norway maple and Manitoba maple. The condition of the trees onsite ranged from Good to Fair. Based on the species and conditions and the extent of the grading limits of the proposed project design all 31 trees on site need to be removed.

Details on the new landscaping on the site can be seen on the Site Plan.

The complete report is attached to this Planning Rationale for detailed review.



Figure 22: View looking east along Arlington Avenue

8.6 Servicing and Stormwater Management Report

Stantec Consulting Ltd prepared a Servicing and Stormwater Management Report dated May 12, 2023.

This site servicing and stormwater management (SWM) report presents a servicing scheme that is free of conflicts, provides on-site servicing in accordance with City of Ottawa Design Guidelines, and uses the existing municipal infrastructure in accordance with any limitations communicated during consultation

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with the City of Ottawa staff. Details of the existing infrastructure located within the Catherine Street, Lyon Street, Kent Street, and Arlington Avenue right of ways (ROW) were obtained from available as-built drawings and site topographic survey.

Criteria and constraints provided by the City of Ottawa have been used as a basis for the detailed servicing design of the proposed development. Specific and potential development constraints to be addressed were portable water servicing, wastewater (sanitary) servicing, storm water servicing and the grading plan.

Based on the detailed analysis that was undertaken, a number of conclusions were reached and are summarized as follows.

Water Servicing

Based on the supplied boundary conditions for existing watermains and calculated domestic and fire flow demands for the subject site, the adjacent watermain on Arlington Avenue has sufficient capacity to sustain both the required domestic and emergency fire flow demands for the development. As the site is required to be serviced by two service laterals on opposite sides of the site, the existing 127 mm diameter watermains on Catherine Street and Kent Street will need to be upsized to complete a block-looping around the site. Booster pump(s) are required to provide adequate pressures to the towers' upper stories. The proposed development requires two 150 mm diameter water service laterals on street located on opposite sides of the site, as such one will be connected to the existing 203 mm diameter watermain in Arlington Avenue and the other to the upsized watermain in Catherine Street, where a new fire hydrant will be located within. Sizing of the water service and requirements for booster pump(s) are to be confirmed by the mechanical consultant.

Sanitary Servicing

The proposed sanitary sewer service will consist of a 200 mm diameter sanitary service lateral, a sanitary sump pit, a monitor manhole, and sump pump directing wastewater to the existing 1200 mm diameter combined sewer on Arlington Avenue. Existing connections are to be abandoned and full port backwater valves installed on the proposed sanitary service within the site to prevent any surcharge from the downstream sewer main from impacting the proposed property. A sump pump will be required for sewage discharge from the mechanical room. Sizing of the service lateral, sump pit, and sump pump are to be confirmed by the mechanical consultant.

Stormwater Servicing and Management

Cisterns in the underground parking has been proposed to limit the stormwater discharge rate for all rainfall events up to and including the 100-year event to a peak 2-year predevelopment release rate. The remaining site area drains uncontrolled to the adjacent surrounding ROWs as per existing conditions.

Two 300 mm diameter storm service laterals are proposed for the building's foundation drain and internal storm sewer system, which is to be mechanically pumped and include a full port backwater valve. The roof drains and ramp drain are to be connected through internal plumbing to the cistern, which will pump discharge at a controlled rate through the service lateral and the backwater valve to

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the 525 mm and 600 mm diameter municipal storm sewer in the Arlington Avenue ROW. Sizing of the service lateral, cistern, and foundation drain pump are to be confirmed by the mechanical consultant.

Grading

Site grading has been designed to provide an adequate emergency overland flow route. All four sides drain uncontrolled to the adjacent right-of-ways as per existing conditions.

Erosion and Sediment Control During Construction

Erosion and sediment control measures and best management practices outlined in this report and included in the drawing set, will be implemented during construction to reduce the impact on adjacent properties, the public ROW, and existing facilities.

Geotechnical Investigation

Based on the geotechnical investigation, the site is considered suitable for the proposed building, and it is recommended that the foundation support for the proposed mixed-use high-rise buildings consist of either a raft foundation bearing on the stiff silty clay and compact glacial till deposit, or a deep foundation extending to the bedrock surface. Due to the presence of the silty clay deposit, grading is subject to a permissible grade raise restriction of 2.0 m.

Utilities

The site is situated within an established neighbourhood, hence existing utility infrastructure is readily available to service the proposed development. Overhead wires along all boundaries of the site will need to be accommodated during construction. It is anticipated that existing infrastructure will be sufficient to provide a means of distribution for the proposed site. Exact size, location and routing of utilities will be finalized after design circulation.

Approvals

This site will not be subjected to the Ministry of the Environment, Conservation and Parks (MECP) Environmental Compliance Approval (ECA) process under O.Reg. 525/98. For the expected dewatering needs of 50,000 to 400,000 L/day, the proponent will need to register on the MECP's Environmental Activity and Sector Registry (EASR). A Permit to Take Water, for dewatering needs in excess of 400,000 L/day, is not anticipated for this site.

The complete report is attached to this Planning Rationale for detailed review.

[8.7 Traffic Impact Assessment Strategy Report](#)

Parsons has prepared a TIA Strategy Report dated April 2023 in support of redevelopment applications for 265 Catherine Street. This document follows the TIA process as outlined in the City Transportation Impact Assessment Guidelines (2017).

Based on a detailed analysis, a number of findings and conclusions were made.

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Findings:

- The proposed development is projected to generate approximately 100 to 125 'new' transit trips during the AM and PM peak hour periods, which can be accommodated by various routes operating near to the site. Local route 50 operates on Catherine St adjacent to the site. Frequent routes 6 and 7 operate on Bank Street and frequent route 14 operates on Gladstone Ave. An ongoing study is determining the feasibility of adding exclusive transit lanes on Catherine Street.
- A total of 394 parking spaces are proposed which is lower than the city's minimum parking requirements for this location, triggering a parking variance. The development has proposed strong TDM measures and excess bike parking spaces to promote alternate modes of transportation and reduce the reliance on vehicles for this site. In the event of spillover, on-street parking is available, which would help promote slower driving speeds as a traffic calming measure.
- The developer proposes 738 bike parking spaces, the majority located indoors in a well-lit secured area near elevators in the mezzanine level. A total of 20 outdoor bike parking spaces are proposed near the commercial uses. The proposed number of bike parking exceeds the minimum requirement by over 200 bike spaces.
- An extensive list of TDM measures have been proposed for this development to support a parking variance to provide fewer spaces than the By-Law requirement, as well as support the Official Plan policies to encourage sustainable modes of transportation in the Downtown Transect.
- The proposed development is projected to generate 'new' vehicle volumes of approximately 190 veh/h two-way total during the weekday morning and afternoon peak hours.
- Access to the underground parking lot will be provided via two accesses, where one access will be located along Catherine Street and will be constructed as part of Phase 1, and the other access will be located along Arlington Avenue and constructed at full buildout. Two access points to the parking garage ensure efficient access for residents and spread of vehicle traffic to the site. This prevents excess traffic infiltration on adjacent streets (increasing pedestrian and cycling conflicts at intersections) with only one access point, due to the one-way operation of the three frontage streets to the subject site.
- A one-way southbound woonerf is proposed connecting Arlington Avenue and Catherine Street. This woonerf was added to allow garbage pick-up and delivery drop off internal to the site as dictated in various policies for the City of Ottawa. The risk of short-cutting by general traffic is expected to be very low due to lower traffic volumes on Arlington St and limited route options with Catherine Street being one-way westbound. Materials, landscaping, furniture and fixtures were carefully chosen to dissuade drivers as well as promote an enhanced environment for pedestrians.
- The separation distance between the woonerf access and the adjacent parking garage access off Catherine Street does not adhere to the Private Approach By-law. However, considering the very low anticipated volume, predominantly off-peak, combined with the one-way operations of Catherine Street, the proposed separation distance was deemed appropriate given the context.
- A loading layby has been proposed on Lyon Street for commercial uses relating to Phase 2. Given that Lyon Street is a one-way traffic calmed street with wide pavement width and loading operations expected to be infrequent and during off-peak hours, the layby was considered acceptable.

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- A loading layby has been proposed on Catherine Street for pick-up/drop-off for Building A. Given that Catherine Street and Kent Street are both one-way streets, there are two adjacent general-purpose lanes, and the potential uses will be infrequent and likely during off-peak periods, the layby was considered acceptable.

Conclusions

- Other nearby developments and a 0.5% growth rate were applied to existing volumes on arterials connecting to Highway 417 to estimate background conditions. The furthest horizon, 2036 background conditions showed overall intersection performance of all study area intersections was LoS 'E' or better and with critical movement of 'E' or better which is similar to existing.
- The MMLOS road segment analysis shows that existing and future conditions on boundary streets do not meet MMLOS area targets for pedestrians due the pedestrian infrastructure and high vehicular volumes, coupled with aggressive targets due to the proximity to a school. The bike targets were only met at Lyon Street and Arlington Avenue due to the number of travel lanes. There is only a transit route on Catherine Street. Transit goals are not met for existing conditions due to mixed traffic, but meet the target in future conditions if a segregated bus lane is built. Truck targets were all met.
- The MMLOS intersection analysis shows that truck target goals are met at all intersections. Given the higher-operating speeds and number of travel lanes, or high target rate due to proximity to a school, it is not possible to meet pedestrian target goals with the exception of Gladstone/Lyon. The bicycle target goals were also not met at most locations given the lack of cycling facilities on all approaches, the quantity of lanes required to be crossed and the higher operating speeds. Only Gladstone/Lyon met the bike targets and future Bank/Isabella. The transit TLoS was met at most intersections with the exception of Bank/Catherine, Bank/Isabella, and Catherine/Bronson due to delays greater than 30 seconds.
- Future phase 1 conditions with the addition of pedestrians, cyclists, transit users and site vehicle traffic performed at acceptable levels of service with respect to v/c and delay resulting in overall LoS 'D' or better and with critical movement of 'E' or better.
- Future full buildout conditions with the addition of pedestrians, cyclists, transit users and site vehicle traffic performed at acceptable levels of service with respect to v/c and delay resulting in overall LoS 'D' or better and with critical movement of 'E' or better.
- The section of Arlington Avenue between Kent Street and Bank Street experiences higher levels of vehicle traffic than the city local road threshold, which is likely triggered by short-cut traffic to/from Kent Street (predominantly the Hwy 417 off-ramp) and Bank Street. While site generated traffic is expected to contribute to this section, it will be to a much smaller proportion compared to existing/background traffic. It is also important to reiterate that the Arlington Avenue corridor is already traffic calmed, including speed humps. That said, the development proposal introduces four new bulb-outs at the two proposed access points that will narrow the road from existing 10m to 7.0m, which reinforces the traffic calmed environment. The City Neighbourhood Traffic Calming Branch may consider investigating this section of Arlington Avenue if future concerns are raised and validated through the established city process.

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- The City of Ottawa has completed a study to convert a general-purpose travel lane to a transit priority lane on Catherine Street, between Kent Street and Lyon Street. The original study suggested starting the transit lanes just west of Kent Street, however, this study has recommended shifting the start approximately 100m further west to reduce conflict with the site proposed accesses. Synchro and SimTraffic simulation determined that shifting the start of the transit priority lane west by 100m posed limited risk of buses being blocked from entering the lane by a vehicle queue. Furthermore, the city may consider optimizing signal timing plans of the Lyon Street and Kent Street intersections on Catherine Street to ensure vehicles are “flushed” out prior to the arrival of oncoming vehicles.
- The corridor performance along Catherine Street in the 2036 horizon does not suggest there will be any notable operational implications to transit operations and travel times with the development proposal. The transit priority lane ensure buses can move efficiently through the corridor unencumbered.

Based on the foregoing findings, the proposed development located at 265 Catherine Street is recommended from a transportation perspective.

The complete report is attached to this Planning Rationale for detailed review.

8.8 Roadway Traffic Noise Assessment

Gradient Wind Engineering prepared a Roadway Traffic Noise Assessment dated April 12, 2023. The report summarises the methodology, results and recommendations related to the assessment of the exterior noise levels generated by local transportation traffic.

The assessment is based on the theoretical noise condition methods conforming to the City of Ottawa and Ministry of the Environment, Conservation and Parks guidelines. Noise calculations were based on architectural drawings prepared by BDP Quadrangle in April 2023, with future traffic volumes corresponding to the City’s Official Plan roadway classification.

The results of the current analysis indicate that noise levels will range between 47 and 77 dBA during the daytime period (07:00-23:00) and between 45 and 70 dBA during the nighttime period (23:00-07:00). The highest noise level (77 dBA) occurs at the south façades of Buildings A and B, which are nearest and most exposed to Highway 417.

As such, upgraded building components and air conditioning will be required for Buildings A and B, which experience noise levels above 65 dBA during the daytime. This will allow occupants to keep windows closed and maintain a comfortable living environment. Double pane windows with a minimum STC of 37 for bedrooms, STC 32 for living rooms, and STC 27 for retail will be required. A Type D Warning Clause will also be required in all Lease, Purchase and Sale Agreements.

Similarly, Building C is expected to experience noise levels greater than 55 dBA but less than 65 dBA and will require forced air heating with the provision for central air conditioning. This will allow occupants to keep windows closed and maintain a comfortable living environment. It is expected that the building will be designed with central air conditioning for occupant comfort purposes, therefore a Type D Warning Clause will also be required in all Lease, Purchase and Sale Agreements.

The results also indicate that noise levels for the amenity spaces are expected to exceed the criteria listed in NPC-300 for outdoor living areas. Therefore, noise control measures will be required to reduce

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the Leq at or below 55 dBA where technically and administratively feasible. A solid 2 m tall and/or a 2.4 m tall noise barrier around the perimeter of the Level 7 amenity spaces will be required. Noise barriers should be built with solid elements having a minimum surface mass of 20 kg/m² and should contain no gaps. In addition, a Type B Warning Clause will be required in all Lease, Purchase and Sale Agreements.

With regard to stationary noise impacts, a stationary noise study is recommended for the site during the detailed design stage once mechanical plans become available. This study would assess impacts of stationary noise from rooftop mechanical units serving the proposed buildings onto the development itself and surrounding noise sensitive areas. This study will include recommendations for any noise control measures that may be necessary to ensure noise levels fall below NPC-300 limits. As the mechanical equipment will primarily reside in the mechanical level located on the high roof, noise levels on the surrounding noise sensitive properties are expected to be negligible. In the event that noise levels exceed the NPC-300 and ENCG criteria, noise impacts can generally be minimized by judicious selection and placement of the equipment.

The complete report is attached to this Planning Rationale for detailed review.

9.0 Zoning Review

The subject site is zoned General Mixed Us, Special Exception 1875, Schedule 271 (GM[1875] S271).

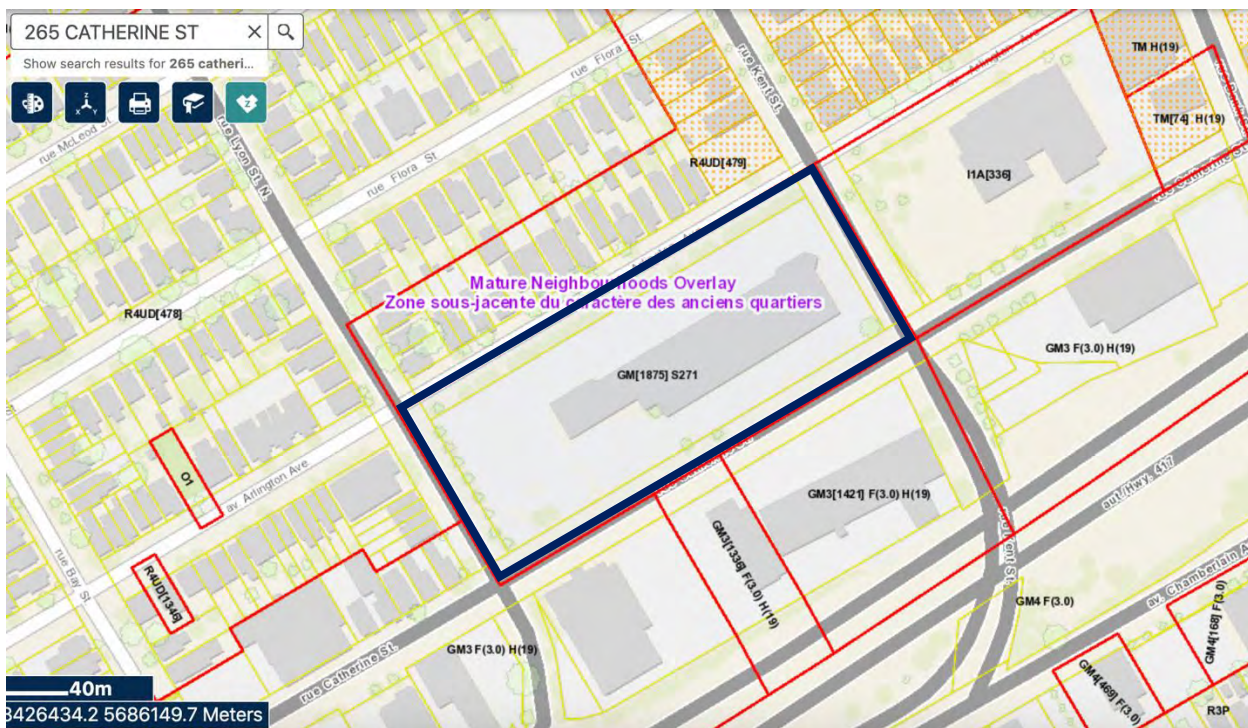


Figure 23 - Zoning map of the property of interest and surrounding area.

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The zoning was created in 2011 to reflect a specific redevelopment concept for 265 Catherine Street. Figure 24 depicts the redevelopment proposal and Figure 25 depicts the Schedule of Maximum Building Heights and Setbacks to reflect the proposal.



Figure 24 – Previous Proposal for 265 Catherine Street (2011)

Schedule 271 describes the Maximum Building Heights and Minimum Required Setbacks. Areas A and B proposed high-rise building heights of 82.6m, Area C 22.0m, Area D 11.0m, Area E 20.1m and Area F 10.0m. Basically high-rise towers and mid-rise towers fronted on Catherine Street and lower residential buildings fronting on Arlington Avenue.

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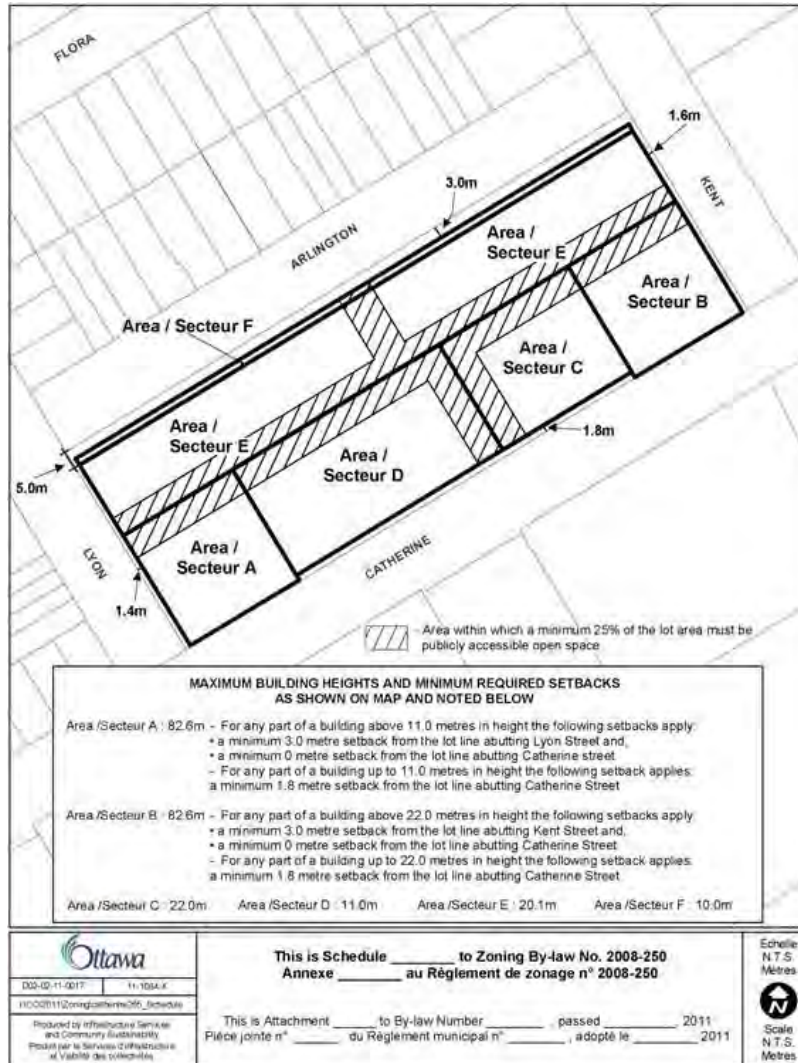


Figure 25 – Schedule of Maximum Building Heights and Setbacks

The Mature Neighborhoods Overlay covers the site as well but as the project is a vacant site and subject to design policies in the Official Plan, the Central and East Downtown Core Secondary Plan and the Centretown Community Design Plan these provisions do not apply.

9.1 Requested Amendment to the Secondary Plan and to Zoning Bylaw 2008-250

Amendments to the Central and East Downtown Core Secondary Plan and Zoning By-law 2008-250 are being requested. The Official Plan Amendment is to amend Schedule C to allow for an increase in building heights for the site up to 40 stories from the current 25 storey height limit. The current height limit of 9 stories would remain for the northern portion of the site along Arlington.

The amendment to the Zoning By-law would reflect the current proposed development. The retention of the General Mixed Use base zone (GM) is recommended with a new schedule prepared of performance provisions reflecting the proposed new development. Elements of the existing zoning remain including public access through the site including the 25% previously required. A variance to the number of required parking spaces is requested. Bike spaces in the project exceed the number of spaces

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required. A second zoning designation is proposed for the site, specifically a Parks and Open Space Zone at the north-east corner of the site opposite the open space at Glashan Public School.

The details of the new zoning will be further detailed through the development review process.

10.0 Public Engagement Strategy

Site visit with Ward Councillor	June 14, 2021
Initial meeting with City of Ottawa Planning Staff	June 30, 2021
Visioning Workshop One with Ward Councillor, Centretown Community Association representative and neighbours (see Appendix A for details)	August 30, 2021
Visioning Workshop Two (see Appendix A for details)	September 13, 2021
Visioning Workshop Three (see Appendix A for details)	October 7, 2021
Update meeting with Ward Councillor	January 11, 2022
Formal Pre-consultation with City Staff and Centretown Community Association member in attendance	April 6, 2022
Visioning Workshop Four (see Appendix A for details)	June 30, 2022
Urban Design Review Panel Initial Meeting	June 23, 2022
Briefing meeting with Ward Councillor Troster	February 10, 2023
Community Association “Heads Up” notification will be undertaken by City Staff	
Community Information Sessions, if requested by the Ward Councillor, in an online format	
Urban Design Review Panel Meeting open to the public will occur as part of the development review process	
Public notification sent out for the Statutory Public Meeting of Planning and Housing Committee	
Statutory Public meeting occurs at Planning and Housing Committee followed by City Council consideration of Committees recommendations	

11.0 Community Benefits Charge

The redevelopment of 265 Catherine Street meets the criteria for the imposition of the Community Benefit Charges by the City of Ottawa. The Owner, during the processing of the required development approvals will be pursuing the In-Kind contribution provisions of the Community Benefit Charge with respect to Urban Parks.

12.0 Conclusion

On the basis of a thorough review and understanding of the proposed development and the applicable policy, it is our opinion that the development represents good planning and is in the public interest for the following reasons:

The proposed development is consistent with the PPS. The project intensifies the existing built-up area, takes advantage of existing municipal services, provides a range and mix of housing types and provides a new park on the site to the benefit of the surrounding community. By doing so, the proposal advances the Provincial goals of healthy, livable, and safe communities, including those of the recently passed Bill 23 to increase housing supply.

The project advances a number of the BIG MOVE policies of the Official Plan including growth through intensification, daily trips through active transportation modes within a 15-minute neighborhood, thoughtful urban design for the project that is respectful of its surroundings. Also, by means of the mixed residential, commercial and art elements, the project assists in advancing economic development in Centretown.

The proposal fits well within the Growth Management policies of the Official Plan providing a housing mix, utilizing existing municipal infrastructure and advancing growth and employment inside the Greenbelt.

The redevelopment of 265 Catherine Street is consistent with the policies of the Downtown Core Transect, directions for development along corridors in the Downtown Core and for areas subject to the Evolving Neighborhood Overlay. This includes the proposed increase in building height which can be contemplated for the site in the context of the policy directions set out for development within the Downtown Core and along corridors and within areas subject to an evolving neighborhood overlay.

The proposed development is aligned with the policies of the Central and East Downtown Core Secondary Plan. High profile development is allowed. The proposed development is a complete block in size that fronts on a Minor Corridor sub-designation and is a mix of residential and commercial uses with the larger buildings fronting on Catherine Street. There is a transition to the lower density neighborhood fronting on the north side of Arlington Avenue. Amendment to the Secondary Plan will be required with respect to building heights fronting on Catherine Street as the proposal is not being advanced as a landmark building.

The development proposed for 265 Catherine Street meets the description of the Southern Character Area of the Centretown Community Design Plan (CDP) in terms of a mix of land uses with retail opportunities at grade along Catherine Street. The building typology of high-rise buildings was contemplated and expected in the Secondary Plan with an appropriate transition to Arlington Avenue. The high-rise buildings meet the Guidelines in the CDP in terms of podiums, floor plate sizes and function as a barrier between the low-rise neighborhood to the north of the site and the 417 Highway noise.

The CDP recognized an acute shortage of usable park space in Centretown. The inclusion of a 1000m² park within the project will assist in lessening this community deficiency.

Planning Rationale

Building heights exceed those contemplated in the CDP. The CDP however also recognizes that current permissions may be negotiated if certain criteria could be met. The proposal addresses the applicable criteria of the existing built form context, federal height controls, transition to lower-rise areas and creating a varied skyline through building height variations. The proposal recognizes a new era in advancing community growth through intensification.

The proposed development considers the Urban Design Guidelines for High-Rise Buildings. The project has been designed to meet the built form principles related to the public domain. Mobility is created with the site to allow connection to the surrounding neighborhood.

The proposed Zoning Bylaw amendments seek to rezone the existing GM zone by creating a hero height schedule for the site. The amendments do recognize the current zoning's commitment to a minimum of 25% of open space. The second amendment is to recognize the new Park with an IO zone.

The proposed development advances policy objectives at both the Provincial and Municipal levels, which include intensification and encouraging growth within the urban boundary and utilization of existing infrastructure. The project provides a range of housing tenure and sizes and its proximity to local services will create a 15-minute neighborhood. Finally, the project provides a park at the size requested by the City to fulfil a long sought after amenity in the Downtown Core and Centretown.

The assistance of John Smit is acknowledged in the preparation of this Planning Rationale,

John Moser MCIP, RPP
COO, and Vice President, Planning Management
GBA Group

May 2023

265 Catherine Street

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Planning Rationale

Appendix A – 265 Catherine Street Redevelopment Visioning Sessions Workbook

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265 Catherine Street Redevelopment

Visioning Sessions Workbook

Session #1 – August 30, 2021

Introductions, Kick-off and Preliminary Feedback

Session #2 – September 13, 2021

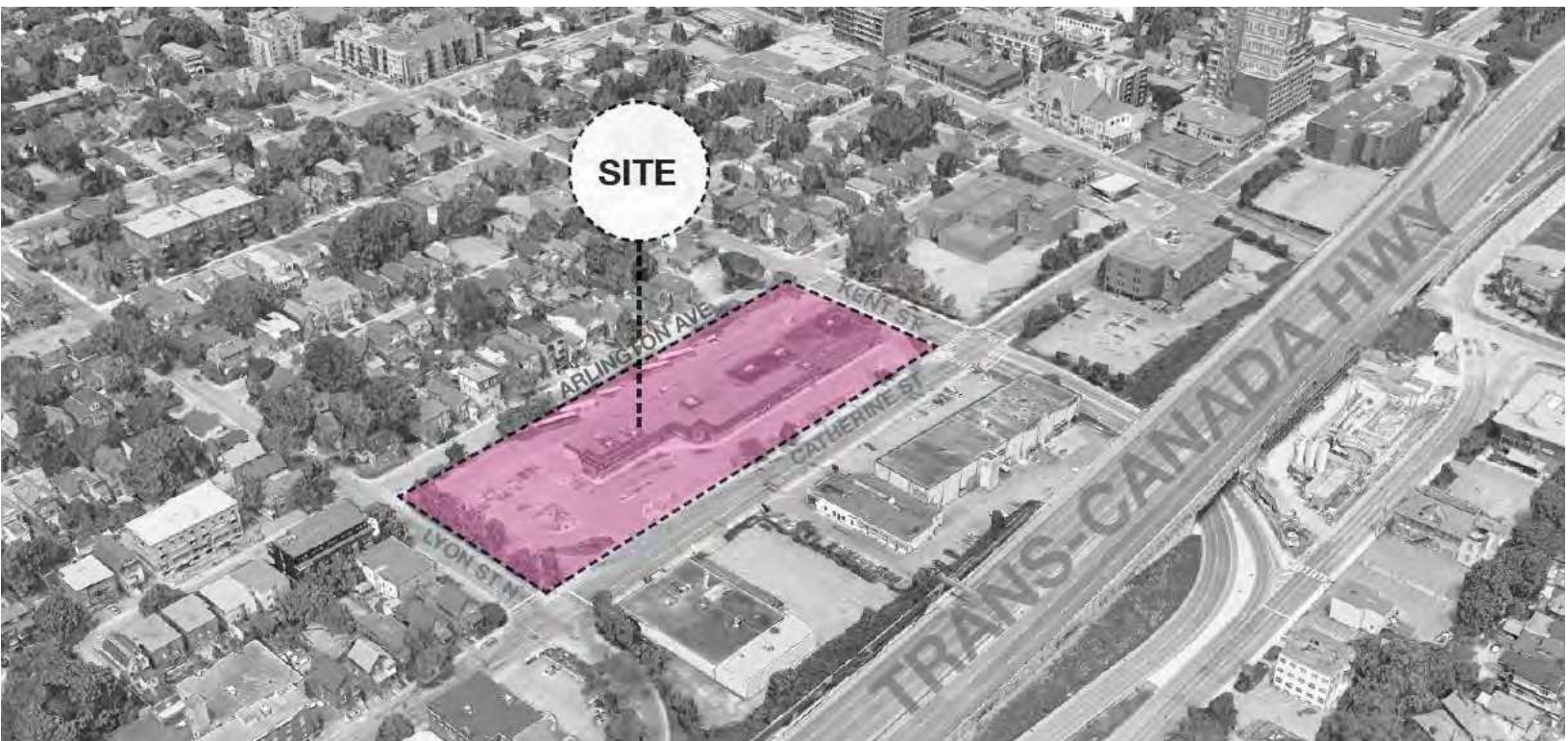
Exploring Key Elements of the Project

Session #3 – October 7, 2021

Programming and Elevations

Session #4 – June 30, 2022

Concept and Design



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Visioning Session #1

August 30, 2021

Attendance

Attendees Councillor Catherine McKenney
Alix Corey
Andrew McCreight
Dennis Carr
Jack Hanna
Alice Nakanish
Mary Huang
Jack Bellemare
Kelly Fritsch
Linda Butler
Mark Sider
Jessy Desjardins
Jean-Luc Rivard
Philip Thibert
Heather Rolleston
Lisa Spensieri
Graham Bird
John Moser
Mitchell Bird

Regrets Greame Hussey
Shawn Barber
Roy Abou Assaly
Mindy Sichel

Materials Shared

1. Agenda
2. Presentation
3. White Board Brainstorming Notes



265 Catherine -
Agenda - Workshop 2



2021-08-30 -265 St
Catherine St. - Visionir



265 Catherine St
Visioning Session #1

Highlights of Session by Topic

Highlights From Session	Future Notes
<p><u>Arlington Street</u></p> <ul style="list-style-type: none">• A mix of uses occupy the north side of Arlington street:<ul style="list-style-type: none">○ Single family homes○ Duplexes○ Apartment Units, including low-income○ Hotel• Arlington Street is the main pathway to the school. The street must be made safe during construction for all types of pedestrians.• Concern about blasting given age of surrounding homes, need as gentle of a process as possible.• Concern with possible access point on Arlington Street, impact on pedestrians.	

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- Slide 35 does not show any green space on Arlington Street. Trees should be preserved.

Access to Development Block

- Concern with possible access point on Arlington Street.
- Is Catherine Street the best access point to the site?
- Kent and Lyon Streets present issues as access points.

Land Use Mix

- Affordable housing should be considered for the site, but not based on median income levels.
- Be mindful of impacts of affordable units on existing rental units' rates.
- Accessible – barrier free units should be considered (15% required by Ontario Building Code).
- Unit sizes should vary, studio to family.
- Retail uses – hardware store.
- Library Branch.
- Local convience commercial.
- Restaurants.
- Create a complete neighbourhood – 15 minute neighbourhood.
- Open space within the site should be varied – green space to small performance spaces.

Impact of Project on Neighbourhood

- Shadow Studies need to be undertaken to sculpt the project.
- Traffic impact studies on the surrounding streets need to be undertaken given the increase in density.
- Use the project to calm the traffic coming off the Queensway at Kent Street. Provide visual clues that you are entering a residential area.
- Exemplary architecture should reflect the site's location as a gateway to Ottawa

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Visioning Session #2

September 13, 2021

Attendance

Attendees Alix Corey
Mary Huang
Alice Nakanishi
Kelly Fritsch
Jack Bellemare
Jessy Desjardins
Jean-Luc Rivard
Angelo Rapanos
Philip Thibert
Carl Pelletier
Heather Rolleston
Lisa Spensieri
Dennis Carr
Graham Bird
Mitchell Bird
Kirsten Beale

Regrets Councillor Catherine McKenney
Mindy Sichel
Jack Hanna
Linda Butler
Roy Abou Assaly
Shawn Barber
Andrew McCreight
Graeme Hussey
John Moser

Materials Shared

1. Agenda
2. Quadrangle Miro presentation



265 Catherine -
Agenda - Workshop 2



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St - 2021-09-10 - Visic

Highlights of Session by Topic

Highlights From Session	Future Notes
<p><u>15 Minute Neighbourhood</u></p> <ul style="list-style-type: none">• Amenities lacking in the neighbourhood<ul style="list-style-type: none">○ Coffee shops○ Restaurants○ Open space○ Medical office space (Kent Street medical building is leaving due to redevelopment)• Potential retail uses at grade<ul style="list-style-type: none">○ Variety of sizes in retail uses majority should be finer grained retail○ Like the idea of attracting a flagship hardware store• Concern about large retail footprints as a deterrent to small businesses getting started• Microretail (50 sq ft) works well for landlords and for entrepreneurs	

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<ul style="list-style-type: none"> • Inspiration from Granville Island, Byward Market with individual stalls • Concern about how restaurants with patios might be a challenge due to noise from Queensway • Interest in live-work units for artists or graphic designers 	
<p><u>Traffic and Flow</u></p> <ul style="list-style-type: none"> • Consider the review of Townhouses on Arlington Street which would need accessible ramps if implemented • Lyon Street may turn into a two-way –traffic engineer has not yet been engaged • Access to underground parking (~225 spaces) likely from Catherine Street • Intention to provide porosity through the block East/West and North/South • Concern about exiting onto Catherine Street and vehicles having to cross 3 lanes of traffic to access the Queensway (west bound) at Lyon Street. • Concern about condo corporation plowing public pedestrian pathway. Safety concerns around pedestrian path being well lit at night • Concern about space for moving trucks on Catherine Street 	
<p><u>Open Space</u></p> <ul style="list-style-type: none"> • Project should be woven in with existing open space • Open space at Kent Street and Arlington Street transition to open space at the school to the northeast • Secondary Plan: Southeast and Southwest corners at Lyon Street and Catherine Street are earmarked for open space – potential for green space at Northwest corner of Kent Street and Arlington Street? • Tree preservation along the Northeast border of the site – would want to preserve the canopy here. • The intersection of the pedestrian pathways within the site would be an excellent location for a courtyard. Uses could include: <ul style="list-style-type: none"> ○ Public art interacting with the architecture and open spaces ○ Chess tables ○ Councillor inquired about music and performance spaces on site in 1st Workshop. ○ The paths intersection could be a great performance space. ○ Water feature • GBA will review the 540 Lyon Street site for uses and development potential. 	

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<p><u>Transition and Scale</u></p> <ul style="list-style-type: none">• Question about possibility of a midrise building with a larger footprint rather than two towers with podium• Towers bring better amenities for residents• Desire for podium and setback approach• Team needs to keep in mind necessary views to / from Parliament buildings	
<p><u>Accessibility and Sustainability</u></p> <ul style="list-style-type: none">• Building with quality and sustainable materials• Retail uses need to be sustainable into the future• Development will be subject to Green Standards being adopted in Ottawa next year• Desire for a greater number of accessible spaces than 15% (Ontario Building Code standard)• Full reference from Universal Design Standards<ul style="list-style-type: none">◦ Accessible, affordable, appropriate, adaptable• All projects go through Human Space checklist to ensure accessibility• Ontario Building Code is changing this year to include more accessibility requirements	
<p><u>Unit Sizes</u></p> <ul style="list-style-type: none">• Consider non-structural walls for flexibility of unit sizes.	

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Visioning Session #3

October 7, 2021

Attendance

Attendees Councillor Catherine McKenney
 Alix Corey
 Mary Huang
 Alice Nakanishi
 Carl Pelletier
 Angelo Rapanos
 Philip Thibert
 Heather Rolleston
 Lisa Spensieri
 Hugo Lim
 John Moser
 Kirsten Beale

Regrets Jessy Desjardins
 Jean-Luc Rivard
 Graham Bird
 Mitchell Bird

Materials Shared



Adobe Acrobat Document

Highlights of Session by Topic

Highlights From Session	Future Notes
<p><u>First and Second Floor Programming</u></p> <ul style="list-style-type: none"> Proposed north/south and east/west through-block connection High-rise buildings on Catherine Street, mid-rise development on Arlington Avenue Integration of through-block connection with school open space at northeast corner of Kent Street and Arlington Avenue Sidewalk widening and undulation along Catherine Street to provide relief from street traffic <ul style="list-style-type: none"> Lay-by drop-off area with a treed median to create separation from traffic speed Concern about wide sidewalks on Catherine Street as there is nothing across the street to help activate the pedestrian realm Need for moving van drop-off area Patios, passive and active open spaces provided throughout block (seasonal programming) <ul style="list-style-type: none"> Need for the provision of a community garden Incorporation of lighting between buildings Green space and amenity area on roof of the second floor 	
Retail – Catherine Street	

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<ul style="list-style-type: none">• Retail wrapping from Catherine Street through the middle of the block<ul style="list-style-type: none">◦ Active uses throughout the day and evening◦ Need for animation at street level – concern that second floor would be filled while ground floor remains vacant◦ Proposal for pop-up retail uses to animate spaces while leases develop◦ Parking garage should have access to retail spaces• Need for natural foods and ethnic grocery stores in the area• Second floor retail could provide space for telecom providers, medical offices, gyms• Brigil prefers fine-grained retail• Consider how retail is laid out and clustering of like retail together	
<p><u>Elevations</u></p> <ul style="list-style-type: none">• Mix of mid-rise units facing low density housing across Arlington Street<ul style="list-style-type: none">◦ Zoning permits up to eight storeys• Small corner of retail at Kent Street and Arlington Avenue, set back with open space abutting the street• Lyon Street: Residential tower and mid-rise units• Corner of Arlington Avenue and Kent Street: combination of active and passive uses<ul style="list-style-type: none">◦ Provision of public art and murals	
<p><u>Axonometric Image</u></p> <ul style="list-style-type: none">• High-rise towers on Catherine Street with substantial separation between buildings• Drop-off zone on Catherine Street with trees shielding the lay-by lane<ul style="list-style-type: none">◦ Traffic engineer will be consulted• City targeting Kent Street and Catherine Street for greening• Evaluate potential development options with shadow studies	

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Visioning Session #4

June 30, 2022

Attendance

Attendees Alix Corey
 Jack Hanna
 Alice Nakanish
 Mary Huang
 Jessy Desjardins
 Philip Thibert
 Heather Rolleston
 Ghazi Ziben

Regrets Councillor Catherine McKenney
 Mindy Sichel
 Shawn Barber
 Jack Bellemare
 Kelly Fritsch
 Jean-Luc Rivard
 Graham Bird

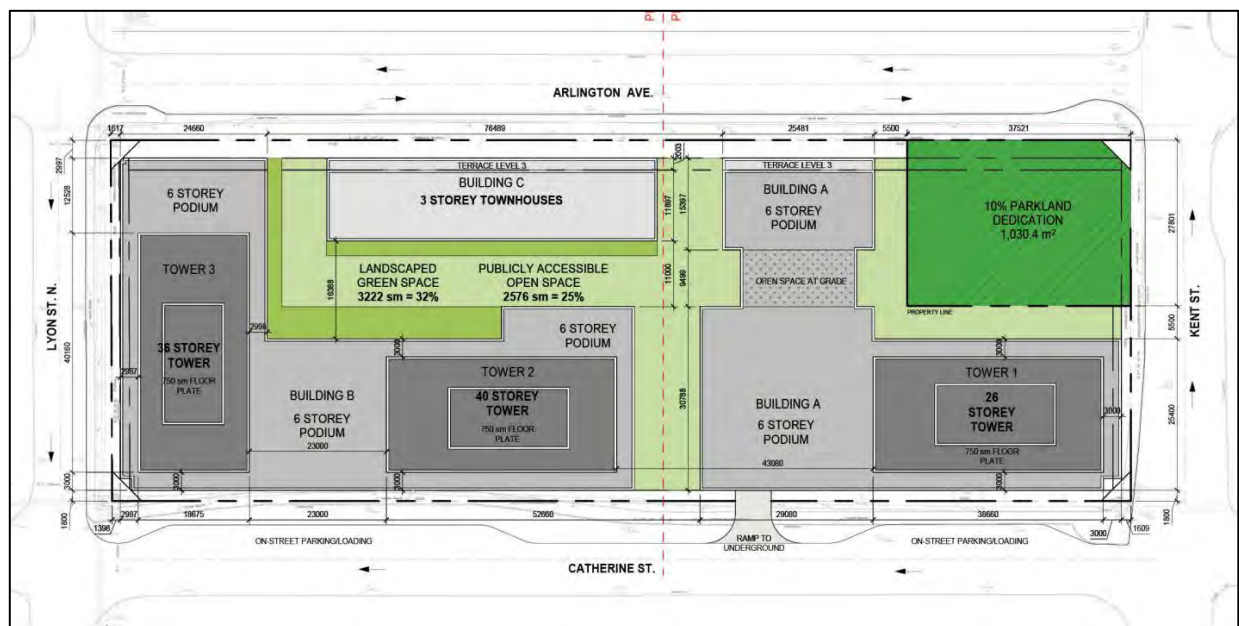
Materials Shared

1. Agenda
2. Visioning Sessions Workbook

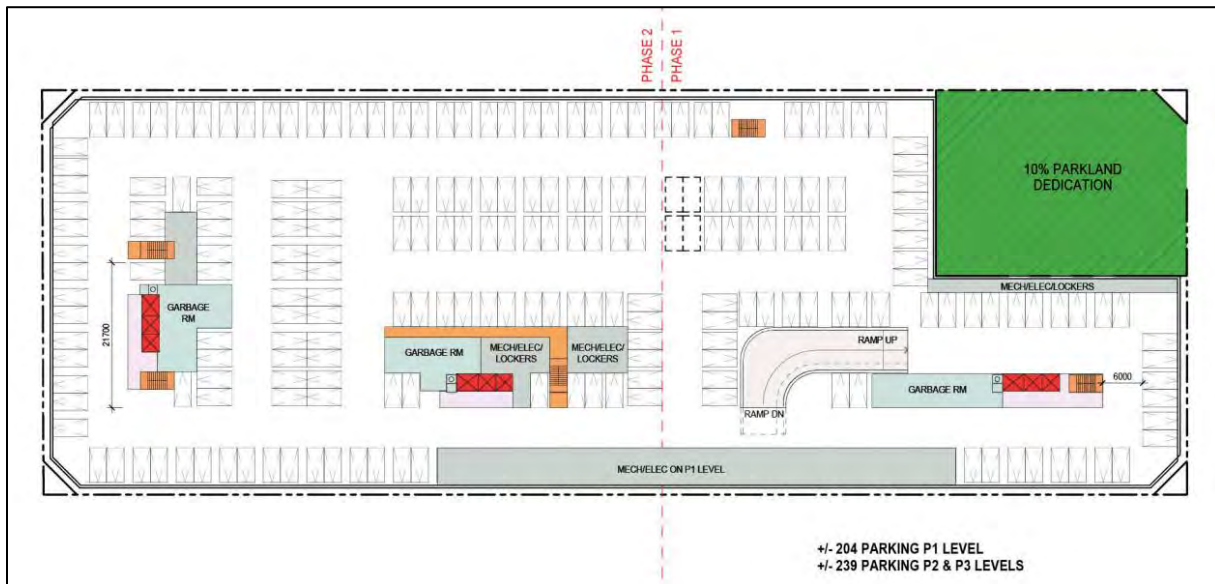
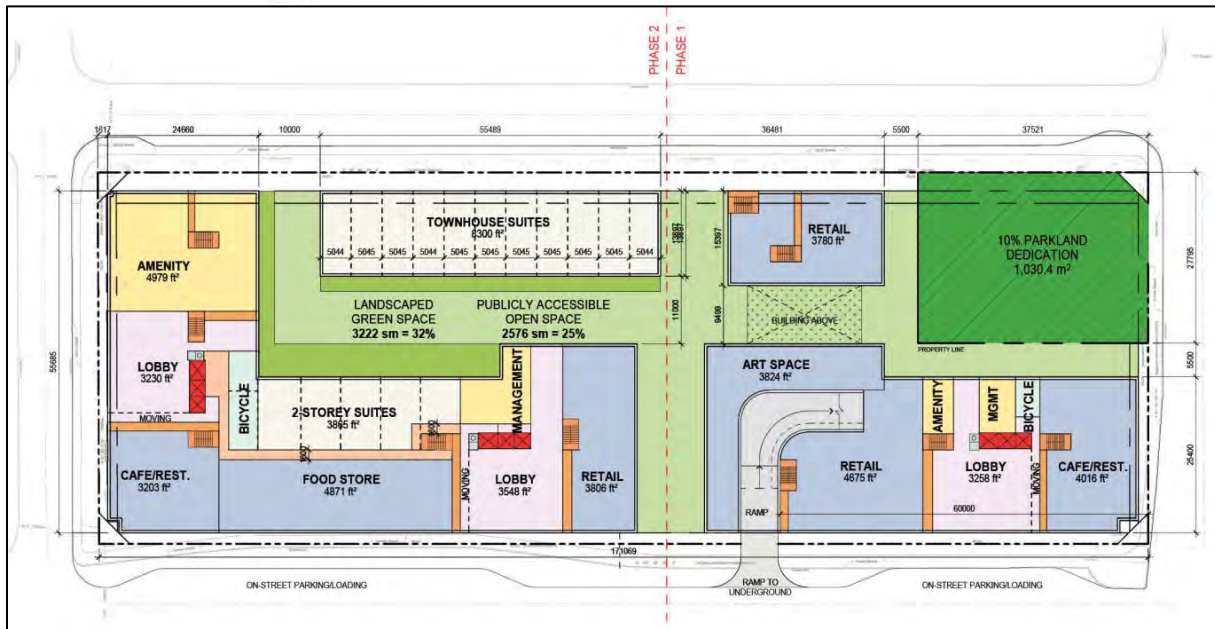
Highlights of the Session

A slide deck was presented by Heather Rolleston on the Current Concept for the redevelopment of 265 Catherine Street (former Bus Depot site).

The current proposal is illustrated in the following drawings.



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Main Components

The main components of the project are three high-rise towers built on six story podiums. Building heights from east to west on the site are 26, 40, and 36 storeys. A park is located at the northeast corner of the site representing 10% of the lot's area. An open space system that allows porosity through the site covers 25% of the site. Townhouse units face Arlington Avenue as does a six-storey residential building.

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At grade, several retail uses including restaurants, a food store, and an Arts Space are contemplated.

Unit Sizes and Accessibility

Discussion occurred on the sizes of the residential units. Family-sized units should be well represented as should the number of accessible units (suggested a greater number than the Building Code requirement). Demographics point to a high percentage of seniors in Ottawa that would take advantage of higher ratio of accessible units (i.e., correct door width and walk-in showers).

Architectural

The location of the development as a front door to Ottawa necessitates 'signature architecture'.

Open Spaces

Comments were made in support of the park to be provided on site. Large trees (i.e., oaks, lindens) were proposed to be planted on the site.

There were some comments raised about the north-south open space element in terms of its use. It was felt that in the long term, it will serve as a route to redevelopment to the south. One option would be to use it for events such as a Farmers Market.

Parking Spaces

A discussion took place on the number of parking spaces. The number should be kept to a minimum, although it is recognized that spaces will be needed for tenants requiring caregivers and deliveries. A question was raised if over time the number of parking spaces were no longer needed, what purpose could the area be used for. One option could be to repurpose it for storage space.

Bicycle Spaces

Comments were raised on the number of bike parking spaces. The City Standard, 0.50 spaces per unit, would be met. It was also suggested that space for a bike repair station be provided.

Future Consultation

An invitation was extended by the Community Association to attend a meeting of the Development Committee.

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Other Comments

A comment was made as a heads-up that sites in the area have experienced soil issues.

Next Steps

The Current Concept will be presented to the Urban Design Review Panel on July 8, 2022 for initial comments.

The existing buildings will be demolished during the month of July 2022.

May 2023

265 Catherine Street

Planning Rationale

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Appendix B – Shadow Studies



BDP.
Quadrangle



Proposed Shadow

Heights: 36, 40, 26 storeys



Proposed Shadow

Heights: 36, 40, 26 storeys



Proposed Shadow

Heights: 36, 40, 26 storeys



Proposed Shadow

Heights: 36, 40, 26 storeys



Proposed Shadow

Heights: 36, 40, 26 storeys



Proposed Shadow

Heights: 36, 40, 26 storeys



Proposed Shadow

Heights: 36, 40, 26 storeys



Proposed Shadow

Heights: 36, 40, 26 storeys



Proposed Shadow

Heights: 36, 40, 26 storeys



Proposed Shadow

Heights: 36, 40, 26 storeys



Proposed Shadow

Heights: 36, 40, 26 storeys



Proposed Shadow

Heights: 36, 40, 26 storeys



Proposed Shadow

Heights: 36, 40, 26 storeys



Proposed Shadow

Heights: 36, 40, 26 storeys



Proposed Shadow

Heights: 36, 40, 26 storeys



Proposed Shadow

Heights: 36, 40, 26 storeys



Proposed Shadow

Heights: 36, 40, 26 storeys



Proposed Shadow

Heights: 36, 40, 26 storeys