



PLANNING RATIONALE

Proposal:

Zoning By-law Amendment and Site Plan
Control Applications to Permit a Mixed-use
Development

Location:

2200 Bank Street

Prepared for:

Smart Centres Real Estate Investment Trust
3200 Highway 7, Vaughan, Ontario
L4K 5Z5

Prepared by:

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File No.: 160410339

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1. OVERVIEW

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 applications for a Zoning By-law Amendment and Site Plan Control 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 for phased redevelopment is described as the South Phase, and it is intended to be redeveloped in four separate phases, with this proposal representing South Phase - Phase 1 (PH1).

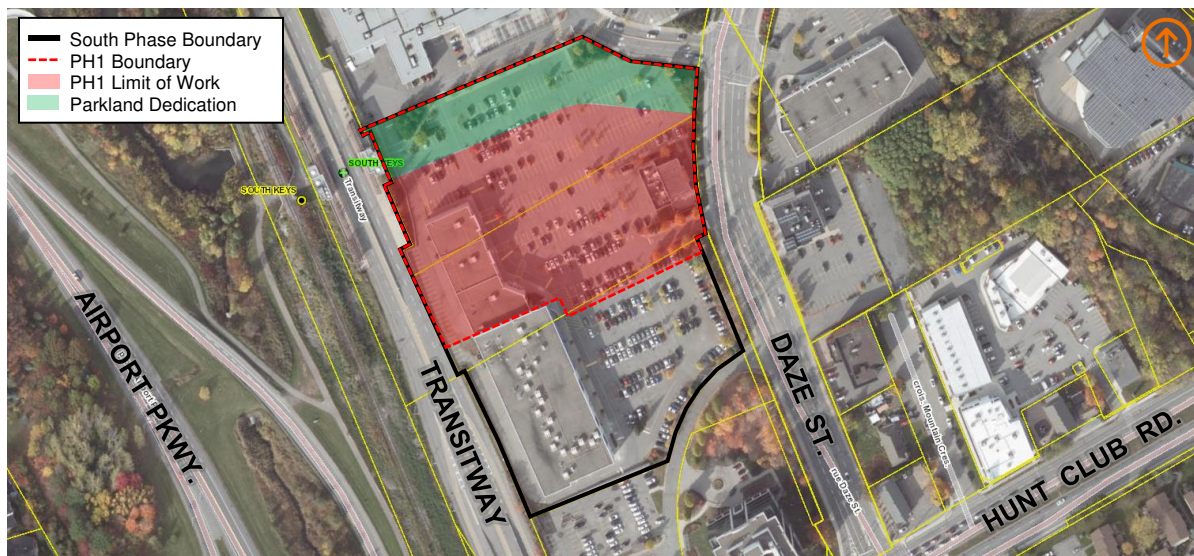


FIGURE 1. PHASING CONTEXT

The PH1 proposal will serve as an anchor to future redevelopment of the South Phase, 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 LRT, 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 four to six-storey podium and two 21-storey towers. 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, and the details of it are summarized below in Table 1, with PH1 described later in this report.

TABLE 1. SUMMARY OF ANTICIPATED FULL BUILD-OUT (FOUR PHASES)

Feature	SOUTH PHASE CONCEPTUAL DEVELOPMENT YIELD				
	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	Ground Floor Podium: Floors 2-6 Tower A: Floors 7-21 Tower B: Floors 7-21	Ground Floor Podium: Floors 2-6 Tower A: Floors 7-21 Tower B: Floors 7-21	Ground Floor Podium: Floors 2-6 Tower A: Floors 7-21 Tower B: Floors 7-21	Ground Floor Podium: Floors 2-6 Tower A: Floors 7-21 Tower B: Floors 7-21	-
Total GFA	± 28,383 m ² (res) + ± 466.3 m ² (comm)	± 29,683.8 m ²	± 27,078.5 m ²	± 31,429 m ²	117,040.6 m ²
Total Dwelling Units	446	403	404	457	1,710
Resident Parking	284	242	242	274	1,042
Visitor Parking	30	30	30	30	120
Bicycle Parking	454	403	404	457	1,718
Total Amenity Area	4,904 m ²	TBD	TBD	TBD	-

The proposed Zoning By-law Amendment 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 m² to 900 m², and the second being to lift the holding provision/symbol on the South Phase lands. An application for Site Plan Control is also required, and will be specific to the PH1 lands. The two planning applications are intended to be submitted concurrently.

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.

2. CONTEXTUAL ANALYSIS

2.1 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.

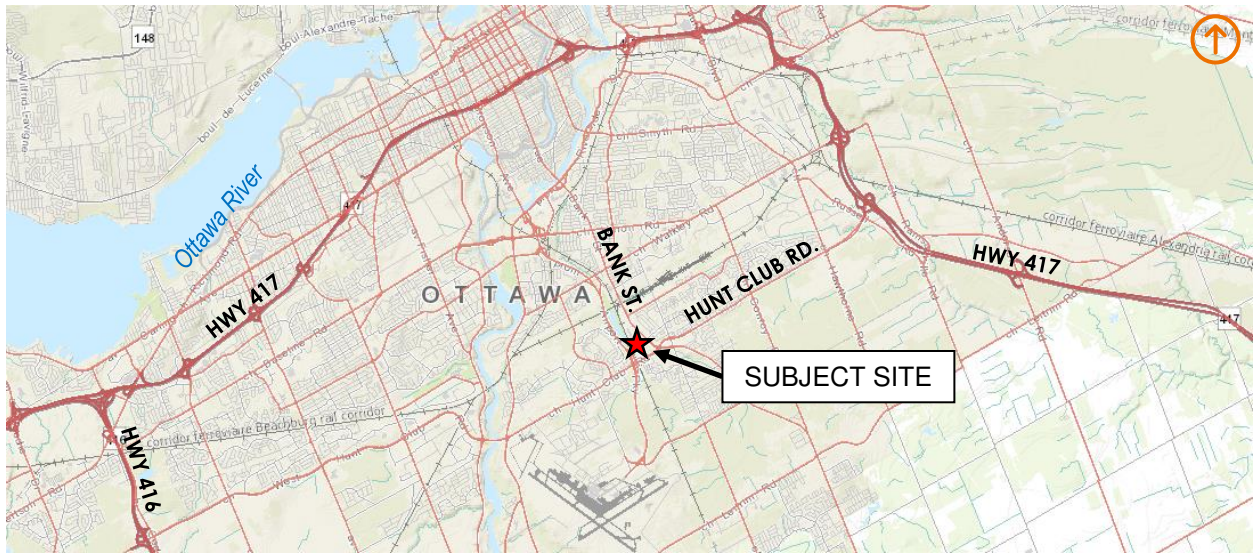


FIGURE 2. LOCATION PLAN



FIGURE 3. SURROUNDING CONTEXT

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 routes:

- **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 lots. 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 large collection of transit infrastructure which consists 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.

2.2 SOUTH PHASE - PHASE 1 CONTEXT

Phase 1 (PH1) represents a 2.05 ha (20,524.1 m²) 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 m²)

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)

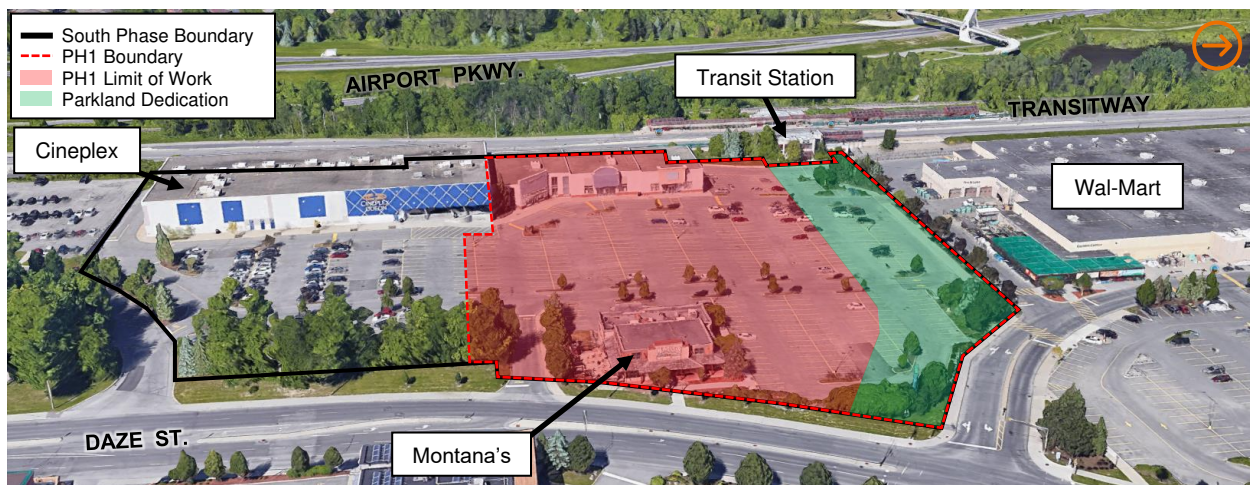


FIGURE 4. FACING WEST TOWARDS THE SITE (GOOGLE EARTH)

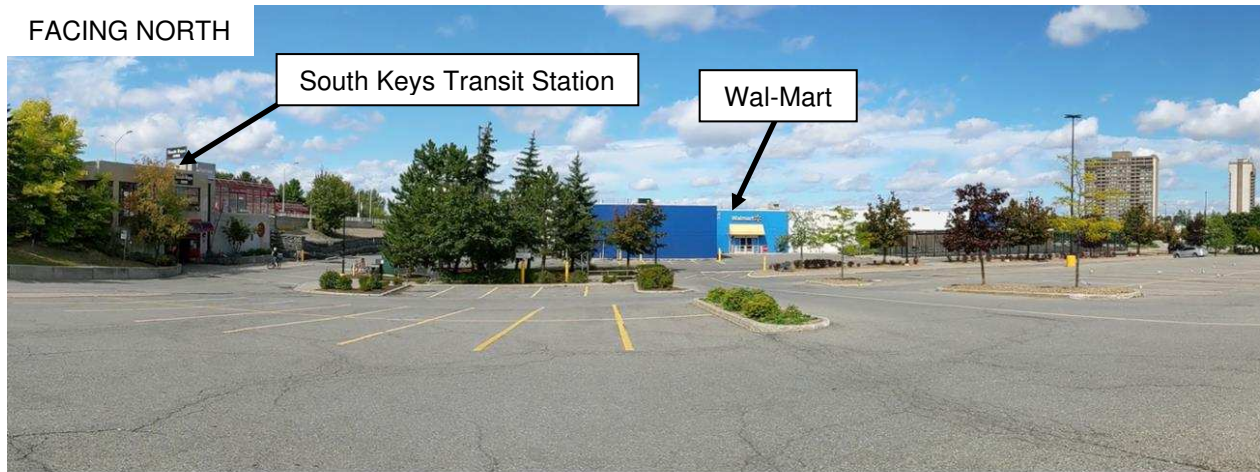


FIGURE 5. SITE CONTEXT PHOTOS (SEPTEMBER, 2021)

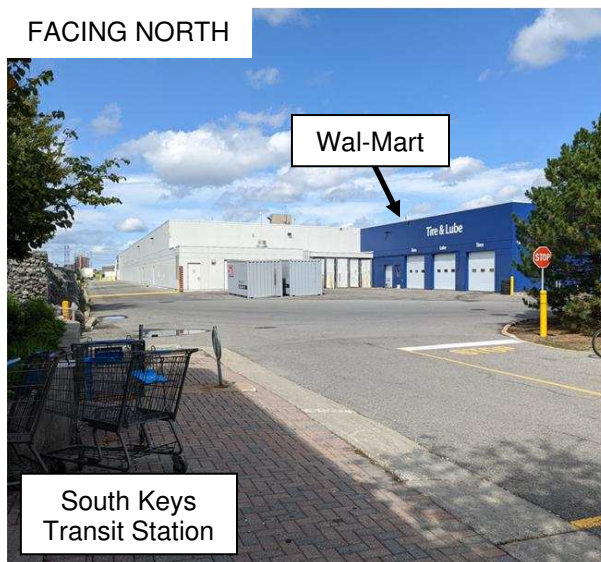


FIGURE 6. SITE CONTEXT PHOTOS (SEPTEMBER, 2021)

3. 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, which is to permit an increase in the maximum permitted size for a residential tower floor plate from 750 m² to 890 m² 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.

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 four to six-storey podium and two 21-storey towers
- modify the existing surface parking lot to accommodate the proposed 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 to City ROW standards, with sidewalks and street trees on both sides of the streets
- realign the existing three-way movement access from Daze Street into the site (abutting Montana's to the south)
- 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 constraints and pre-application comments from City staff. It is also noted that as part of the proposal, approximately 5,292 m² (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, and constructed 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 7-10 provide excerpt renderings of the submitted site plan and conceptual full build-out (South Phase). Additional details on the proposal are provided through the review of applicable planning policies and within the zoning matrices found in Section 6.

TABLE 2. PHASE 1 DEVELOPMENT STATISTICS

USES	GFA	UNITS	PROVIDED PARKING STALLS (detailed analysis in Section 6)		
			Regular	Bicycle	Loading
Apartment, high-rise	± 28,383 m ²	183: 1 bedroom 100: 1 bedroom + den 123: 2 bedroom 40: 3 bedroom	314 total stalls - 30 visitor - 284 resident (0.6 / du) - 0 commercial	454 total stalls - 446 indoor - 8 outdoor	1 stall
Commercial	± 466.3 m ²	2 Units			
TOTAL	± 28,849.3 m ²	446 Dwelling Units 2 Commercial Units			

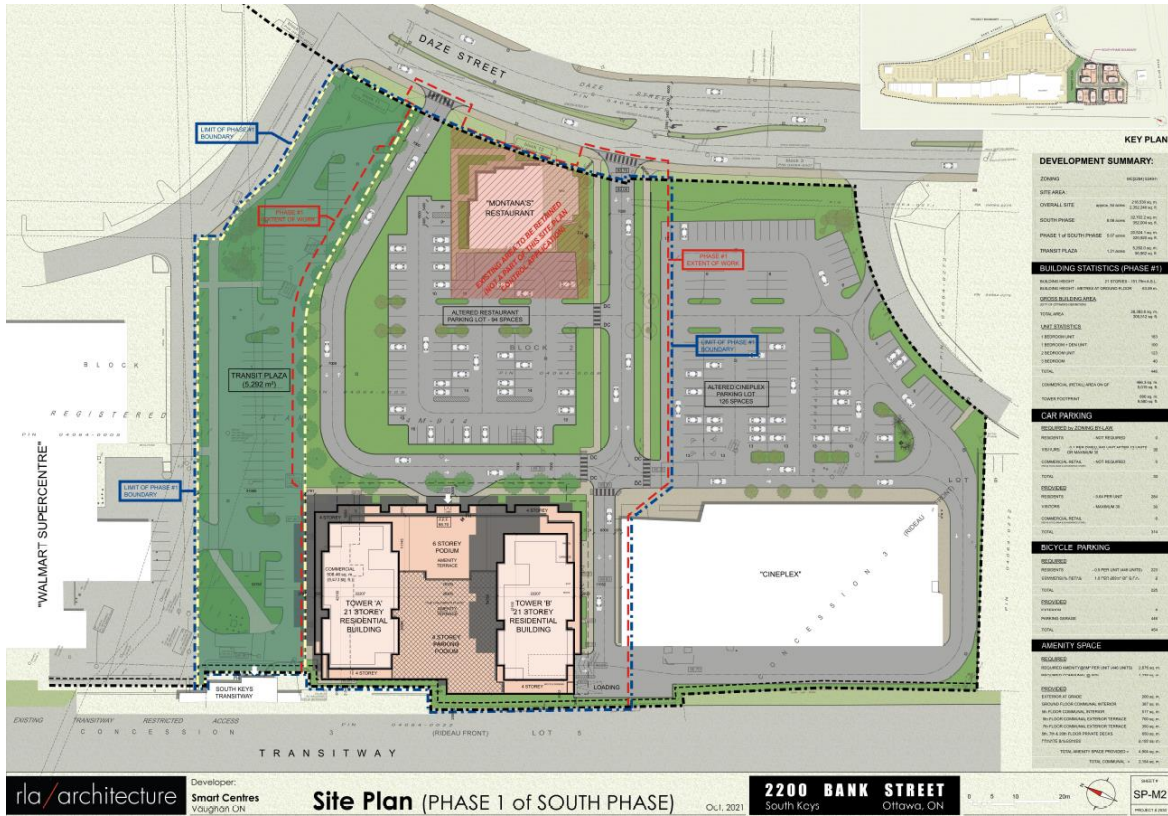


FIGURE 7. RENDERED SITE PLAN OF SOUTH PHASE - PHASE 1 (RLA ARCHITECTURE)

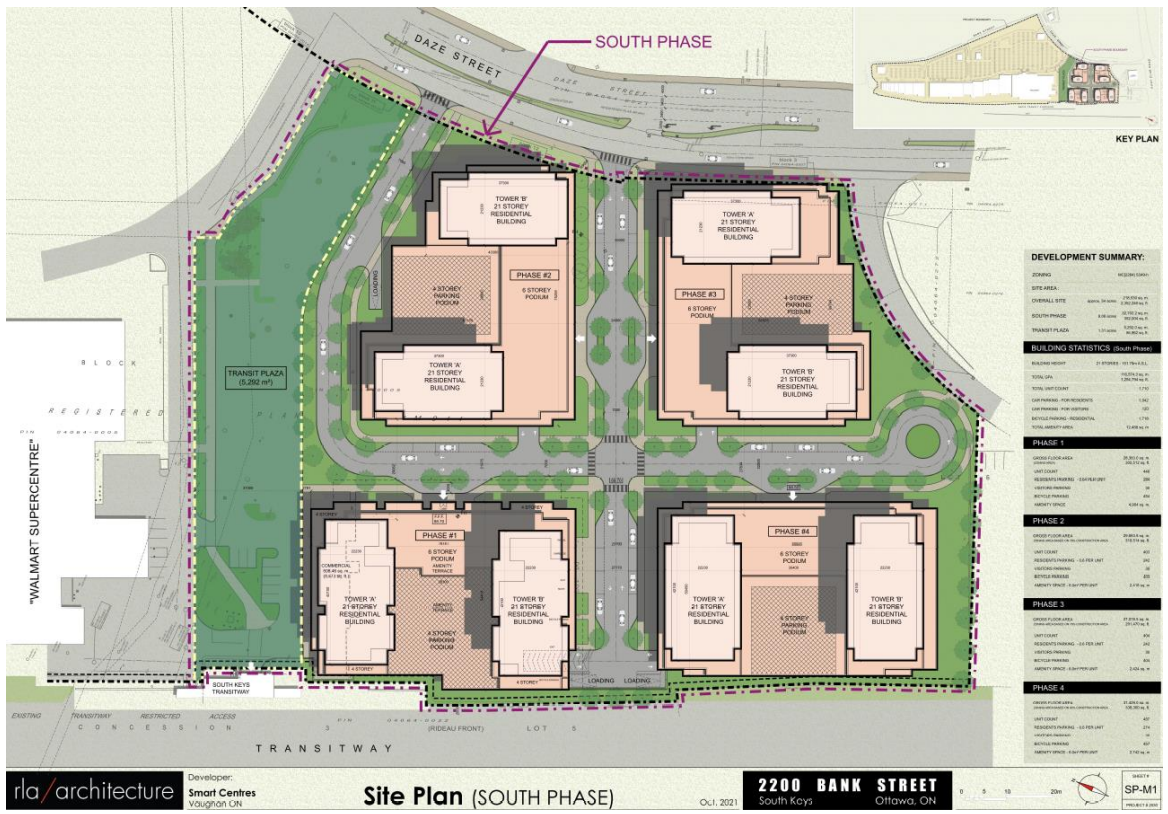


FIGURE 8. RENDERED PHASING PLAN OF THE SOUTH PHASE (RLA ARCHITECTURE)



FIGURE 9. ARCHITECTURAL RENDERING OF SOUTH PHASE - PHASE 1 (RLA ARCHITECTURE)



FIGURE 10. ARCHITECTURAL RENDERING OF SOUTH PHASE - PHASE 1 (RLA ARCHITECTURE)

4. POLICY REVIEW AND JUSTIFICATION

The following section consists of a policy review and corresponding rationale in support of the proposed development. The review covers the Provincial Policy Statement 2020, the City of Ottawa Official Plan, Zoning By-law 2008-250, and applicable urban design guidelines. The policy review also has consideration for the draft New Official Plan.

4.1 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 is 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.

4.1.1 Section 1.0 Building Strong Healthy Communities

Section 1.1.1 of the PPS sets out the criteria whereby healthy, livable, and safe communities are sustained. In short, these include: promoting efficient development and land use patterns; accommodating an appropriate affordable and market-based range and mix of residential types; 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; 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 of the PPS states that 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 of the PPS states that 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 1.1.3.6 of the PPS states that new development taking place in designated growth areas 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 of the PPS states 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.

Section 1.4.3 of the PPS states 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 of the PPS states that health, 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 of the PPS states that planning for sewage and water services shall direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water 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 of the PPS 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 of the PPS 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 of the PPS states 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 help to support and contribute to the following:



- 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 Transit Station, shopping centre land uses, open space and pedestrian linkages, etc.);
- 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 of various unit sizes;
- provide an appropriate and desirable renewal of serviceable land identified for mixed-use intensification; and,
- contribute to the supply of rental apartments with a range of unit sizes to address the City's housing availability crisis.

4.1.2 Section 2.0 Wise Use and Management of Resources

Section 2.0 of the PPS states that Ontario's long-term prosperity, environmental health, and social well-being depend on conserving biodiversity, protecting the health of the Great Lakes, and protecting natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environmental, and social benefits.

The subject site is not anticipated to contain any of the above noted resources, as it has been developed as part of a shopping centre since the 1990s. The site has limited vegetation in the form of landscaped parking islands, and consists primarily of parking lot and buildings. 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 is to be submitted with the proposed 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, have been provided in support of the proposed applications.

4.1.3 Section 3.0 Protecting Public Health and Safety

Section 3.0 of the PPS states that development shall be directed 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 include a site servicing and stormwater management report which reviews potential storm events. The report findings will be reviewed and further discussed, if necessary, through consultation with the City of Ottawa and



Rideau Valley Conservation Authority. A Phase I ESA was also completed for the site and noted that a Phase II ESA was 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 stability, economic vitality, uptake in public transit ridership, and the efficient use of land and public infrastructure. For these reasons, and the ones noted in the above review, the proposal is consistent with the policies of the PPS 2020.

4.2 OFFICIAL PLAN

The City of Ottawa Official Plan is the primary long-term policy document that guides growth and development within the City. The current Official Plan was enacted in 2003 and has since gone through a number of major updates to comply with legislative requirements and to adapt to evolving context at a provincial-wide, city-wide, and community-wide scale. The City is currently in the process of preparing a new Official Plan, with Council approval targeted for late 2021.

The proposal does not require an amendment to the Official Plan, with the below policy review demonstrating how it conforms to the general intent and purpose of the in-force Official Plan.

4.2.1 Section 3: Designation and Land Use

The subject site is designated General Urban Area in Schedule B of the Official Plan (see Figure 11), and this designation permits a wide range of uses and densities, with the following extract from Section 3.6.1 providing contextual overview.

The General Urban Area designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. This will facilitate the development of complete and sustainable communities. A broad scale of uses is found within this designation, from ground-oriented single-purpose buildings to mid-rise buildings with a mix of uses along Mainstreets or Transit Priority Corridors; from a dwelling or corner store to a shopping centre or office.

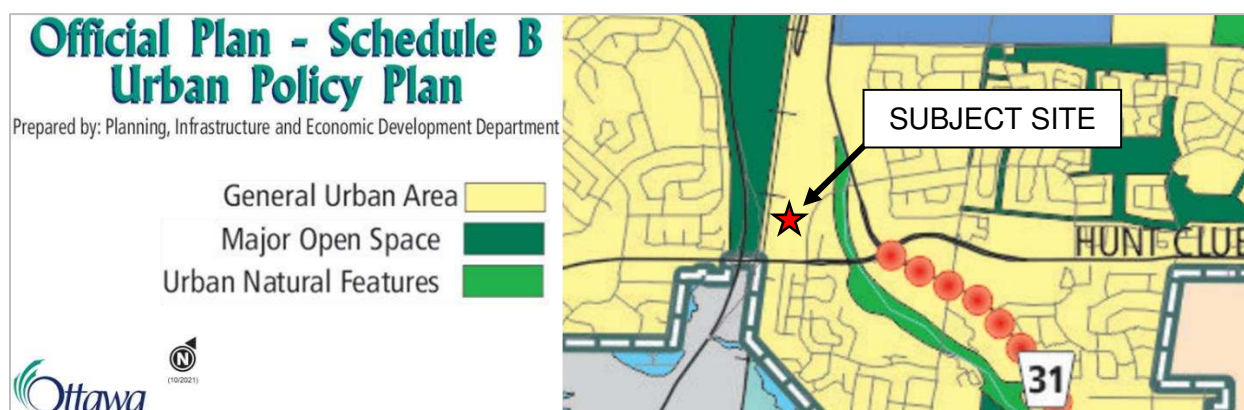


FIGURE 11. EXCERPT OF SCHEDULE B OF THE OFFICIAL PLAN

The below review of Section 3.6.1 of the Official Plan details how the proposed development is in conformity with the applicable policies of the General Urban Area designation.

Policies

1. General Urban Area areas are designated on Schedule B. The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.

The proposed land uses and density, being apartment high-rise and commercial, are permitted.

2. The evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11.

The proposed development conforms to the applicable policies of Section 2.5.1 and 4.11 of the Official Plan, as demonstrated later in this report and in conjunction with the Design Brief and architectural submissions prepared by RLA Architecture.

3. Building height in the General Urban Area will continue to be predominantly Low-Rise. Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area. Secondary plans or zoning that currently permit building heights greater than four Storeys will remain in effect.

The site's zoning and planned function, as detailed in the South Keys to Blossom Park, Bank Street Community Design Plan and Secondary Plan, support the proposed building height of 21 storeys.

5. The City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. The predominant form of development and intensification will be semi-detached and other ground-oriented multiple unit housing. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

a. Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces;

b. Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area

The site's zoning and planned function, as detailed through the South Keys to Blossom Park, Bank Street Community Design Plan and Secondary Plan, support the proposed development. The proposal represents a first phase of mixed-use redevelopment within the South Keys Shopping Centre, which aligns with the vision of the Community Design Plan (CDP) and Secondary Plan (SP) for the area. The proposal will serve as an anchor to future redevelopment of the surrounding lands, as it is strategically located adjacent to the South Keys Transit Station.



The proposal will introduce an appropriate level of residential intensification on the site, and will include dwelling types ranging from single-bedroom to family-oriented three-bedroom units. This type of housing and tenure (rental) is desirable adjacent to a rapid transit station and shopping centre, where active transit modes can provide efficient access for new residents to public transit and essential services.

The proposal is compatible and complementary to the surrounding context, which consists of transit infrastructure and open space to the west, shopping centre uses to the north, parking lots, public roadway, and low to high rise buildings to the east, and a commercial use (cinema) and private roadway to the south.

- 8.** *Throughout the General Urban Area, the City will encourage the provision of a variety of small, locally-oriented convenience and service uses that complement adjacent residential land uses, and are of a size and scale consistent with the needs of nearby residential areas. The City will ensure that these uses:*
- a. Are compatible and complement surrounding land uses;*
 - b. Are conveniently located with respect to concentrations of residential development and provide direct access for pedestrians and cyclists from adjacent residential areas;*
 - c. Are permitted to cluster with other community-oriented uses, such as parks, pedestrian linkages, community centres or leisure facilities, in order to facilitate interaction among residents and contribute to a sense of community;*
 - d. Are situated to take advantage of pedestrian and cycling patterns;*
 - e. Are of a size and scale that will not result in the attraction of large volumes of vehicular traffic from outside the immediate area.*

The proposal will include at-grade commercial space with active frontages leading to the future transit plaza and planned private roads. The future private road network will be designed to City standards, and will include sidewalks and trees on both sides to support safe, efficient, and well-animated connectivity for pedestrians. Approximately 454.5 m² of commercial space is included as part of PH1, which is an appropriately sized amount to offer the types of convenient retail services to residents and transient users envisioned by the above policy.

As demonstrated through the above review, the proposal conforms to the intent and purpose of the General Urban Area designation and its applicable policies found within Section 3.6.1 of the Official Plan.

4.2.2 Section 2.2.2: Managing Intensification within the Urban Area

Section 2.2.2 states that the Official Plan supports intensification throughout the urban area where there are opportunities to accommodate more jobs and housing and increase transit use. Intensification is directed to Target Areas for Intensification which have the potential to develop at moderate to high densities in a compact form. Policy 3 of Section 2.2.2 states the following:



Target Areas for Intensification

3. Target areas for intensification are the Central Area, Mixed Use Centres, Mainstreets, and Town Centres defined on Schedule B, and the Community Core in Riverside South. These areas are located on the Rapid Transit and Transit Priority Network as defined on Schedule D.

Although the subject site is not located within a Target Area as described in Policy 3 of Section 2.2.2, it is intended to be treated as one per the direction of the SP, which designates the site as a Mixed Use Area adjacent to a rapid transit station and subject to a minimum density requirement. Accordingly, intensification for the subject site is directed by the applicable policies of the SP which are reviewed later in this report.

4.2.3 Section 2.5.1: Designing Ottawa

The proposal conforms to the applicable design and compatibility policies of Section 2.5.1 of the Official Plan. This Section of the Official Plan provides general direction, through City-wide objectives and high-level policies, for the implementation of quality urban design within target areas. Although the site is not located within a Target Area as described in Policy 3 of Section 2.2.2, the policies of Section 2.5.1 are still relevant given the Mixed Use Area designation of the site within the applicable SP. The intent of the objectives and policies of Section 2.5.1 is to ensure that areas targeted for growth can appropriately evolve over time while ensuring a compatible relationship with the established surrounding character. Specifically, this Section states the following with respect to growth and design:

As the City grows and changes over time, design of these elements should work together to complement or enhance the unique aspects of a community's history, landscape and its culture. Encouraging good urban design and quality and innovative architecture can also stimulate the creation of lively community places with distinctive character that will attract people and investment to the City.

[...] The objectives of this Plan are to direct growth and intensification to identified rapid transit and transit priority locations and to develop those areas with a mix of uses and a greater focus on active transportation. Good urban design is critical in making these places enjoyable places to live, work and socialize. Many of these areas contain existing communities. New development must enhance the existing character and the way they function.

Section 2.5.1 provides the following design objectives:

- *To enhance the sense of community by creating and maintaining places with their own distinct identity;*
- *to define quality public and private spaces through development;*
- *to create places that are safe, accessible and are easy to get to, and move through;*
- *to ensure that new development respects the character of existing areas;*
- *to consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice;*



- *to understand and respect natural processes and features in development design; and,*
- *to maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.*

As demonstrated by the architectural submissions and the contents of this report, the proposal is in general conformity with the design objectives of Section 2.5.1 by contributing to, providing, or maintaining the following:

- new land uses and spaces that will contribute to a sense of community (i.e., high density housing within a prominent mixed-use building; parkland dedicated for the future transit plaza; a tree-lined grid network of streets and pedestrian connections; etc.)
- a vibrant intersection of public and private space where the proposed PH1 building will abut the South Keys Transit Station and future transit plaza. This area will consist of active store fronts at ground level and will offer seamless pedestrian connections from the PH1 lands to the abutting public land and private shopping centre lands.
- pedestrian connectivity and safety have been prioritized by ensuring entrances and walkways are clearly visible, well lit, appropriately located, and that they're animated, with street trees, landscaping, and space for street furniture. Connections to and through the PH1 lands will permit pedestrian access to the transit station, to the shopping centre, to Daze Street, and to the private roadway abutting the site to the south.
- the proposal is compatible and complementary to the existing character of the surrounding area, which consists of transit infrastructure and open space to the west, shopping centre uses to the north, parking lots, public roadway, and low to high rise buildings to the east, and a commercial use (cinema) and private roadway to the south.
- Maximize energy efficiency by introducing high-density, mixed-use renewal in a phased manner that will support existing and future city infrastructure (i.e., piped services, transit infrastructure, road and park network, etc.) and surrounding complementary land uses.

4.2.4 Section 4.11: Urban Design and Compatibility

The proposal conforms to the applicable policies of Section 4.11 of the Official Plan. This Section contains a number of design policies that seek to address the matter of compatibility between new and existing development. This relationship is primarily assessed by reviewing design elements relating to built form and functionality.

In the context of the proposal, the purpose of the policies of Section 4.11 are to set the stage for requiring high quality urban design, as the subject site is located outside a Design Priority Area, which would otherwise require design excellence. The below review demonstrates that the proposed development conforms to the applicable policies of Section 4.11.

Building Design

5. Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm.



Proponents of new development will demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of:

- a. Setbacks, heights and transition;*
- b. Façade and roofline articulation;*
- c. Colours and materials;*
- d. Architectural elements, including windows, doors and projections;*
- e. Pre- and post-construction grades on site; and*
- f. Incorporating elements and details of common characteristics of the area.*

The proposal represents a first phase of redevelopment within the South Keys Shopping Centre to transition the lands surrounding the South Keys Transit Station to a more densely populated and mixed-use character as envisioned in the CDP and SP for the area. The proposed PH1 redevelopment includes a single building consisting of a podium and two towers. The design of the building incorporates a range and mix in materiality and glazing, setbacks and articulation, and heights and transition, which together, help to create visual interest, reduce the effect of building mass, create opportunity for rooftop amenity space, and to establish an overall attractive pillar of redevelopment on under-utilized land abutting a transit station.

6. The City will require that all applications for new development:

- a. Orient the principal façade and entrance(s) of main building(s) to the street.*
- b. Include windows on the building elevations that are adjacent to public spaces;*
- c. Use architectural elements, massing, and landscaping to accentuate main building entrances.*

The building design orients the principal façade, entrances, and glazing towards the proposed private street and the future transit plaza, with architectural and streetscape elements to accentuate the main entrances to the building.

8. To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.

Mechanical equipment will be internalized or located on the rooftop, while loading and waste collection services have been located along the southwest corner of the proposed PH1 building, which will ensure they are out of sight from the public realm and will have limited interaction with primary entrances and pedestrian connections.



9. *Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.*

Mechanical equipment is to be internalized or located on the rooftop.

10. *Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan. [...].*

The applicable SP contains compatibility policies with respect to massing and scale that are reviewed later in this report.

Massing and Scale

13. *Building height and massing transitions will be accomplished through a variety of means, including:*

- a. *Incremental changes in building height (e.g. angular planes or stepping building profile up or down);*
- b. *Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet);*
- c. *Building setbacks and step-backs.*

The proposed building design consists of a podium with two towers, and incorporates a variety of stepbacks, setbacks, and articulations to result in a building form that is appropriately scaled for the context of an evolving shopping centre area whose planned function is to support high-density mixed-use redevelopment.

14. *High-Rise Buildings are a form of high-density development that can contribute to intensification, housing and employment opportunities and provide new view, skyline and landmark possibilities. High-Rise buildings should be designed to achieve the objectives of this Plan and avoid or reduce impacts or disruptions associated with:*

- a. *pedestrian comfort, safety and usability resulting from changes to wind and shadow patterns in outdoor amenities and adjacent public and private spaces surrounding the building;*

A wind analysis was completed as part of the required technical submissions in support of the proposal. The purpose of the study was to investigate pedestrian wind comfort and safety within and surrounding the site, and to identify any areas where wind conditions may interfere with certain pedestrian activities so that mitigation measures may be considered, where required. The study provided the following summary:

- [...] wind conditions over the surrounding sidewalks and walkways, transitway station, parking lots, and building access points, are considered acceptable for the intended pedestrian uses throughout the year. [...] The Phase 1 Parkland to the north of the subject site is predicted to be suitable for a mix of sitting and standing during the typical use period of late spring through early autumn. Depending on the programming of the space, these conditions may be considered acceptable.



- Wind conditions within the common amenity terrace serving the podium roof at Level 5 are predicted to mostly be suitable for sitting at least 70% of the time, where the target for seating areas is 80% of the time. Depending on the programming of the space, the noted conditions may be considered acceptable.
- Wind conditions within the common amenity terrace serving the podium roof at Level 7 are predicted to mostly be suitable for sitting at least 75% of the time, where the target for seating areas is 80% of the time. Depending on the programming of the space, the noted conditions may be considered acceptable.
- Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no pedestrian areas within and surrounding the subject site were found to experience conditions that could be considered dangerous.

High-Rise Buildings

15. Generally, High-Rise buildings, which consist of three integrated parts, a base, a middle and a top, can achieve many of the urban design objectives and address the impacts described above in the following ways;

- a. The base of a high-rise building should respect the scale, proportion, and character of the surrounding buildings, adjacent streets, parks, and public or private open spaces and animate such spaces.
- b. The tower, which typically includes a middle and a top, should step back from the base where possible. The tower design can reduce the building impacts identified above by incorporating an appropriate separation from existing or future adjacent towers located on the same lot or on an adjacent lot. The responsibility for providing an appropriate tower separation shall generally be shared between owners of abutting properties where high-rise buildings are permitted. A separation distance of 23m has been the City's general guidance but actual separation requirements may vary in different parts of the City depending on the context.
- c. Floor plates may also vary depending on the uses and the context. Generally, towers with a larger floor plates may require a greater separation from adjacent towers.

The base of the proposed building ranges from 4 to 6 storeys in height, and is appropriately scaled within the context of the surrounding area, which consists of rapid transit infrastructure and shopping centre land uses. The width of the future transit plaza, which abuts the PH1 building, will be significantly greater than the height of the podium, which will support a human-scaled public realm. The proposed towers are setback from the podium with various articulations, are setback from each other by approximately 28.3 metres, and have been located with consideration of future phases of redevelopment. The separation distance between the towers is greater than the City's general guidance of 23 metres as the floor plate sizes are larger than the general guidance of 750 m² (approximately 890 m²).

Outdoor Amenity Areas

20. Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the



Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). Proposed amenity space exceeds what is required by zoning, with communal spaces to be provided in various outdoor and indoor areas and configurations (i.e., exterior ground level and rooftop terraces). The proposal includes a parkland dedication that will go towards the abutting future transit plaza, which will provide additional public space for residents, and will create an extended pedestrian linkage for the open space network west of the South Keys Transit Station.

As detailed by the above review as well as the architectural and design brief submissions in support of the applications, the proposal demonstrates conformity with the general intent and purpose of the Official Plan.

4.3 DRAFT NEW OFFICIAL PLAN

The City is in the process of finalizing a new Official Plan, with the intent for it to be approved by Council in the fall of 2021 followed by Ministerial approval in early 2022. Although the new Official Plan is in draft form and has yet to receive Council and Ministerial approval, the following provides an overview of how the proposal conforms to the general intent and purpose of the draft new Official Plan.

Schedule A - Transect Policy Areas

- Transect Policy Area: Outer Urban

- *Section 5.3.1 Recognize a suburban pattern of built form and site design*

The proposal conforms to the applicable policies of Section 5.3.1 as it provides a high-rise mixed-use development on strategic lands designated Hub and within the South Keys PMTSA (adjacent to the South Keys Transfer Station).

- *Section 5.3.2 Enhance mobility options and street connectivity in the Outer Urban Transect*

The proposal conforms to the policies of Section 5.3.2 as it prioritizes active and public modes of transportation by providing the following:

- high-density housing within a mixed-use building abutting a rapid transit station and within a shopping centre intended for gradual redevelopment to more transit-supportive uses and densities;
- an appropriately sized grid network of private streets that consist of animated commercial store fronts, street trees, sidewalks, and space for street furniture that enhances pedestrian comfort and accessibility to get to and from the transit station and surrounding areas;
- ample amenity space which is provided both indoor and outdoor, and is to be complemented by the dedication of parkland for the future transit plaza; and,
- bicycle parking at a rate of at least one (1) stall per dwelling unit.



- *Section 5.3.3 Provide direction to the Hubs and Corridors located within the Outer Urban Transect*

The proposal conforms to the policies of Section 5.3.3 as it consists of a permitted high-rise building height designed in conformity with the planned function envisioned in the South Keys to Blossom Park, Bank Street Community Design Plan and Secondary Plan.

Schedule B3 - Outer Urban Transect

- Designation: Hub (Evolving Neighbourhood Overlay)
 - *Section 6.1.1 Define the Hubs and set the stage for their function and change over the life of this Plan*

The proposal conforms to the policies of Section 6.1.1 as it will provide a transit-supportive mixed-use development (high density residential and ground-floor commercial) that prioritizes pedestrians and their connectivity with the adjacent rapid transit station, the surrounding shopping centre uses, and the future transit plaza.

- highest density is proposed adjacent to the South Keys Transit Station;
- commercial uses proposed at grade and with active frontages towards the public realm;
- parking garage entrance and loading/service space has been strategically located to the south of the building, keeping it out of sight and limit its impact on pedestrian connections and the public realm; and,
- building design that defines and enhances the public realm with appropriately located entrances, glazing, signage, and streetscape elements (i.e., sidewalks, trees, furniture).

Schedule C1 - Protected Major Transit Station Areas (PMTSA)

- PMTSA: South Keys
 - *Section 6.1.3 Set out the direction for Protected Major Transit Station Areas (PMTSAs)*

The proposal conforms to the policies of Section 6.1.2. and is guided by the density requirements detailed in the South Keys to Blossom Park, Bank Street Secondary Plan.

The proposal conforms to the general intent and purpose of the draft new Official Plan.

4.4 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 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 to Blossom Park, Bank Street Secondary Plan, which is reviewed in the following section.



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.

Section 3.4.9 South Keys Mixed Use Area states the following:

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 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 for this area, a new private road network is proposed which will create appropriately sized blocks for supporting a vibrant and well-connected pedestrian network.

3.4.9.4 Minimum Density (MUA)

In order to provide for intensified development in the MUA that supports the rapid transit network, a minimum development density of 200 p/j per gross hectare is required in the MUA. This translates into a net density (density on a site-specific basis) of approximately 280 p/j per net hectare.

The building proposed as part of PH1 consists of 446 dwelling units of various sizes and will have approximately 0.5 ha in coverage, which exceeds the minimum development density. Upon full build-out of the South Phase lands (entire shopping centre area south of the future transit plaza),



which total to approximately 3.2 ha, the conceptual amount of new residential dwelling units is 1,710, which again, conforms to the minimum required development density.

3.4.9.5 Built Form (MUA)

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.).

The proposed building height will comply with the maximum permitted height of 21 storeys.

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. [...] 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 m² [...]. 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 proposal consists of residential towers with floor plates of approximately 890 m² and a separation of 28.3 m. The greater setback between the proposed towers, in addition to tower orientation, stepbacks, and architectural articulations, ensures the proposal adequately addresses the tower objectives for a high-rise building.

3.4.9.6 New Parks (MUA)

The location, configuration and size of parks, including the Transit Plazas and Town Square, as well as the open spaces 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 an amendment to this CDP. Buildings adjacent to parks, Transit Plazas and the Town Square should be sited in proximity to the space to contribute to the creation of an urban environment, but with a minimum setback of 3.0 metres. These spaces should be publicly-owned



unless otherwise stated and be acquired at the time of development approval as part of parkland dedication. [...].

The proposal accounts for a dedication of parkland as contribution to the future transit plaza, and has generally maintained the vision for this space. The PH1 building will abut the future transit plaza with active storefronts and an animated public realm.

b. The Transit Plaza (Neighbourhood Park)

Abutting the South Keys Transit Station is located on land that currently is privately owned and contains a parking area and service access for adjacent commercial development. It is to be designed to form an urban courtyard “gateway” to the station entrance, comprised of hard and soft landscape elements. The design will place particular emphasis on the safety of transit customers using the park to access / exit the station. This park will be dedicated to the City at the time of redevelopment approval and can be dedicated and constructed in phases, the first phase being equal to 50% of the minimum required park size. If it is dedicated and constructed in phases, the phase one design and 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 approximately 70 metres.

Approximately 50% (0.53 ha) of the minimum required park size and public road frontage (± 30 m along Daze Street) is being dedicated as part of the proposal, with the remainder to be dedicated in the future once the adjacent Wal-Mart lands are made available for redevelopment.

The proposed PH1 development conforms to the general intent and purpose of the South Keys to Blossom Park, Bank Street Community Design Plan.

4.5 SOUTH KEYS TO BLOSSOM PARK, BANK STREET SECONDARY PLAN

The site is subject to the South Keys to Blossom Park, Bank Street Secondary Plan (SP), which serves to translate key aspects of the CDP into Official Plan policy. Accordingly, much of the same language and direction from the CDP is echoed in the SP, including the SP designation of the site as South Keys Mixed-Use Area on Schedule A - Land Use.

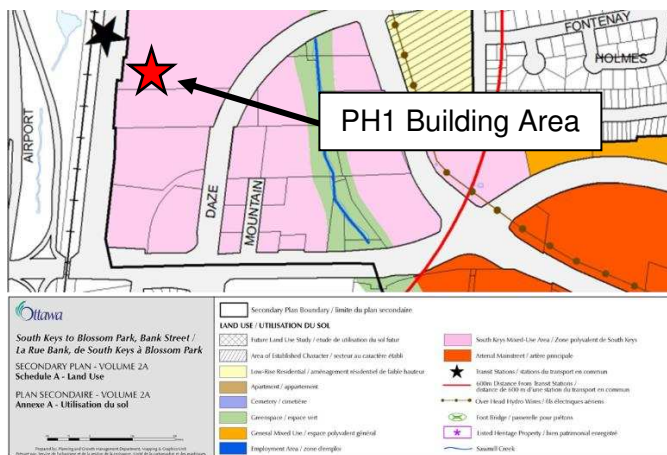


FIGURE 12. EXCERPT OF SCHEDULE A – LAND USE

Section 4.1 contains policies to guide development within the South Keys Mixed-Use Area, with the following review detailing how the proposal conforms to applicable policies of the designation.

The following policies apply generally in the MUA:

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 the Public Realm Plan on Schedule D of this Plan and other applicable policies of this Plan as well as the guidelines contained in the South Keys to Blossom Park, Bank Street CDP.

The PH1 proposal addresses the above policy by providing the following:

- an appropriately sized grid network of private streets that consist of animated commercial store fronts, street trees, sidewalks, and space for street furniture to enhance pedestrian comfort and accessibility to get to and from the transit station and surrounding areas;
- ample amenity space which is provided both indoor and outdoor, and is to be complemented by the dedication of parkland for the future transit plaza;
- bicycle parking at a rate of at least one (1) stall per dwelling unit; and,
- available space for future phases of planned development to further address and refine future connections envisioned in Schedule D.

3. Transportation Demand Management (TDM) is to be addressed on a site-specific basis through the development application review process. [...]

TDM measures will be reviewed and considered as part of the PH1 proposal.

4.1.2 Minimum Density

[...] In order to provide for development in the MUA that supports the rapid transit network, a minimum development density of 200 p/j per gross hectare is required. This translates into a net density (density on a site-specific basis) of approximately 280 p/j per net hectare. This minimum density is to be implemented for all development within the MUA as part of the areas phased development. [...]

The proposed PH1 building consists of 446 dwelling units of various sizes and will have approximately 0.5 ha in coverage, which exceeds the minimum development density. Upon full build-out of the South Phase lands (entire shopping centre area south of the future transit plaza), which total to approximately 3.2 ha, the conceptual amount of new residential dwelling units is 1,710, which again, conforms to the minimum required development density.

4.1.3 Build Form

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

4. 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. [...]



7. 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:

i. 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. [...]

ii. Have a floor plate size that is limited. Proposals for residential floor plates larger than 750 square metres [...] shall:

- 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 PH1 building will have a maximum permitted building height of 21 storeys, and will consist of residential towers with floor plates of approximately 890 m² and a separation of 28.3 m. The greater setback between the proposed towers, in addition to tower orientation, setbacks, and architectural articulations, ensures the proposal adequately addresses the tower objectives for a high-rise building.

4.1.4 Public Realm

The locations of future Streets, Pedestrian / Cycling connections and parks including the Transit Plazas and Town Square shown on Schedule D – 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.

The placement and form of buildings adjacent to the Transit Plazas and Town Square 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 proposed PH1 building consists of a podium and ground-level design conducive to a vibrant public realm where it abuts the future transit plaza lands. This interface will consist of active storefronts, ample glazing and clear signage, space for animation with street furniture, and a mix of landscaping, all of which will enhance the comfort and experience for pedestrians along the future transit plaza.

4.1.4.1 Pedestrian and Cycling Connections

[...] The following connections will be secured through the development approval process:

1. Provision of sidewalks on both sides of future public and private streets.



3. *Securing a Pedestrian / Cycling connection from the intersection of Daze Street and Bank Street to the southwest corner of the MUA that provides a dual function of providing an off-road connection to the South Keys transit 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.*

The proposal is based on a private road network that will be designed to City standards, and will include sidewalks and trees on both sides to support safe, efficient, and well-animated connectivity for pedestrians. Future connections anticipated in Schedule D are located outside of the Limit of Works area of PH1, and will be reviewed at the time of planning for future phases.

4.1.4.2 Parks, Open Spaces and Greening

The location, configuration and size of parks, including the Transit Plazas and Town Square, as well as the open spaces shown on Schedules C and D to this 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 an amendment to this Secondary Plan. These spaces should be publicly-owned and will be dedicated at the time of development approval as part of parkland dedication. [...]

2. *The Transit Plaza abutting the South Keys Transit 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 1.3hectares and the minimum public road frontage is to be approximately 70 metres.*

Approximately 50% (0.53 ha) of the minimum required park size and public road frontage (\pm 30 m along Daze Street) is being dedicated as part of the proposal, with the remainder to be dedicated in the future once the adjacent Wal-Mart lands are made available for redevelopment.

4.1.4.4 Future Streets

6. *Service roads are to provide coordinated and shared access to future buildings adjacent to the west limit of the MUA. Service road rights-of-way will be subject to easement and maintenance and liability agreements between benefiting landowners and with the City as may be required, subject to the discretion of the City at the time of development approval. In the interim, until the parkette and transit plaza’s are constructed, the existing service road may exist continuously along the westerly limit of the MUA.*

The existing private service aisle to the west of the proposed PH1 building will be removed as part of the PH1 works for a vegetated stormwater swale, but will continue further south behind the existing cinema. The proposed private roadway dead-ending at the southwest corner of the PH1 building will provide access for loading, servicing, and parking garage access, among other things, for the PH1 building. The existing private service aisle to the west of the Wal-Mart lands does not form part of the PH1 proposal, and will remain in place for the foreseeable future.



The proposed mixed-use development conforms to the general intent and purpose of the South Keys to Blossom Park, Bank Street Secondary Plan, and will help to further the vision for the evolution of this area into a more densely populated, transit-oriented community.

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 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.

Context

- **Guideline 1.15** – The proposed building abuts the transitway to the west, the future South Keys Transit Plaza to the north, and future private roads 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 appropriately sized tower floor plates given the large setbacks and articulations associated with the two towers.
- **Guideline 2.13** – The proposed building abuts the transitway to the west, the future South Keys Transit Plaza to the north, and future private roads 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 the private road network designed to City standards (i.e., sidewalks and street trees on both sides) will provide adequate space to accommodate pedestrian traffic.
- **Guideline 2.15 & 2.17** – The adjacent private ROW width to the east is approximately 21 m, which translates to a comfortable maximum podium height of approximately six storeys, whereas the proposed podium heights are four to six storeys. A service 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 result in a highly animated and desirable building base that frames the pedestrian environment.
- **Guideline 2.24 & 2.25** – The proposed PH1 building will have a maximum permitted building height of 21 storeys, and will consist of residential towers with floor plates of approximately 890 m² and a separation of 28.3 m. The greater setback between the proposed towers, in addition to tower orientation, stepbacks, and architectural articulations, ensures the potential impacts of the floor plate sizes are appropriately mitigated.
- **Guideline 2.29 & 2.31** – Various step backs are proposed on both towers, which allows 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 significantly to the enhancement of the area’s skyline and streetscape.
- **Guideline 2.36** – Roof-top features 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

- **Guidelines 3.1** – The curb to building face separation along the private road frontage to the building’s east is approximately 7m. This space will consist of a sidewalk, landscaping, and space for street furniture to animate the public realm.
- **Guidelines 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 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** – A wind and shadow study was completed and submitted as part of the subject applications.
- **Guidelines 3.28 - 3.30** – Pedestrian weather protection has been considered through the design of the pedestrian environment (i.e., street trees, building entrances, etc.), and will be further refined through the future 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.

5.2 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
-
- **Guideline 1, 3, 8 & 28** – The proposal provides an appropriate mix of transit supportive land uses, including high density residential (one to three-bedroom dwellings) and convenient commercial use (i.e., space with flexibility for a gym, coffee shops, restaurants, 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.
 - **Guideline 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 proposed above 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 also serve a wayfinding function for users of the South Keys Transit Station.
 - **Guideline 13** – The curb to building face separation along the private road frontage to the building's east is approximately 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.
 - **Guideline 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 internalized and 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 REVIEW

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.

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.



FIGURE 13. ZONING EXTRACT

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 3, 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 13.

TABLE 3. 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 ² Property Area: ± 218,530 m ²	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	± 94.4 m	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: 2.78 m 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	3.99 m	Compliant
		(iii) other cases	No minimum	NA	NA
Maximum floor space index	191(2)(f)	No maximum		± 1.47	Compliant
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

TABLE 4. PARKING MATRIX & DRIVE AISLE SUMMARY (SCHEDULE 1A AREA Z & SCHEDULE 1 AREA C)

PARKING TYPE	APARTMENT, HIGH RISE (446 Dwelling Units)			COMMERCIAL (454.5 m ² of GFA)		
	Required	Provided	Compliance	Required	Provided	Compliance
Regular	None (Sec.101(2))	284 (parking garage)	Compliant	None (Sec.101(2))	0	Compliant
Visitor	0.1 / DU (first 12 DU excluded, and a maximum requirement of 30) = 30 Sec.102(2)	30 (parking garage)	Compliant		NA	
Accessible	Required: 0 (not a public parking area) Provided: 0 (compliant) By-law 2008-250: Section 106(2) & By-law 2017-301: Part C, Sec. 111(2)					
Bicycle	0.5 / DU = 223 Table 111A(b)(i)	446 (parking garage)	Compliant	1 / 250 m ² of GFA = 2 Table 111A(e)	8 (outdoor)	Compliant

Loading

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 = 781, whereas 314 provided (compliant)
- Retail Store & Retail Food Store: 3.6 per 100 m² of gross floor area
 - Maximum permitted = 16, 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

TABLE 5. 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 ² per DU = 6 (446 DU) = 2,676 m ²	A minimum of 50% of the required total amenity area = 0.5 (2,676) = 1,338 m ²	Total: 4,904 m ² Exterior at grade: 200 m ² Interior ground floor communal: 387 m ² Interior 5 th floor communal: 517 m ² Exterior 5 th floor communal terrace: 700 m ² Exterior 7 th floor communal terrace: 350 m ² 5 th , 7 th , 20 th floor private decks: 650 m ² Private balconies: 2,100 m ²	Total: 2,154 m ²
	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 ² or more. vi. Layout of communal amenity area: aggregated into areas up to 54 m ² , and where more than one aggregated area is provided, at least one must be a minimum of 54 m ² .			

7. 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 m² to 900 m², and the second being to lift the holding provision/symbol on the South Phase lands. An application for Site Plan Control is also required, and will be specific to the PH1 lands. The two planning applications are intended to be submitted concurrently.

The below table summarizes the details of the requested ZBA, with existing text shown in grey, relevant text to the amendment shown in black, and proposed amended text shown in bolded red. Although the format for the proposed ZBA will be determined in coordination with City staff during the review and comment process for the application, the recommended format is detailed below:

- Revise Exception 2284 so that it permits a residential tower floor plate of 890 m² 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 6. PROPOSED ZONING BY-LAW AMENDMENT

EXCEPTION NUMBER	APPLICABLE ZONE	ADDITIONAL LAND USES PERMITTED	LAND USES PROHIBITED	EXCEPTION PROVISIONS
				PROVISIONS
2284 (By-law 20XX-XX) (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"> • Despite subsection 191(2)(g) the minimum 6.7 metre building height does not apply to an automobile service station and car wash. • 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. • 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. • For the purposes of this exception, a tower is defined as that portion of a building above the podium • The tower portion of a building must, where the height of the building exceeds nine storeys: <ol style="list-style-type: none"> 1. where it contains a dwelling unit or rooming unit: <ol style="list-style-type: none"> 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; 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, c. have a minimum separation distance of 18 metres from another tower over 9 storeys containing only non-residential uses; 2. where it contains only non-residential uses: <ol style="list-style-type: none"> a. have a minimum separation distance of 11.5 metres from another tower over 9 storeys containing only non-residential uses; and, b. have a minimum separation distance of 18 metres from another tower over 9 storeys containing a dwelling unit or rooming unit; 3. for the purposes of 1. above, a tower is considered to face another tower only when: <ol style="list-style-type: none"> a. a line projected at 90 degrees from a tower wall intersects with any portion of the other tower; and, b. the tower wall from which the line is projected contains the window of a dwelling unit or rooming unit; 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; 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; 6. not have a residential floor plate larger than 750 square metres, except where tower separation greater than 23 metres can be achieved, in which case, a tower floorplate up to 900 square metres is permitted; and, 7. not have a non-residential floor plate larger than 1,500 square metres. • 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"> 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; 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. • 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. • 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. • 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.

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 provides the detailed rationale in support of the proposed ZBA.

TABLE 7. ZBA RATIONALE

POLICY / REGULATORY DOCUMENT	DIRECTIVE	RATIONALE
<p>Secondary Plan</p> <p>Section 4.1.3.7</p>	<p>2. Have a floor plate size that is limited. Proposals for residential floor plates larger than 750 square metres [...] shall:</p> <ol style="list-style-type: none"> 1. Demonstrate that the objectives stated above are met through the use of building orientation, and/or building shape; and 2. Provide a greater separation distance between towers on the same lot and greater setbacks to side and rear lot lines. <p>3. The tower separation policies will be detailed in the implementing Zoning By-law and where adjustments may be proposed, such adjustments may be considered through site specific Committee of Adjustment or rezoning applications provided the underlying objectives for tower separation are respected and with input from the Urban Design Review Panel.</p>	<p>Through this report and the supplemental design brief and architectural plans prepared by RLA Architecture, it has been demonstrated that the building tower objectives are met.</p>
<p>CDP</p> <p>Section 3.4.9.5</p>	<p>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:</p> <ol style="list-style-type: none"> 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 m² [...]. Proposals for towers with floor plates greater than indicated above may be considered provided that the following criteria are met: <ul style="list-style-type: none"> - 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. 	<p>The recommended separation for residential towers is 23 metres, whereas PH1 proposes a separation of over 28 metres, including tower setbacks and building setbacks greater than what is required, which cumulatively mitigate potential impacts.</p>
<p>Zoning By-law 2008-250</p> <p>Section 191</p>	<p><i>The purpose of the MC – Mixed-Use Centre Zone is to:</i></p> <ol style="list-style-type: none"> (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 [...] (2) allow the permitted uses in a compact and pedestrian-oriented built form in mixed-use buildings [...] (3) impose development standards that ensure medium to high profile development [...] <p><i>Permitted Uses</i></p> <ul style="list-style-type: none"> - apartment dwelling, high rise - bank - convenience store - retail food store [...] 	<p>As detailed in the Secondary Plan, the proposed ZBA is an appropriate mechanism to increase the maximum permitted residential tower floor plate size.</p> <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>

The proposed lifting of the holding provision/symbol from the South Phase lands is appropriate as part of the proposed development for PH1. The conditions to lift the holding provision/symbol are detailed in existing exception 2284, and the below summarizes how these conditions are met as part of the proposed PH1 development.

- a site plan for PH1 is being submitted in support of the proposal, and is supplemented with a master/phasing plan illustrating the conceptual full build-out of the South Phase lands;
- supporting studies and plans, as required by the list of submission requirements provided by the City through a formal pre-application consultation, are to be submitted in support of the proposal; and,
- as demonstrated through the policy review of this report as well as the design brief and architectural drawings prepared by RLA Architecture, the proposal 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.

These proposed ZBA is minor in nature, has been adequately rationalized, and will assist in allowing the site to accommodate a desirable development which addresses a number of City-wide objectives relating to housing availability, transit supportive development, well-designed spaces and built form, and the revitalization of underutilized shopping centre lands within a Mixed Use Centre targeted for intensification.

8. PUBLIC ENGAGEMENT STRATEGY

As part of the due diligence for the project, the client undertook pre-application consultation to explore and evaluate design options and early feedback regarding the PH1 proposal. These engagement processes included a formal pre-application consultation with City staff and consultation with the local Ward Councillor. It is important to note that extensive discussion has been maintained with City staff throughout the pre-application stage.

Following each of the above noted consultation processes the design of the proposal was revisited to consider or address comments, where possible, while maintaining project feasibility. As part of ongoing public engagement, the project will be presented to the Urban Design Review Panel (UDRP), is likely to be presented to the local community on behalf of the Councillor's office, and will be subject to a statutory public hearing for the proposed zoning by-law amendment.

9. SUPPORTING DOCUMENTATION

As part of a complete submission for the proposed development and requested planning approvals, and through consultation with City staff, the following plans and reports have been prepared and submitted.

- Site Servicing Study and related civil drawings
- Geotechnical Investigation
- Transportation Impact Assessment
- Topographic Survey Plan
- Site Plan
- Plan Showing Layout of Parking Garage
- Design Brief (includes Shadow Analysis)
- Architectural Building Elevations
- Landscape Plan and Tree Conservation Report
- Wind Analysis
- Noise Study
- Phase One Environmental Site Assessment

10. 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 m² to 900 m² 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 amendments for approval.

Respectfully submitted,

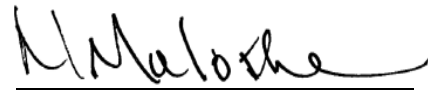
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