



**PLANNING RATIONALE**

Zoning By-Law Amendment and Site Plan  
Control Applications for Mixed Use  
Intensification

October 27, 2023

Prepared for:  
Smart Centres Real Estate Investment Trust

Prepared by:  
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160410424

Revision	Description	Author	Date	Quality Check	Date	Independent Review	Date
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## Executive Summary

Stantec Consulting Ltd. (“Stantec”) has been retained by Smart Centres Real Estate Investment Trust (“Smart Centres”) for the purpose of preparing this planning rationale in support of Zoning By-law Amendment and Site Plan Control applications (City File Numbers D02-02-21-0139 and D07-12-21-0182) to permit a proposed mixed use development (the “proposal”) on a portion of the property known municipally as 2200 Bank Street within the City of Ottawa.

Smart Centres has identified the southern portion of the South Keys Shopping Centre, which includes everything south of the existing Wal-Mart, for phased mixed-use redevelopment. This area is described as the “South Phase” lands and it is intended to be developed in four separate phases/stages, with the current proposal representing South Phase - Phase 1 (“PH1”). The proposal will serve as an anchor to future redevelopment of the South Phase lands, as it is strategically located adjacent to the South Keys Transit Station, which is the southernmost station along this portion of the City’s existing Transitway network and is currently served by bus rapid transit (“BRT”).

As part of the Stage 2 O-Train Light Rail Transit Project, the existing Trillium Line, which serves the O-Train, will be extended further south from its existing terminus at Greenboro Station, and will branch into two new lines, one of which will pass by the subject site and provide a connection to the Macdonald-Cartier International Airport. Accordingly, following completion of the Stage 2 light rail transit (“LRT”) works the South Keys Transit Station will function as a major transfer point between BRT and LRT.

The PH1 proposal consists of a single building in the form of a nine-storey podium with stepbacks and a 20-storey tower. The limit of PH1 is generally defined by the southern boundary of the existing Wal-Mart to the north, Daze Street to the east, the cinema and associated parking to the south, and the property lines to the west. The PH1 lands consist of two areas, the first being land to be dedicated to the City for a future transit plaza, and the second being the Limit of Work. Within the Limit of Work will be the proposed building and private roadways, servicing infrastructure, and landscaping elements.

As part of the proposal, certain existing conditions within the PH1 Limit of Work will remain unchanged to maintain the continued operation of the existing restaurant establishment, being Montana’s. Accordingly, the Montana’s building and associated patio and pathways are excluded from PH1. The intended full build-out of the South Phase lands is conceptualized as four phases /stages that are summarized in Table 1 and described further in Sections 2 and 3 of this report.

The proposed Zoning By-law Amendment is for the South Phase lands and is required to lift the existing holding symbol and to permit an increase in the maximum size of a residential tower floor plate from 750 m<sup>2</sup> to 950 m<sup>2</sup>. The application for Site Plan Control is specific to the proposal for the PH1 lands and was submitted concurrently with the zoning by-law amendment on October 29, 2021.

This report and the technical material (e.g., plans and studies) prepared in support of the applications demonstrate that the proposed PH1 development and requested approvals are appropriate for facilitating a desirable and efficient use of underutilized land intended for high-density mixed-use intensification. It is



our professional opinion that the proposal represents good land use planning that is in the public interest, is consistent with the policies of the Provincial Policy Statement 2020, and is in conformity and compliance with the general intent and purpose of the City of Ottawa’s Official Plan and zoning by-law. Accordingly, we recommend the applications be approved.

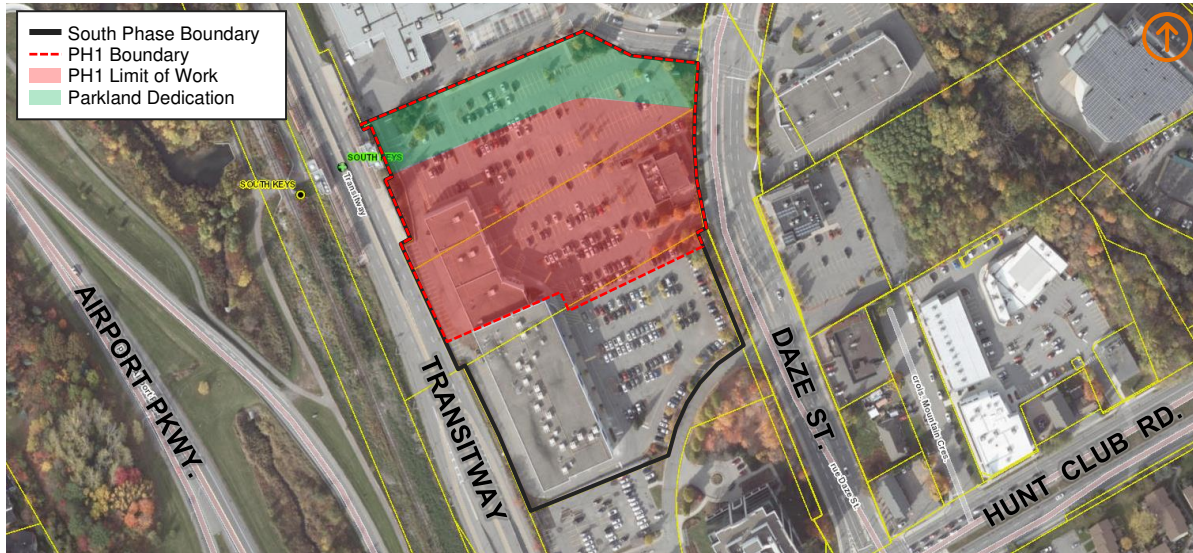


Figure 1. Phasing context

**Table 1.** South Phase conceptual build-out

Feature	Phase 1 (proposed)	Phase 2 (conceptual)	Phase 3 (conceptual)	Phase 4 (conceptual)	Total
Land Uses (mixed-use)	Residential & Commercial	Residential & Commercial	Residential & Commercial	Residential & Commercial	-
Building Form	nine-storey podium (integrated parking) and one 20-storey tower	six-storey podium (integrated parking) and two 21-storey towers	six-storey podium (integrated parking) and two 21-storey towers	six-storey podium (integrated parking) and two 21-storey towers	-
Total GFA	18,715.4 m <sup>2</sup> (res) + 409.1 m <sup>2</sup> (comm)	29,683.8 m <sup>2</sup>	27,078.5 m <sup>2</sup>	31,429 m <sup>2</sup>	106,906.7 m <sup>2</sup>
Total Dwelling Units	290	403	404	457	1,554
Resident Parking	152	242	242	274	910
Visitor Parking	28	30	30	30	118
Bicycle Parking	300	403	404	457	1,564
Total Amenity Area	3,412 m <sup>2</sup>	2,418 m <sup>2</sup>	2,424 m <sup>2</sup>	2,742 m <sup>2</sup>	10,466 m <sup>2</sup>



# 1 Contextual Analysis

## 1.1 Surrounding Context

The site is located within Ward 10 – Gloucester-Southgate, which is within the City’s Urban Policy Area. More specifically, the site is located in the South Keys community, which is generally bound by the Walkley Rail Corridor to the north, Hunt Club Road to the south, Albion Road South to the east, and the Transitway to the west.

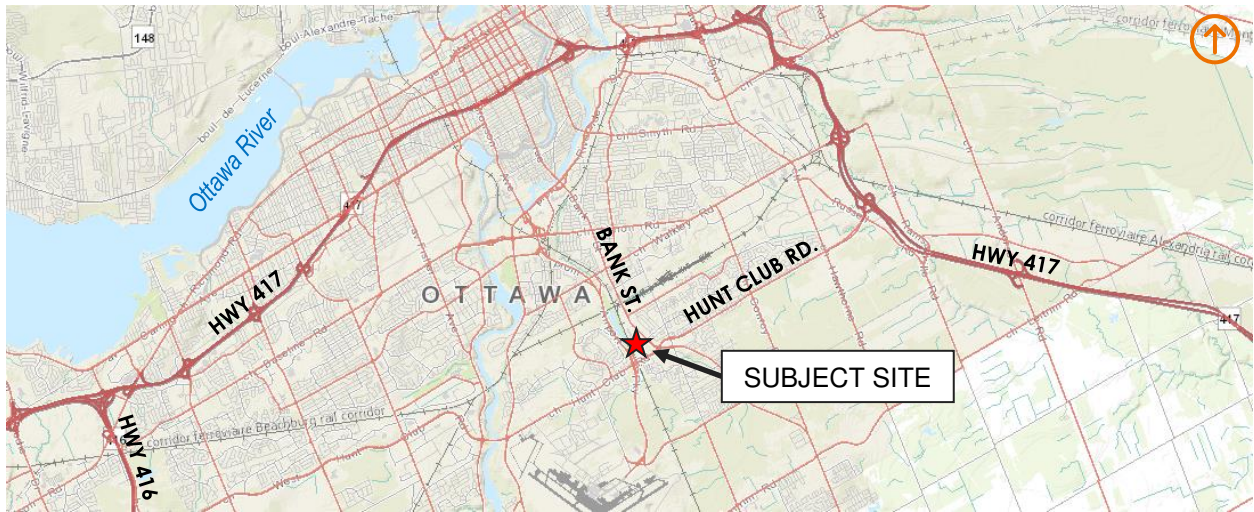


Figure 2. Location plan



Figure 3. Surrounding context



## Planning Rationale

As detailed below, this area of the city is characterized by distinct transitions in land use and built form, and is located along major transportation corridors:

- **South** of PH1 is the southern end of the South Keys Shopping Centre, followed by a private road, and mid-rise office building. Further south is Hunt Club Road, which functions as a major east-west arterial, and beyond that is a mix of primarily low-rise medium density housing.
- **East** of PH1 is Daze Street, which is oriented north-south, and provides frontage for the site and south half of the shopping centre lands. Beyond Daze Street is an enclave of primarily non-residential uses that front onto Daze Street, Mountain Crescent, Hunt Club Road, and Bank Street, with Sawmill Creek bisecting the area.
- **North** of PH1 is the South Keys Transit Station followed by shopping centre uses and surface parking lot. The shopping centre lands extend northward up until the Greenboro Transit Station and the westerly terminus of Johnston Road. Beyond this area is a city-operated Park and Ride and then the east-west Walkley Rail Corridor.
- **West** of PH1 is a series of transit infrastructure consisting of the Transitway (BRT), a rail line (future LRT), and Airport Parkway, which is a north-south arterial flanked on either side by open space, stormwater management infrastructure, and pedestrian pathways.

## 1.2 South Phase – Phase 1 Context

Phase 1 (PH1) represents a 2.05 ha (20,524.1 m<sup>2</sup>) portion of land within the south end of the South Keys Shopping Centre. The PH1 boundary is generally defined by the existing Wal-Mart to the north, Daze Street to the east, the cinema and associated parking to the south, and the property boundary to the west. The PH1 area consists of a Montana's restaurant fronting Daze Street, a multi-tenancy building containing vacant retail stores, and surface parking servicing these land uses. The PH1 area consists of the following additional details:

*Area:* 2.05 ha (20,524.1 m<sup>2</sup>)

*Frontage:* ± 89 metres on Daze Street (Local Road with a varied ROW width & 30cm reserve)

*PINs:* 04064-0005 (LT), 04064-0006 (LT), 04064-0019 (LT), 04064- 0270(LT)





# Planning Rationale

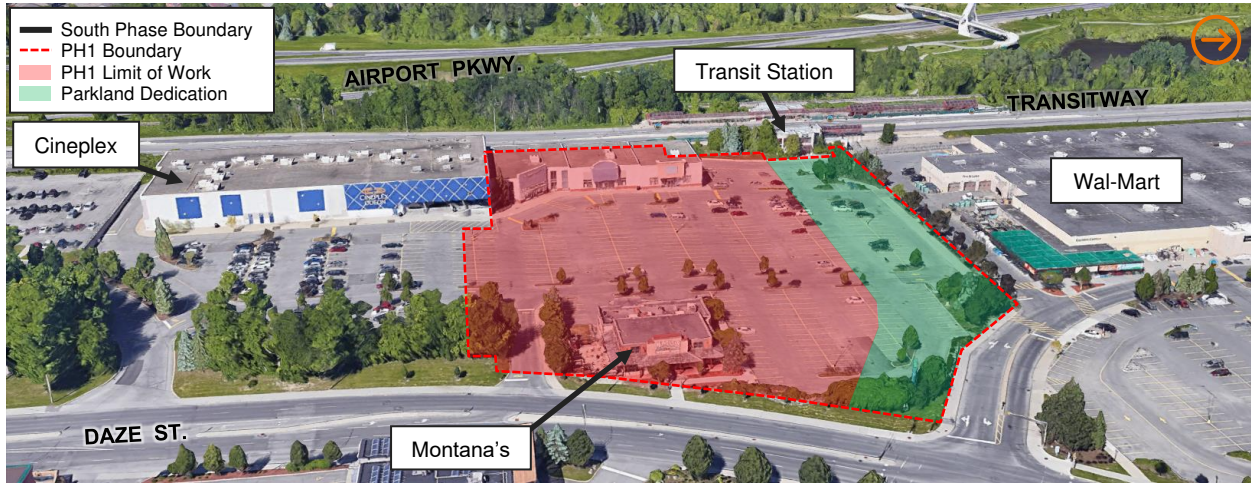


Figure 4. Facing west towards the site (Google Earth)

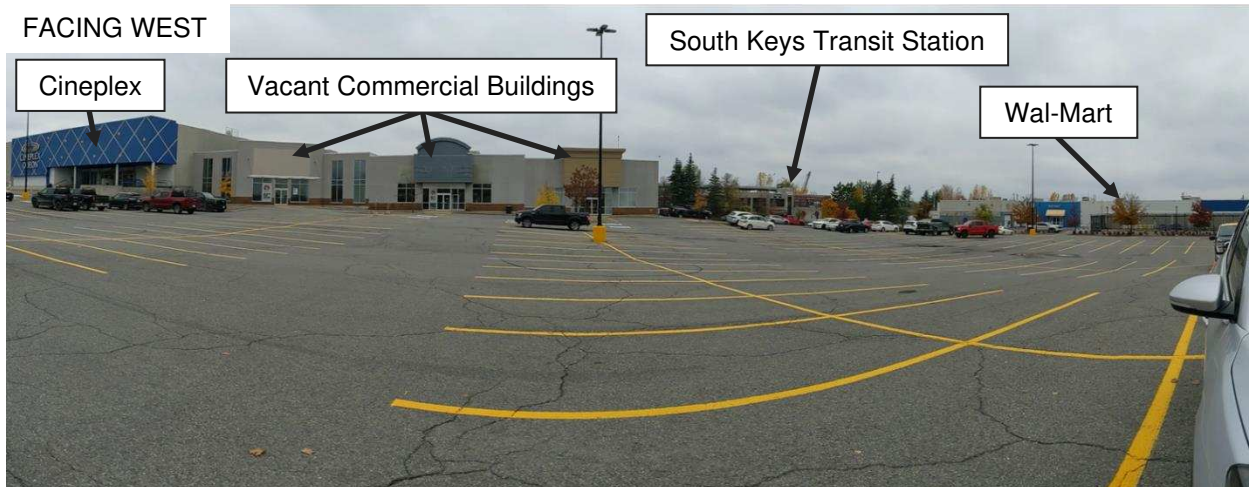


Figure 5. Site context photos (October, 2023)



## Planning Rationale



Figure 6. Site context photos (October, 2023)

## 2 Proposed Development

The proposal is for a first phase (PH1) of mixed-use development in the south end (South Phase) of the South Keys Shopping Centre. The proposed development requires site plan control approval and a zoning by-law amendment, with the latter being to lift a holding symbol and to permit an increase in the maximum permitted size for a residential tower floor plate from 750 m<sup>2</sup> to 950 m<sup>2</sup>. The site plan control application is specific to the PH1 lands, whereas the zoning by-law amendment is for the South Phase lands, which includes the area outside of PH1 intended for future phases.

The proposed development consists of the following general works/processes:

- demolition of the vacant commercial units attached to the northerly wall of the cinema;
- develop a single building in the form of a nine-storey podium with stepbacks and a 20-storey tower;
- modify the existing surface parking lot adjacent to the PH1 development while maintaining access and parking for the continued operation of existing tenancies (cinema and restaurant);
- design the PH1 portion of the proposed private road network generally to City ROW standards, with two metre wide sidewalks on both sides (with the exception of the transit plaza land subject to City design) as well as space for landscaping, trees, and animation along the PH1 building. The ultimate design of the private street network will be realized through subsequent phases of development within the South Phase lands.
- realign the existing three-way movement access from Daze Street into the site (abutting Montana's to the south);



## Planning Rationale

- introduce a new right-in-right-out access to Daze Street to the north of the Montana's.

The proposal has gone through a number of iterations in response to various site and market conditions, as well as pre- and post-application comments from the public, City staff, and the Urban Design Review Panel (“UDRP”). It is also noted that as part of the proposal, approximately 5,292 m<sup>2</sup> (0.53 ha) of land will be conveyed as parkland dedication to the City of Ottawa for the future South Keys Transit Plaza, a parkland space to be owned, designed, constructed, and maintained by the City of Ottawa. Additional parkland dedication is contemplated for this transit plaza, and this will be provided at the appropriate time of future redevelopment of the lands to the immediate north which include the southern end of the existing Wal-Mart.

The below table details the development statistics for PH1, while Figures 7-9 provide excerpts of the submitted site plan and conceptual full build-out (South Phase). Additional details on the proposal are provided later in this report through the review of applicable planning policies and zoning.

Table 2. Phase 1 Development Statistics

LAND USE	GFA	UNITS	PROVIDED PARKING STALLS (detailed analysis in Section 6)		
			Regular	Bicycle	Loading
Apartment, high-rise	18,715.4 m <sup>2</sup>	25 Studio 101 1-bedroom 54 1-bedroom + den 58 2-bedroom 52 3-bedroom	180 total stalls - 28 visitor (0.1 / du) - 152 resident (0.53 / du) - 0 commercial	300 total stalls - 290 interior - 10 exterior	0 stalls
Commercial	409.1 m <sup>2</sup>	2 Units			
TOTAL	19,124.5 m <sup>2</sup>	290 Dwelling Units 2 Commercial Units			

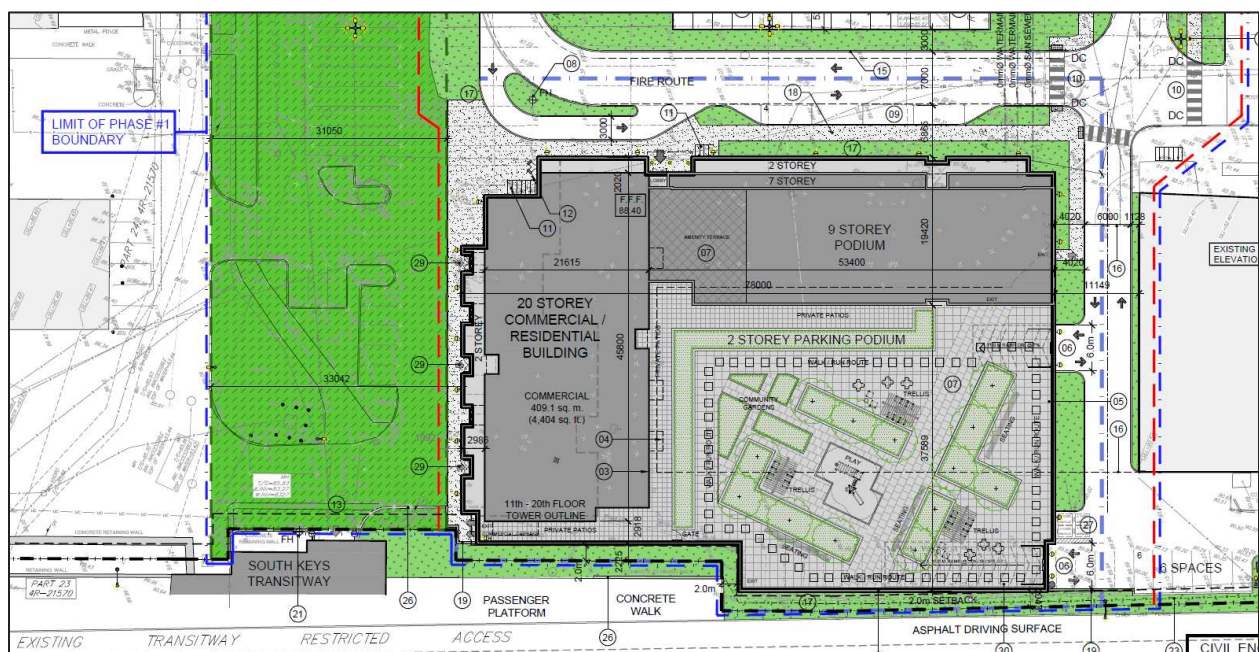


Figure 7. Site Plan excerpt displaying the proposed PH1 building (RLA Architecture)





Planning Rationale



Figure 10. 3D Perspectives



Figure 11. 3D Perspectives



## 3 Policy Review and Justification

### 3.1 Provincial Policy Statement 2020

The Provincial Policy Statement 2020 (“PPS”) provides policy direction on planning matters in the Province of Ontario, and is issued under Section 3 of the Planning Act. This direction can be generally described as being for the planning of strong, sustainable, and resilient communities for all people, for clean and healthy environments, and for strong and competitive economies. Decisions affecting planning matters shall be consistent with the policies of the PPS.

The below review demonstrates that the proposed development is consistent with the applicable policies of the PPS.

#### Section 1.0 Building Strong Healthy Communities

Section 1.1.1 sets out criteria whereby healthy, livable, and safe communities are sustained, which include such things as: promoting efficient development and land use patterns; accommodating an appropriate affordable and market-based range and mix of residential types, employment, and park space; avoiding development and land use patterns which may cause environmental or public health and safety concerns; promoting cost-effective development patterns such as transit-supportive intensification; improving accessibility by identifying, preventing, and removing land use barriers; ensuring there is necessary infrastructure to support growth; promoting development and land use patterns that conserve biodiversity; and, preparing for the regional and local impacts of a changing climate.

Section 1.1.3.2 states, in part, land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources, support active transportation, and are transit-supportive.

Section 1.1.3.3 states 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 [...].

Section 1.1.3.4 states appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Section 1.1.3.6 states new development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure, and public service facilities.

Section 1.4.1 states, in part, that planning authorities shall provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, and that such housing types and densities be directed towards lands that are suitably zoned and serviced to accommodate them.



## Planning Rationale

Section 1.4.3 states, in part, that 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: 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; and, 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.

Section 1.5.1 states, in part, that healthy, active communities should be promoted by: planning public spaces to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.

Section 1.6.6.2 states, in part, that municipal sewage services and municipal water services are the preferred form of servicing for settlement areas, and that intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

Section 1.6.7.4 states that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Section 1.6.8.1 states that Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.

Section 1.6.8.3 states that Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

Section 1.7.1 states, in part, that long-term economic prosperity should be supported by promoting opportunities for economic development and community investment-readiness.

The proposed mixed-use development is consistent with and supportive of the above policy statements of Section 1.0, as it will:

- encourage healthy and efficient modes of transportation by providing ample communal amenity area, parkland dedication (transit plaza), and a bicycle parking ratio of at least one space per dwelling unit;
- incentivize a reduction in personal vehicle trips by locating high-density housing in proximity to an abundance of complementary land uses and public transit infrastructure (i.e., South Keys Shopping Centre; South Keys Transit Station, open space and pedestrian linkages, etc.);



## Planning Rationale

- support the City’s substantial investment in rapid transit by proposing high-density housing adjacent to the South Keys Transit Station, and facilitating conditions for further redevelopment of the shopping centre toward a more desirable mix of land uses;
- support the viability of surrounding uses by expanding and diversifying the local consumer base with the provision of high-density housing;
- contribute to the supply of rental apartments with a range of unit sizes; and,
- provide an appropriate and desirable renewal of serviceable land identified for mixed-use intensification.

### Section 2.0 Wise Use and Management of Resources

Section 2 of the PPS contains policy statements regarding the wise use, management, and protection of significant resources.

No impacts on matters relating to resources under Section 2 of the PPS are anticipated as a result of the proposed development. The site has been developed as part of a shopping centre since the 1990s, consists primarily of parking lot and buildings, and has limited vegetation in the form of landscaped parking islands. The City’s list of required plans and studies to support the proposal did not include an Environmental Impact Statement, but did include a Tree Conservation Report which was provided with the applications. Other relevant studies and plans, such as a geotechnical study, an erosion and sediment control plan, and a site servicing and stormwater management report were also provided and updated in support of the applications.

### Section 3.0 Protecting Public Health and Safety

Section 3 of the PPS contains policy statements that direct development away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.

In accordance with supporting plans and studies, the proposal is not anticipated to result in any unacceptable risk to public health and safety. The required submissions included a site servicing and stormwater management report that considered potential storm events as well as a Phase I ESA that confirmed a Phase II ESA is not required for the filing of a Record of Site Condition (RSC).

The proposal will introduce a desirable high-density, mixed-use development to the site, which among other benefits, will support housing needs, economic vitality, uptake in public transit ridership, and the efficient use of land and public infrastructure. For these reasons and others noted in the above review, the proposal is consistent with the policies of the PPS 2020.

## 3.2 Official Plan 2022

The City of Ottawa Official Plan (OP) is the primary long-term policy document intended to guide growth and development to the year 2046 through the use of goals, objectives, and policies. The following policy





## Planning Rationale

review demonstrates how the proposed development is in general conformity with the applicable policies of the OP.

### 3.2.1 GROWTH MANAGEMENT FRAMEWORK

Subsection 3.2 of the OP contains policies on the City's objective to support intensification. Below is a review of policies from Subsection 3.2 with particular relevance to the proposed development.

3.2.3 The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them [...]. Hub [...] designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.

3.2.5 Intensification is permitted and encouraged on former industrial or commercial sites [...].

3.2.8 Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. [...].

3.2.10 The residential density and proportion of large household dwelling targets as shown on Schedules B1 through B8 are established in Table 3a for Hubs and Mainstreet Corridors [...].

The proposed development is appropriate for achieving intensification objectives of the OP by:

- Introducing intensification to land within a shopping centre that is designated Hub, is within a Protected Major Transit Station Area (PMTSA), and is abutting a major transit / future transfer station; and,
- Consisting of a wide range of dwelling unit sizes, with 17.9% of units being considered large-household dwellings containing three bedrooms, over three times the minimum identified in Table 3A of the Official Plan.

Table 3. Excerpt of Table 3A of the Official Plan

Hubs, Mainstreets, and Protected Major Transit Station Area (PMTSA) Density and Large Dwelling Requirements			
Designation	Minimum Area-wide Density Requirement, People and Jobs per Gross Hectare <sup>1</sup>	Minimum Residential Density Requirement for Intensification, Dwellings per Net Hectare <sup>2</sup>	Minimum Proportion of Large-household Dwellings within Intensification
South Keys	160	150	Minimum: 5 per cent Target: 10 per cent

#### Proposed Residential Density for Intensification, Dwellings per Net Hectare

- The PH1 Net Area is 5,682 m<sup>2</sup> (0.5682 hectares), which reflects the PH1 development area excluding the transit plaza (±5,292 m<sup>2</sup>), the looped private road (±1,966 m<sup>2</sup>), and the Montana's Restaurant and parking area (±1,678 m<sup>2</sup>).



## Planning Rationale

- 290 dwelling units / 0.5682 ha = 510 dwelling units per net hectare

Proportion of Large-household Dwellings within Intensification

- 52 3-bedroom dwelling units / 290 (100) = 17.9% (minimum is 5%, and target is 10%)

### 3.2.2 TRANSECT & OVERLAY

Schedule B3 of the OP identifies the site as being located within the Outer Urban Transect Policy Area. Subsection 5.3 contains policies for lands within this transect policy area, with the below being a review of policies relevant to the proposal.

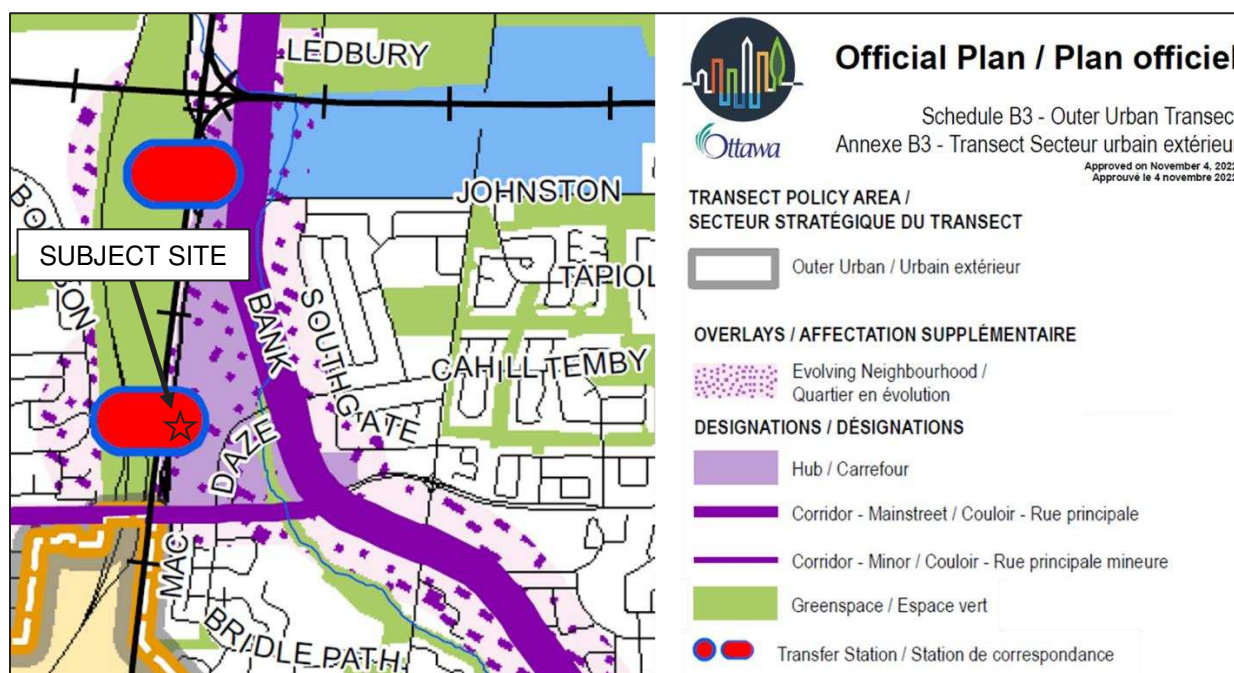


Figure 12. Excerpt of Official Plan Schedule B3

5.3.1.2 The Outer Urban Transect is generally characterized by low- to mid-density development. Development shall be:

- c) Mid- or High-rise in Hubs

Proposed high-rise building height is permitted and is regulated by the applicable Secondary Plan and zoning.

5.3.1.3 3) 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 this Plan, by:

- a) Supporting the introduction of mixed-use urban developments at strategic locations close to rapid transit stations; and



## Planning Rationale

b) Targeting Hubs and selected segments of Mainstreets for mid-density and mixed-use development to reinforce or establish an urban pattern as described in Table 6.

The proposal will introduce a mixed-use building and urban environment to a strategic location within a shopping centre that abuts the South Keys Transit Station (future transfer station).

5.3.2.1 The transportation network for the Outer Urban Transect shall:

a) Acknowledge the existing reality of automobile-dependent built form that characterizes the Outer Urban Transect while taking opportunities as they arise to improve the convenience and level of service for walking, cycling and public transit modes;

The proposal includes a vehicle parking ratio of 0.53 per dwelling unit for resident parking and 0.09 per dwelling unit for visitor parking, with all proposed vehicle parking internalized within the podium of the building and out of sight from the public realm. A total of 300 bicycle parking spaces are proposed, 290 of which will be interior resident spaces at a ratio of one per dwelling unit and the remainder being exterior spaces. The private street network will consist of sidewalks, street trees, and space for animation and street furniture. The location of pathways and sidewalks will provide efficient connections between the building and adjacent features such as the future transit plaza, the South Keys Transit Station, the South Keys Shopping Centre, and Daze Street.

5.3.3.1 Within Hubs, except where a secondary plan or area-specific policy specifies different heights, permitted building heights are as follows:

a) Up to 300 metre radius or 400 metres walking distance of an existing or planned rapid transit station, whichever is greatest, at least 3 storeys and up to High-rise;

Proposed high-rise building height is permitted and is regulated by the applicable Secondary Plan and zoning.

### 3.2.3 URBAN DESIGNATION

Schedule B3 of the OP identifies the site as being designated Hub (see Figure 12). Subsection 6.1 contains policies for lands designated Hub, with the below being a review of policies relevant to the proposal.

6.1 [...] Hubs are areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub. [...]

Appropriate development densities shall create the critical mass essential to make transit viable. They will lead to reduced revenue-cost ratios and help provide cost-effective high levels of transit service. For these reasons, the City is pursuing a strategy that would ensure the implementation of more compact, higher- density and mixed-use communities around transit stations.



## Planning Rationale

6.1.1.2 The strategic purpose of Hubs is to:

- a) Focus major residential and non-residential origins and destinations including employment within easy walking access of rapid transit stations or major frequent street transit stops;
- b) Integrate with, and provide focus to, Downtown Core and Inner Urban Neighbourhoods and Downtown Core, Inner Urban, Outer Urban and Suburban Corridors to establish a network of residential, commercial, employment and institutional uses that allow residents of all income levels to easily live, work, play and access daily needs without the need to own a private automobile;
- c) Establish higher densities than surrounding areas conditional on an environment that prioritizes transit users, cyclists and pedestrians, as well as excellent urban design; and
- d) Reduce greenhouse gas emissions and contribute to the goals of 15-minute neighbourhoods by concentrating residential and non-residential uses, including compatible employment uses, within the network referenced in Policy b).

The proposal will introduce a high-density, mixed-use building and urban environment to a strategic location within a shopping centre that abuts the South Keys Transit Station (future transfer station), which supports the purpose for lands designated Hub.

6.1.1.3 Development within a Hub:

- a) Shall direct the highest density close to the transit station or stop so that transit is the most accessible means of mobility to the greatest number of people;
- d) Shall establish safe, direct and easy-to-follow public routes for pedestrians and cyclists between transit stations and all locations within the Hub;
- e) Shall create a high-quality, comfortable public realm throughout the Hub that prioritizes the needs of pedestrians, cyclists and transit users;
- f) Shall establish buildings that:
  - i) Edge, define, address and enhance the public realm through building placement, entrances, fenestration, signage and building facade design;
  - ii) Place principal entrances so as to prioritize convenient pedestrian access to the transit station and the public realm; and
  - iii) Place parking, loading, vehicle access, service entrances and similar facilities so as to minimize their impact on the public realm.

The proposal strategically locates the first phase of redevelopment within the South Keys Shopping Centre adjacent to the South Keys Transit Station. This ensures PH1 serves as the anchor for the long-term build-out of the South Phase by introducing features (e.g., transit plaza) and infrastructure (e.g., publicly accessible private road network and sidewalks) that will support and facilitate future phases of



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development. The PH1 building provides a well-defined edge along the future transit plaza and the O-Train corridor, with entrances that face the public realm and are supported by landscaping and space for animation.

All proposed vehicle parking will be internalized within the podium of the building with access to parking being out of sight from the public realm. The drive aisle leading to the podium parking will also provide access for waste pick-up and has been designed with consideration of the interface with the existing cinema building and with a future phase of redevelopment. A total of 300 bicycle parking spaces are proposed, 290 of which will be interior resident spaces and the remainder being exterior spaces. Pedestrian pathways are proposed around the building to provide efficient connections to the building and adjacent features such as the future transit plaza, the South Keys Transit Station, and existing and proposed sidewalks connecting to Daze Street.

6.1.1.4 Hubs will generally permit residential uses, and will permit such non-residential uses [that are not likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.]

The proposed residential and ground floor commercial uses are permitted.

6.1.2.3 Permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions [...].

Schedule C1 identifies the site as being located within a PMTSA, and the proposal is appropriate for this location as it will provide high-density, mixed-use intensification.

6.1.2.4 The minimum building heights and lot coverage requirements within PMTSAs except as specified by a Secondary Plan, are as follows:

a) Within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 4 storeys with a minimum lot coverage of 70 per cent;

The PH1 area consists of the proposed building (20 storeys), transit plaza to be dedicated to the City, landscaped area, to-be altered surface parking associated with existing uses (e.g., Montana's and Cineplex), and a private road network. The PH1 area consisting of the proposed building and immediate landscaped surroundings is approximately 5,682 m<sup>2</sup>, whereas the building footprint is approximately 4,100 m<sup>2</sup>, which results in a lot coverage of 72%.

### 3.2.4 CITY-WIDE POLICIES

Section 4 of the OP contains City-wide policies categorized under themed subsections, some of which relate to mobility, housing, urban design, parkland, and servicing. Below is a review of text and policies from each of the noted subsections with particular relevance to the proposal.



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### 3.2.4.1 Mobility

4.1.1.3 The City's street hierarchy includes provincial and City highways, federally owned roads, arterials, major collectors, collectors, local roads or streets and lanes. The City will identify streets or segments of streets in the hierarchy that are intended to function as:

- a) An access street, which is a public or private street with a close relationship to its surrounding land uses, exhibits high vehicular friction and slow speeds and prioritizes sustainable modes of transportation;
- c) The access or capacity and flow function shall be based on the transect, designations, overlays and consider elements such as surrounding land uses, density, connectivity, street frontage, mix of users, urban design considerations, as well as the allocation of space in the right of way and the road network functions; and
- d) When capacity and flow functions are identified for a street, the priority is to ensure a high-quality public realm that maintains the safety of vulnerable users and the capacity and flow of public transit and sustainable modes in priority over general traffic.

4.1.2.2 Provide safe and convenient pedestrian routes and facilities in Hubs and Corridors and, within the following distances from transit:

- a) 600 metre radius or 800 metres walking distance, whichever is greatest, to existing or planned rapid transit stations; and
- b) 300 metre radius or 400 metres walking distance, whichever is greatest, to existing or planned frequent street transit stops and street transit stops along a Transit Priority network.

4.1.2.3 The improvement of pedestrian and cycling networks shall be based on the TMP and associated plans, Multi-Modal Level of Service Guidelines (MMLOS), the Safe Systems Approach and all the following:

- a) All new and reconstructed streets in the Urban area and Villages shall include pedestrian and cycling facilities appropriate for their context, as specified in the TMP and associated plans; and
- b) Safe, direct and convenient pedestrian and cycling networks and crossings; including along desire lines where needed and appropriate; and
- c) Pedestrian and cycling networks and shortcut public access through private properties may be required at the time of development approval, where appropriate or identified in this Plan and the TMP and associated plans; and
- d) New and reconstructed local residential streets shall be designed to low operating speed; and
- e) Winter maintenance standards shall support the priority of active transportation networks and the achievement of active transportation mode share targets set out in the TMP and associated plans and will prioritize areas identified with an Evolving overlay.



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4.1.2.6 New developments will provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities.

4.1.2.11 During the review of development and as part of new road construction and road reconstruction projects, and where feasible through infrastructure renewal works, the City shall require the provision of pedestrian and cycling facilities, consistent with the Safe Systems Approach, as follows:

b) New local streets:

ii) In the Outer Urban and Suburban Transects and in villages, shall include sidewalks on at least one side, and sidewalks on both sides of the street wherever needed to create continuous and direct connections to destinations on both sides of the street such as public transit stops or stations, schools, public parks, pathways, recreation centres, public buildings and institutions and commercial areas.

4.1.3.1 The street and road network shall support multi-modal travel, the movement of goods and services, access to properties, public space functions, street trees and/or shade corridors and contribute to the overall quality of the urban environment.

4.1.3.6 New streets shall, and reconstructed streets shall wherever possible, include street trees that contribute to the urban forest and streetscaping elements appropriate for its context.

Policy 3 of Subsection 5.5.2. identifies the proposed private streets as access streets. As access streets, they have been generally designed to City ROW standards with two-metre-wide sidewalks on both sides (with the exception of the transit plaza land subject to City design) as well as space for landscaping, trees, and animation along the building. The future transit plaza to be designed by the city will provide additional connections between the transit station and adjacent public (Daze Street) and private (South Phase) street network. Consideration for user safety and convenience is made through the design of the private streets and their pedestrian infrastructure that will connect to the adjacent transit station and future transit plaza. Additionally, the private street network, whose ultimate design will be realized through subsequent phases of development, is planned to serve only local vehicle traffic generated by the primarily residential use.

4.1.2.9 Proponents of development shall provide an adequate number of bicycle parking facilities as follows:

a) Long-term bicycle parking facilities shall be secure, sheltered and usable by all types of cyclists. Where located inside buildings, long-term bicycle parking facilities shall provide safe, accessible, direct and convenient access to the exterior; and

b) Short-term bicycle parking facilities shall be highly visible, well-lit, near building entrances and where appropriate, sheltered.

A total of 300 bicycle parking spaces are proposed, 290 of which will be interior resident spaces and the remainder being exterior spaces. The long-term interior spaces are within the secure and sheltered parking podium, which residents can access through the interior of the building and then depart to the



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exterior along a drive aisle that connects to the private road network. The short-term exterior parking is located in highly visible and well-lit areas proximate to building entrances.

4.1.4.10 Parking garages and their access points are to be designed to maintain continuity of the street edge, pedestrian environment and function of the street, as identified in transect and designation policies, through strategies such as:

- a) Minimizing the number and width of vehicle entrances that interrupt pedestrian movement;
- d) Minimizing the frontage and visibility of the parking garage from the street, where appropriate;

All proposed vehicle parking will be internalized within the podium of the building with access to parking being out of sight from the public realm. Two accesses to the parking podium (one per level) are proposed from a drive aisle located along the south of the proposed building. The drive aisle also provides service access for waste pick-up and has been designed with consideration of the interface with the existing cinema building and with a future phase of redevelopment. The single pedestrian door and pathway along the south side of the building is uninterrupted by the parking podium accesses and is connected to the network of sidewalks along the private road network east of the building.

### 3.2.4.2 Housing

4.2 [...] Market-based housing is the housing available in the city as a result of houses being sold by existing owners and housing that is constructed in new communities. As the city grows and changes with a larger population, more different types of housing will be needed. This includes housing units of different sizes and forms, some of which might not be common in Ottawa today. [...]

[...] The Official Plan strives to facilitate a diversity of housing options for both private ownership and rental. The City will promote a range of affordable and market-rate housing [...].

4.2.1.1 A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:

- b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
- d) Establishing development standards for residential uses, appropriately balancing the value to the public interest of new policies or development application requirements against the impacts to housing affordability;

The proposal includes a permitted residential use and density, and will consist of a wide range in unit sizes and layouts to address housing market demand.

### 3.2.4.3 Parks and Recreation Facilities

4.4.1.1 The City shall provide parks through the following three mechanisms:





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- a) As a condition of development, the City shall acquire land for parks or cash-in-lieu as directed by the Planning Act and the City's Parkland Dedication By-law or any successor By-law;
- 2) All development, regardless of use, shall meet all of the following criteria to the satisfaction of the City:
  - a) Consider land acquisition for parks as directed by the Parkland Dedication By-law to meet community needs for both residential and non-residential development, with an emphasis on active recreation amenities and potential cultural development with new parks acquired to address gaps or community needs; and
  - b) Prioritize land for parks on-site over cash-in-lieu of parkland. Cash-in-lieu of parkland shall only be accepted when land or location is not suitable. The land to be conveyed shall, wherever feasible:
    - i) Be a minimum of 400 square metres or as described in the upcoming Land First Policy and updated Park Development Manual as directed by the Parks and Recreation Facilities Master Plan;
    - ii) Be free of encumbrances above and below ground when land for parks is obtained by parkland dedication; or in the case of land purchases for the creation of new parks in established areas, unless the encumbrances have been approved by the City where reasonable;
    - iii) Be of a usable shape, topography and size that reflects its intended use
    - iv) Meet applicable provincial soil regulations; and
    - v) Meet the minimum standards for drainage, grading and general condition.
- 3) For Site Plan Control applications in the Downtown, Inner Urban, Outer Urban and Suburban Transects, where the development site is more than 4,000 square metres, the City shall place a priority on acquisition of land for park(s) as per the Planning Act and the Parkland Dedication By-law.

The proposal includes the dedication of 5,292 m<sup>2</sup> of land to the city as parkland intended for the future transit plaza identified in the South Keys Secondary Plan and South Keys to Blossom Park, Bank Street Community Design Plan. The amount, location, and configuration of the land to be dedicated for parkland has been accepted by the city as part of consultation through the development review process and the city will be responsible for designing and developing the parkland, though it is understood that a design has not yet been contemplated. The amount of parkland to be dedicated as part of this PH1 proposal represents an over-dedication, as the amount required for this phase is approximately 2,017.27 m<sup>2</sup> based on the below calculation, and so it is understood that the over-dedication will count towards the dedication requirement of future phases of redevelopment.

- PH1 Area: 20,524.1 m<sup>2</sup>
- Residential GFA: 18,715.4 (97.86% of total GFA)
- Commercial GFA: 409.1 (2.14% of total GFA)
- Residential proportion of site:  $0.9786 (20,524.1) = 20,084.88$



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- Commercial proportion of site:  $0.0214 (20,524.1) = 439.22$
- Parkland requirement:  $(20,084.88 (0.10)) + (439.22 (0.02)) = 2,008.49 + 8.78 = \underline{\underline{2,017.27 \text{ m}^2}}$

### 3.2.4.4 Urban Design

4.6.1.1 Design Priority Areas (DPAs) define the image of Ottawa as the capital of Canada, as a city of vibrant neighbourhoods and as a hub of economic activity. Many DPAs are centres of pedestrian activity, and certain areas will expect significant change and growth in accordance with this Plan. Design Priority Areas are identified in order to promote design excellence through the development review process, and with respect to capital projects in the public realm. They are identified on Schedule C7A and C7B, and include selected areas described in the tiers of priority outlined in Table 5 [...].

The site is identified as a Tier 3 Design Priority Area per Schedule C7A and Table 5 of Subsection 4.6.

4.6.1.2 The City shall retain an Urban Design Review Panel (UDRP) as an independent advisory panel who provide objective peer review of both development applications and capital projects. The role of the UDRP is to promote design excellence in Ottawa's Design Priority Areas.

The proposal was presented to the Urban Design Review Panel ("UDRP") on June 2, 2023. The current version of the proposal takes into consideration the feedback received from the UDRP and city staff.

4.6.1.5 Development and capital projects 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 building façade consists of a mix of materials and colours, that together with various setbacks, serve to provide visual breaks and interest. The private street network will contain space for furniture, animation, landscaping, and trees, whereas the north façade will be complemented by the future transit plaza space that will interface with the building's ground floor commercial units. The submitted pedestrian level wind study demonstrates that proposed outdoor amenity spaces will provide an appropriate level of comfort during the warmer months of the year, being generally between May and October. The submitted sunshade study demonstrates that shadows cast by the building will vary throughout the day and time of year, with the least amount of impact being during the summer months. Rooftop outdoor amenity area on floor three has been designed with consideration for various users and of seasonal conditions, and includes such things as shade structures, trees, garden beds, seating, pathways, and a play structure. The design of the rooftop amenity area on floor ten will also have consideration for various users and



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seasonal conditions. Lighting will be designed to be context appropriate and in accordance with applicable standards and guidelines.

4.6.2.3 Development which includes a high-rise building or a High-rise 41+ shall consider the impacts of the development on the skyline, by demonstrating:

a) That the proposed building contributes to a cohesive silhouette comprised a diversity of building heights and architectural expressions; and

4.6.2.4 Development abutting Scenic Routes, as identified on Schedule C13, shall contribute to conserving or creating a desirable context by such means as:

a) Protecting the opportunity to view natural and cultural heritage features;

b) Preserving and restoring landscaping, including but not limited to distinctive trees and vegetation along the right of way;

d) Providing screening by way of opaque fencing or landscape buffers to hide surface parking lots or outside storage; and e) Managing the intensity and spill-over of lighting on adjacent parcels.

4.6.2.5 Where Scenic Routes are also identified as Scenic Capital Entry Routes on Schedule C13, development and capital projects should also:

a) Enhance the opportunity for views and vistas towards national symbols, cultural landscapes and other features of the Capital; and

b) Contribute to the image of Ottawa as the Capital city by providing landscape and aesthetic improvements, including buildings that enhance the urban character, where possible.

The site is on the periphery of the Airport Parkway Scenic Route and is physically separated from the Parkway by naturalized open space, the O-Train tracks, and the bus Transitway. Views of the proposal from the Airport Parkway will be limited to the building, with the ground level being out of sight, which includes the drive aisle along the south side of the building providing access to waste storage and the parking podium. The location of the building ensures visual primacy of the future South Keys LRT Station from the Parkway and will allow the building to serve a complementary role as a background setting with a height that is characteristic of existing high-rises in the vicinity (e.g., 3360 Southgate Road and 1285 Cahill Drive), but with a design that reflects a more modern expression.

4.6.3.1 Development and capital projects shall enhance the public realm where appropriate by using methods such as: curb extensions, curbside boulevards that accommodate wider pedestrian walkways, trees, landscaping, and street furniture. These enhancements will make streets safer and more enjoyable by dedicating more space to pedestrians, creating opportunities for relaxation and social interaction, and where necessary, buffering pedestrians from traffic.

4.6.3.8 Public realm investments such as street furniture and other related streetscape elements will be designed to be welcoming and comfortable for all people, and hostile elements that intentionally prevent people from using the space will be avoided.



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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.

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.

4.6.5.4 Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

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.

The building façade consists of a mix of materials and colours, that together with various setbacks, serve to provide visual breaks and interest. The private street network will contain space for furniture, animation, landscaping, and trees, whereas the north façade will be complemented by the future transit plaza space that will interface with the building's ground floor commercial units. All proposed vehicle parking will be internalized within the podium of the building with access to parking being out of sight from the public realm. Two accesses to the parking podium (one per level) are proposed from a drive aisle located along the south of the proposed building. The drive aisle also provides service access for waste pick-up and has been designed with consideration of the interface with the existing cinema building and with a future phase of redevelopment. The single pedestrian door and pathway along the south side of the building is uninterrupted by the parking podium accesses and is connected to the network of sidewalks along the private road network east of the building. Accessibility requirements for the building are intended to be met.



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4.6.6.4 Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential

- a) Provide protection from heat, wind, extreme weather, noise and air pollution; and
- b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.

The proposal will exceed the amenity area requirements of the Zoning By-law with the provision of private amenity area in the form of balconies and communal amenity area in the form of a large indoor space on the ground floor and two separate indoor/outdoor spaces on floors three and ten. The rooftop outdoor amenity area on floor three has been designed with consideration for various users and of seasonal conditions, and includes such things as shade structures, trees, garden beds, seating, pathways, and a play structure. The design of the rooftop amenity area on floor ten will also have consideration for various users and seasonal conditions. The submitted pedestrian level wind study demonstrates that proposed outdoor amenity spaces will provide an appropriate level of comfort during the warmer months of the year, being generally between May and October. The submitted sunshade study demonstrates that shadows cast by the building will vary throughout the day and time of year, with the least amount of impact being during the summer months.

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.

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.

4.6.6.10 Development proposals that include High-rise buildings shall demonstrate the potential for future High-rise buildings or High-rise 41+ buildings on adjacent lots or nearby lots in accordance with the relevant policies of this Plan.

The proposed high-rise building will consist of a two-storey base, a nine-storey middle, and a 20-storey tower. The proposed tower floorplates will be approximately 950 m<sup>2</sup> in area, a difference from 750 m<sup>2</sup> of approximately 2,150 ft<sup>2</sup>, or the equivalent of two three-bedroom dwelling units, which is a difference indiscernible from ground level. The developable land surrounding the site is owned by the developer, with the exception of the transit corridor lands to the west which contain the bus Transitway, the O-Train



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tracks, and stormwater management infrastructure. The conceptual build-out of the South Phase demonstrates that the proposed building design and tower location allows for adequate setbacks from potential future high-rise buildings on adjacent lands (e.g., over 25 metres in tower separation from conceptual towers in future phases of the South Phase phasing plan). The land to the north of the building will be dedicated to the city as parkland for a future transit plaza.

A sunshade study prepared by RLA Architecture confirmed shadow impacts on the transit plaza lands will be greatest during the evening of the winter months when sunset is at the earliest throughout the year. Given the seasonal conditions at that time of year in addition to the timing of sunset, it is anticipated that use of the transit plaza will be limited and that shadow impacts will have a negligible effect on the space. Throughout the rest of the year the shadows cast onto the transit plaza by the proposed building are minimal and intermittent, especially during the summer months which is when outdoor conditions would be optimal for passive uses within the plaza.

### 3.2.4.5 Drinking Water, Wastewater and Stormwater Management

4.7.1.23 Applications for new development will demonstrate, to the City's satisfaction, that adequate services are available and can be allocated to support the proposal.

4.7.2.2 Development in Public Service Areas shall be on the basis of both public water and wastewater services (full services).

The subject site is municipally serviced, and a site servicing and stormwater management study was completed and provided in support of the applications to demonstrate the adequacy of available services and detail how the proposed development will be serviced.

### 3.2.5 SOUTH KEYS SECONDARY PLAN

The site is subject to the South Keys Secondary Plan (the "SP"), which serves to translate key aspects of the South Keys to Blossom Park, Bank Street Community Design Plan (the "CDP") into area-specific Official Plan policy. Accordingly, much of the same language and direction from the CDP is echoed in the SP, including the land use designation and maximum building heights applicable to the site.

Subsection 4.1 of the SP contains policies applicable to the South Keys Hub, which is the area reflected by the South Keys Shopping Centre and includes the subject site. Below is a review of policies from Subsection 4.1 that are relevant to the proposal.

The following policies apply generally in the South Keys Hub:

4.1.2 Through the development application review process, applicants shall demonstrate how their proposed development provides pedestrian and cycling facilities, parks (including Transit Plazas and Town Square), streets, active frontage elements, service access etc. consistent with Schedule B - Public Realm Plan and other applicable policies of this secondary plan as well as the guidelines contained in the CDP.



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The proposal includes the dedication of parkland to the city for the future transit plaza. The PH1 portion of the proposed private road network will generally be designed to city ROW standards, with two metre wide sidewalks on both sides (with the exception of the transit plaza land subject to city design) as well as space for landscaping, trees, and animation along the PH1 building. The ultimate design of the private street network will be realized through subsequent phases of development within the South Phase lands, and is separate from the Future Main Street and East-West Connector streets identified on Schedules A and B as future public roadways with bicycle lanes.

### Designations

4.1.4 The majority of the South Keys Hub is comprised of mixed-use blocks. These blocks will be connected over time by a network of streets, pathways, parks, squares and other greenspaces. They will support buildings that can accommodate a full mix of transit-supportive land uses, including those that will help create a more complete community by providing amenities to support people working and living in the South Keys Hub and in the broader community.

The proposal consists of mixed-use intensification that will provide transit-supportive uses adjacent the South Keys Transit Station.

### Minimum Density

5) The Official plan's minimum densities will apply.

Table 3A of the Official Plan identifies a minimum residential density requirement for intensification for South Keys as being 150 dwellings per net hectare. Section 3.2.1 of this report details how the proposal exceeds the minimum density requirement.

### Built Form

4.1.6 High-rise buildings will generally take a podium and tower form. [...]

The proposed PH1 building consists of a podium and tower form.

4.1.9 The building heights to be permitted in the implementing Zoning By-law adjacent to Transit Plazas, the Town Square and along the future Main Street range between 12 and 21 storeys depending on location. [...] The permitted building height of 21 storeys is a result of the regulations of the Ottawa Macdonald-Cartier International Airport. This height is calculated as the difference between the elevation above sea level of the subject property and 151.79 metres. The maximum height established by the Airport Authority applies to buildings as well as rooftop projections (e.g. satellite dishes, antennae, radio towers, etc.).

The proposed PH1 building will be 20-storeys and will comply with the height regulations of the zoning by-law and the Airport Authority.

4.1.14 Towers of high-rise buildings should be designed and located to minimize wind and shadowing impacts and maintain sunlight penetration to public spaces, maintain privacy and preserve public views



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and sky views, among other elements. To achieve these objectives the tower portion of all high-rise buildings shall:

- a) Be appropriately separated from adjacent towers, either on the same site or on an adjacent property. The tower portion of residential high-rise buildings shall have a minimum separation distance of approximately 23 metres from other residential high-rise building towers. A reduced separation distance of approximately 18 metres may be permitted for residential towers fully offset from one another or for proposals where a residential tower faces an existing non-residential tower. Where there is no high-rise building on an adjacent property and the property is zoned to permit a high-rise building, a minimum tower setback from interior side and rear lot lines of approximately 11.5 metres is to be provided. [...].
- b) Have a floor plate size that is limited. Proposals for residential floor plates larger than 750 square metres, or commercial floor plates larger than 1,500 square metres shall:
  - i) Demonstrate that the objectives stated above are met through the use of building orientation and/or building shape; and
  - ii) Provide a greater separation distance between towers on the same lot and greater setbacks to side and rear lot lines.

The proposed high-rise building will consist of a two-storey base, a nine-storey middle, and a 20-storey tower. The proposed tower floorplates will be approximately 950 m<sup>2</sup> in area, a difference from 750 m<sup>2</sup> of approximately 2,150 ft<sup>2</sup>, or the equivalent of two three-bedroom dwelling units, which is a difference indiscernible from ground level. The developable land surrounding the site is owned by the developer, with the exception of the transit corridor lands to the west which contain the bus Transitway, the O-Train tracks, and stormwater management infrastructure. The conceptual build-out of the South Phase demonstrates that the proposed building design and tower location allows for adequate setbacks from potential future high-rise buildings on adjacent lands (e.g., over 25 metres in tower separation from conceptual towers in future phases of the South Phase phasing plan). The land to the north of the building will be dedicated to the city as parkland for a future transit plaza.

A sunshade study prepared by RLA Architecture confirmed shadow impacts on the transit plaza lands will be greatest during the evening of the winter months when sunset is at the earliest throughout the year. Given the seasonal conditions at that time of year in addition to the timing of sunset, it is anticipated that use of the transit plaza will be limited and that shadow impacts will have a negligible effect on the space. Throughout the rest of the year the shadows cast onto the transit plaza by the proposed building are minimal and intermittent, especially during the summer months which is when outdoor conditions would be optimal for passive uses within the plaza.

### Public Realm

[...] The locations of future Streets, Pedestrian / Cycling connections and parks including the Transit Plazas and Town Square (urban plaza park typology) shown on Schedule B – Public Realm Plan are conceptual and will be refined and dedicated to the City as may be required at the time applications are made for site plan, severance or subdivision approval. Minor changes in location, configuration and/or size will not require an amendment to this secondary plan.





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15) The placement and form of buildings adjacent to the Transit Plazas and Town Square (Urban Plazas) should contribute to the creation of an urban environment with active frontage characteristics such as building siting in proximity to the space, building walls that include transparent glazing, active entrances, patios and courtyards and vehicle parking screened from views from the plaza and square. [...].

The placement of the PH1 building allows it to frame a portion of the southern boundary of the future transit plaza. The podium portion of the building that interfaces with the future transit plaza contains glazing and active entrances for three ground floor commercial units with space along the frontage for landscaping and animation.

### Pedestrian and Cycling Connections

16) The following will be secured through the development approval process:

a) Provision of wide sidewalks on both sides of future public and private streets; and

c) Securing a Pedestrian / Cycling connection from the intersection of Daze Street and Bank Street to the southwest corner of the South Keys Hub, that provides a dual function of providing an off-road connection to the South Keys O-Train Station as well as to the future pedestrian / cycling bridge to be located on the east side of the rail bridge over Hunt Club Road; and

The PH1 portion of the proposed private road network will generally be designed to city ROW standards, with two metre wide sidewalks on both sides (with the exception of the transit plaza land subject to city design) as well as space for landscaping, trees, and animation along the PH1 building. The ultimate design of the private street network will be realized through subsequent phases of development within the South Phase lands.

### Parks and Greenspaces

[...] Two Transit Plazas (at Greenboro and South Keys O-Train Stations) and a central Town Square (Urban Plazas) are illustrated on Schedules A - Maximum Building Heights and Schedule B - Public Realm Plan. [...].

17) Development surrounding the edges of these areas will be animated by human-scaled development and active land uses.

The placement of the PH1 building allows it to frame a portion of the southern boundary of the future transit plaza. The podium portion of the building that interfaces with the future transit plaza contains glazing and active entrances for three ground floor commercial units with space along the frontage for landscaping and animation.

19) The location, configuration and size of Parks, including the Transit Plazas and Town Square (Urban Plazas), shown on Schedules A - Maximum Building Heights and B - Public Realm Plan, to this secondary plan, are conceptual and may be refined at the time applications are made for site plan or subdivision approval. Minor changes in Park location, frontage, configuration and/or size will not require



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an amendment to this secondary plan. However, changes in the minimum sizes of parks will require an amendment.

20) These spaces should be publicly owned and will be dedicated at the time of development approval as part of parkland dedication. Parks that are not publicly owned will not be accepted as parkland dedication.

21) The following directions are to be responded to when development applications are submitted, that include the spaces as shown on Schedules A – Maximum Building Heights and B – Public Realm Plan:

b) The Transit Plaza abutting the South Keys O-Train Station is to be designed to form an urban courtyard gateway to the station entrance, comprised of hard and soft landscape elements. This Park can be dedicated and constructed in phases, the first phase being equal to 50 per cent of the minimum required park size. If the Transit Plaza is dedicated and constructed in phases, the phase one design / construction must consider future phases of park development. The minimum size for this Park is approximately 1.3 hectares and the minimum public road frontage is to be approximately 70 metres; and

The proposal includes the dedication of 5,292 m<sup>2</sup> of land to the city as parkland intended for the future transit plaza. The amount, location, and configuration of the land to be dedicated for parkland has been accepted by the city as part of consultation through the development review process and the city will be responsible for designing and developing the parkland, though it is understood that a design has not yet been contemplated. The amount of parkland to be dedicated as part of this PH1 proposal represents an over-dedication, as the amount required for this phase is approximately 2,017.27 m<sup>2</sup>.

i) Streetscape Tree Planting as identified on Schedule B is to be implemented at the time of development or redevelopment, subject to future detailed landscape design, as a condition of site plan approval.

The proposed private road network includes street trees in accordance with the submitted landscape plan prepared by Levstek Consultants Landscape Architects. Additional street trees are intended to be introduced through future development phases that will support the full build-out of the South Phase private road network.

### 4.1.5 Zoning Implementation

[...] Holding symbols will be applied to land in proximity to [...] Transit Plazas and will detail the provisions that are required to be met before the holding symbol may be lifted. These will include, but are not limited to, the preparation of environmental, transportation and infrastructure reports as well as preparation of site plans or master plans that demonstrate how the proposed development phase aligns with and will contribute to achieving the overall urban design and active frontage directions set out in this secondary plan and in the CDP. [...] Applications for development approval in the South Keys Hub will be subject to review by the City's Urban Design Review Panel.

The site is subject to a holding symbol which is to be lifted as part of the proposed zoning by-law amendment (D02-02-21-0139). The proposal was presented to the UDRP on June 2, 2023, and the current version of it takes into consideration the feedback received by the UDRP and city staff.



## 4 South Keys to Blossom Park, Bank Street Community Design Plan

The site is subject to the South Keys to Blossom Park, Bank Street Community Design Plan (“CDP”), which is a Council-approved design and visioning document that does not have the same statutory authority under the Ontario Planning Act as the Official Plan. These documents are influenced by stakeholder participation and are intended to guide change in areas of the city that are targeted for growth and improvement as directed by the Official Plan.

Typically, the guidance provided in CDPs translates into Secondary Plans that form part of the Official Plan, such as the South Keys Secondary Plan, which was reviewed in the previous section. The CDP was completed in 2015, whereas the Secondary Plan was updated in 2022 as part of the new Official Plan. Although the CDP is dated within the context of the Official Plan and current provincial planning policies and objectives, the document nonetheless provides relevant direction for consideration in the development of lands that it applies to.

The CDP designates the subject site as South Keys Mixed Use Area, and Section 3.4.9 of the CDP contains policies specific to this designation, with relevant policies reviewed below to demonstrate the proposal’s conformity with the CDP.

### 3.4.9 South Keys Mixed Use Area

The South Keys Mixed Use Area (MUA) will be an important node along the Trillium Line rapid transit network. It includes the Greenboro and South Keys Transit Stations, with South Keys Station being a possible future transfer point for passengers departing and arriving from the Ottawa Macdonald-Cartier International Airport. Most land within an 800 m walk of either Transit Station is included in the MUA, being target areas for growth and intensification. This area is currently under-developed and given the proximity to the transit stations is expected to be subject to intensified development changing over time to a more transit-oriented, walkable, cyclable and complete community. [...]

#### 3.4.9.1.3 South Keys Transit Plaza

b. In order to capitalize on the South Keys Transit Station and pedestrian flow, the building floor plates surrounding the plaza have been illustrated with a finer grain to improve permeability and pedestrian flow, and to create pedestrian spaces adjacent to the plaza.

The proposed PH1 building design provides a floor plate conducive to a vibrant public realm where it abuts the future transit plaza lands with pedestrian connections and active storefronts.

#### 3.4.9.1.9 Street Grid and Block Sizes

A street grid was used to create block sizes of approximately 60-75m x 120-150m. The grid size was chosen to improve walkability, connectivity and wayfinding while still providing flexibility for larger building



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floor plates. The street grid also assists in creating a manageable phasing and implementation strategy for the site, creating larger development parcels that can be divided into sub-phases if required.

The PH1 proposal forms part of a multi-phase vision for the redevelopment of the shopping centre lands immediately south of the South Keys Transit Station (described as the South Phase). As part of the South Phase, a private road network is proposed which will frame appropriately sized development blocks capable of supporting a vibrant and well-connected pedestrian network. The Phase 1 building is approximately 57 metres by 78 metres, which reflects an appropriate form within the northwest block of the four-block vision for the South Phase.

### 3.4.9.1.10 Servicing and Access

Service areas, such as loading/unloading, garbage and recycling collection, for the westerly part of the MUA are to be located along a service / access / shared space routes along the western edge of the site. [...]

### 3.4.9.1.11 Bicycle Parking Facilities

[...]. Private bicycle storage should occur in secure, well lit and visible locations in association with all buildings in the MUA Service. Covered bicycle storage is preferred for development that provides underground or above-grade structured parking.

### 3.4.9.1.12 Parking

The long-term parking strategy for the Master Plan includes a mix of underground and podium parking. [...]

All proposed vehicle parking will be internalized within the podium of the building with access to parking being out of sight from the public realm. The service area is appropriately located along the southwest of the building where it will also be out of sight from the public realm. This area has been designed with consideration of the interface with the existing cinema building and potential future phase of redevelopment to the south. A total of 300 bicycle parking spaces are proposed, 290 of which will be interior resident spaces (securely stored within the podium) and the remainder being exterior spaces.

### 3.4.9.3 Mixed Use Development (MUA)

The majority of the South Keys Mixed Use Area is comprised of mixed-use blocks. [...] They will support buildings that can accommodate a full mix of transit-supportive land uses, including those that will help create a more complete community by providing more amenities to support people working and living in the MUA and in the broader community. [...] Transit-supportive land uses include [...] high- and medium-density residential uses.

The proposal consists of a high-density residential use with ground-floor commercial space for a range of non-residential type uses.

### 3.4.9.5 Built Form (MUA)



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d. The building heights permitted at Transit Plazas, the Town Square and along the future Main Street range between 12 and 21 storeys depending on location. Buildings located closer to Transit Plazas are generally higher than those located between Transit Plazas. The purpose of this is to provide opportunity for establishment of the highest densities with proximity to transit and public spaces. The maximum building height of 21 storeys is a result of the zoning regulations of the Ottawa Macdonald-Cartier International Airport. This height is calculated as the difference between the elevation above sea level of the subject property, and 151.79 metres. The maximum height established by the Airport Authority applies to buildings as well as rooftop projections (i.e. satellite dishes, antennae, radio towers, etc.).

f. Towers of high-rise buildings should be designed and located to minimise wind and shadowing impacts and maintain sunlight penetration to public spaces, maintain privacy, and preserve public views and sky views, among other elements. To achieve these objectives the tower portion of high-rise buildings must:

i. Be appropriately separated from adjacent towers, either on the same site or on an adjacent site. The tower portion of residential high-rise buildings shall have a minimum separation distance of 23 metres from other high-rise building towers. [...]

ii. Have a floor plate size that is limited. The maximum floor plate size for the tower portion of residential and mixed-use high-rise buildings is approximately 750 m<sup>2</sup> [...]. Proposals for towers with floor plates greater than indicated above may be considered provided that the following criteria are met:

- Demonstrate that the objectives stated above are met through the use of building orientation, and/or building shape; and

- Provide a greater separation distance between towers on the same lot and greater setbacks to side and rear lot lines.

The proposed high-rise building will consist of a two-storey base, a nine-storey middle, and a 20-storey tower. The building height will comply with the height regulations of the zoning by-law and the Airport Authority. The tower floorplates will be approximately 950 m<sup>2</sup> in area, a difference from 750 m<sup>2</sup> of approximately 2,150 ft<sup>2</sup>, or the equivalent of two three-bedroom dwelling units, which is a difference indiscernible from ground level. The developable land surrounding the site is owned by the developer, with the exception of the transit corridor lands to the west which contain the bus Transitway, the O-Train tracks, and stormwater management infrastructure. The conceptual build-out of the South Phase demonstrates that the proposed building design and tower location allows for adequate setbacks from potential future high-rise buildings on adjacent lands (e.g., over 25 metres in tower separation from conceptual towers in future phases of the South Phase phasing plan). The land to the north of the building will be dedicated to the city as parkland for a future transit plaza.

A sunshade study prepared by RLA Architecture confirmed shadow impacts on the transit plaza lands will be greatest during the evening of the winter months when sunset is at the earliest throughout the year. Given the seasonal conditions at that time of year in addition to the timing of sunset, it is anticipated that use of the transit plaza will be limited and that shadow impacts will have a negligible effect on the space. Throughout the rest of the year the shadows cast onto the transit plaza by the proposed building are



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minimal and intermittent, especially during the summer months which is when outdoor conditions would be optimal for passive uses within the plaza.

## 5 Urban Design Guidelines

The purpose of the City's Urban Design Guidelines is to provide urban design guidance at the planning application stage in order to assess, promote, and achieve appropriate development within specified areas throughout the City. Where these guidelines apply, their objectives will not necessarily be relevant in all cases or in their entirety. Compliance with the guidelines is not a statutory requirement, as in the case of policies of the Official Plan or regulations of the zoning by-law, but instead, is encouraged to promote quality design and consistency throughout the City. There are two specific guidelines that apply to the subject site and proposed development, which include High Rise Buildings and Transit Oriented Development.

### 5.1.1 HIGH-RISE BUILDINGS

Ottawa City Council adopted the Urban Design Guidelines for High-Rise Buildings in 2018. The guidelines apply to all proposed high-rise development throughout the City, with the purpose of the guidelines being to provide urban design guidance at the planning application stage in order to assess, promote, and achieve appropriate high-rise development. These guidelines are not intended to be used as an evaluative checklist, nor are all guidelines necessarily applicable.

The context of each development proposal will inform the application of, and the emphasis on, the particular guidelines that are relevant to the site. There are six objectives of the guideline, which are listed below.

- Address the compatibility and relationship between high-rise buildings and their existing or planned context;
- Coordinate and integrate parking, services, utilities, and public transit into the design of the building and the site;
- Encourage a mix of uses and open spaces that contribute to the amenities of urban living;
- Create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities;
- Promote high-rise buildings that contribute to views of the skyline and enhance orientation and the image of the city;
- Promote development that responds to the physical environment and microclimate through design.

The proposal satisfies the general intent and purpose of the above objectives as detailed below.



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### CONTEXT

**Guideline 1.15** – The proposed building abuts the transitway to the west, the future South Keys Transit Plaza to the north, and a future private road and drive aisle to the east and south.

### BUILT FORM

**Guideline 2.1** – The proposal will create a new pedestrian environment by introducing the following: parkland dedicated to the City for the future South Keys Transit Plaza; human scaled building podium appropriate for the immediate context; and, ground-level commercial store fronts with architecture and landscaping that animate the public realm.

**Guideline 2.2** – The expression of the PH1 building will provide opportunity for new views and vistas from the surrounding area, including the Transitway and Airport Parkway, which will help to contrast from some of the older stock high-rise buildings in the vicinity which tend to express a more homogenous materiality and architecture. The visual interest expressed by the proposal will enhance the skyline and also serve a wayfinding function for users of the South Keys Transit Station.

**Guideline 2.3** – The PH1 building design provides a base, middle, and top, with an appropriately sized tower floorplate supported by generous setbacks.

**Guideline 2.13** – The proposed building abuts the transitway to the west, the future South Keys Transit Plaza to the north, and a future private road and drive aisle to the east and south. Accordingly, the design and layout of the site provides ample opportunity to frame the public realm with conditions conducive to a flexible and comfortable pedestrian experience.

**Guideline 2.14** – The future transit plaza and private road network will provide adequate space to accommodate pedestrian traffic.

**Guidelines 2.15 & 2.17** – The adjacent private ROW width to the east is approximately 17 m (to widen as part of future phases), which works well with the proposed base of the building that will present as a two storeys before stepping back and increasing to seven and then nine storeys as part of the podium. A service drive aisle, the Transitway, and the future transit plaza surround the other three sides of the podium.

**Guideline 2.21** – High-quality, durable, and environmentally sustainable materials, where feasible, will be used to achieve visually interesting facades.

**Guideline 2.22** – Where feasible, bird-friendly best management practices will be implemented.

**Guideline 2.23** – Ground floor fenestration, materiality, and architectural articulations will frame the pedestrian environment and support animation along the building base.

**Guidelines 2.24 & 2.25** – The proposed PH1 building will have a maximum building height of 20 storeys and will contain a residential tower with floor plates of approximately 950 m<sup>2</sup>. Potential impacts of the floor plate size have been demonstrated to be minor, and are mitigated through such measures as tower



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placement and orientation (ensures significant separation from future potential towers), and building setbacks and architectural articulations.

**Guidelines 2.29 & 2.31** – The building architecture includes various setbacks which allow the base to be the primary experience from the public realm and helps to minimize impacts of shadowing and wind.

**Guidelines 2.32 & 2.37** – The proposed building will contribute to the enhancement of the area's skyline and streetscape.

**Guideline 2.36** – Roof-top mechanical features and amenity spaces will be incorporated into the top of the building, where possible.

**Guideline 2.44** – Exterior building illumination will be addressed through the site plan control process and will be designed to industry requirements for the proposed uses and built form, with consideration of the impact it will have on the immediate and surrounding area.

## PEDESTRIAN REALM

**Guideline 3.1** – The curb to building face separation along the private road frontage to the building's east ranges from approximately 4m to 7m. This space will consist of a sidewalk, landscaping, and space for street furniture to animate the public realm.

**Guideline 3.5** – The site has been designed to support pedestrian connections to and through it, as it is located adjacent to the South Keys Transit Station, a future transit plaza, and shopping centre uses.

**Guideline 3.10** – The main pedestrian accesses are oriented towards the private street to the east and the transit station and future transit plaza to the north.

**Guideline 3.12** – The pedestrian environment will consist of sidewalks, landscaping, space for street furniture, and active store fronts to animate the public realm.

**Guideline 3.13** – CPTED principles have been considered through the design of the site.

**Guideline 3.14** – Parking is internalized within the building to be out of site from the public realm.

**Guidelines 3.15 to 3.20** – Loading and service areas are located at the southwest corner of the PH1 building, where they are away from the primary pedestrian environment, and will be screened and co-located with the parking garage access.

**Guidelines 3.21 & 3.18** – mechanical equipment and public transit infrastructure will be appropriately located and screened, if applicable, where feasible.

**Guideline 3.25** – Accessibility design requirements of the Ontario Building Code and Accessibility for Ontarians with Disabilities Act will be met. Additional standards and guidelines will be explored and implemented, where feasible.

**Guidelines 3.26 & 3.27** – Pedestrian level wind and sunshade studies were completed and submitted as part of the subject applications.





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**Guidelines 3.28 - 3.30** – Pedestrian weather protection has been considered through the design of the pedestrian environment (e.g., street trees, building entrances, etc.), and may be refined through the site plan control process.

**Guideline 3.31** – Efforts will be made to incorporate pedestrian-scaled lighting, signage, street numbering and other features oriented towards improving the pedestrian experience.

### 5.1.2 TRANSIT ORIENTED DEVELOPMENT

The Transit-Oriented Development Guidelines was completed in 2007 with the purpose of providing guidance to assess, promote, and achieve appropriate Transit Oriented Development within the City of Ottawa. These guidelines are to be applied throughout the City for all development within a 600 metre walking distance of a rapid transit stop or station, which includes the subject site, as it is located adjacent to the South Keys Transit Station.

The Transit-Oriented Development guidelines are organized into six themes summarized below:

- Land Use – type and intensity of uses for supporting transit efficiency
- Layout – development, accessibility, and circulation patterns for supporting transit use
- Built Form – place making to establish attractive public realms around transit infrastructure
- Pedestrians & Cyclists – prioritizing the pedestrian experience
- Vehicles & Parking – efficient and safe designs for streets and parking environments
- Streetscape & Environment – attractive sidewalks, walkways, and transit stops

**Guidelines 1, 3, 8 & 28** – The proposal provides an appropriate mix of transit supportive land uses, including high density residential (studio to three-bedroom dwelling units) and convenient commercial use (e.g., space with flexibility for a gym, coffee shop, restaurant, etc.). Within proximity to the site are a number of complementary commercial and service-based land uses that further support the synergies required for establishing complete communities with reduced reliance on personal automobile use.

**Guidelines 4, 5, 6, 7, 10 & 16** – The proposed private street network is of a grid pattern with appropriately sized blocks, with ROW elements that enhance the pedestrian experience and prioritize connectivity. The PH1 building provides an appropriate edge to define the public realm and orient pedestrian towards the future transit plaza.

**Guideline 11** – Building setbacks are integrated into the podium to maintain a human scale.

**Guideline 12** – The expression of the PH1 building will provide opportunity for new views and vistas from the surrounding area, including the Transitway and Airport Parkway, which will enhance the skyline and serve a wayfinding function for users of the South Keys Transit Station.



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**Guideline 13** – The curb to building face separation along the private road frontage to the building's east ranges from approximately 4m to 7m. This space will consist of a sidewalk, landscaping, and space for street furniture to animate the public realm.

**Guideline 15** – Ample glazing along the ground-floor façade will help to frame entrances, provide visual interest, and increase security through informal viewing.

**Guideline 17** – Mixed material is intended to be used, where possible, to accentuate separate routes for pedestrians and vehicles.

**Guideline 29** – At least one stall per unit will be provided as weather protected indoor bicycle parking, with additional bicycle racks to be provided outdoors.

**Guidelines 36, 37, 39, 43 & 44** – Parking is internalized to be out of sight from the public realm. Loading and service areas are located at the southwest corner of the PH1 building, where they are away from the primary pedestrian environment, and will be screened and co-located with the parking garage access.

**Guideline 42** – Planting strips and treed boulevards will be implemented along the proposed private street network.

**Guideline 48 & 48** – The public realm spaces will consist of sidewalks, street trees, and a mix of landscaping with space for street furniture.

**Guideline 50 & 51** – Exterior lighting will be addressed through the site plan control process, and will be designed to industry requirements for the proposed uses and built form, with consideration of the impact it will have on the immediate and surrounding area.

**Guideline 52** – Proposed street trees and hard and soft landscaping elements will help to reduce urban heat and contribute to pedestrian spaces with a comfortable microclimate.

**Guideline 54 & 55** – Waste storage will be out of view from the public realm. Utilities have been located and designed to minimize their visual impact on the streetscape.

**Guideline 56** – Signage will be designed and installed to industry requirements with consideration for the needs of commercial tenants.

## 6 Zoning By-law 2008-250

The entire South Keys Shopping Centre, including the subject site, is zoned MC[2284] S349-h – Mixed Use Centre Zone, Exception 2284, Schedule 349, Holding Provision/Symbol within City of Ottawa Zoning By-law 2008-250. Exception 2284 contains provisions specific to performance standards and conditions for lifting the holding provision/symbol, whereas Schedule 349 relates to building height limitations established by the Airport Authority.



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Figure 13. Zoning excerpt

The purpose of the MC Zone is to accommodate a combination of transit-supportive uses, including high density residential within mixed-use buildings. The development standards for this zone are intended to promote intensification to support the City’s applicable Official Plan policies and vision for Mixed Use Centres.

The proposed mixed-use development complies with the general intent and purpose, as well as the land use permissions of the MC[2284] S349-h Zone. As detailed in Table 4, the proposal requires zoning relief in the form of a minor zoning by-law amendment to permit an increase in the maximum permitted residential tower floor plate size. The proposed zoning by-law amendment is also required to lift the holding provision/symbol. The proposed rezoning is to apply to the entirety of the South Phase lands, as delineated in Figure 1.

Table 4. MC[2284] S349-h Zoning matrix

PROVISIONS	BY-LAW SECTION	REQUIRED & PERMITTED		PROPOSED (PH1)	COMPLIANCE NOTES
Minimum lot area	191(2)(a)	No Minimum		PH1 Area: ± 20,524.1 m <sup>2</sup> Property Area: ± 218,530 m <sup>2</sup>	Compliant
Minimum lot width	191(2)(b)	No Minimum		Irregular	Compliant
Minimum front and corner side yard setback	191(2)(c)	(ii) abutting the rapid transit corridor	2 m	NA	NA
		(iii) other cases	No minimum	± 93 m from Daze Street	Compliant
Minimum interior side yard setback	191(2)(d)	(ii) abutting the rapid transit corridor	2 m	West ISY: 2 m	Compliant
		(iii) other cases	No minimum	South ISY: ± 114 m North ISY: ± 2m from future transit plaza lands to be dedicated to the City	Compliant
Minimum rear yard setback	191(2)(e)	(ii) abutting the rapid transit corridor	2 m	2 m	Compliant
		(iii) other cases	No minimum	NA	NA
Maximum floor space index	191(2)(f)	No maximum		NA	Compliant



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Minimum building height	191(2)(g)	6.7 m		151.79 m A.S.L. (21 storeys)	Compliant
Maximum building height	191(2)(h), Schedule 349	151.79 m above sea level (21 storeys)		151.79 m A.S.L. (21 storeys)	Compliant
Minimum width of landscaped area	191(2)(i)	No minimum, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped		Where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard consists of hard or soft landscaping	Compliant
Minimum width of landscaped area around a parking lot	Table 110	11 to 99 spaces where the landscaped buffer does not abut a street	1.5 metres	PH1 development does not include any new surface parking lots. The surface parking lot adjacent the Montana's restaurant will be modified as part of required site works, with the landscape buffer to meet the required 1.5 m	Compliant
Minimum percentage of landscaped area within and surrounding a parking lot	110(1)	15% - can include landscaped buffer and interior landscaping such as landscaped islands, landscaped medians, pedestrian pathways or public plazas		PH1 development does not include any new surface parking lots. The surface parking lot adjacent the Montana's restaurant will be modified as part of required site works, with the landscaping portion to be approximately 35%.	Compliant
The tower portion of a building must, where the height of the building exceeds nine storeys (for the purposes of this exception, a tower is defined as that portion of a building above the podium)	239, Exception 2284	not have a residential floor plate larger than 750 square metres		Residential floorplate of 950 m <sup>2</sup>	Non-compliant

Table 5. Parking matrix and drive aisle summary (Area Z of Schedule 1A and Area C of Schedule 1)

PARKING TYPE	APARTMENT, HIGH RISE (290 Dwelling Units)			COMMERCIAL (409.1 m <sup>2</sup> of GFA)		
	Required	Provided	Compliance	Required	Provided	Compliance
<b>Regular</b>	None <i>(Sec.101(2))</i>	152 (parking garage)	Compliant	None <i>(Sec.101(2))</i>	0	Compliant
<b>Visitor</b>	0.1 / DU (first 12 DU excluded, and a maximum requirement of 30) = 28 <i>Sec.102(2)</i>	28 (parking garage)	Compliant	NA		
<b>Accessible</b>	Required: 0 (not a public parking area) Provided: 0 (compliant)  <i>By-law 2008-250: Section 106(2) &amp; By-law 2017-301: Part C, Sec. 111(2)</i>					
<b>Bicycle</b>	0.5 / DU = 145 <i>Table 111A(b)(i)</i>	290 (parking garage) 4 (outdoor)	Compliant	1 / 250 m <sup>2</sup> of GFA = 2 <i>Table 111A(e)</i>	6 (outdoor)	Compliant
<b>Loading</b>	Required: none Provided: none - sufficient space for loading/servicing along proposed drive aisle to the immediate south of the PH1 building (compliant)					

### Additional Provisions & Notes

#### Minimum Parking Requirement for Existing Restaurant and Cinema Uses (By-law Sec. 101(2))

- Restaurant: 0 stalls required, whereas 94 are existing/provided as part of the required parking lot modifications
- Cinema: 0 stalls required, whereas 126 are existing/provided as part of the required parking lot modifications

#### Maximum Permitted Parking (By-law Sec. 103 and to be calculated as Area B per Exception 2284)

- Residential use: 1.75 per dwelling unit (combined total of resident and visitor parking)
  - Maximum permitted = 506, whereas 180 provided (compliant)
- Retail Store & Retail Food Store: 3.6 per 100 m<sup>2</sup> of gross floor area
  - Maximum permitted = 15, whereas 0 provided (compliant)

#### Drive aisles have been designed to comply with applicable provisions (By-law Sec. 107)

- Minimum driveway width for a single traffic lane providing access to a parking garage: 3 m
- Minimum driveway width for a double traffic lane providing access to a parking garage: 6 m
- Maximum driveway width for a double traffic lane providing access to a parking lot of 20 or more spaces: 6.7 m
- Minimum aisle width for providing access to parking spaces in a parking garage:
  - 56-90 degree parking: 6 m



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Table 6. Amenity area matrix

PROVISION	BY-LAW SECTION	REQUIRED		PROPOSED	
		Total Amenity Area	Communal Amenity Area	Total Amenity Area	Communal Amenity Area
Amenity Area	Section 137  (rates are the same for both Mixed-use Buildings of 9 or more dwelling units and for high rise apartment buildings)	6 m <sup>2</sup> per DU  = 6 (290 DU) = 1,740 m <sup>2</sup>	A minimum of 50% of the required total amenity area  = 0.5 (1,740) = 870 m <sup>2</sup>	Total: 3,412 m <sup>2</sup>  Interior ground floor communal: 525 m <sup>2</sup> Interior 3 <sup>rd</sup> floor communal: 247 m <sup>2</sup> Terrace 3 <sup>rd</sup> floor communal: 1,300 m <sup>2</sup> Interior 10 <sup>th</sup> floor communal: 140 m <sup>2</sup> Terrace 10 <sup>th</sup> floor communal: 180 m <sup>2</sup> 3 <sup>rd</sup> floor private decks: 420 m <sup>2</sup> Private balconies: 600 m <sup>2</sup>	Total: 2,392 m <sup>2</sup>
	Additional provisions	i. Amenity area must be provided for a residential use that is a permitted use in the zone in which it is located, in accordance with Table 137. ii. Amenity area must be located on the same lot as the use for which it is provided. iii. Amenity area provided outdoors must not be located in a required front or corner side yard. iv. Where amenity area is located outside at grade, it may be included in the calculation of landscaped area requirements. v. Minimum required communal amenity area may only be included as part of a required landscaped buffer where it is aggregated into areas of 54 m <sup>2</sup> or more. vi. Layout of communal amenity area: aggregated into areas up to 54 m <sup>2</sup> , and where more than one aggregated area is provided, at least one must be a minimum of 54 m <sup>2</sup> .			

## 6.1 Summary of Requested Amendment

The proposed Zoning By-law Amendment (ZBA) is for the South Phase lands, and is required for two purposes, the first being to permit an increase in the maximum permitted residential tower floor plate size from 750 m<sup>2</sup> to 950 m<sup>2</sup>, and the second being to lift the holding provision/symbol on the South Phase lands. The Site Plan Control application is specific to the proposed redevelopment on the PH1 lands.

The below table summarizes the details of the requested ZBA, with existing text irrelevant to the proposal shown in grey, relevant text to the amendment shown in black, and proposed amended text shown in bolded red. The recommended format for the ZBA is detailed below:

- Revise Exception 2284 so that it permits a maximum residential tower floor plate of 950 m<sup>2</sup> on the South Phase lands of 2200 Bank Street.
- Add a new zone boundary around the South Phase lands so that the existing holding provision/symbol can be lifted from these lands while being retained on the remainder of the 2200 Bank Street property.

Table 7. Proposed zoning by-law amendment

EXCEPTION NUMBER	APPLICABLE ZONE	ADDITIONAL LAND USES PERMITTED	LAND USES PROHIBITED	EXCEPTION PROVISIONS
				PROVISIONS
2284 <b>(By-law 20XX-XX)</b> (By-law 2019-410) (By-law 2018-206) (By-law 2016-289) (By-law 2016-249) (By-law 2015-293)	MC[2284] S349-h	- automobile service station - car wash - gas bar - rooming house		<ul style="list-style-type: none"> <li>• Despite subsection 191(2)(g) the minimum 6.7 metre building height does not apply to an automobile service station and car wash.</li> <li>• Despite the location of the lot on Schedule 1, the maximum number of required parking spaces shall be calculated as per Section 103, Table 103, Column III, Area B.</li> <li>• Despite clauses 100(1)(a) and (c), parking spaces may be available for use by any other land use located either on site or off site on an abutting property or on a property immediately across a street, but these spaces may not be used as the required parking for these other land uses.</li> <li>• For the purposes of this exception, a tower is defined as that portion of a building above the podium</li> <li>• The tower portion of a building must, where the height of the building exceeds nine storeys:                             <ol style="list-style-type: none"> <li>1. where it contains a dwelling unit or rooming unit:</li> </ol> </li> </ul>



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				<ul style="list-style-type: none"> <li>a. have a minimum separation distance of 23 metres from a tower containing a dwelling unit or rooming unit, if either tower faces the other;</li> <li>b. have a minimum separation distance of 18 metres from another tower over 9 storeys containing a dwelling unit or rooming unit, if neither tower faces the other; and,</li> <li>c. have a minimum separation distance of 18 metres from another tower over 9 storeys containing only non-residential uses;</li> </ul> <p>2. where it contains only non-residential uses:</p> <ul style="list-style-type: none"> <li>a. have a minimum separation distance of 11.5 metres from another tower over 9 storeys containing only non-residential uses; and,</li> <li>b. have a minimum separation distance of 18 metres from another tower over 9 storeys containing a dwelling unit or rooming unit;</li> </ul> <p>3. for the purposes of 1. above, a tower is considered to face another tower only when:</p> <ul style="list-style-type: none"> <li>a. a line projected at 90 degrees from a tower wall intersects with any portion of the other tower; and,</li> <li>b. the tower wall from which the line is projected contains the window of a dwelling unit or rooming unit;</li> </ul> <p>4. must be setback 11.5 metres from an interior side lot line where that side lot line abuts a lot that does not contain a tower, but the abutting lot is zoned to permit a building with a height greater than nine storeys;</p> <p>5. must be setback 11.5 metres from a rear lot line where the rear lot line abuts a lot that does not contain a tower, but the abutting lot is zoned to permit a building with a height greater than nine storeys;</p> <p>6. not have a residential floor plate larger than 750 square metres, <b>except where tower separation greater than 23 metres can be achieved, in which case, a tower floorplate up to 950 square metres is permitted</b>; and,</p> <p>7. not have a non-residential floor plate larger than 1,500 square metres.</p> <ul style="list-style-type: none"> <li>• The holding symbol may be removed only when the following conditions have been met to the satisfaction of the General Manager of Planning, Infrastructure and Economic Development:             <ol style="list-style-type: none"> <li>1. Completion of the necessary studies, reports and designs including the preparation of environmental, transportation and infrastructure reports as well as preparation of site plans or master plans that demonstrate how the proposed development phase with and will contribute to achieving the overall urban design and active frontage directions set out in the South Keys to Blossom Park, Bank Street Secondary Plan and in the South Keys to Blossom Park, Bank Street Community Design Plan;</li> <li>2. Partial removal of the “h” may be considered to provide for phased development. The submission and approval of an application to lift the holding provisions on a phased basis may be considered provided the requirements for that development phase satisfy the requirements for lifting of the holding symbol specified above.</li> </ol> </li> <li>• Despite subsection 61(2), the cumulative total gross floor area of additions and accessory buildings must not exceed the greater of 25 per cent of the gross floor area of the existing building or 600 square metres in gross floor area.</li> <li>• A change in use within an existing building and a new use within an addition to an existing building are permitted without the need to lift the holding.</li> <li>• a click and collect facility in a single occupancy, stand-alone building, limited to a gross floor area of 60 square metres, is permitted without the need to lift the holding provisions.</li> </ul>
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The proposed ZBA to permit an increase in the maximum permitted size of a residential tower floor plate is appropriate and in keeping with the general intent and purpose of the Zoning By-law. The below table summarizes the rationale detailed previously in this report for supporting the proposed ZBA.

Table 8. Summary rationale for the zoning by-law amendment

POLICY / REGULATORY DOCUMENT	DIRECTIVE	SUMMARY RATIONALE
<p><b>Secondary Plan</b> Section 4.1.14.b</p>	<p>14. Towers of high-rise buildings should be designed and located to minimize wind and shadowing impacts and maintain sunlight penetration to public spaces, maintain privacy and preserve public views and sky views, among other elements. To achieve these objectives the tower portion of all high-rise buildings shall:</p> <p>b) Have a floor plate size that is limited. Proposals for residential floor plates larger than 750 square metres, or commercial floor plates larger than 1,500 square metres shall:</p> <p>i) Demonstrate that the objectives stated above are met through the use of building orientation and/or building shape; and</p> <p>ii) Provide a greater separation distance between towers on the same lot and greater setbacks to side and rear lot lines.</p>	<p>Through this report, the architectural plans prepared by RLA Architecture, the pedestrian level wind study prepared by Gradient Wind, and the absence of any concern by the UDRP regarding the proposed tower floorplate size, it has been demonstrated that the requested amendment for an increase to the size of a residential tower floorplate is appropriate.</p> <p>The proposed high-rise building will consist of a two-storey base, a nine-storey middle, and a 20-storey tower. The proposed tower floorplates will be approximately 950 m<sup>2</sup> in area, a difference from 750 m<sup>2</sup> of approximately 2,150 ft<sup>2</sup>, or the equivalent of two three-bedroom dwelling units, which is a difference indiscernible from ground level.</p> <p>The developable land surrounding the site is owned by the developer, with the exception of the transit corridor lands to the west which contain the bus Transitway, the O-Train tracks, and stormwater management infrastructure. The conceptual build-out of the South Phase demonstrates that the proposed building design and tower location allows for adequate setbacks from potential future high-rise buildings on adjacent lands (e.g., over 25 metres in tower separation from conceptual towers</p>



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		<p>in future phases of the South Phase phasing plan, whereas policy direction is for a minimum of 23 metres). The land to the north of the building will be dedicated to the city as parkland for a future transit plaza.</p> <p>A sunshade study prepared by RLA Architecture confirmed shadow impacts on the transit plaza lands will be greatest during the evening of the winter months when sunset is at the earliest throughout the year. Given the seasonal conditions at that time of year in addition to the timing of sunset, it is anticipated that use of the transit plaza will be limited and that impacts will have a negligible effect on the space. Throughout the rest of the year the shadows cast onto the transit plaza by the proposed building are minimal and intermittent, especially during the summer months which is when outdoor conditions would be optimal for passive uses within the plaza.</p>
<p><b>Zoning By-law 2008-250</b></p> <p>Section 191</p>	<p><i>The purpose of the MC – Mixed-Use Centre Zone is to:</i></p> <p>(1) ensure that the areas designated Mixed-Use Centres in the Official Plan, or a similar designation in a Secondary Plan, accommodate a combination of transit-supportive uses [...]</p> <p>(2) allow the permitted uses in a compact and pedestrian-oriented built form in mixed-use buildings [...]</p> <p>(3) impose development standards that ensure medium to high profile development [...]</p> <p><i>Permitted Uses</i></p> <ul style="list-style-type: none"> <li>- apartment dwelling, high rise</li> <li>- retail store</li> <li>- retail food store [...]</li> </ul>	<p>The purpose of the MC zone is to allow transit-supportive uses in compact mixed-use buildings of medium to high profile, which includes the proposed land uses and built form.</p>
<p><b>Zoning By-law 2008-250</b></p> <p>Exception 2284</p>	<p>The holding symbol may be removed only when the following conditions have been met to the satisfaction of the General Manager of Planning, Infrastructure and Economic Development:</p> <ol style="list-style-type: none"> <li>1. Completion of the necessary studies, reports and designs including the preparation of environmental, transportation and infrastructure reports as well as preparation of site plans or master plans that demonstrate how the proposed development phase with and will contribute to achieving the overall urban design and active frontage directions set out in the South Keys to Blossom Park, Bank Street Secondary Plan and in the South Keys to Blossom Park, Bank Street Community Design Plan;</li> <li>2. Partial removal of the "h" may be considered to provide for phased development. The submission and approval of an application to lift the holding provisions on a phased basis may be considered provided the requirements for that development phase satisfy the requirements for lifting of the holding symbol specified above.</li> </ol>	<p>The conditions to lift the holding provision/symbol from the South Phase lands are being addressed as part of PH1 proposal, as detailed below:</p> <ul style="list-style-type: none"> <li>- the PH1 site plan is supplemented with a master/phasing plan illustrating an appropriate conceptual build-out of the South Phase lands;</li> <li>- supporting studies and plans, as required by the list of submission requirements provided by the City through a formal pre-application consultation, have been submitted in support of the ZBA and SPC applications; and,</li> <li>- as demonstrated through the policy review of this report as well as the architectural drawings prepared by RLA Architecture, the proposal will contribute to achieving the overall urban design and active frontage directions set out in the applicable Secondary Plan and Community Design Plan.</li> </ul>

## 7 Public Engagement Strategy

As part of the due diligence for the project the owner undertook pre-application consultation with consultants, City staff, and the local Councillor. These processes allowed the owner and project team to receive and consider early feedback regarding the PH1 proposal as part of the South Phase master concept plan. Following each of these processes, elements of the proposal were revisited, and where feasible, changes were made to address comments received as part of the pre-application process. The formal pre-application consultation with City staff took place on June 10, 2021 with comments received on June 29, 2021.

Formal zoning by-law amendment and site plan control applications were submitted on October 29, 2021. Through these application processes the City was responsible for meeting the statutory requirements for public notification. In advance of receiving the first set of circulation comments from City staff, the local ward Councillor requested a non-statutory public meeting to present the project to the community, and this was held virtually on December 6, 2021.



## Planning Rationale

On January 18, 2022 the first set of technical circulation comments were received from the City, which included comments submitted by members of the public. Comments received during the December 6, 2021 public meeting and the technical circulation were then considered as part of plan refinement and ongoing discussions with the City on matters such as the future transit plaza and construction activity associated with the South Keys Transit Station. During this period additional comments were received by the Better South Keys Centre community group, which helped provide insight into amenity space and connectivity design matters. Discussion on the future transit plaza culminated with the city accepting the proposed area shown on the submitted site plan as land to be dedicated as parkland, with an updated set of circulation comments to reflect this provided by the city on August 3, 2022.

In late 2022 and early 2023 discussions were held with the city on a building design change that would result in the reduction of a tower as part of the PH1 proposal. The redesign was presented to the Urban Design Review Panel (UDRP) on June 2, 2023. The current version of the proposal takes into consideration the feedback received from the UDRP and city staff.

As part of ongoing public engagement, the applicant team has kept the local ward Councillor aware of the status of the applications, and the public will have opportunity to submit written or oral comments to the city file lead on the zoning by-law amendment application to go before the Planning and Housing Committee, which represents the statutory public hearing required under the Planning Act.

## 8 Supporting Documentation

As part of a complete submission for the proposed development and requested planning approvals the below listed plans and reports were submitted, and subsequently updated, as required, for a second submission. Excerpts of conclusions from each report have been provided for ease of reference.

### Plans

1. Topographic Survey Plan, dated July 15, 2021
2. Site Plan – South Phase – Phase 1, dated October 18, 2023
3. Site Plan – South Phase, dated October 18, 2023
4. Architectural Package, dated October 18, 2023 (includes: context plan; floor plans; building elevations; sections; 3D perspectives; sunshade study)
5. Landscape Plan, dated October 19, 2023 (includes: Tree Conservation Plan; Level 3 Amenity Podium Plan)
6. Civil engineering drawings, dated October 19, 2023 (includes: site servicing plan; General Notes, Legend and CB Data Table; Grading and Drainage Plan; Sanitary Drainage Area Plan; Sanitary Drainage Area Plan, Master Plan; Storm Drainage Area Plan; Site Ponding Plan; Erosion and Sedimentation Control Plan)





## Planning Rationale

### Reports

1. Site Servicing and Stormwater Management Design Brief, dated October 19, 2023

- The Conclusions and Recommendations section of the report states the following:

“In summary, this report demonstrates that Phase 1 of the proposed 2200 Bank Street redevelopment and ultimate re-developments can be serviced by the adjacent existing municipal infrastructure. All municipal infrastructure designs have been done in conformance with current City of Ottawa guidelines.

Based on the information provided herein, the development can be serviced to meet City of Ottawa requirements.”

2. Geotechnical Investigation, dated October 10, 2023

- See the Recommendations section of the report for further detail.

3. Transportation Impact Assessment – Step 5: Final Report, dated October 19, 2023

- The Executive Summary of the report states the following:

“Based on the findings of this study, it is the overall opinion of Arcadis that the proposed development will integrate well with and can be safely accommodated by the adjacent transportation network with the recommended actions and modifications in place.”

4. Pedestrian Level Wind Study, dated May 16, 2023

- The Executive Summary of the report states the following:

“1) All grade-level areas within and surrounding the subject site are predicted to experience conditions that are considered acceptable for the intended pedestrian uses throughout the year. Specifically, conditions over surrounding sidewalks, walkways, surface parking, the Transitway, and in the vicinity of the building access points serving the proposed development are considered acceptable according to the City of Ottawa Terms of Reference.

2) Regarding the common amenity terraces serving the proposed development at Levels 3 and 10, wind conditions during the typical use period, defined as May to October, inclusive, are predicted to be calm and suitable for sitting. The noted conditions are considered acceptable.

3) The foregoing statements and conclusions apply to common weather systems, during which no dangerous wind conditions, as defined in Section 4.4, are expected anywhere over the subject site. During extreme weather events, (for example, thunderstorms, tornadoes, and downbursts), pedestrian safety is the main concern. However, these events are generally short-lived and infrequent and there is often sufficient warning for pedestrians to take appropriate cover.”

5. Environmental Noise Impact Assessment, dated October, 2023



## Planning Rationale

- The Conclusion section of the report states the following:

“This report outlines the impact of transportation-related noise on the proposed development, located at 2200 Bank Street, within the South Keys Shopping Centre in Ottawa. Based on the analysis conducted for this study, it is expected that noise levels will remain within the standards established by the City of Ottawa and Ministry of the Environment, Conservation and Parks (MECP), with the exception of select units identified on Noise Plan Drawing No. 134569-N1. For these dwelling units, appropriate warning clauses and associated noise abatement measures must be provided on the Tenancy Agreement. Sound Transmission Class (STC) ratings for windows and glazed doors are provided for dwelling units with the highest exposure to the LRT and BRT corridors. Since the subject site is located entirely within the Airport Vicinity Development Zone (AVDZ), a warning clause will be required in the Tenancy Agreement for each dwelling unit.”

### 6. Phase One Environmental Site Assessment, dated October 27, 2023

- The Conclusions section of the report states the following:

“Based on the findings of this Phase One ESA, a Phase Two ESA is not required before an RSC can be filed. An RSC can be filed based solely on the findings of this Phase One ESA.”

## 9 Conclusion

The proposal is for a first phase (PH1) of mixed-use development in the south end (South Phase) of the South Keys Shopping Centre. The proposed development requires site plan control approval and a zoning by-law amendment, which is to permit an increase in the maximum permitted size for a residential tower floor plate from 750 m<sup>2</sup> to 950 m<sup>2</sup> and to lift a holding provision/symbol. The site plan control application is specific to the PH1 lands, whereas the zoning by-law amendment is for the South Phase lands, which includes the area outside of PH1 intended for future phases.

This report and the technical material (i.e., plans and studies) prepared in support of the applications, demonstrate that the proposed PH1 development and requested approvals are appropriate for facilitating a desirable and efficient use of underutilized land intended for high-density mixed-use intensification.

It is our professional opinion that the proposal represents good land use planning that is in the public interest, is consistent with the policies of the Provincial Policy Statement 2020, and is in conformity and compliance with the general intent and purpose of the City of Ottawa’s Official Plan and zoning by-law. As such, we recommend the applications for approval.

