



1822 Bank Street, Ottawa

Planning Rationale
Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision Application
October 11, 2024



Prepared for Sun Life

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1.0

Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Sun Life to prepare this Planning Rationale in support of Official Plan, Zoning By-law Amendment, and Plan of Subdivision applications to facilitate the proposed development on the site municipally known as 1822 Bank Street in the City of Ottawa (the “subject site”).

The subject site is currently developed with a single storey commercial plaza and associated parking lot, accessible from both Bank Street to the east and Walkley Road to the south. The proposed redevelopment includes a mix of four (4) high-rise mixed-use buildings with a total of 1,426 units and 750 square metres of commercial space, and a central open space of 1,417 square metres. These figures are conceptual and will be refined through the site plan process.

1.1 Required Applications

To facilitate the proposed development, concurrent Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision applications are being submitted.

The Official Plan Amendment (OPA) seeks to amend the Bank Street South Secondary Plan to reflect the current vision for Mainstreet Corridors in the 2022 Official Plan, permitting increased height on the lands. Other site-specific amendments to the Secondary Plan policies are also proposed.

The proposed Zoning By-law Amendment (ZBLA) proposes to amend the zoning of the subject site to “Arterial Mainstreet, Subzone 8, with a special exception XXXX and site-specific height schedule YYY (AM8 [XXXX] SYYY)”. A new site-specific schedule will establish permitted building heights, required setbacks, and stepbacks while the site-specific exceptions will provide the necessary relief from specific provisions of the proposed zones.

The draft Plan of Subdivision seeks to establish the lot and street layout for the proposed development of the lands.

Future Site Plan Control applications will detail the design, landscaping, access and loading areas for each of the individual development blocks.

To obtain a more complete understanding of the development proposal and the justification submitted to obtain the necessary planning approvals from the City of Ottawa, this Planning Rationale should be read in conjunction with the drawings and reports prepared by the architecture and engineering consultants and other specialists as required by the City of Ottawa planning approval process.

1.2 Public Consultation Strategy

From early in the process, BGO on behalf of Sun Life has been committed to early, ongoing, and meaningful engagement with councillors, city staff, and members of the community to solicit feedback and comments on the proposed redevelopment of the lands that has subsequently been incorporated into the development as proposed. To date, this has involved meetings with local councillors, with city staff from a range of departments, consultation with the City’s Urban Design Review Panel (UDRP) and a broader community public meeting.

The site is located at the intersection of three (3) wards (Ward 17 – Capital, Ward 18 – Alta Vista, and Ward 16 – River) and is located less than a kilometre from Ward 10 – Gloucester-Southgate and therefore the interest in the applications has been wide-reaching. Several rounds of meetings have taken place with the Councillors for each of these wards to gather feedback and present the evolution of the plans.

Meetings with City staff have been ongoing since early 2023 to understand the site constraints, the policy framework in place on the lands and staff expectations for redevelopment. This has also included two (2) pre-consultation meetings to review the evolution of the plans in response to feedback received. The initial concepts were presented to the City's Urban Design Review Panel (UDRP) in March 2024 for their feedback and review.

Finally, a broader community consultation was arranged through Councillor Shawn Menard's office (Ward 17) in which the subject site is located. This meeting took place via Zoom on February 28, 2024. Representatives from the offices of Councillors Menard, Brockington, Carr, and Bradley were all present at the meeting, in addition to approximately 67 members of the public. The meeting was advertised on the Councillor's websites and within their newsletters, as well as with the local community association (Heron Park Community Association).

The meeting opened with remarks from the City Councillors and their staff and then consisted of a formal presentation by Sun Life and the project team. This included:

- / An introduction and overview of Sun Life and their presence in Ottawa and across Canada;
- / An overview of the planning process in Ottawa as updated to respond to the Province of Ontario's "Bill 109";
- / An overview of the planning policy and regulatory framework as it applies to the site;
- / A summary of the anticipated development applications;
- / An overview of the project including site layout, building massing, height, and transition.

Following the presentation, the meeting was opened for question and answer, moderated by Miles Krauter of Councillor Menard's office.

Feedback from all engagement events to date have resulted in significant changes and refinements to the proposed development plan, as summarized in the following section.

Moving forward, the following engagement activities are planned:

- / Ongoing consultation with Ward Councillors
- / Development Application Sign
 - The City of Ottawa will post a sign on the subject site advising the public of the pending applications for the lands and providing direction on how members of the public can find out more and submit comments.
- / Public Engagement
 - Public engagement will be ongoing through the entitlement process in following with past actions. Planning
- / Committee Meeting Notice
 - Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / Statutory Public Meeting for the Official Plan and Zoning By-law Amendments
 - The statutory public meeting for the OPA and ZBLA will occur at the Planning and Housing Committee meeting.

1.3 Key Design Changes

Significant effort and consideration have been invested in the planning and reconfiguration of the site since the initial pre-consultation with the City in 2023. The revised site layout and architectural plans stem from public consultation meetings, numerous conversations with City of Ottawa Planning and Urban Design Staff, and consultation with the City's Urban Design Review Panel. The following provides a general overview of the revisions to the overall massing and site layout:

Traffic and Roads:

- / Adjustment to building setbacks from Bank Street and Walkley Road to accommodate proposed cycle tracks and sidewalks as part of the Bank Street Renewal Project;
- / Adjustment to proposed Glenhaven Private intersection per the Walkley Road project, and to improve connectivity into the site;

- / Revision to the proposed public and private ROW including:
 - New 18-metre public ROW along west property line to be set up to allow future connection to the north per the Bank Street South Secondary Plan link to Alta Vista Drive;
 - Temporary turn around infrastructure at the end of the proposed public road as an interim measure;
 - Connection to Bank Street and new road on the north, east, and south to be private roads. Road section adjusted to narrow lanes, which discourages cut through traffic;
- / Relocation of loading and servicing space to between Buildings 1 and 2; north of Building 3, and south side of Building 4 to minimize conflicts with truck movements at the new public road; and,
- / Shifting of the new private approach to Bank Street slightly further south to allow better tower separation to the north property line.

Built Form:

- / Adjusted heights of the development by locating taller towers more toward the Bank Street frontage,
 - Reduction of height of Building 1 to provide better transition from the townhomes at the west edge of the property;
 - Increase in height of Building 3 to offset reduction in height of Building 1;
- / Increased setback from the west property to Building 4 to allow better transition and space for public ROW;
- / Increase in parcel depths from Bank Street / Walkley Road to the new private road to allow adjustments to tower forms to increase separation distance;
- / Increase of separation distance between tower forms of Buildings 1 and 2 to 22.3 metres through adjustment to tower shape and orientation;
- / Revision in stepping of Building 4 to reduce the bulk of the middle portion of the building;
- / Increase in setbacks from the north property line to Building 4; and,
- / Adjustment to the locations of the Building 2 and 3 podiums and towers to provide more POPs, pedestrian access space and sight lines from the Bank and Walkley corner into the site.

Greenspaces:

- / Increasing the size of central greenspace;
- / Increasing the POPS areas to provide more space around building footprints;
- / Planting additional trees to screen the nearby low rise residential uses from the subject site; and,
- / Removal of loading facilities for the southwest corner to allow new POPS space closest to Walkley Station.

Parking:

- / Reduction in number of surface parking spaces;
- / Increase to the amount of space for landscape buffer to the backyards of townhomes on Glenhaven Private;
- / Further development of below grade parking infrastructure to improve ramping, efficiency, access door locations.

These changes have been made in response to comments received to date. As noted, future Site Plan Control applications will deal with the finer details of each development block including building materials, landscaping, etc.

2.0

Subject Site & Surrounding Context

2.1 Subject Site

The subject site is located on the northwest corner of the intersection of Bank Street and Walkley Road in the Billings Bridge-Alta Vista area of Ottawa (Figure 1). The subject site is irregularly shaped with a frontage of approximately 67.4 metres along Bank Street, an average depth of 267 metres, and a total area of 18,006 square metres (4.45 acres). The subject site consists of a single storey commercial plaza and associated parking lot, accessible by both Bank Street and Walkley Road. The subject site abuts a low-rise residential community to the west and commercial uses to the north and on the east side of Bank Street and south side of Walkley Road.

Above ground hydro wires are located along Walkley Road to the south of the site and along the western property line. There is currently no vegetation or trees on the subject site other than at the corner of Walkley Road and Glenhaven Private.

Approximately 200 metres west of the site, along Walkley Road, is Walkley Station, a current Bus Rapid Transit (BRT) station and future Light Rail Transit (LRT) station on the City's north-south Trillium Line, planned to begin service in November 2024. Beyond the BRT and LRT corridor is the Airport Parkway – a municipally owned arterial road and significant green corridor.



Figure 1: Subject Site and Surrounding Context

2.2 Surrounding Context

The surrounding land uses are described as follows:

North: The area directly north of the subject site is characterized primarily by commercial uses, specifically along Bank Street. These include grocery stores, retail stores, restaurants and banks. Additional uses north of the subject site include residential uses, typically in the form of single-detached dwellings, parkland, recreation facilities, and schools. These non-commercial uses present themselves in the areas directly east or west of Bank Street.

East: East of the subject site across Bank Street is a car dealership and other retail uses. Further east is characterized by residential uses and uses that support the primary residential use. Residential units vary in density from single-detached dwelling units, townhouses, and mid and high-rise apartments. Additional uses include schools, recreation fields, parkland, and churches.

South: South of the subject site, much like north of the site, the area is characterized by commercial uses along Bank Street. In addition to the commercial uses, an OC Transpo Park and Ride facility is located adjacent to the Greenboro Rapid Transit Station. Residential uses in the form of single-detached dwellings are also located in the area south of the subject site, east of Bank Street.

West: Approximately 200 metres west of the subject site is the Walkley Rapid Transit Station. It is located along the Transitway, directly under Walkley Road. Beyond the Transitway and the Airport Parkway is the Riverside Park neighbourhood. It is characterized primarily by single detached dwelling units. There are also several mid and high-rise apartment buildings in the area. Additional uses found in the neighbourhood include schools, parks, and recreational facilities.

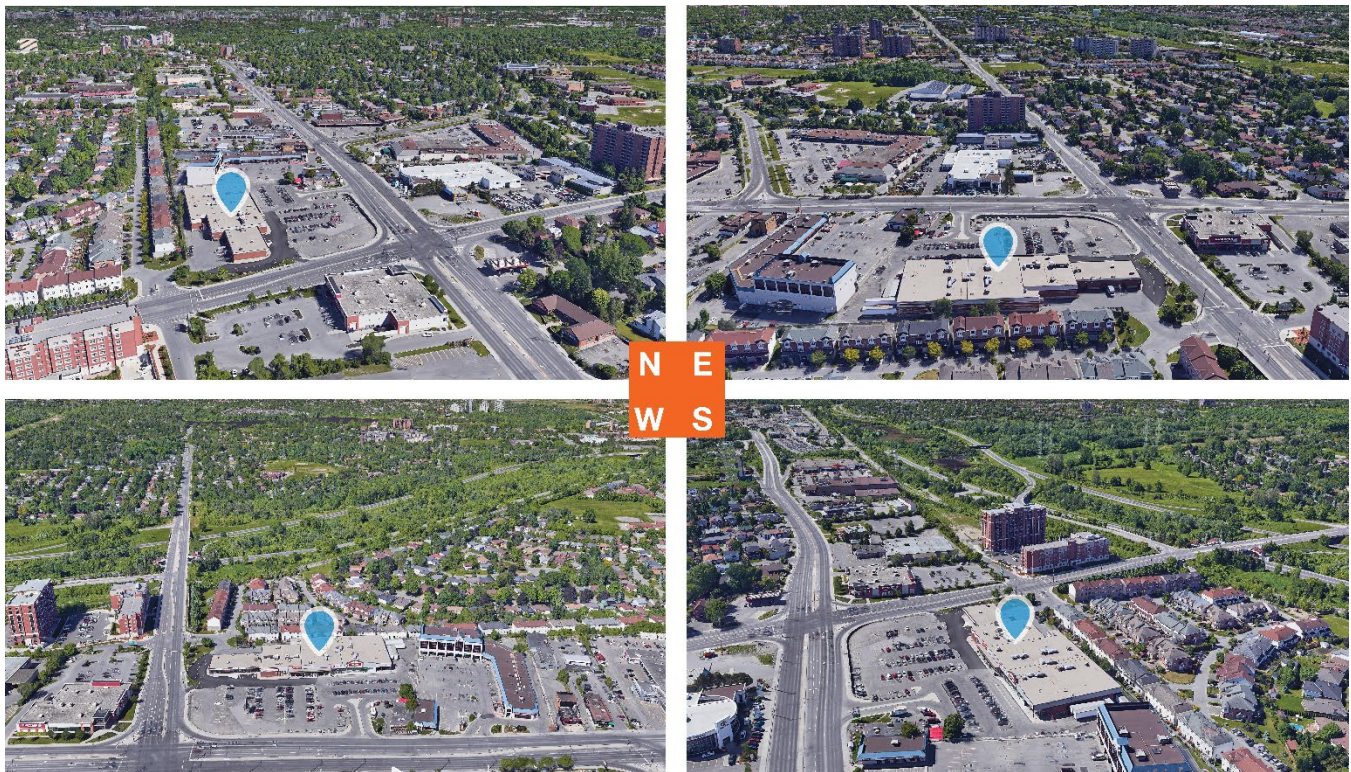


Figure 2: Subject site and surrounding context, looking North, East, South and West

2.3 Road Network

Per Schedule C4 – Urban Road Network of the City of Ottawa Official Plan (Figure 3), the subject site is in an area of Ottawa that is well connected to multiple major road networks. The subject site has frontages of Bank Street and Walkley Road, designated as Arterial roads. The subject site is also in proximity to several existing arterial and major collector roads (Heron, Airport Parkway, Alta Vista).

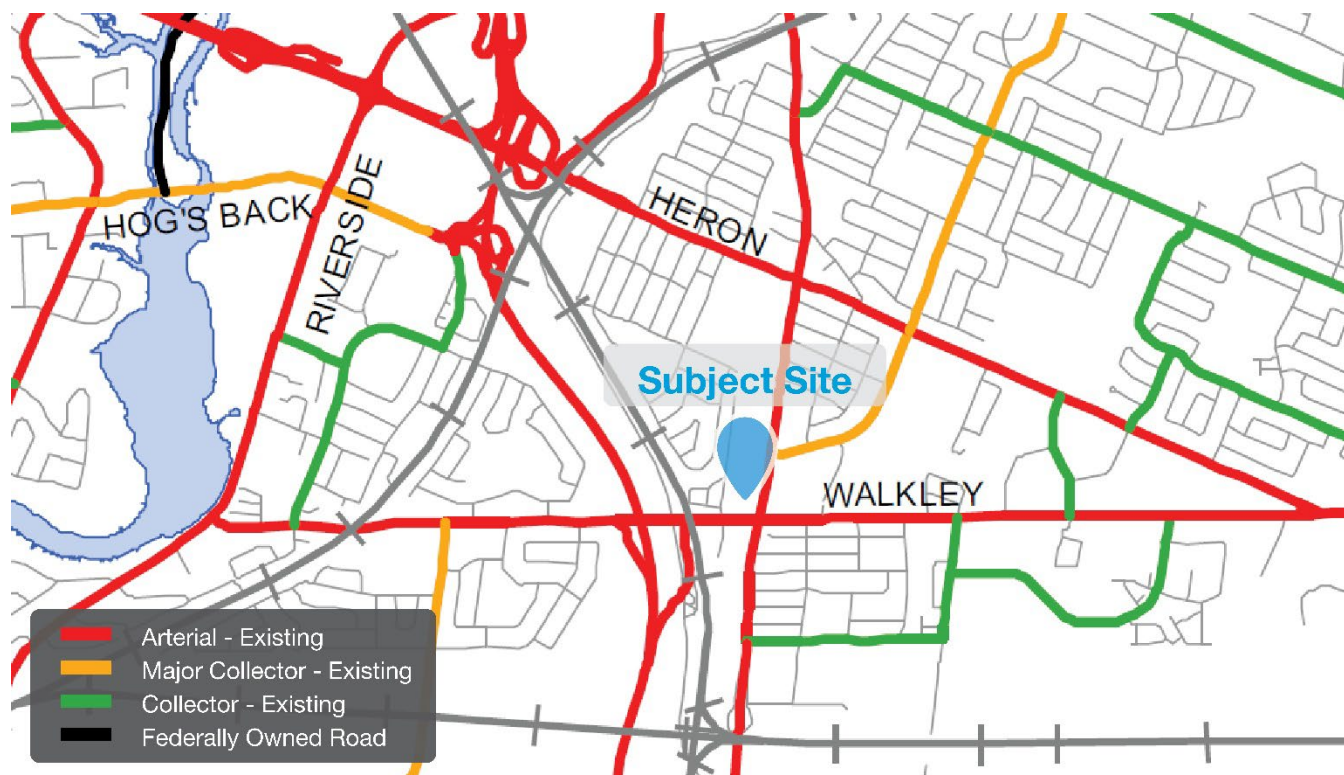


Figure 3: City of Ottawa Official Plan, Schedule C4 - Urban Road Network, Subject site indicated

2.3.1 Bank Street Renewal Project

The first phase of the Bank Street Renewal Project began in 2024 and will impact the portion of Bank Street north of the subject site, from Riverside Drive to Collins Avenue. A second phase of the project will renew Bank Street and Walkley Road where they abut the subject site, south to Ledbury Avenue. The renewal project is intended to construct a functioning and safe complete arterial main street with a well-balance, multi-modal transportation network which will cater to vehicles, transit, cyclists and pedestrians. The project includes:

- / Full road reconstruction on Bank Street between Riverside Drive and Ledbury Avenue that includes cycle tracks in both directions and protected intersections.
- / Introduction of full height and mountable curb medians along sections of Bank Street.
- / Implement streetscaping features along Bank Street, including but not limited to new street furniture, streetlights, trees, concrete sidewalks, grassed sections and paver stones.
- / Reconstruction of sanitary sewer, storm sewer and replacement of distribution watermain within the project limits.
- / Review and improve bus stop and bus shelter locations.

2.4 Transit and Active Transportation Network

Per Schedule C2 – Transit Network of the Official Plan (Figure 4), the subject site is located along a Transit Priority Corridor (Bank Street), with a bus stop directly in front of the subject site along Bank Street served by a Frequent bus route, Route 40. The north-south Transit Priority Corridor provides bus transit connectivity between St. Laurent Station in the north and South Keys Station the south. Walkley Road is also designated as a Transit Priority Corridor east of the Walkley Station located approximately 200 metres west of the subject site. Walkley Station is a station on the BRT Transitway and will be a station on the north-south Trillium rail line connecting to the greater Ottawa transit network.

Per Schedule C3 – Active Transportation Network, the site is serviced by a north-south major pathway that runs along the Transitway west of the subject site, and an east-west pathway to the south of the site (Figure 5). Cycling infrastructure in the area surrounding the subject site has not been implemented to its full and planned extent; however, as more development is completed, and the infrastructure and roads are added and improved, the connections are expected to continue to develop. This includes planned improvements to Bank Street which would implement cycling infrastructure.

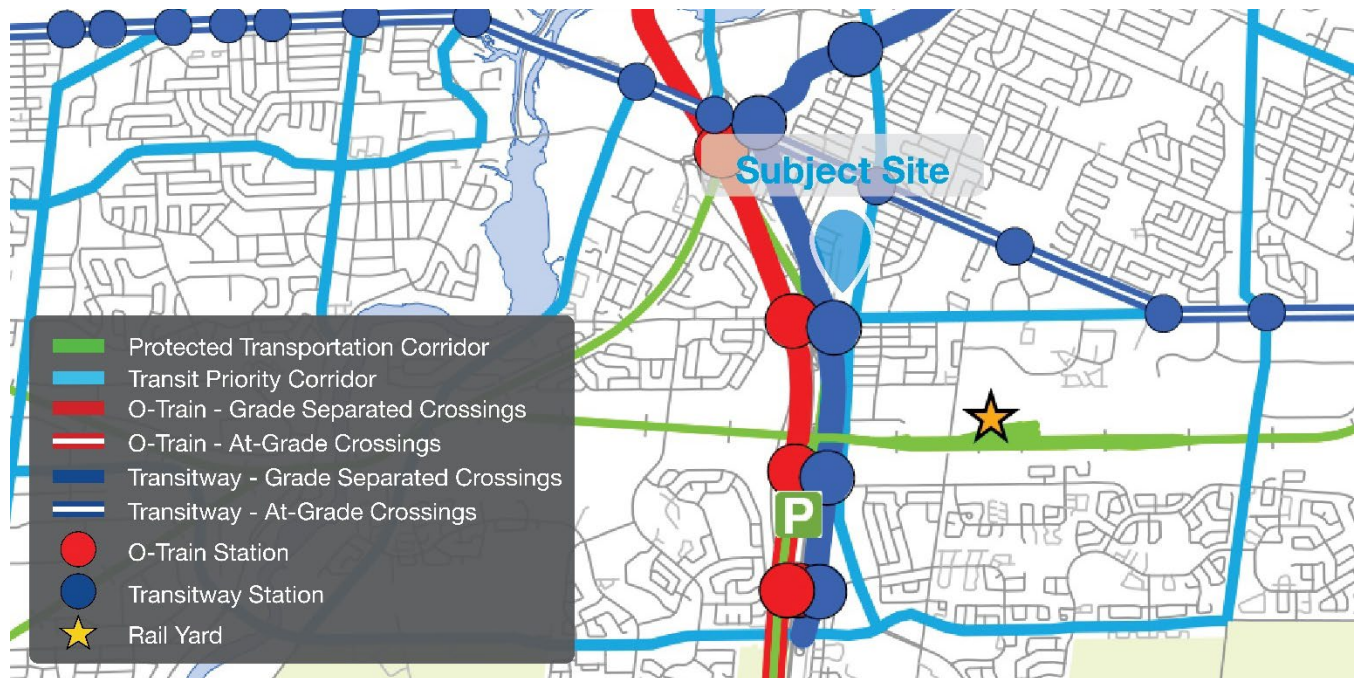


Figure 4: City of Ottawa Official Plan, Schedule C2 - Transit Network, Subject site indicated

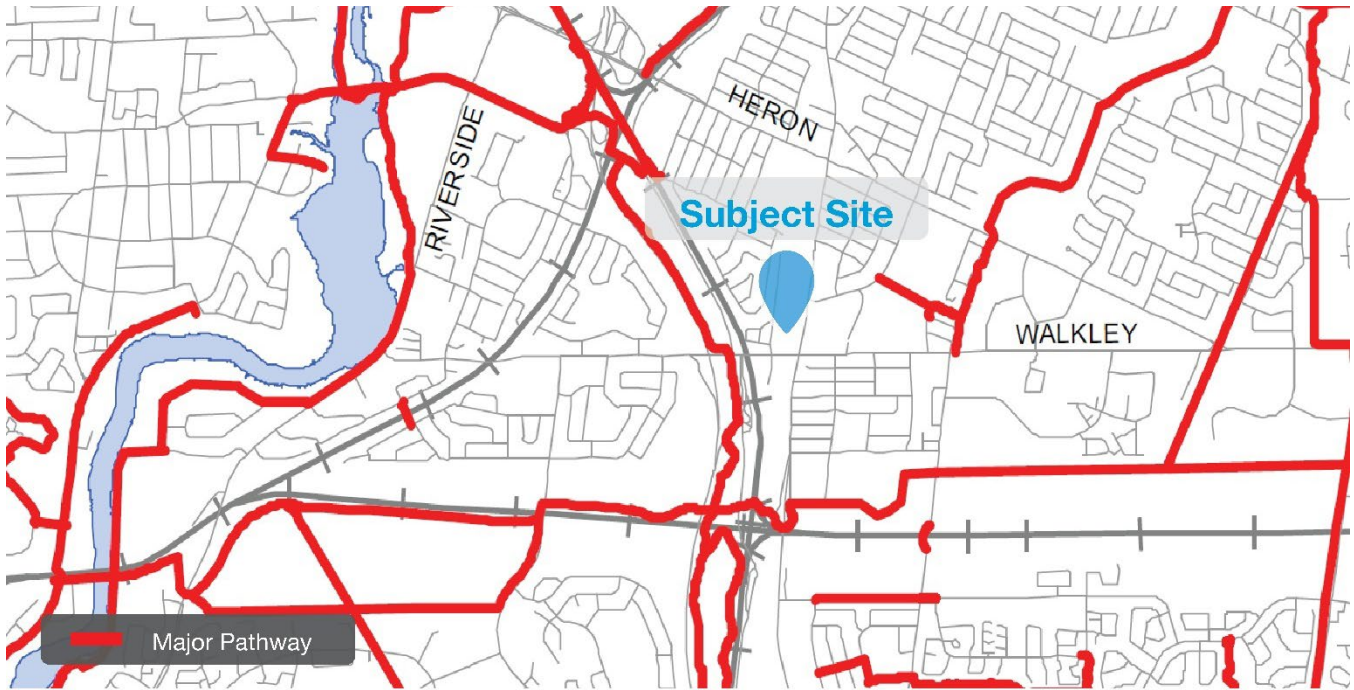


Figure 5: City of Ottawa Official Plan, Schedule C3 – Active Transportation Network, Subject site indicated

3.0 Proposed Development

3.1 Project Overview

The proposed development seeks to redevelop the subject site with a mixed-use neighbourhood in close proximity to rapid transit and existing services and amenities. As shown in the proposed site plan below, approximately 1,426 units are proposed in four (4) high-rise mixed-use and apartment dwellings of varying heights ranging from 24 to 39 storeys centered around a large and vibrant open space (Figure 6). This open space is intended to provide focus to the new community and will be a source of vibrancy and animation at the heart of this new micro urban core. It is proposed to provide additional exterior green space for the residents and visitors of this development to enjoy.

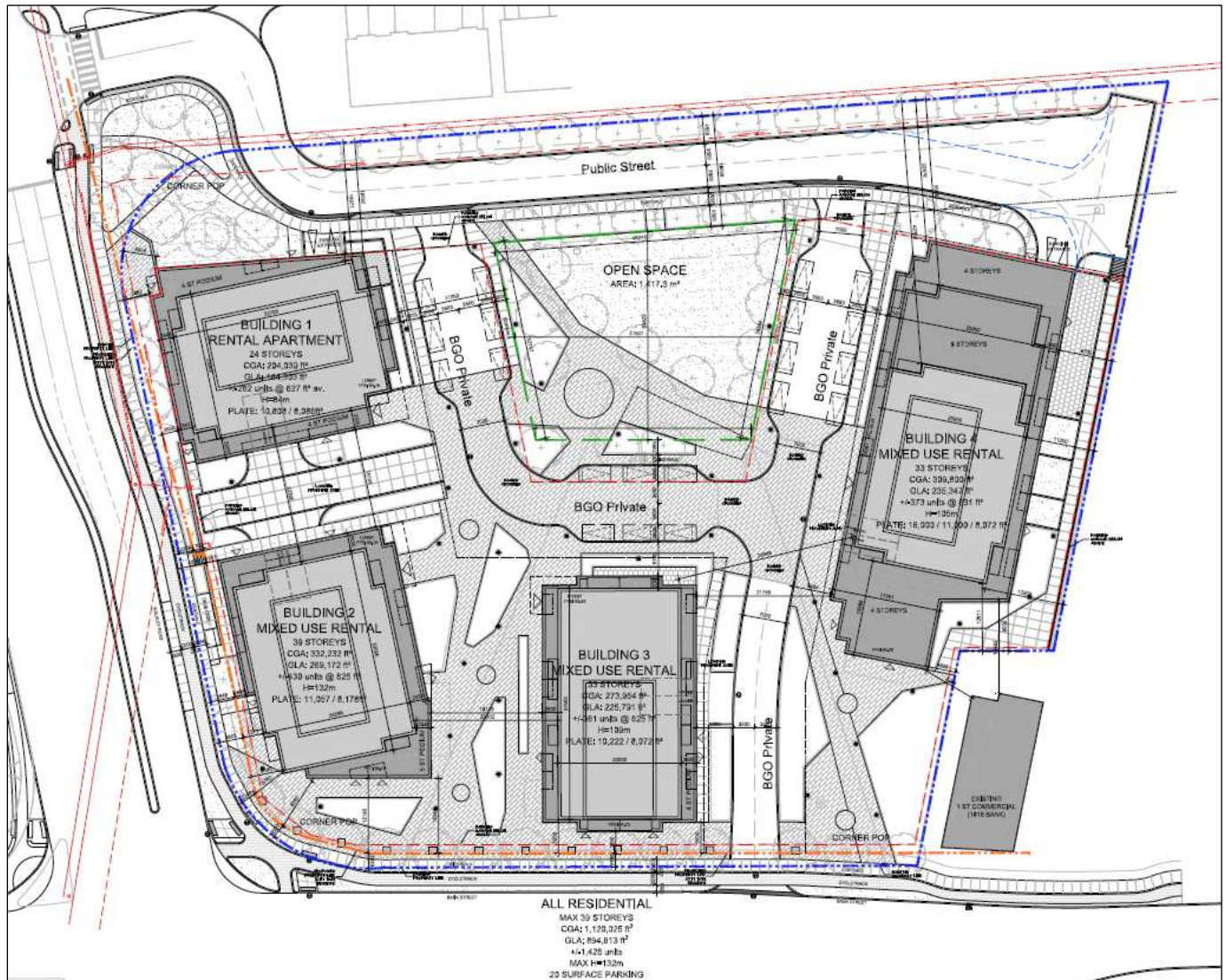


Figure 6: Site Plan of proposed development.

The proposed development is envisioned as a new mixed-use, 15-minute community offering a dense residential neighbourhood, leveraging the site's proximity to rapid transit, integrating Bank Street into the neighborhood, and enhancing the corner of Bank Street and Walkley Road to serve as a model for future development along Bank Street. A

mix of unit sizes are proposed throughout the development, including approximately 1,017 studio and one-bedroom units averaging 50.9 square metres, and 409 two-bedroom units or larger averaging 78.2 square metres, with some units meeting the large bedroom threshold of 860 square feet. Phasing to be determined, with the idea to work south to north on the site due to its LRT adjacency and tie-ins with the primary site access off the new public right-of-way.

Parking for vehicles is primarily provided underground, with access to the three levels of below-grade parking via two ramps from the public street to Buildings 1 and 4, for a total of 959 spaces below-grade. Short term surface parking is provided along the internal drive aisles in front of the park and Buildings 1, 3, and 4, for a total of 20 spaces. Bicycle parking is proposed at a rate of 0.5 spaces per unit, for a total of 713 spaces located within a secure room internal to the building. Loading and servicing spaces are located between Buildings 1 and 2, to the north of Building 3, and to the south side of Building 4 to minimize conflicts with truck movements at the new public street.



Figure 7: Concept Plan, Ground Floors of Proposed Development.

The proposed development includes a mix of greenspace provided through the site in the form of open space and parkettes. A total of 0.15 hectares (1,417 metres) of open space is proposed along the northern edge of the site, and fronting onto the public street to the north, and the private street to the east, south and west. Parkettes are proposed on the south side of the subject site adjacent to Walkley Road and the public street entrance to the site, at the corner of Bank Street and Walkey Road, and at the northeastern corner of the site along Bank Street. These parkette spaces provide a gathering place and additional opportunities for recreation. Further, they intend to operate as entryways into

the site for the travelling public and residents of the community, providing safe, pedestrian and cycling-friendly connections from Bank Street through to Walkley Road and beyond.

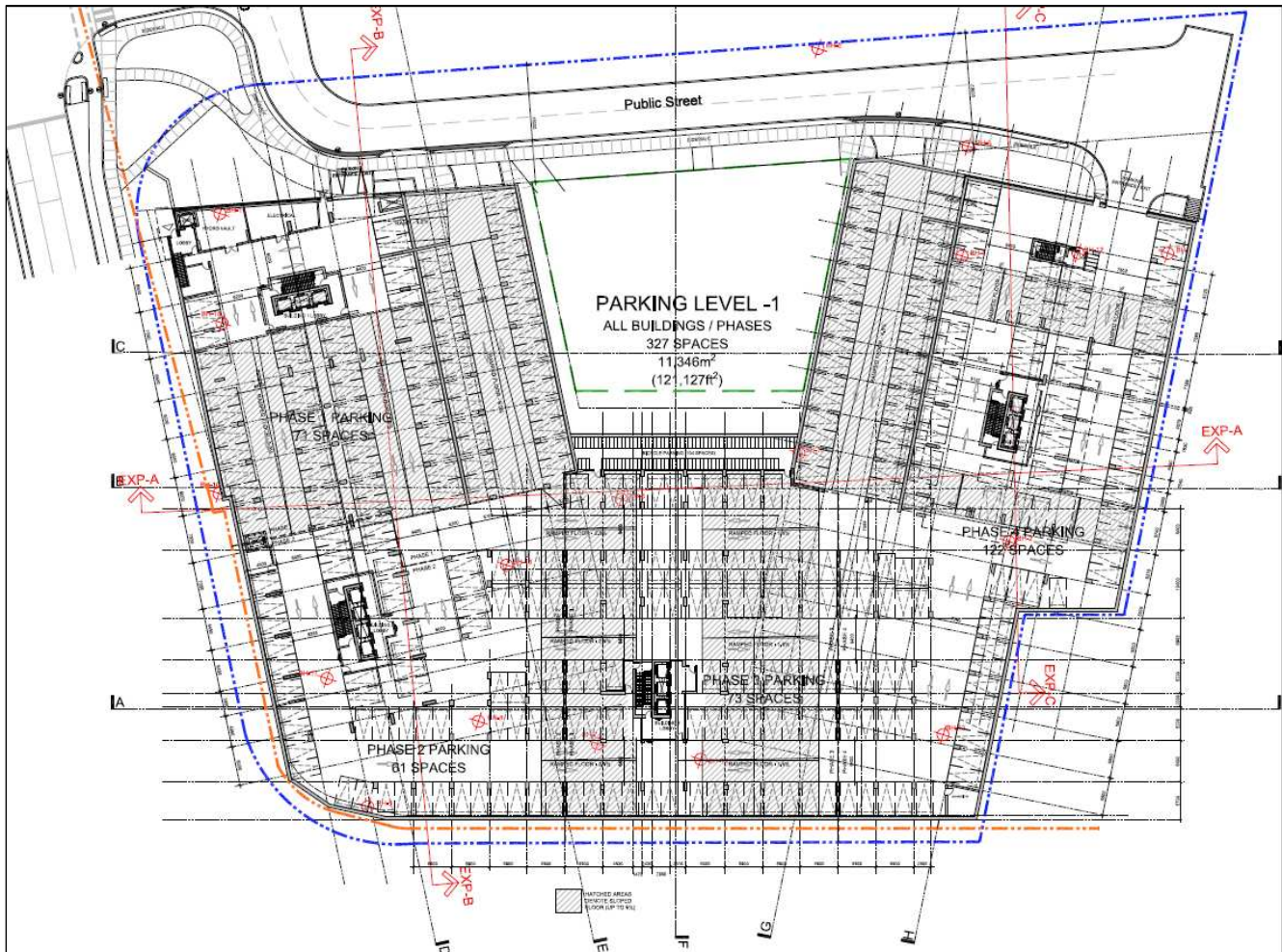


Figure 8: Concept Plan, Parking Level 1

Vehicular access to the site is proposed from Bank Street along the southern perimeter of the site, through a private street that provides circulation internal to the site and to the new local road to the north of the site. The private street sections have been designed to include narrow lanes and discourage cut through traffic from Bank Street to Walkley Road.

A new 18-metre local street is proposed across the western perimeter of the site, connecting the intersection at Walkley Road and Glenhaven Private to the future connection to Alta Vista Drive, as identified in the Bank Street South Secondary Plan. To facilitate the dead end of the new local road, a modified cul-de-sac will be implemented to permit the turnaround movements of Municipal vehicles until such time as the road is extended. The new road will include buffer space adjacent to the townhomes, a 7.0-metre road width and a 2.0-metre sidewalk along the south side of the road. The proposed sidewalks will connect to the existing sidewalks on Bank Street and Walkley Road. Future cycle tracks will be provided along Bank Street and Walkley Road. Raised crossings are proposed at private intersections within the site.

Four private accesses will connect to the local road: two for the private drive aisles and two connections to the underground garage ramps for Buildings 1 and 4. Hard surface connections are proposed between the building entrances, and a pedestrian connection is provided between the parking entrance at Building 1 and Walkley Road, allowing for a direct connection towards the Walkley Transitway / LRT Station.

The proposed development is well-situated in proximity to amenities and employment opportunities, presenting a unique opportunity to build a new urban community capitalizing on existing amenities such as grocery and service stores, employment areas, and access to transit. The parcel size is sufficient to allow the opportunity to create elements of public realm that serve the new development and surrounding community. The proposed development will result in a population that can support transit at this location, with a vision for transit expansion through the addition of a bus stop on Walkley Road south of Building 2, and with the future Walkley LRT station on the City's north-south Trillium Line soon to be in service.

The proposed development is envisioned on full municipal services including water, sanitary and stormwater. As further described in the Servicing and Stormwater Management Report included in this application package, the proposed development would include upgrades to the necessary infrastructure to facilitate full municipal services, resulting in a more efficient and compact development that achieves the Provincial and City objectives for development within the urban boundary/settlement areas.

3.2 Draft Plan of Subdivision

The subject site is proposed to be developed through a Plan of Subdivision with four high-rise mixed-use and apartment dwellings, one public street along the rear of the site, one private street internal to the site, and one park block central to the site. As part of the City of Ottawa's Bank Street Renewal Project, the proposal also includes a right-of-way dedication to accommodate proposed cycle tracks and sidewalks along the Bank Street and Walkley Road frontages. The draft Plan of Subdivision, below, proposes the lot and street layout for the proposed development of the lands (Figure 9).

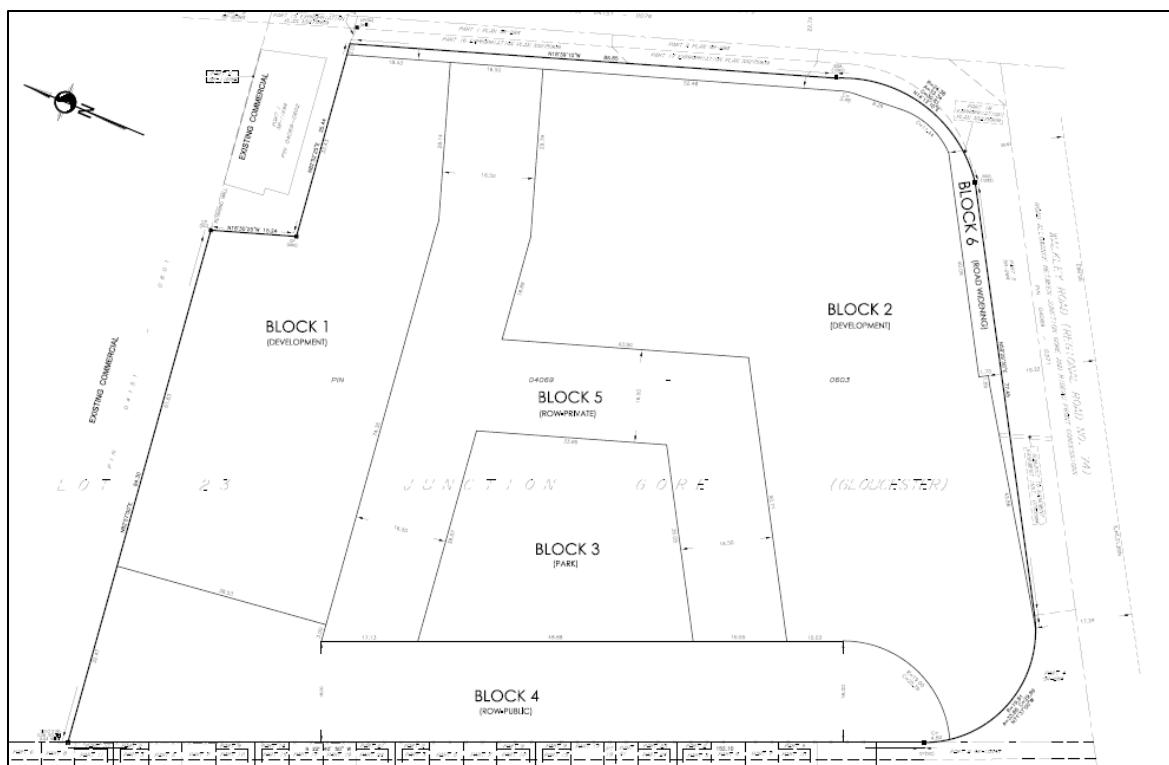


Figure 9: Proposed Plan of Subdivision

The breakdown of buildings and units is as follows:

Table 1: Proposed Land Uses

Land Use		Unit Count	Height	Lot(s)/Block(s)
High-Rise Apartment	Building 1 Apartment	262 units	24 storeys (84 metres)	Block 2
	Building 2 Mixed-use	430 units	39 storeys (132 metres)	
	Building 3 Mixed-use	361 units	33 storeys (261 metres)	
	Building 4 Mixed-use	373 units	33 storeys (105 metres)	Block 1
Total Number of Units		1,426 units		
Commercial		750 square metres across three (3) buildings		Blocks 1, 2
Park		1,417.3 square metres		Block 3
Road Network		Right-of-way – Public		Block 4
		Right-of-way – Private		Block 5
		Bank Street and Walkey Road Widening		Block 6

The residential component of the subdivision is comprised of 1,426 units within the four (4) proposed high-rise buildings on site. The mix of units is proposed to include 1,017 studio and one-bedroom units, and 409 two-bedroom units or larger.

Building 1:

Located at the corner of Walkey Road and the new public street, Building 1 (Block 2) is a high-rise residential apartment building of 24 storeys in height, with a 4-storey podium and comprised of 262 residential units. A reduction in height from the other high-rise buildings on site, Building 1 provides necessary transition from the townhomes at the west edge of the property. One of the two underground parking ramps for the site is located directly from the public street to Building 1. Loading and servicing is accessed through a drive aisle from the private street that is shared with Building 2.

Building 2:

Building 2 (Block 2) is a high-rise mixed-use building at 39 storeys with a 5-storey podium at the corner of Bank Street and Walkey Road. The building proposes 430 residential units within the upper floors. The building podium and tower portion of the building has been designed to allow for more POPs, pedestrian access space and sight lines from the Bank Street and Walkley Road corner into the site. Below-grade parking is accessed from the public street at the north of the site. Loading and servicing is accessed through a drive aisle from the private street that is shared with Building 1.

Building 3:

Building 3 (Block 2) is a high-rise mixed-use building at 33 storeys with a 4-storey podium along the Bank Street frontage of the site. The building proposes commercial uses at-grade, with 261 residential units within the upper floors. Below-grade parking is accessed from the public street at the north of the site. Loading and servicing access is located along the western side of the building from the private street.

Building 4:

Building 4 (Block 1) is a high-rise mixed-use building located along the northern edge of the property. The building is proposed to be 33 storeys in height with an 8-storey podium at the northeastern corner, stepping down to 4-storeys at the southwestern corner of the building. An underground parking ramp to access below-grade parking for the entirety of the site is located at the northern edge of the building from the public street. Loading and servicing is located along the western edge of the building from the private street.

3.3 Parkland Dedication

To satisfy the City's Parkland Dedication By-law No.2022-280, a land conveyance is proposed, with a 0.15-hectare block along the western edge of the site. The block would have 48.88 metres of frontage along the new public street and would be surrounded on all other sides by private right-of-way. The balance of the parkland owing (0.02 hectares) would be paid as cash-in-lieu.

After consulting with the City of Ottawa's Parks and Recreation department, Sun Life has provided three options for the conveyance of parkland:

- / **Option 1:** Dedicate the park block as a municipal park block that would be constructed and maintained by the City of Ottawa;
- Option 2:** Dedicate the park block as a Privately Owned Public Spaces (POPS) and pay cash-in-lieu for the parkland dedication requirement; or,
- / **Option 3:** The preferred option, whereby the park block is transferred to the City and is owned by the City, but where the park is developed and maintained by Sun Life. The park block would satisfy the parkland dedication requirement and it is anticipated that the park would be provided in the initial phase of development. The specifics of this arrangement will be further explored during the development review process. It is anticipated

that this option will be most favorable as it enables the early construction of the park and the proper maintenance of the park for the benefit of its residents and the surrounding community.

Given the options above, a Facility Fit Plan has not been prepared for the initial submission. Once a preferred approach is determined, then a Facility Fit Plan can be prepared, if required.

Policy & Regulatory Review

4.1 Provincial Policy Statement (2020)

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

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

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

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

- (d) promoting densities for new housing which efficiently use land, resources, infrastructure, and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
 - (e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
 - (f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.
- / 1.5.1: Healthy, active communities should be promoted by:
- (a) planning public streets, spaces, and facilities to be safe, meet the needs of pedestrians, foster social interaction, and facilitate active transportation and community connectivity;
- / 1.7.1: Long-term economic prosperity should be supported by:
- (b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
 - (d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets; and
- / 1.8: Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:
- (a) promote compact form and a structure of nodes and corridors;
 - (b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas; and
 - (e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

The proposed development is consistent with the relevant policies of the Provincial Policy Statement (PPS). The proposed redevelopment of the subject property represents an efficient use of land that has access to existing infrastructure, public facilities, employment, amenities, services, and rapid transit. The subject property is well connected to the rapid transit network and the surrounding active transportation network, which will continue to improve over time through the Bank Street renewal project. The proposed development will contribute to the range of housing options available within the neighbourhood and proposes a well-designed, compact development that will enhance the vitality of Bank Street and Walkley Road and reinforce the node of density at the intersection of the two mainstreets and at the Walkley transit station.

4.2 Provincial Planning Statement (October 2024)

Due to be in force on October 20, 2024, the Provincial Planning Statement (PPS) is a policy document issued under the Planning Act which provides direction on matters of provincial interest related to land use planning and development. All decisions on planning matters “shall be consistent with” the PPS. Generally, the PPS recognizes that “land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns”.

Policy 4 of Section 2.1 (Planning for People and Homes) requires planning authorities to support the achievement of complete communities by, among others, accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, and parks and open spaces. Section 2.2 (Housing) expands on this direction, requiring planning authorities to provide for a range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by, among others:

- / Permitting and facilitating all housing options required to meet the social, health, economic and well-being requirements of current and future residents;
- / Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation;

- / Requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors.

Section 2.3 continues the previous PPS policy that settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in “strategic growth areas,” which include lands along transit corridors. Within settlement areas generally, land use patterns should be based on densities and a mix of land uses which:

- / Efficiently use land and resources;
- / Optimize existing and planned infrastructure and public service facilities;
- / Support active transportation; and
- / Are transit-supportive.

Policies in Section 3.2 state that transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs. Policy 1 of Section 3.3 states that planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation corridors.

Policy 2 of Section 3.6 states that municipal water and sanitary servicing are the preferred form of servicing for settlement areas, continuing the policy direction from the current PPS. Policy 8 states that stormwater management shall be integrated with planning for sewage and water services and ensure that systems are optimized.

Section 3.9 contains policies for public spaces, recreation, parks, trails and open space. Healthy, active, and inclusive communities should be promoted by, among others:

- / Planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;
- / Planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources; and
- / Providing opportunities for public access to shorelines.

The proposed development is consistent with the above noted policies of the PPS (2024). More specifically, the proposal seeks to develop an area that is located within the City of Ottawa’s Urban Area, immediately adjacent to an existing built-up area and future rapid and active transportation infrastructure, which allows for the logical and efficient extension of existing services and roads. The proposal provides for a range of housing options which are compatible with the surrounding established community.

4.3 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa provides a framework for the way that the City will develop until 2046 when it is expected that the City’s population will surpass 1.4 million people. The Official Plan directs the manner that the City will accommodate this growth over time and set out the policies to guide the development and growth of the City.

The Official Plan provides guidance for development across the Ottawa region, highlighting specific desired features, such as 15-minute neighbourhoods, and other intensification targets aimed at improving the walkability and sustainability of existing built-up areas. The Official Plan encourages infill and intensification through the development of various housing types, such as missing middle housing, within existing neighbourhoods in the City’s urban areas.

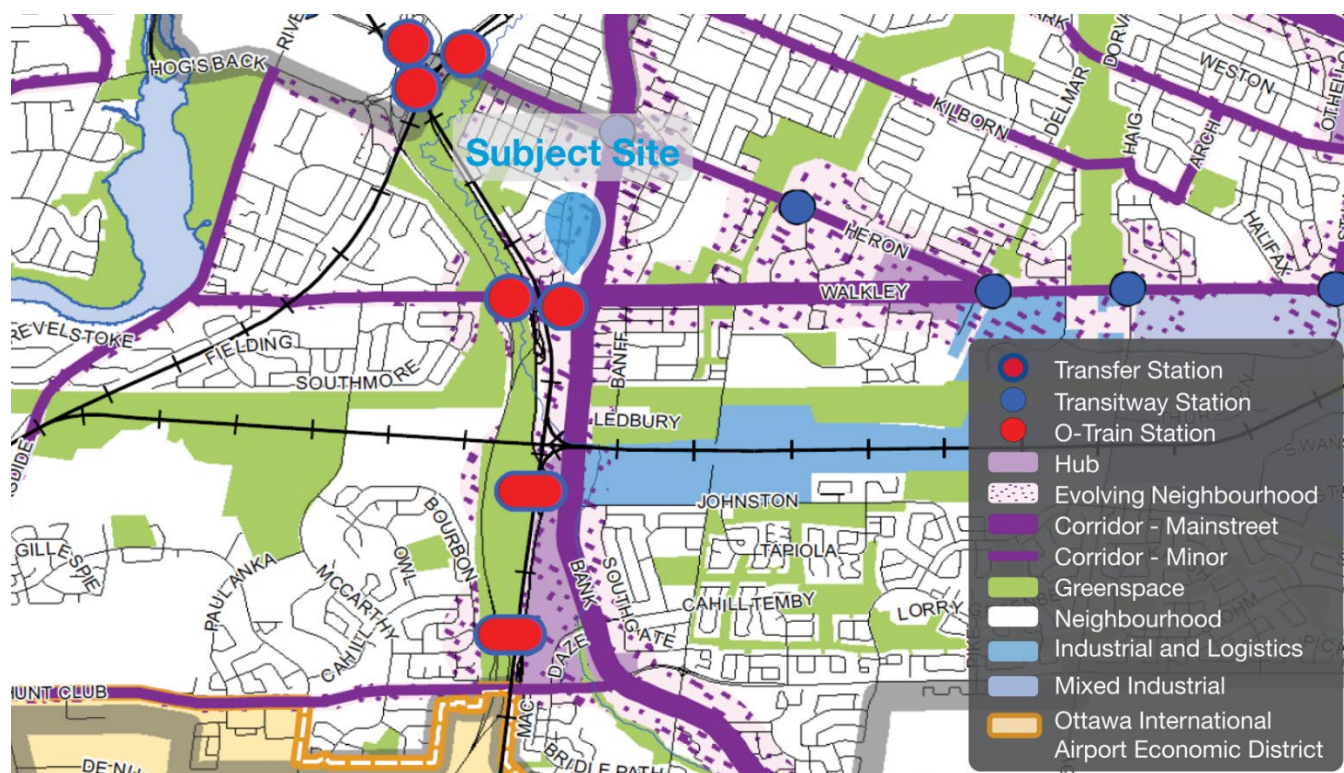


Figure 10: Schedule B3 – Outer Urban Transect, City of Ottawa Official Plan, subject site indicated

4.3.1 Transect and Land Use Designation

Schedule A divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural).

The subject site is located within the “Outer Urban Transect” on Schedule B3 of the Official Plan (Figure 10). The Outer Urban Transect comprises neighbourhoods inside the Greenbelt built in the last third of the twentieth century. The neighbourhoods represent the classic suburban model and are characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms. Over the medium to long-term, the Outer Urban Transect is intended to evolve toward an urban (15-minute) model with the change to happen gradually (Policy 5.3.1.1).

The proposed development supports the evolution of Bank Street towards a 15-minute neighbourhood through an urban redevelopment of the lands that will replace a suburban retail plaza and surface parking lot with compact, dense built form that provides appropriately scaled building podiums, active ground floor uses, and communal greenspace.

The Outer Urban Transect is generally characterized by low- to mid-density development. Development is to be generally mid- or high-rise along Mainstreets and within Hubs, provided the lot is appropriately sized to provide a suitable transition to abutting low-rise areas (Policy 5.3.1.2).

The subject site is appropriately sized to provide a suitable transition to the abutting low-rise areas, achieved through a variety of measures as described within this report.

In the Outer Urban Transect, the City shall support the rapid transit system and begin to introduce urban environments through the designation and overlay policies of the Plan, by supporting the introduction of mixed-use urban developments at strategic locations close to rapid transit stations; and targeting Hubs and selected segments of Mainstreets for mid-density and mixed-use development to reinforce or establish an urban pattern (Policy 5.3.1.3).

The subject site is located 200 metres from Walkley rapid transit station and is located at the intersection of two (2) Transit Priority Corridors. The proposed development will encourage active transportation and transit use and will support the creation of an urban built form.

Further, within the Outer Urban Transect, the Zoning By-law shall provide for a range of dwelling unit sizes in multi-unit dwellings in Hubs and on Corridors (Policy 5.3.1.4).

The subject site is designated “Corridor – Mainstreet” on Schedule B3 of the Official Plan. This designation applies to specified streets whose planned function combines a higher density of development, a greater degree of mixed uses, and a higher level of street transit service than abutting Neighbourhoods, but lower density than Hubs. The Corridor designation includes two sub-designations, Mainstreet Corridors (also called “Mainstreets”) and Minor Corridors.

Section 5.3.3 provides direction to Hubs and Corridors located within the Outer Urban Transect. Policy 5.3.3.3 states that along Mainstreets, except where identified in a Secondary Plan or Area-Specific Policy, permitted building heights on segments of streets whose right-of-way is 30 metres or greater, and where the parcel is of a sufficient size to allow for a transition in built form massing, range from a minimum of two (2) storeys up to a maximum of high-rise (40 storeys).

Bank Street has a right-of-way abutting the subject site of 37.5 metres and therefore the subject site is appropriate for building heights up to 40 storeys where a suitable transition can be achieved. The subject site has a depth of approximately 120 metres and provides ample area to achieve transition, as described within this report.

Per policy 6.2.1.1, the Corridor designation generally applies for a maximum depth of 220 meters from the centreline of the street identified as a Mainstreet Corridor.

Per policy 6.2.1.2, 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 stepbacks 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.

The proposed development achieves appropriate transition in height and land use and has been thoughtfully designed to provide appropriate buffer and separation to the abutting designations. The proposed development also features mid-block connections through the development and an internal circulation network that will allow for vehicle and active transportation movements through the site, increase porosity of the site, and maintain opportunities for future connections to other developments on properties to the north.

Per policy 6.2.1.3, Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. Policy 6.2.1.4 states that development shall address the Corridor and that vehicular access shall generally be provided from the parallel or side street.

4.3.2 Growth Management Framework

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

Per policy 3.2.3, the majority of residential intensification shall focus within 15-minute neighbourhoods comprised of Hubs, Corridors and lands within the Neighbourhood designation that are adjacent to them. The Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services, as well as accommodating significant residential opportunities.

Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services (Policy 3.2.4). Intensification is permitted and encouraged on former commercial sites in order to collectively achieve intensification and sustainable and resilient design goals and targets.

Intensification is anticipated to occur in a variety of built forms and height categories, from Low-rise to High-Rise 41+ buildings, provided density requirements are met. The Official Plan defines four (4) height categories, including:

- / Low-rise: up to and including 4 storeys;
- / Mid-rise: between 5 and 9 full storeys;
- / High-rise: between 10 and 40 full storeys; and,
- / High-rise 41+: 41 full storeys or taller.

Residential intensification is permitted in all designations where development is permitted and should occur in a variety of dwelling unit sizes to provide housing choice (per policy 3.2.8). The Official Plan defines two broad dwelling size categories:

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

Table 3a of the Official Plan sets out minimum densities and large dwellings requirements for Mainstreets setting the minimum "area-wide" density requirement as 120 people and jobs per gross hectare and the minimum residential density requirement for intensification as 120 dwellings per net hectare. The minimum requirement of large dwellings is 5%, with a target of 10%. d

The proposed development seeks to permit approximately 1,426 units on the subject site which results in a density of approximately 819 units per net hectare, achieving the minimum requirement of the Official Plan. The proposed development is conceptual and will further refine the size and mix of dwelling units and sizes as part of future Site Plan Control applications.

The proposal is supported by Official Plan policies related to growth management and intensification. The subject site is within 200 metres of the Walkley LRT Station, and the proposal conforms the intensification policies which direct higher densities to rapid transit stations, Mainstreets, and major neighbourhood amenities. The proposal provides a built form which is compact, containing a mix of uses, and that achieves minimum residential density targets for Mainstreets while expanding the housing type and tenure available in the neighbourhood. The proposed development will redevelop and under-utilized commercial property in proximity to transit with a dense, compact built form that is on full municipal services and will contribute to the housing options available within the neighbourhood.

4.3.3 Evolving Overlay

An Evolving Overlay is applied to the subject site and surrounding area, indicating that the area is intended to evolve to create the opportunity to achieve an urban form in terms of use, density, built form and site design. The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned

characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies.

New residential densities are introduced that support the Official Plan's directions relating to 15-minute neighbourhoods and intensification in proximity to transit.

4.3.4 Urban Design

Urban Design concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

Section 4.6 of the Official Plan contemplates an urban design framework to outline the City's urban design program. The subject site is identified as a Tier 3 – Local (Major) Design Priority Area (DPA) per Table 5 – Design Priority Areas of the Official Plan, as it is on a Mainstreet Corridor, outside of the Downtown Core. Tier 3 areas define the image of the city at the local level. Characterized by neighbourhood commercial streets and village mainstreets, these areas provide a high-quality pedestrian environment. Tier 3 areas also represent emerging areas that may contribute to defining Ottawa's local image in the future and areas that represent hubs of significant economic activity. These include commercial streets reflecting a suburban built form that may transition into a more walkable environment.

Applicable urban design policies are outlined in the table below:

- 4.6.1.5** Development within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:
- a. The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;
 - b. Lighting that is context appropriate and in accordance with applicable standards and guidelines; and
 - c. Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.

The proposed development has been designed to respond to the expectations for design priority areas, including consideration of micro-climate impacts. Further study of the materials, street furniture, lighting, etc. will be completed as part of a future Site Plan Control application.

- 4.6.5.1** Development throughout the City shall demonstrate that the intent of applicable Council approved plans and design guidelines are met.

The proposed development conforms to the direction of the City's Official Plan and has appropriate regard for the applicable urban design guidelines, discussed below.

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

The proposed development frames both Bank Street and Walkey Road, with a built form that will activate the streets with active uses at-grade. Building walls abut the streets with landscaped breaks to allow porosity and connection from the site to the streets. Buildings are conceptualized with entrances facing the Mainstreets. Above-grade utilities have been located so as to minimize their impact on the public realm.

- 4.6.5.3** Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

The proposed development and concept plan has been set up to minimize conflicts. An existing access along Bank, and the existing intersection at Glenhaven Private will be the only interruptions to the Mainstreet while internally loading areas have been arranged so as to minimize their impact and all loading and service areas are located within the buildings.

- 4.6.6.1** To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:
- a) Between existing buildings of different heights;
 - b) Where the planned context anticipates the adjacency of buildings of different heights;
 - c) Within a designation that is the target for intensification, specifically:
 - i. Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
 - ii. Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

- 4.6.6.2** Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.

The proposed development provides an appropriate transition to the abutting Neighbourhood designated low-rise residential community located west of the subject site, along Glenhaven Private through a variety of measures as suggested by the Official Plan. This includes a gradual change in heights, stepping down of buildings, and setbacks from the shared property line.

Specifically, Building 4 has a four (4), and eight (8) storey podium before the proposed 33 storey tower. The setback at-grade is 22.8 metres from the west property line, while the tower is setback a total of 42.7 metres from the shared property line. The gradual stepping of height and the setbacks create an appropriate transition.

Similarly, Building 1 features a four (4) storey podium and is setback 18 metres at-grade, with the tower setback a total of 19 metres from the shared property line. The proposed height of Building 1 is also 24 storeys, stepping down from the tallest buildings along Bank Street at 39 storeys.

In all cases, the low-rise neighbourhood to the west is separated from the proposed buildings by a new 18 metre wide public street that includes a 4.5 metre wide planting buffer along the shared property line. This buffer is intended to be planted to create a visual buffer.

Collectively, the proposed measures achieve an appropriate transition to the neighbouring low-rise while also recognizing the transit station located just west of the site.

- 4.6.6.3** Where two or more High-rise buildings exist within the immediate context, new High-rise buildings shall relate to the surrounding buildings and provide a variation in height, with progressively lower heights on the edge of the cluster of taller buildings or Hub.

The high-rise buildings proposed for the site range in height from 24 storeys up to 39 storeys, with the greatest heights proposed along Bank Street.

4.6.6.4 Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines.

Amenity areas will be provided within each of the buildings in accordance with the requirements of the Zoning By-law (i.e. 6 square metres per unit, with a minimum 50% communal). Additional open space is provided central to the development (1,417 square metres) and within Publicly Owned Private Spaces (POPS) at the northeast, southeast, and southwest corners of the subject site.

4.6.6.5 Where large sites such as shopping centres are developed or redeveloped, their site design shall support walkable 15-minute neighbourhoods, sustainable modes of transportation and help to achieve the economic development and health goals of the Official Plan by:

- a) Locating buildings and store entrances along public streets, with minimum built frontages determined by the Zoning By-law, depending on Transect location;
- b) Establishing an internal circulation pattern that supports future intensification, including direct and safe street and multi-use path connections to the surrounding built, or planned urban fabric;
- c) Including a public street grid or equivalent pedestrian and cycling network to maximize connectivity to the surrounding street network, with vehicular parking screened from the street edge, or located underground; and
- d) Building arrangement and design that includes façade treatments, articulation, building materials and site furnishings that are comfortable at the pedestrian scale.

Buildings have been located to frame the Bank and Walkley frontages, while also framing the proposed internal network of private and public streets. Direct and safe connections for active transportation users are provided into and through site and commercial uses abut Bank Street to provide an active and animated street edge. Corner POPS at the northeast, southeast and southwest corners provide inviting and safe entry points into the subject site.

4.6.6.8 High-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

The proposed buildings conform to the recommended floor plate sizes and are envisioned with floorplates ranging from 750 to 760 square metres on the Concept Plan. At-grade soft landscaping is proposed throughout the site and is supported by the addition of three (3) POPS, and open space.

4.6.6.9 High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.

The proposed development provides 22.3 metres of separation between Buildings 1 and 2, and greater than 23 metres of separation for all other towers. The reduced separation between Buildings 1 and 2 will not, in Fotenn's opinion, result in any undue adverse impacts to the privacy, skyviews, or light of residents within the two (2) future towers.

4.3.5 Right-of-Way Requirements

The Official Plan places the right-of-way requirements in Schedule C17. The protected width for Bank Street, adjacent to the subject site, remains at 37.5 metres between Riverside Drive and Hunt Club Road.

The existing right-of-way abutting the subject site provides the necessary 18.75 metres from the centreline of Bank Street. Further widening is proposed by the Bank Street Renewal project which has also been incorporated into the proposed development concept.

4.3.6 Parks and Recreation Facilities

Section 4.2 of the Official Plan provides overarching planning policy for parks. Policy 4.4.1.2 states that in all developments the City will consider land acquisition for parks as directed by the Parkland Dedication By-law to meet community needs for both residential and non-residential development. The City will prioritize land for parks on-site over cash-in-lieu of parkland. The land to be conveyed should be a minimum of 400 square metres in area and be free of encumbrances above and below ground.

Policy 4.4.1.4 points to the Parkland Dedication By-law to determine the rate of parkland dedication required. The policy references dedication requirements in place at the time of adoption, which have been subsequently changed. For the proposed development and density, the required dedication is at a rate of 1 hectare for every 600 dwelling units, to a maximum of 15% of the gross land area.

Policy 4.4.4.1 states that the City will emphasize larger parks in the Outer Urban Transect with the following stated preferences:

- a) Larger park properties that offer the widest range of activity spaces, such as sports fields are preferred;
- b) In Hubs and Corridors in the Outer Urban and Suburban transects, urban parkette and plazas will provide central gathering space and recreational components. These are intended to complement larger parks;
- c) For greater land efficiency, the co-location of parks with housing components, schools and other institutions or stormwater management facilities, may be considered in the planning of such parks; and
- d) For lands with facilities such as recreation centres and libraries, the opportunity for co-location of housing, especially affordable housing, above the facility should be considered, or at least where an immediate co-development is unfeasible, the facility development should be designed to consider the loading of the addition of residential storeys above through future development.

The required parkland requirement is calculated as follows:

	Area	Use Dedication	% of GFA	Required Dedication
Land Area	1.73ha			
Commercial Area	750m ²	0.0ha	1%	0.0ha
Residential Area	83,135.8m ²	2.38ha	99%	2.36ha
Calculated Requirement	2.36ha			
10% of Land Area (max)	0.17ha			
Parkland Requirement	0.17ha			

The total parkland requirement is 0.17 hectares, or 10% of the block area per the calculation above. The proposed development includes a 0.15 hectare block in the centre of the site that is proposed to be dedicated as a public park block. The block would have 48.88 metres of frontage along the new public street and would be surrounded on all other sides by private right-of-way. The balance of the parkland owing (0.02 hectares) would be paid as cash-in-lieu.

Sun Life is proposing to retain responsibility for the park block, despite transferring it to City ownership. Sun Life has an interest in ensuring that the park is built together with the first phase of development and in ensuring that the space is well-maintained for residents of their development and the surrounding area. The mechanics of this proposed arrangement will be discussed further through the development review process.

The proposed development conforms to the applicable policies of the 2022 Official Plan.

4.4 Bank Street South Secondary Plan (2022)

The Bank Street South Secondary Plan guides the long-term design and development of the portion of Bank Street between Riverside Drive and the Walkley rail corridor, and provides direction on land designations, built form, design and mobility. The Secondary Plan provides a framework for change that will see the planning area transform over time, according to the vision developed by the affected community and stakeholders as well as the vision of the Official Plan.

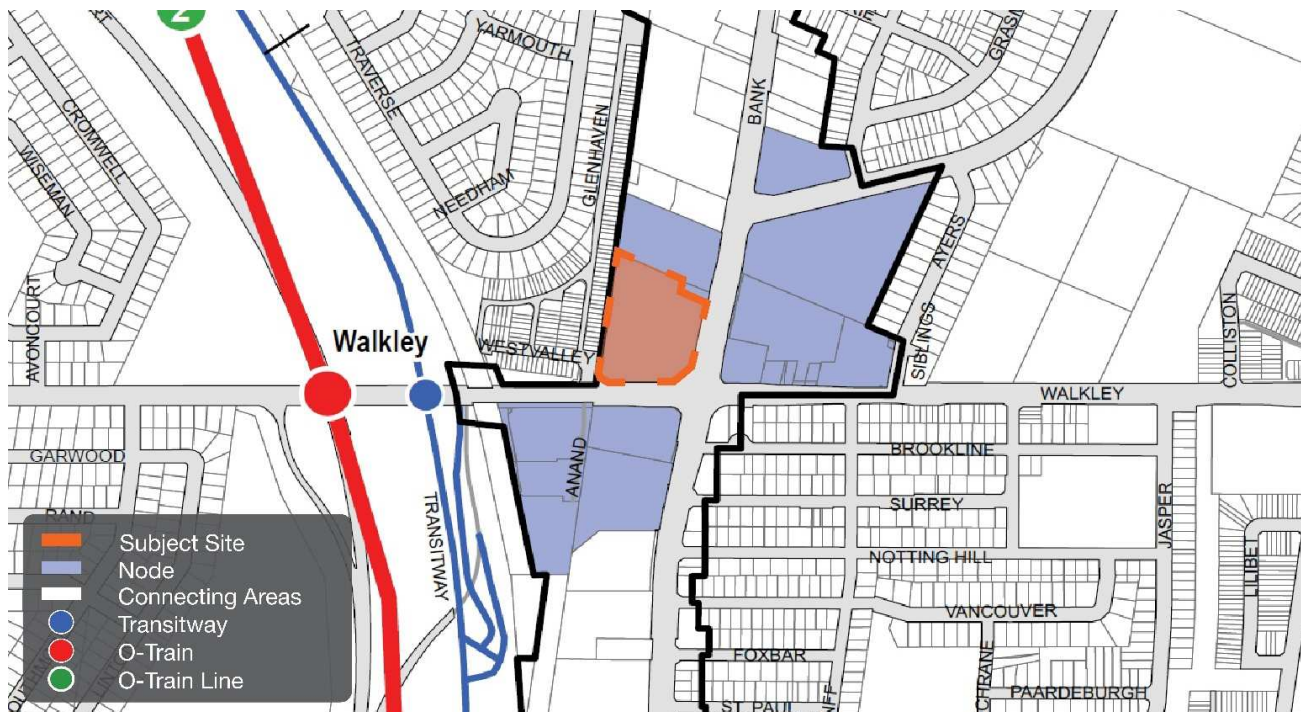


Figure 11: Excerpt from Bank Street South Secondary Plan, Schedule A - Designation Plan

4.4.1 General Land Use and Design Policies

The following policies provide general direction for the entire Bank Street South planning area, and are applicable to the subject site:

Land Use

- 1) A wide range of mixed-land uses, including residential, office, institutional, employment, community and park spaces are permitted.
- 2) Mixed-use development, with street-related retail uses on the ground floor, is encouraged and preferred along the Bank Street frontage, not along side streets.

- 3) Residential or office uses should be considered the primary use for all buildings and located on the upper floors of mixed-use buildings. If mixed-use development cannot be achieved within an individual building, a mix of uses in a cluster of single-use buildings is a reasonable alternative approach.
- 4) Outdoor commercial patios are discouraged on side streets.
- 5) Single-use buildings for institutions or community uses are permitted along Bank Street and should contribute to the pedestrian-friendly environment.
- 6) Parks, privately-owned public spaces and commercial patios are permitted along Bank Street where a strong design rationale is submitted. These places may serve as gateways, entrance features, gathering places, focal points, connections, etc.
- 7) A range of housing types and tenures are encouraged for residential uses.

A mixed-use development of four (4) high-rise buildings is proposed with commercial uses proposed at-grade along the Bank Street frontage, with residential uses proposed on the upper floors of the mixed-use buildings. Open space and three (3) POPS are proposed throughout the site to encourage public use of the site. A range of studio to two-bedroom units are proposed that will contribute to the housing options within the community.

Built Form

- 8) Unless otherwise specified, the maximum building height for Node areas is 50 metres, approximately a 16-storey building. The maximum permitted height may be lower depending on the distance away from residential areas.

The proposed development includes buildings substantially taller than are envisioned in the Secondary Plan, consistent with the direction for Mainstreet Corridors within the 2022 Official Plan as discussed above. While a Secondary Plan process provides a more thorough review of a neighbourhood, the current site-specific applications assess a proposed development against the policies of the both the Secondary Plan and the Official Plan to ensure conformity and address any areas where it is required. The proposed Official Plan Amendment seeks to better align the Secondary Plan with the Official Plan, while ensuring that an appropriate transition between the Mainstreet Corridor and the low-rise Neighbourhood designation is achieved and balancing the Provincial and City objectives for intensification in proximity to transit, employment, amenities, and services.

- 10) A maximum floor space index (FSI) of 2.0 is permitted for properties zoned as Arterial Mainstreet or any successor Zone. If 80% of any required parking is provided below grade, the maximum FSI is 3.5.

The proposed development has a floor space index (FSI) of 4.79 with all parking located below grade. Based on the policies of the Official Plan, the proposed FSI is appropriate given the proposed built form.

- 11) A well-defined streetwall of two to four storeys is encouraged along Bank Street to create a visually continuous streetscape and a strong street edge.
- 12) Mixed-use buildings should have a high ground floor-to-ceiling measurements to allow for a range of uses (e.g. 4.5 metres from floor-to-ceiling).

All buildings feature podiums of 4 to 5 storeys abutting the street edge and will feature appropriate ground floor heights for retail uses.

- 13) Height transitions shall be maintained between high-rise buildings, mid-rise buildings and existing low-rise buildings. Transitions in heights can be achieved by: locating tall buildings away from low buildings, having a generous separation space between buildings, and having upper storeys of building stepped-back away from low buildings.

Height transition has been achieved by the proposed development through a series of setbacks and stepbacks and changes in building height. These measures combine to provide an appropriate transition to the abutting low-rise while also contemplating the planned context of Bank Street and the Bank/Walkley node.

Design

- 14) For Nodes, at least 70% of the lot width along Bank Street should be occupied by one or more building wall(s). Lot width should be measured at the front yard building setback. A phasing plan, submitted to the satisfaction of the Planning, Infrastructure and Economic Development Department, may demonstrate how this policy will be achieved over time. New buildings framing Bank Street should be built before any other phases. Existing buildings that expand to a maximum 25% of their existing gross floor area and gas bars are exempt from this requirement.

The proposed development has building walls framing the reconstructed Bank Street. While under the target 70%, the building walls will provide commercial space fronting onto the street, with landscaped POPS areas along the street that will draw people into the subject property and are important from a connectivity standpoint. Despite the lesser building wall along Bank Street, the proposed development still results in an urban form that is appropriate for Bank Street.

- 15) A step back is required at the second, third or fourth storey of mid- to high-rise buildings to ensure a pedestrian-oriented environment is upheld. Where possible, the upper-storey step-back should be designed at the same storey as those established in the immediate area to create a cohesive visual pattern of development. Step backs at the upper storeys help achieve a human scale and allow more light on the sidewalks.

All proposed buildings incorporate a stepback above the fourth or fifth storey.

- 16) Building setbacks and design shall respect the overhead hydro wires and other utility wires that exist in the Bank Street corridor. Overhead hydro wires and other utility wires may influence the placement and selection of street trees and the separation distance between buildings and wires.

Hydro has been considered in the preparation of the concept plan.

- 17) Buildings with longer street frontages should be designed with architectural features to break up and enliven the facade. At a minimum, the building should not have any length greater than 20 metres without some form of articulation, courtyard or other architectural feature that achieves a break in the visual appearance of the length.

The buildings along Bank will feature articulation along the ground floor to ensure a varied and interesting facade.

- 18) Buildings along Bank Street shall have front doors that are easily accessible directly from the sidewalk for pedestrians.

The proposed development envisions doors that are directly accessible to the Bank Street frontage.

- 20) High-rise towers should be point towers with floor plates that do not to exceed 750 square metres. A separation distance of 30 metres between towers is recommended.

The proposed development includes tower floorplates between 750 and 760 square metres. The proposed tower separation is aligned with the 2022 Official Plan which recommends 23 metres of separation. Between Buildings 1 and 2, a slightly reduced separation of 22.3 metres is proposed without compromising skyviews, light, or privacy. The reduced separation is appropriate for the context and the redevelopment and conforms to the direction of the Official Plan and has appropriate regard for the applicable urban design guidelines.

- 21) The location and orientation of upper-storeys of high-rise buildings shall be sensitive to adjacent residential areas. The perceived intrusion of high-rise buildings onto private amenity spaces of existing residential neighbours should be minimized or mitigated.

The towers are setback a minimum of 19 metres from the nearest property line shared with low-rise uses and the tallest buildings are located the greatest distance from the low-rise areas.

- 23) Where parking lots/parking ramps are permitted, they must provide screening from residential properties and the public realm to reduce the visual impact of cars. Trees, shrubs and/or low opaque walls are required to screen cars from view.

Parking ramps have been minimized, screened, and located so as to limit the impact on surrounding areas.

- 24) Trees shall be used to improve the overall aesthetics and unique identity of the study area. Trees should be planted every seven to ten metres along Bank Street and side streets to establish an Avenue of mature trees which gives character, identity and distinction to Bank Street as an important pedestrian and automobile route. When site conditions make it impossible to achieve this in the public right-of-way, private landowners shall plant trees in the front yard setback areas to complement the public realm plantings.

Trees have been planted along Bank Street to create a consistent street tree canopy between the new sidewalk and the proposed buildings. The proposed landscaping will seamlessly connect Bank Street and the proposed development.

Parking and Access

- 25) Development will be required to provide enough short- and long-term bicycle parking to support the TMP's modal share targets.
- a) Bike parking rates will set a minimum rate of 1.0 protected bike parking space per multi-residential unit. More spaces may be required in proportion to the number of bedrooms in each unit; and/or
 - b) Bike parking rates for other uses will be set at or above what is required to support a 15 per cent modal share for its users and visitors. Development shall provide enough long-term bike parking to accommodate a minimum of 15 per cent of its all-day users such as commuters

Bike parking will be further reviewed at the Site Plan Control stage for each building but will comply with the minimum requirements of the Zoning By-law. Conceptually bike parking is proposed as a rate of 0.5 spaces per unit.

- 26) At time of redevelopment, private owners and other stakeholders shall collaborate to add long-term bicycle parking in existing automobile parking facilities. An example includes the conversion of motor vehicle parking spaces to bike parking.
- 28) Development with less or no motor vehicle parking is encouraged. Parking is not permitted between any building and Bank Street. Where they exist, front parking lots will be phased out through redevelopment. Parking shall be located behind buildings that front Bank Street.
- 31) Parking lots should be accessed via rear lanes or local streets. A driveway from Bank Street may be permitted if a rear lane or local road is not available for access. The geometry of the driveway will be kept to a minimum, and it should not negatively impact sustainable modes.

All parking is proposed to be located below grade with the exception of on-street parking along the private streets. A total of 979 parking spaces are envisioned which includes 115 visitor parking spaces (0.08 spaces/unit) and 864 resident parking spaces (0.61 spaces/unit). All parking rates are subject to change through future Site Plan Control applications.

Right of Way

- 41) Sidewalks should be as wide as possible. They are to provide a clearway of at least 1.8 metres. Where the City does not have enough property, reductions in vehicular lane widths should be prioritized over reductions in the widths of sidewalks or cycling facilities. The boulevard (planted area between sidewalk and curb) and the cycling lane will create a separation distance between pedestrians and vehicles.

- 47) Opportunities to establish on-street parallel parking may be pursued and implemented in the future to promote the viability of sidewalk-oriented retail. A parking study should determine whether on-street parking is viable in the study area. The introduction of high-quality dedicated facilities for pedestrians, cycling, and transit users will take precedence over the introduction of on-street parking where there is not space for both.

Sidewalks are proposed at a width of 1.8 metres throughout the site. On-street parallel parking is proposed for the private street internal to the site to support ground floor retail and visitors to the development. Sidewalks along Bank Street and Walkley have been anticipated consistent with the latest plans for the Bank Street Renewal project.

4.4.2 Node 3: Walkley Road

The Secondary Plan segments the area into three distinct Nodes, concentrated areas of mixed-use intensification that accomplish the Official Plan's objectives for intensification along Mainstreets as well as transit-oriented development. Nodes are within walking distance of existing and future higher-order transit service for taller mixed-use development.

The subject site falls within Node 3 (Figure 11), and includes the northwest, northeast and southwest corners of Bank Street and Walkley Road, referred to as "development blocks". Per Section 3.3 of the Secondary Plan, Node 3 should evolve into a medium- to high-density transit-oriented development area with higher-density buildings located on the north side and/or the southwest side of the Walkley Road and Bank Street intersection. A transfer station (bus/train) will be located at Walkley Road, near the existing O-Train track. Pathways from Bank Street to this transfer station are required to enhance the connectivity of the area and promote the use of the station.

Land Use and Design

- 19) High-rise buildings are permitted on the north and southwest side of the Bank Street / Walkley Road intersection.
- 20) Townhouses or low-rise apartments are appropriate for the west side of Bank Street, behind any mixed-use building development.

Four (4) high-rise buildings are proposed on the north west corner of the Bank Street and Walkley Road intersection.

Circulation

- 21) A direct east-west pedestrian connection should be established from Bank Street to the Walkley O-Train Station.
- 23) Any new access to Walkley Road from the northwest or southwest development blocks should be coordinated with the existing intersection at Glenhaven Private. The existing Walkley Road connection to Glenhaven Private, which provides access to the residential subdivision, may need to be reconfigured to accommodate the new local street mentioned above.

A pedestrian connection is proposed through the subject site from Bank Street to the Walkley LRT Station southwest of the site. A new public street is proposed along the northern edge of the property from the existing Glenhaven Private and Walkley Road intersection to Bank Street.

4.5 Bank Street Community Design Plan (2012)

The Bank Street Community Design Plan (CDP) is the Council-approved guide to the long-term growth and development of the portion of Bank Street from Riverside Drive to the CN rail line located south of Walkley Road. The purpose of the CDP is to create a framework for the future development of these lands, which fulfills the policy directions outlined in the City's Official Plan and sets the specific objectives for the Bank Street community.

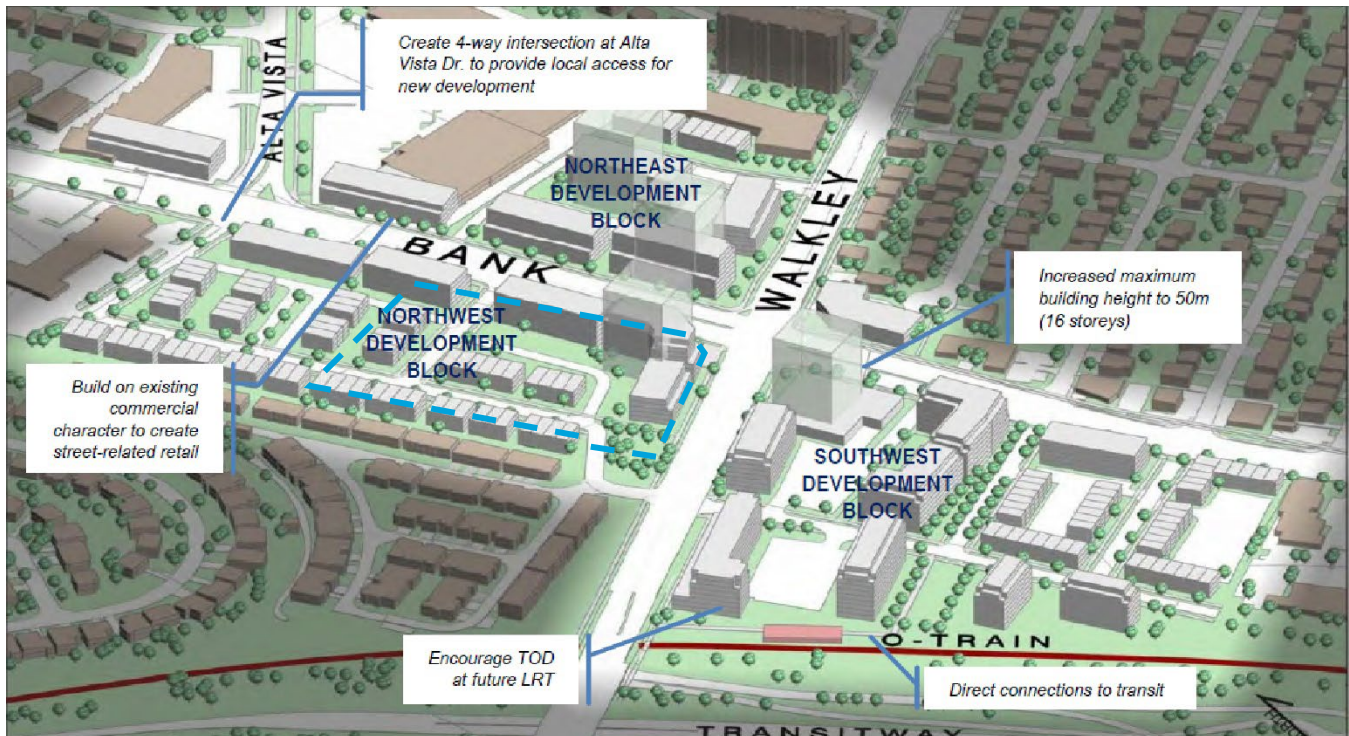


Figure 12: Bank Street Community Design Plan showing potential redevelopment of Node 3 (Figure 5.4)

4.5.1 General Land Use and Design Guidelines

The following provides general land use and design guidelines for the entire CDP planning area unless otherwise specified.

Land Use

1. A wide range of land uses, including residential, office, institutional, employment, community and open space are permitted.
2. Mixed-use development with street-related retail uses on the ground floor is encouraged along the Bank Street frontage.
3. Residential or office uses should be considered the primary use for all buildings and located on the upper floors of mixed-use buildings.
5. Outdoor commercial patios are discouraged on side streets.
6. Public and private open spaces are permitted along Bank Street where a strong design rationale integrated with the development and/or public right-of-way is provided. These places may serve as gateways, entrance features, gathering places, focal points, connections, etc.
7. A range of housing types and tenures are encouraged for residential uses.

A mixed-use development consisting of four (4) high-rise buildings is proposed, featuring commercial spaces at street level along Bank Street, with residential units on the upper floors. The site will include open space and three POPS to promote public access. The development offers a variety of unit types, ranging from studio to two-bedroom apartments.

Built Form

1. Unless otherwise specified, the maximum building height for nodes is 50 metres, approximately a 16-storey building. The maximum permitted height may be lower depending on the distance from residential areas. Consult zoning regulations for specific direction
3. A maximum floor space index (FSI) of 2.0 is permitted for properties zoned as Arterial Mainstreet Zone. If 80% of the required parking is provided below grade, the maximum FSI is 3.5. This is currently permitted under the Arterial Mainstreet Zone.
4. A well-defined streetwall of 2 to 4 storeys is to be encouraged along Bank Street.
5. The maximum building setback for non-residential or mixed-use buildings within nodes along the Bank Street frontage is 3 metres. If the building is on the same side of the street as the overhead hydro wires and hydro poles, the maximum building setback is 5 metres. Existing buildings that expand to a maximum 25% of their existing gross floor area are exempt from meeting the maximum frontage setback requirement. This requirement will not apply to gas stations.
6. The building setback for residential buildings within nodes along the Bank Street frontage is to be between 3 to 6 metres if the building has ground floor residential living space and subject to requirements for setback from overhead wires.
7. The ground floor of a mixed-use building should have a high floor-to-ceiling measurement to allow for a range of uses (e.g., 4.5 metre distance from floor to ceiling).
8. Height transitions should be maintained between high-rise buildings, mid-rise buildings and existing low-rise buildings. Transitions in heights can be achieved by locating tall buildings away from low buildings, having a generous separation space between buildings, and having upper storeys of building stepped-back away from low buildings.

While the Secondary Plan and CDP allow for a maximum height of 16 storeys (50 metres) for high-rise buildings within the Node designation, the proposed development aims for heights of up to 39 storeys (132 metres). This reflects the site's designation as a Mainstreet Corridor in the Official Plan, permitting buildings up to 40 storeys on corridors wider than 30 metres, including Bank Street adjacent to the site. An Official Plan Amendment is being sought to increase the allowable height in the Secondary Plan to match the Mainstreet designation. The proposed building heights and locations provide a suitable transition to the surrounding area's height context, with tower separations of 16- to 28-metres proposed. The site's location within 200 metres of the Walkley Road LRT Station further supports the appropriateness of the proposed built form.

A streetwall of 4-storeys is proposed along the Bank Street frontage, with the buildings set back over 5 metres from the Bank Street right-of-way. The buildings along Bank Street are mixed-use with commercial at-grade and residential on the upper floors.

Design

1. Within nodes, at least 70% of the lot width along Bank Street must be occupied by one or more building walls. Lot width should be measured at the front yard building setback.
2. Buildings with longer street frontages should be designed with architectural features to break up and enliven the façade. At a minimum, the building should not have any length greater than 20 metres without some form of articulation, courtyard or other architectural feature that achieves a break in the visual appearance of the length.
3. A minimum step back of 2.5 metre is required at the second, third or fourth storey of mid- to high-rise buildings to ensure a pedestrian oriented environment is upheld. Step backs at the upper storeys help achieve a human scale and allow more light on the sidewalks.

4. Building setbacks and design should respect the overhead hydro wires and other utility wires that exist in the Bank Street corridor. Overhead hydro wires and other utility wires may influence the placement and selection of street trees and separation distance of buildings from wires.
5. Buildings along Bank Street should have front doors that are easily accessible for pedestrians. Additional rear or side doors may be provided.
7. High-rise towers should be designed as point towers with floor plates not to exceed 750 square metres with a generous separation distance between towers. A minimum building separation of 30 metres is recommended.
8. The location and orientation of upper storeys of high-rise buildings should be sensitive to adjacent residential areas. The intrusion of high-rise buildings onto private amenity spaces of existing residential neighbours should be mitigated through the use of stepbacks, podiums, or intervening structures that are low to mid rise in height.
10. Screening is required between parking lots, lots/parking ramps and residential properties to reduce the visual impact of vehicles. Trees, shrubs and/or low opaque walls are required to screen cars from view.

The mixed-use buildings along the Bank Street frontage (Buildings 2, 3, and 4) feature front entrances which activate the public realm and provide direct access to the ground-level commercial spaces. The buildings incorporate architectural elements to break up and enhance the façade, with appropriate setbacks and stepbacks to accommodate overhead hydro and utility lines along Bank Street. Stepbacks are introduced at the 4th floor in Buildings 1 and 3, while Building 2 includes a stepback above the 5th floor. Building 4 features stepbacks at both the 4th and 8th floors, creating a transition to the adjacent low-rise residential neighborhood to the north. Floorplates are limited to 750 square metres for Building 1 (residential) and do not exceed 760 square metres for Buildings 2, 3 and 4 (mixed-use). Tower separations of 16- to 28-metres is proposed. Parking ramps are strategically located at the rear of the site, away from the Bank Street right-of-way and screened from public view.

Parking and Access

1. Parking is discouraged between the building and Bank Street. Parking should be located behind buildings that front Bank Street either on surface lots or in at grade or underground structures.
3. Parking lots should be accessed via rear lanes or local streets. A driveway from Bank Street may be permitted if a rear lane or local road is not available for access.

Access to below-grade parking is proposed via the public street to the north of the site, behind the proposed development.

4.5.2 Node 3: Bank Street near Walkley Road and Alta Vista Drive

Parallel to the Bank Street South Secondary Plan, the subject site is located within “Node 3” of the CDP and should evolve into a medium- to high-density transit-oriented development area with higher-density buildings being located on the north side and the southwest side of the Walkley Road / Bank Street intersection (Figure 12).

Built Form

1. High-rise buildings are permitted on the north and southwest side of the Bank Street / Walkley Road intersection.

Four (4) high-rise buildings are proposed on the north side of Bank Street and Walkley Road.

Circulation

1. A direct east-west pedestrian connection should be established from Bank Street to the future LRT station at Walkley Road.
2. Primary vehicular access for the northwest development block should be from a new local street (public or private) that connects the Alta Vista Drive / Bank Street intersection to Walkley Road. The existing Walkley Road connection to Glenhaven Private, which provides access to the residential subdivision, may need to be reconfigured to accommodate the new local street. Through traffic is to be discouraged from using this new local access.

3. Any new access to Walkley Road from the northwest or southwest development blocks should be coordinated with the existing intersection at Glenhaven Private.

A pedestrian connection is proposed through the subject site from Bank Street to the Walkley LRT Station southwest of the site. A new public street is proposed along the northern edge of the property from the existing Glenhaven Private and Walkley Road intersection to Bank Street and is planned to be connected to Alta Vista Drive in the future.

4.6 Urban Design Guidelines for High-Rise Buildings (2018)

The Urban Design Guidelines for High-Rise Buildings were approved by Ottawa City Council in May 2018. The Guidelines for High-Rise Buildings are to be used during the preparation and review of development proposals including high-rise buildings. The guidelines focus largely on the context for high-rise buildings and appropriate transition and compatibility, while also considering their built form. Where specific policies are provided in an area-specific policy document, the area-specific policies will take precedent over the guidelines. The relevant guidelines have been reviewed as they relate to the proposed development.

The proposed development is supportive of the following guidelines:

- / The proposed group of high-rise buildings are within an identified growth area and designed that the buildings are varied in height (Guideline 1.10);
- / The proposed development is located on a site surrounded by other high-rise buildings of consistent height, and provides a height and scale relative to the existing context and provide variations (Guideline 1.11);
- / The lot abuts the public realm on at least two sides (Guideline 1.15);
- / The corner lot has an area greater than 1,350 square metres (Guideline 1.16);
- / The proposal to accommodate high-rise buildings over 30-storeys in height provides a larger lot to meet the required separation distances (Guideline 1.18);
- / Enhances and creates the overall pedestrian experience in the immediate surrounding public realm through the design of the lower portion which creates a new urban fabric (Guideline 2.1);
- / Enhances and creates the image of a community and a city through the design of the upper portion of the building that respects and enhances the skyline (Guideline 2.2);
- / Includes three distinctive and integrated parts – base, middle, and top (Guideline 2.3);
- / Places the base of the building at the edges of the street to create a new street wall condition (Guideline 2.13);
- / The maximum height of the base of a proposed high-rise building is proportionate to the width of the ROW to provide sufficient enclosure for the street without overwhelming the street (Guideline 2.15);
- / Additional height is appropriate through the provision of step backs and architectural articulation, particularly on wider streets and deeper lots (Guideline 2.16);
- / Provides a minimum base height of two storeys (Guideline 2.17);
- / Uses high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the façade (Guideline 2.21);
- / Features a highly transparent and animated ground floor (Guideline 2.23);
- / Ensures appropriate setbacks from side and rear lot lines and tower separations between proposed towers and existing towers off site (Guideline 2.25);
- / Provides tower step backs from the base of the towers of at least 2 metres (Guideline 2.29);
- / Orients the towers to minimize shadow and wind impacts on the public spaces (Guideline 2.31);
- / Creates a fenestration pattern and applies colour and texture on the facades that are consistent with and complement the surrounding context (Guideline 2.33);
- / Provides a distinct termination at the top of the tower (Guideline 2.35);
- / Integrates rooftop mechanical equipment into the architecture (Guideline 2.36);
- / Appropriately contributes to the character of the city skyline by fitting in with the existing character and harmony of the skyline (Guideline 2.37);
- / Provides an appropriate public space at grade (Guideline 3.4);

- / Provides a public space which is complimentary and integrates into the existing network of streets, pathways parks and open spaces, and provides direct physical connect to the surrounding streets (Guideline 3.5);
- / Locates the main building accesses at the same level as the street (Guideline 3.10);
- / Animates the ground floor frontage with commercial uses, with greater floor to ceiling height at the ground floor, and ensuring transparency (Guideline 3.12);
- / Locates parking underground (Guideline 3.14);
- / Locates drop-off and pick up areas at the rear of the property (Guideline 3.15);
- / Internalizes loading and service facilities (Guideline 3.16);
- / Minimizes the size of garage and service doors (Guideline 3.19);
- / Considered wind impacts in the design of the building (Guideline 3.26); and,
- / Analyzed shadow impacts resulting from the proposed building (Guideline 3.27).

The proposed development has regard for the Urban Design Guidelines for High-Rise Buildings.

4.7 Transit-Oriented Development Design Guidelines

In September 2007, City Council approved design guidelines to address Transit-Oriented Development. The guidelines apply to all development throughout the city that is within 600 metres walking distance of a rapid transit stop or station and provide guidance for the proper development of these strategically located properties. The guidelines address six elements of urban design including: land use, layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and environment.

The proposed development meets the following applicable design guidelines:

- / Provides a transit-supportive land use within 600 metres walking distance of a rapid transit station (Guideline 1);
- / Creates a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. Elements include a variety of different housing types, employment, local services, and amenities that are consistent with the policy framework of the Official Plan and the City's Zoning By-law. Locates the proposed building along the front of the street to encourage ease of walking between the building and to public transit (Guideline 3);
- / Creates pedestrian and cycling "short cuts" that lead directly to transit (Guideline 6);
- / Locates buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit (Guideline 7);
- / Locates a high-density residential use close to the transit station (Guideline 8);
- / Creates transition in scale between higher-intensity development around the transit station and adjacent lower-intensity communities (Guideline 9);
- / Orients buildings towards transit stations and provides direct pedestrian access that minimizes conflict with vehicles (Guideline 10);
- / Steps back buildings heights in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street (Guideline 11);
- / Creates a highly visible building through distinctive design features that can be easily identified and located (Guideline 12);
- / The proposed building is located in reference to the front property line in a manner that is intended to define the street edge (Guideline 13);
- / Provides architectural variety on the lower storeys of buildings to provide visual interest to pedestrians (Guideline 14);
- / Uses clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing (Guideline 15);

- / Includes pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and barrier-free and that lead directly to transit (Guideline 16);
- / Provides a ground floor that has been designed to be appealing to pedestrians and includes space for commercial uses (Guideline 28);
- / Provides convenient bicycle parking that is enclosed and protected from the weather for both residents and customers (Guideline 29);
- / Locates parking below-grade and to the rear of buildings, not between the public right-of-way and the functional front of the building (Guideline 35);
- / Designs access driveways to be shared between facilities (Guideline 36);
- / Provides an area where motorists, including taxis, can drop off or wait for transit passengers (Guideline 37);
- / Designs and locates parking lots and internal roads to minimize the number of vehicle crossings over primary pedestrian routes (Guideline 38);
- / Provides underground parking or parking structures over surface parking lots (Guideline 39); and,
- / Provides loading areas off the street, behind or underneath buildings (Guideline 43).

The proposed development has regard for the Transit-Oriented Development Design Guidelines.

4.8 Urban Design Guidelines for Development Along Arterial Mainstreets (2006)

The Urban Design Guidelines for Development Along Arterial Mainstreets are applicable to all development sites designated Traditional Mainstreet by the City of Ottawa Official Plan.

The proposed development meets the following applicable design guidelines:

- / Aligns the streetwall of the buildings with existing built form or average setback of adjacent buildings (Guideline 1);
- / Provides a minimum 2.0-metre-wide concrete sidewalk and match streetscape plans or existing context in the area (Guideline 2);
- / Uses buildings and landscaping to create a continuous streetscape along Bank Street (Guideline 4);
- / Provides streetscaping elements such as trees, decorate paving between the buildings and the curb (Guideline 5);
- / New buildings are set back more than 3 metres from the front and side property lines to define the street edge (Guideline 6);
- / New development is compatible with the general physical character of adjacent neighbourhood, and protects the positive elements of the existing fabric (Guideline 7);
- / Provides a POPs at the corner of Bank and Walkey and Walkey and Glenhaven Private (Guideline 8);
- / Street sections have been designed with a ratio of building height to road corridor width (Guideline 9);
- / Based on an internal circulation pattern to allow logical movement through the site (Guideline 10);
- / Intensified, mixed-use development with public amenity space proposed (Guideline 11);
- / The buildings occupy the majority of the lot frontage (Guideline 13);
- / Provides a transition in the scale and density of the built form on the site due to its location next to lower density neighbourhoods (Guideline 14);
- / Landscaping is proposed in the areas in front of the building (Guideline 15);
- / Buildings have been designed to create visual interest, and a sense of human scale along Bank Street and Walkey Road (Guideline 16);
- / Front façades have been oriented to face the public street, with commercial entrances visible, and directly accessible, from Bank Street and Walkey Road (Guideline 17);
- / A pedestrian walkway connects the site from Bank Street through to Walkey Road to the Walkey Transit Station (Guideline 19);

- / Unobstructed pedestrian walkways that are a minimum of 2.0 metres wide are located along façades with a customer entrance, and between the primary entrance and the public sidewalk (Guideline 21);
- / Surface parking spaces are located internal to the site (Guideline 27)
- / Provides a consistent width of landscape and pedestrian areas across the front of the site (Guideline 30);
- / Includes continuous landscaping to reinforce pedestrian walkways within parking areas (Guideline 31);
- / Provides a minimum 3.0-metre-wide landscape area through a POPs located at the edges of the site adjacent to the residential high-rise building (Guideline 35);
- / Landscaping of areas between the building and the sidewalk (Guideline 40);
- / Provides a minimum 2.5-metre-wide landscape area along the site's side and rear yards (Guideline 41);
- / Street trees are proposed between 7.0 and 10.0 metres apart along the public streets and internal pedestrian walkways (Guideline 42);
- / Shares service and utility areas between the four buildings (Guideline 49); and,
- / Encloses all utility equipment within buildings and screens them from both the arterial mainstreet and private properties to the rear of the site (Guideline 50).

The proposed development has appropriate regard for many of the Urban Design Guidelines for Development along Arterial Mainstreets

4.9 City of Ottawa Zoning By-law (2008-250)

The subject site is zoned “Arterial Mainstreet, Subzone 8 (AM8)” in the City of Ottawa Comprehensive Zoning By-law (2008-250) (Figure 13). The purpose of the Arterial Mainstreet zone is to:

- / Accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings; and
- / Impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.



Figure 13: Zoning Map of the Subject site and surrounding area

Subzone 8 contains specific permissions including allowing high-rise apartment buildings, maximum building heights, building setbacks, required stepbacks, and a minimum building frontage for Bank Street. Specifically:

- / Apartment dwelling, high rise is a permitted use;
- / The following maximum building heights apply:
 - In any area up to and including 20 metres from a property line abutting an R4 zone: 15 metres;
 - In any area over 20 metres and up to and including 30 metres from a property line abutting an R4 zone: 20 metres;
 - More than 30 metres from a property line abutting an R4 zone: 50 metres;
- / For non-residential and mixed-use buildings, no minimum front yard setback applies and the maximum front yard setback along Bank Street is 3.0 metres; and
- / Where the building height is greater than 4 storeys the second, third or fourth storey must be stepped back a further 2.5 metres from the front wall of the storey below and each storey above the fourth storey is to have the same minimum stepback as required for the fourth storey.

Table 2 provides a summary of the Arterial Mainstreet zoning provisions as detailed in Zoning By-law 2008-250 and how the proposed development complies with the provisions.

Table 2: Zoning Provisions, Requirements, and Compliance for AM(8) zoning

Zoning Mechanism		Required	Provided	Compliance
Minimum Lot Width (Table 185)		No minimum	67.4 m	Yes
Minimum Lot Area (Table 185)		No minimum	18,006 m ²	Yes
Minimum Front Yard Setback	Non-residential or mixed-use buildings [S.186(8)(e)]	No minimum	Building 3: 5.69 m	Yes
	(ii) Residential use building (Table 185)	3 metres	n/a	
Maximum Front Yard Setback [S.186(8)(f)]	Non-residential or mixed-use buildings along Bank Street where overhead hydro wires and hydro poles exist.	5 metres	Building 3: 5.69 m	No
Minimum Rear Yard Setback (Table 185)	(i) Abutting a street	3 metres	Building 1: 18.09 m Building 4: 22.87 m	Yes
	(ii) Rear lot line abutting a residential zone	7.5 metres		
	(iii) For a residential use building	7.5 metres		
Minimum Interior Side Yard Setback (Table 185)	(ii) All other cases	No minimum	8.7 m	Yes
Minimum Corner Side Yard Setback (Table 185)	(i) Non-residential or mixed-use buildings	No minimum	Building 2: 1.817 m	Yes
	(ii) Residential use building	3 metres	Building 1: 2.6 m	No

Zoning Mechanism		Required	Provided	Compliance
Maximum Building Height [S.186(8)(c)]	(ii) in any area up to and including 20 metres from a property line abutting a R4 zone.	15 metres	Building 1: 84 m / 24 storeys	No
	(iii) in any area over 20 metres and up to and including 30 metres from a property line abutting a R1, R2, R3 or R4 zone	20 metres	Building 4: 105 m / 33 storeys	No
	(iv) more than 30 metres from a property line abutting a R1 – R4 zone	50 metres	Building 2: 132 m / 39 storeys Building 3: 109 m / 33 storeys	No No
Building height greater than 4-storeys [S.186(8)(g)]		The second, third or fourth storey must be stepped back a further 2.5 metres from the front wall of the storey below and each storey above the fourth storey is to have the same minimum stepback as required for the fourth storey.	Building 1: 2.0 m Building 2: 2.9 m Building 3: 2.5 m Building 4: 15.0 m	No Yes Yes Yes
Lot Width along Bank Street [S.186(8)(h)]		At least 70% of the lot width measured at the building setback along Bank Street must be occupied by one or more building walls.	Under 70%	No
Floor Space Index [S.186(8)(b)]		No greater than 50% of the maximum permitted floor space index may be used for permitted non-residential uses	There is no maximum FSI in the AM8 zone.	Yes
High-Rise Zoning Provisions [S. 77]	(3)(a) Minimum Required Lot Area (Corner Lot)	1,150 square metres	18,006 m ²	Yes
	(3)(c) Minimum Interior Side and Rear Yard Setback (for any part of the building above 9 storeys)	10 metres	8.7 m (Building 4)	No
	(d) Minimum Separation Distance Between Towers on the Same Lot (above 9 storeys)	20 metres	22.3 m (Between	Yes

Zoning Mechanism		Required	Provided	Compliance
			Buildings 1 and 2)	
Amenity Space [S. 137]	Minimum communal amenity space	6 m ² per unit (minimum 50% must be communal) 1426 units x 6 m ² = 8,556 m ²	8,556 m ²	Yes
	Layout of communal amenity area	Aggregated into areas up to 54m ² , and where more than one aggregated area is provided, at least one must be a min of 54m ²	Complies	Yes

Table 3 describes vehicle and bicycle parking requirements, and how the proposed development complies with these provisions.

Table 3: Vehicle and Bicycle Parking Requirements and Compliance

Parking & Loading, Area Y: Inner Urban Mainstreets (High-Rise Mixed-Use)		Required	Proposed	Compliance
Vehicular Parking [Table101]	Minimum number of parking spaces for Residential	0.5 spaces / unit 1,426 units = 713 spaces required	864 spaces	Yes
	Minimum number of parking spaces for Visitors	0.1 spaces/unit, less the first 12 units to a maximum of 30 visitor spaces per building = 115 spaces required	115 spaces	Yes
	Total Vehicular Parking	828 spaces required	979 spaces	Yes
Maximum Number of Parking Spaces [Table 103]		1.75 per dwelling unit (combined total of resident and visitor parking) 2,496 spaces	Complies	Yes
Parking Space Dimensions [S.106]		Minimum: 2.6m wide x 5.2m long Up to 40% may be reduced to 2.4m wide and 4.6m long	Complies	Yes
Bicycle Parking [Table 111A]	Minimum number of parking spaces for residential units	0.5 spaces/ dwelling unit = 713 spaces required	864 spaces	Yes
Bicycle Parking Space Dimensions		Horizontal: 0.6m x 1.8m	Complies	Yes

[S.111]		Vertical: 0.6m x 1.5m Minimum 50% horizontal at floor level Minimum 25% interior spaces		
Minimum Number of Loading Spaces [Table 113A]		Where more than one use is located in a building or on a lot, vehicle loading spaces must be provided for each use in accordance with the rate set out in Table 113A. Commercial GFA @ 750 m ² = None required Residential: None required 0 loading spaces required	8 spaces	Yes
Drive Aisle Width [S.107(1)(a)(i)]	Minimum (Double lane traffic)	6 metres	6.7 metres	Yes
	Maximum (Double lane traffic)	6.7 metres		

Proposed Official Plan Amendment

A site-specific Official Plan Amendment is proposed to the Bank Street South Secondary Plan (2022). The OPA would:

- / Amend Section 2.2, Policy 8, to permit high-rise buildings with a height of thirty-nine storeys (132 metres) on the subject site, whereas the policy currently permits a maximum building height of 50 metres, or approximately 16 storeys.

The proposed Official Plan Amendment is appropriate and represents good planning. The subject site, designated as Node 3 within the Bank Street South Secondary Plan, contemplates construction of four (4) high-rise buildings ranging from 24 to 39 storeys in height on an underutilized lot that currently contains a small-scale commercial plaza. Although not within the range for building heights of 16-storeys proposed within the Bank Street South Secondary Plan, the proposed heights are consistent with the policy direction within the Official Plan's Mainstreet Corridor designation. The proposed development addresses policies for High-Rise buildings by ensuring appropriate transition to and compatibility with its existing and planned surrounding context by ensuring adequate separation distances between both the towers and abutting properties.

The proposed development is located at a prominent corner within the area, abutting arterial roads which serve as transit priority corridors and provide excellent connectivity to the Walkley LRT Station, located 200-metres walking distance from the subject site. A mix of uses is provided throughout the proposed development, with commercial spaces located at-grade and a range of unit types provided above.

Proposed Zoning By-law Amendment

To facilitate the proposed development, site specific exceptions from the following zoning provisions are requested:

- / **Building Height:** The Zoning By-law allows for a maximum building height of 15 metres in any area up to and including 20 metres from a property line abutting a R4 zone, 20 metres in any area over 20 metres and up to and including 30 metres from a property line abutting an R1 to R4 zone, and 50 metres for more than 30 metres from a property line abutting a R1 to R4 zone. Relief is required to increase the height to accommodate the proposed development to the following:
 - Building 1: 84 metres (24 storeys)
 - Building 2: 132 metres (39 storeys)
 - Building 3: 109 metres (33 storeys)
 - Building 4: 105 metres (33 storeys)
- / **Required Stepback:** The Zoning By-law requires that the second, third or fourth storey must be stepped back a further 2.5 metres from the front wall of the storey below and each storey above the fourth storey is to have the same minimum stepback as required for the fourth storey. Relief is sought for Building 1, which proposes a 2-metre stepback above the fourth storey.
- / **High-Rise Zoning Provisions:** The Zoning By-law requires 10 metres for the minimum interior side and rear yard setback for any part of the building above 9 storeys. Relief is sought as the proposed interior side yard setback for Building 4 is 8.7 metres.
- / **Minimum Corner Side Yard Setback:** The Zoning By-law permits a minimum corner side yard setback of 3 metres for a residential use building. Relief is sought to reduce the proposed setback for Building 1 (a residential use building) to 2.6 metres from Walkley Road.
- / **Lot Width along Bank Street:** The Zoning By-law requires that at least 70% of the lot width measured at the building setback along Bank Street must be occupied by one or more building walls. Relief is requested as the development proposes less than 70% building walls along Bank Street.

Supporting Studies

The following reports and studies have been prepared in support of the Official Plan Amendment, Zoning By-law Amendment, and Plan of Subdivision applications.

7.1 Functional Servicing Report

A Functional Servicing Report was prepared by DSEL Ltd. and dated September 2024. The purpose of this report is to outline how the development can be adequately supported by municipal services. The report demonstrates that existing water, sanitary, and storm services can accommodate the proposed development:

- / Water: 400mm diameter watermain are available along Bank Street and Walkley Road to support the site. Pressures need to be confirmed by the City.
- / Wastewater: Sanitary sewers are present on Walkley Road. Capacities need to be confirmed with the City.
- / Stormwater: On-site controls will limit release rates to the 2-year flow and achieve at least 80% TSS removal before discharging into the City's storm infrastructure.

7.2 Phase I & II Environmental Site Assessment

Phase I & II Environmental Site Assessments (ESAs) were prepared by EXP Services Inc. and dated October 11, 2024. The objective of the Phase II ESA was to investigate soil and groundwater quality at areas of actual and potential environmental concern previously identified at the Site arising from current and/or historical activities on the Site and on neighbouring properties. VOC impacted soil and groundwater has been identified, as well as metals or inorganics impacts. Additional investigation is recommended to further delineate the areas of impacted soil and groundwater identified during this investigation. Remedial efforts are to coincide the phase approach to site development.

7.3 Transportation Impact Assessment

A Transportation Impact Assessment was prepared by CGH Transportation and dated October 2024. This TIA was prepared with respect to the City's Transportation Impact Assessment Guidelines with the following findings:

- / The proposed development is forecasted to produce 395 two-way vehicle trips during the AM peak hour and 305 two-way vehicle trips during the PM peak hour;
- / During both the AM and PM peak hours, the study area intersections operate well and no further collision analysis is required as part of this study;
- / All design vehicle turning paths can be accommodated by the proposed curbs and driveways; and,
- / Given that the future Walkley LRT station will be within a 600-metre walk from the site, which provide travel to/from north and south, and residual capacity is observed at nearby bus stops based on the existing average load at departure, it is anticipated that the existing transit service can accommodate site-generated transit trips to/from the north and south.

7.4 Geotechnical Investigation

EXP Services Inc. has conducted a Geotechnical Investigation of the subject site, dated October 3, 2024, to assess the appropriateness of the proposed development by determining the subsoil and groundwater conditions at this site and providing geotechnical recommendations pertaining to the design of the proposed development including construction considerations. The findings are as follows:

- / The subject site is suitable for the proposed development. However, it is anticipated that due to the significant depth of the excavation for the proposed buildings and the proximity of the excavation to existing infrastructure (roadways and underground municipal services), the excavations will need to be supported by a shoring system.
- / The site is underlain by shale bedrock, prone to swelling under certain conditions of heat and humidity and prone to rapid deterioration. Therefore, the base and sides of the exposed shale bedrock in all footing and floor

slab excavations should be cleaned of any soil or deleterious material, and should be covered with 50 mm of concrete or gunnite within the same day of its first exposure.

- / It is also anticipated that the majority of the material required for backfilling purposes would have to be imported and should preferably conform to Ontario Provincial Standard Specification (OPSS) for Granular B Type II and OPSS Select Subgrade Material (SSM).

7.5 Tree Conservation Report

A Tree Conservation Report (TCR) was prepared by NAK Design Strategies, dated October 7, 2024. The TCR describes all trees over 10 cm on the site, recording their species, size, and current health condition, including trees on adjacent property whose roots extend onto the subject site. The TCR further evaluates the impact of the trees by the proposed development and what the recommended action is (retain or protect) and provides recommendations on how to mitigate damage to retained trees during construction. The TCR provides a description of the fifteen (15) trees identified on site. There are eight (8) trees that will need to be removed to facilitate the construction of the proposed development and two (2) trees that were noted to have been previously removed on site. Five (5) trees are proposed to be preserved due to their moderate to good conditions.

7.6 Transportation Noise Feasibility Study

A Transportation Noise Feasibility Study was prepared by Gradient Wind dated October, 2024. The purpose of this report is to analyze the sound pressure levels in the area of interest. The results of this study are as follows:

- / The results of the roadway traffic noise calculations indicate that noise levels for POW receptors will range between 55 and 68 dBA during the daytime period (07:00-23:00) and between 47 and 60 dBA during the nighttime period (23:00-07:00). The highest noise level (68 dBA) occurs at the south façade of Building 2, which is directly exposed to the noise generated by Bank Street. Upgraded building components will be required for Buildings 1, 2, and 3 as the noise levels exceed the 65 dBA criteria at POW receptors. Results also indicate that the buildings will require central air conditioning or a similar mechanical system, which will allow occupants to keep windows closed and maintain a comfortable living environment.
- / Ontario Building Code (OBC 2020) compliant building components will be sufficient for Building 4. The
- / building should be designed with the provision for adding central air conditioning.
- / The noise levels exceed the 60 dBA criterion of ENCG at the Level 5 and Level 6 terraces of Buildings 1 and 2. Therefore, mitigation measures such as a parapet wall or solid glass railings will be required to reduce the noise levels at or below 60 dBA.
- / In addition to ventilation requirements, a Type D warning clause will also be required in all Lease, Purchase and Sale Agreements.
- / There are no stationary noise sources that may impact the proposed development in the vicinity of the subject site.

7.7 Pedestrian Level Wind Study

A Pedestrian Level Wind Study was prepared by Gradient Wind dated October 11, 2024. The purpose of this report is to investigate the potential impact of pedestrian wind conditions within and surrounding the subject site, and to identify areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, where required. The study determined that while the introduction of the proposed development is predicted to produce generally windier conditions at grade, most grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for their intended pedestrian uses throughout the year. Further, regarding the exterior amenity areas serving Building 1 at the ground level and at the Mezzanine Level, conditions are predicted to be suitable for sitting during the typical use period (May to October, inclusive) and are considered acceptable. Regarding the amenity terraces serving Buildings 1-3 at the MPH Level, conditions during the typical use period are predicted to be suitable for a mix of sitting and standing.

8.0 Conclusion

It is our professional opinion that the proposed Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision applications to redevelop the subject site with the proposed mixed-use plan of subdivision constitutes good planning and are in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the Provincial Policy Statement (2020) and the Provincial Planning Statement (2024) by providing an efficient development and land use pattern, accommodating an appropriate range and mix of residential types to meet long-term needs of the municipality, promoting cost-effective development patterns, and supporting multi-modal, active transportation. The proposed development provides a more intensive housing form and type in a location identified for intensification by the municipality.
- / The proposed development conforms to the policies within the City of Ottawa Official Plan by providing a new residential and mixed-use built form along a Mainstreet Corridor within the Outer Urban Transect with an Evolving Overlay, supported by its proximity to transit and broad range of uses in the area. The proposed development provides a built form consistent with the planned context of the subject site, within the described building height range and densities supported by Official Plan policies and ensures appropriate transitions to nearby low-rise properties through a site and architectural design which complements the character of the area.
- / The proposed development conforms to the policies set out in the Bank Street South Secondary Plan by providing a mixed-use development with commercial at-grade and residential uses on the upper floors of the buildings. The proposal includes a pedestrian connection through the subject site from Bank Street to the Walkley LRT Station southwest of the site. An Official Plan Amendment is proposed to this Secondary Plan to increase the maximum permitted heights for the subject site to 39 storeys, whereas the existing maximum height is 16 storeys.
- / The proposed development adheres to the Bank Street South Community Design Plan by providing a high-rise, mixed-use development on the north side of Bank Street and Walkley Road, which includes and a new public street from the existing Glenhaven Private and Walkley Road intersection through the site to Bank Street, planned to be connected to Alta Vista Drive in the future.
- / The proposed development considers the Urban Design Guidelines for High-Rise Buildings and has been designed in a manner which effectively applies the overarching-built form principles to maintain the pedestrian realm while enhancing the neighbourhood. The proposed built form is distinguishable, yet complementary to the existing context while considering the planned function of the area while adhering to appropriate setback, stepbacks, and separation distances to ensure minimal impacts on surrounding properties and spaces.
- / The proposed development considers the Transit-Oriented Development Design Guidelines by introducing highly transit supportive land uses within 200 metres of the Walkley LRT Station. The proposed development locates the greatest residential densities near the LRT station while maintaining a high-quality public realm.
- / The proposed development has appropriate regard for the City's Urban Design Guidelines for Arterial Mainstreets by providing a built form and building design which enhances the streetscape of Bank Street and Walkley Road with new commercial uses, open space, and at-grade POPS. The proposed development has been oriented and designed to frame the abutting roadways, maximize open space, and provide new pedestrian and cycling connections to the surrounding area.
- / The proposed development is in keeping with the vision of the City's Bird Safe Design Guidelines.
- / The proposed Official Plan Amendment is appropriate in accommodating the development and does not result in undue negative impacts to the subject site or surrounding properties.
- / The proposed development meets several of the applicable requirements in the Comprehensive Zoning By-law 2008-250 and the requested amendments are appropriate and will not create undue negative impacts on the community or surrounding properties.

- / The proposed development and amendments are supported by technical studies and plans submitted as part of this application.



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