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# 1400 Bank Street

## Planning Rationale and Design Brief



**1400 Bank Street**

**Ottawa, Ontario**

**Planning Rationale and Design Brief in support of  
Official Plan Amendment and  
Major Zoning By-law Amendment Applications**

Prepared By:

**NOVATECH**

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November / 23 / 2021

Novatech File: 121218  
Ref: R-2021-167



November 23, 2021

City of Ottawa  
Planning Infrastructure and Economic Development Department  
110 Laurier Avenue West, 4th Floor  
Ottawa, ON, K1P 1J1

**Attention: Kimberley Baldwin, Planner II, Development Review (Central Services)**

Dear Ms. Baldwin:

**Reference: Official Plan Amendment and Major Zoning By-law Amendment Applications  
1400 Bank Street  
Our File No.: 121218**

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The following Planning Rationale has been prepared in support of Official Plan Amendment and Major Zoning By-law Amendment applications for the lands located at 1400 Bank Street (the "Subject Property").

The Subject Property is designated Arterial Mainstreet on Schedule B of the City of Ottawa Official Plan. The Subject Property is designated Connecting Areas on Appendix A – Land Use of the Bank Street Secondary Plan. The Subject Property is zoned Arterial Mainstreet, Subzone 1, Urban Exception 1913, (AM1 [1913]) in the City of Ottawa's Zoning By-law 2008-250.

It is proposed to develop a sixteen-storey mixed-use building on the Subject Property. An underground parking garage is proposed to be located under the entire site, with access via Belanger Avenue. The proposed parking layout fully conforms with requirements of the Zoning By-law. No significant Traffic impacts are identified resulting from the proposed development.

The proposed Official Plan and Zoning By-law amendments are required to permit a sixteen-storey mixed use building on the Subject Property. This application also seeks to add "apartment dwelling, high-rise" as a permitted use in the Arterial Mainstreet Zone and to establish site-specific zoning provisions and a height schedule for the Subject Property including increased building height and density, reduced yard setbacks and reductions to required parking. A subsequent application for Site Plan Control will be required to facilitate the proposed development.

This Planning Rationale examines the location and context of the Subject Property, the planning policy and regulatory framework applicable to the site and makes recommendations on the proposed Official Plan Amendment and Major Zoning By-law Amendment application to permit the development of a sixteen-storey mixed use building on the Subject Property.

Should you have any questions regarding any aspect of this application please do not hesitate to contact me at your earliest convenience.

Yours truly,

**NOVATECH**



Jeffrey Kelly, MCIP RPP  
Project Planner

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## 1.0 INTRODUCTION

Novatech has prepared this Planning Rationale in support of Official Plan Amendment and Major Zoning By-law Amendment applications to permit a sixteen-storey mixed-use building on the property municipally known as 1400 Bank Street (the “Subject Property”). Driveway access will be provided off Belanger Avenue. Three levels of underground parking are proposed. Upon completion, the proposed development will require demolition of existing buildings, modifications to site grading, drainage and landscaping, reconfiguration of site access points, parking and vehicular circulation routes on the property.

The Subject Property is designated Arterial Mainstreet on Schedule B of the City of Ottawa Official Plan. The Subject Property is designated Connecting Areas on Appendix A – Land Use of the Bank Street Secondary Plan. The Subject Property is zoned Arterial Mainstreet, Subzone 1, Urban Exception 1913, (AM1 [1913]) in the City of Ottawa’s Zoning By-law 2008-250.

The applications are submitted in support of redesignating the Subject Property as a Node within the Bank Street Secondary Plan and amending the provisions of the Arterial Mainstreet Zone to enable the development of a sixteen-storey mixed use building on the Subject Property. A subsequent Site Plan Control application will be required to facilitate the proposed development.

This Planning Rationale will demonstrate that Official Plan Amendment and Major Zoning By-law Amendment applications will:

- Be consistent with the Provincial Policy Statement (2020);
- Conform to the policies in the City of Ottawa Official Plan (up to and including Official Plan Amendment 243);
- Generally Conform to policies of the Bank Street Secondary Plan
- Be consistent with the Urban Design Guidelines for High-Rise Buildings
- Be consistent with the Urban Design Guidelines for Development along Arterial Mainstreets
- Be consistent with the Urban Design Guidelines for Transit Oriented Development
- Establish appropriate Zoning standards for the Subject Property; and
- Maintain compatibility with surrounding development and community characteristics

### 1.1 Description of Subject Property

The Subject Property is bounded by Belanger Avenue to the north, Clementine Boulevard to the west, Rockingham Avenue to the south and Bank Street to the east (See Figure 1). The Subject Property has approximately 32 metres of frontage along Belanger Avenue, approximately 47 metres of frontage along Bank Street and an approximate area of 0.15 hectares (0.36 acres).

Figure 1. Aerial Photo of Subject Property

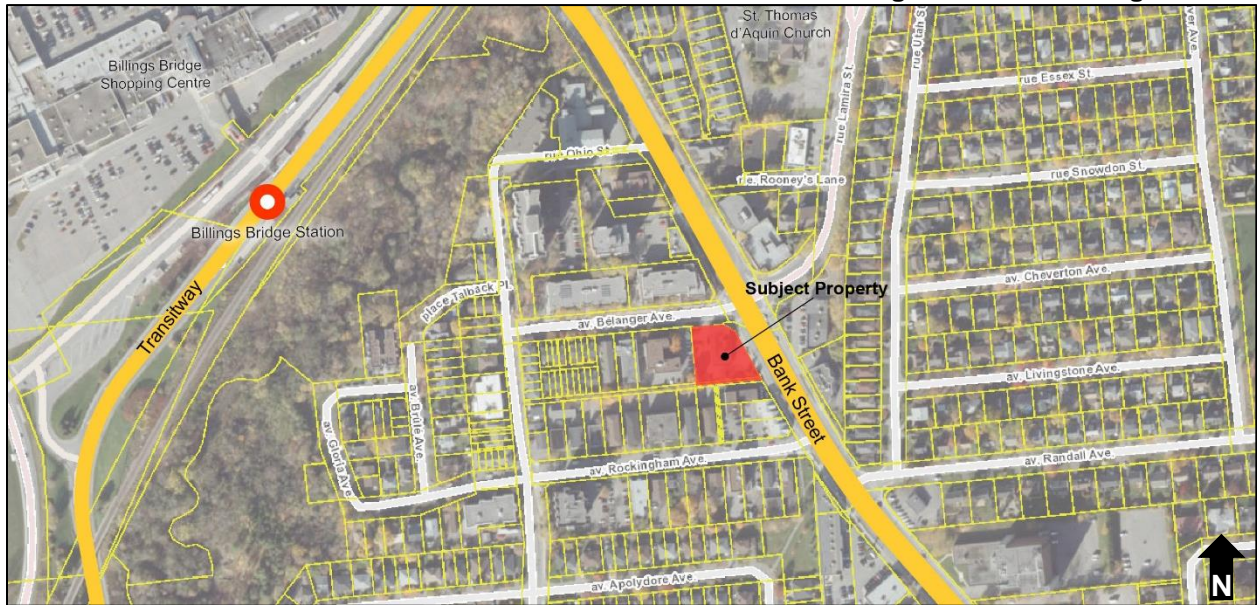


A one storey commercial/retail building and associated surface parking occupies the Subject Property. The existing building has primary façades for retail units fronting on Bank Street. A surface parking lot loops behind the building between Belanger Avenue and Bank Street. The existing building has a gross floor area of approximately 465 square metres.



## 1.2 Site Location and Community Context

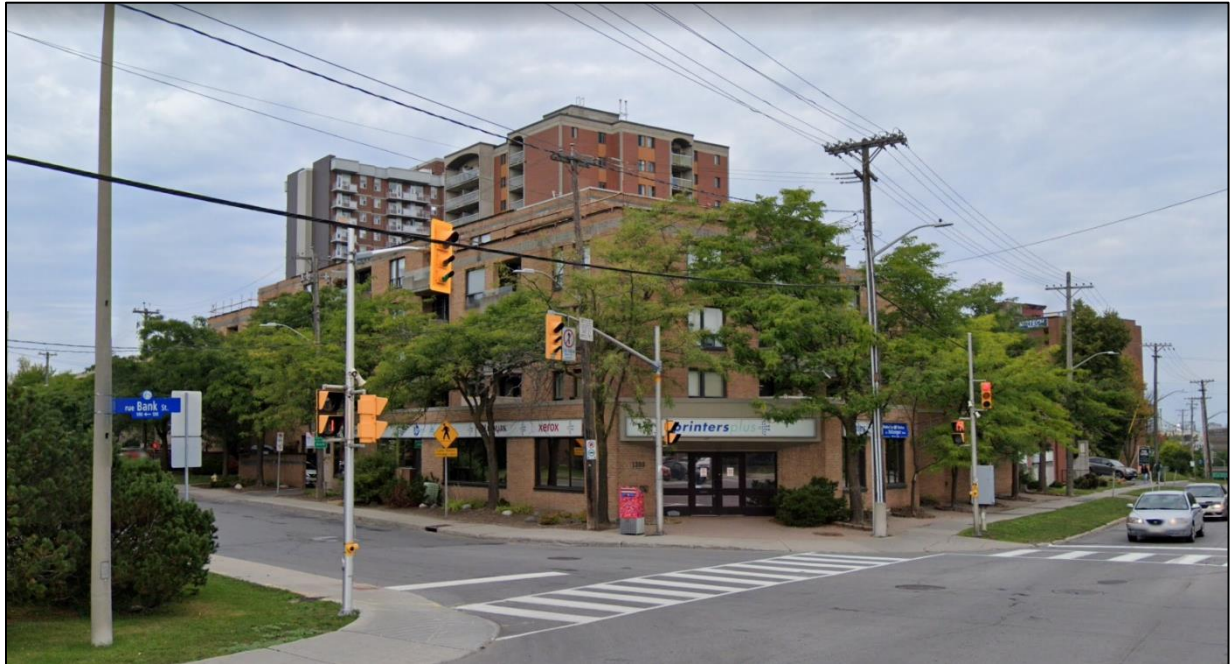
Figure 2. Surrounding Context



Immediately to the north, east and south of the Subject Property are a variety of retail commercial and office uses. The majority of lands surrounding the Subject Property to the west are comprised of residential uses. Several parks, places of worship, schools and community centres are located further to the north, east south and west of the Subject Property. Further along Bank Street to the north and south of the Subject Property, a broad range of uses including residential, office, commercial and retail plazas characterize the corridor. The Billings Bridge Shopping Centre and Transitway Station is located approximately two blocks walking distance to the north of the Subject Property along Bank Street.

Additional details are provided in Figures 3 to 6 and in the descriptions below.

Figure 3. View from the Subject Property looking north



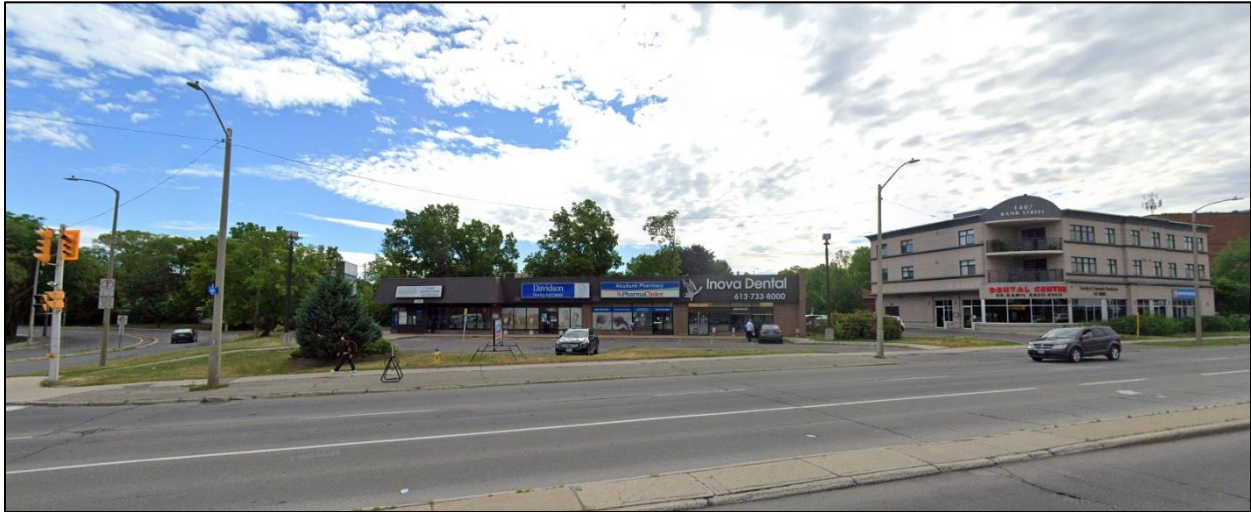
**North:** Immediately north of the Subject Property is a five-storey, mixed use building. Further to the north is a residential area comprised of mid-rise and high-rise residential buildings.

Figure 4. View to the south of Subject Property looking west from Bank Street



**South:** Immediately south of the Subject Property is an automotive service business and a multi-unit commercial/retail building. Further to the south is a law office and the Blue Heron Mall.

**Figure 5. View from Subject Property looking east**



**East:** East of the Subject Property is Bank Street. A one storey commercial/office building and three-storey mixed use building are located immediately to the east across Bank Street. Further to the east the surrounding area is characterized by low-rise residential buildings

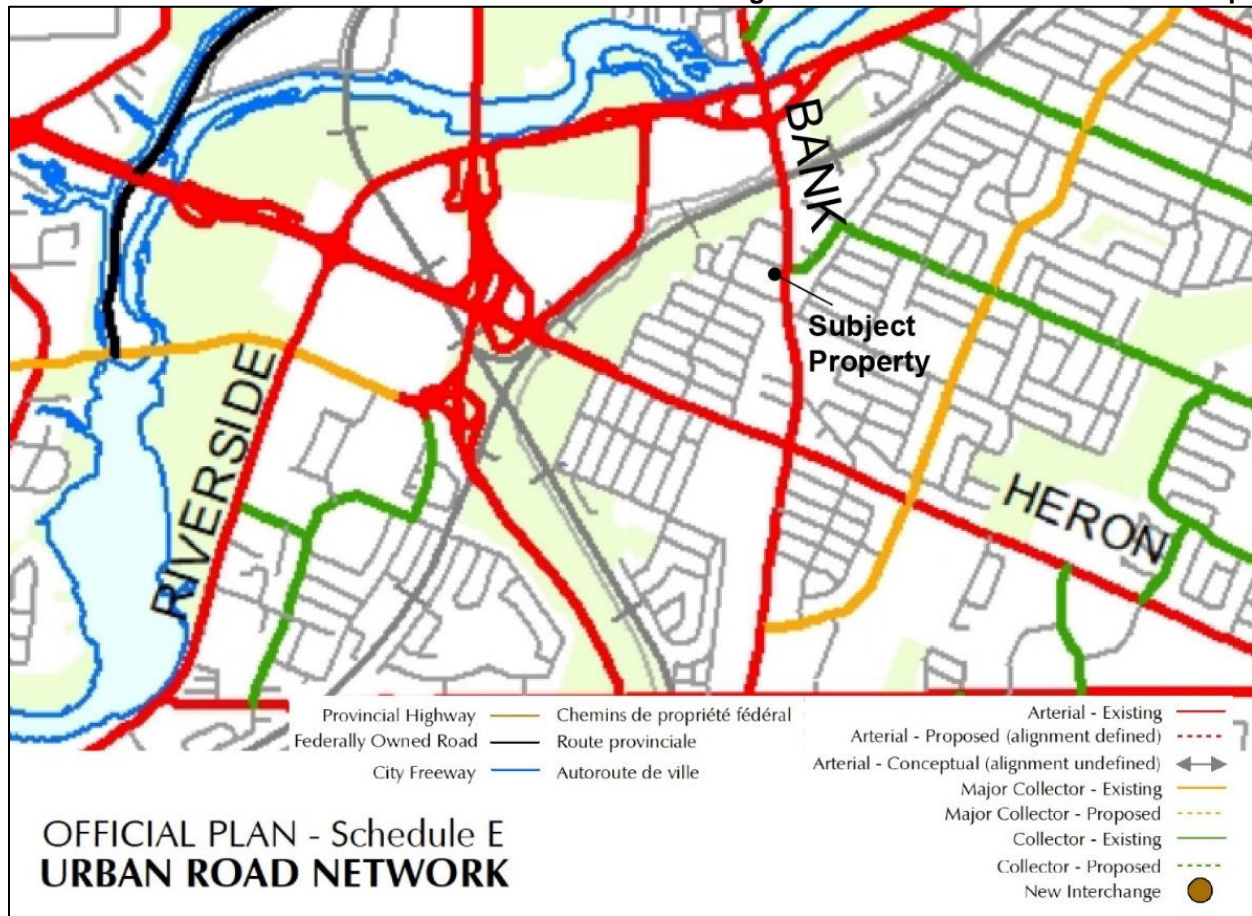
**Figure 6. View from Belanger Avenue looking west toward Clementine Boulevard**



**West:** Immediately west of the Subject Property is a four-storey multi-unit retirement residence. Further west the area is characterized by low-rise residential buildings.

### 1.3 Linkages and Transportation Framework

Figure 7. Official Plan Schedule E Excerpt

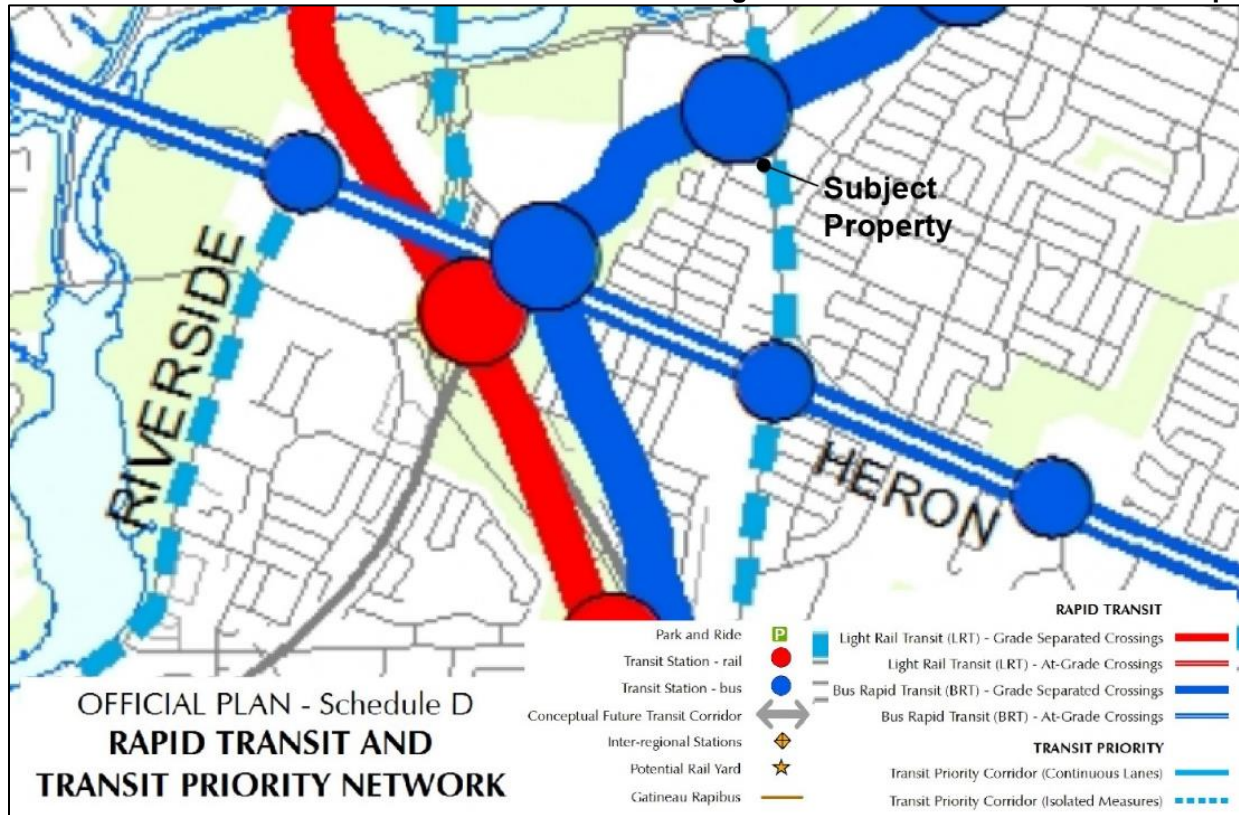


The Subject Property has frontage on Belanger Avenue and Bank Street. The Subject Property is located at the intersection of Bank Street and Lamira Street. Bank Street is designated as an arterial road and Lamira Street is designated as a collector on Schedule E of the Official Plan (see Figure 7).

Existing driveways off Belanger Avenue and Bank Street provide vehicular access to the Subject Property fronting on Bank Street. A full movement access is provided to the property from Belanger Avenue. A right in, right out access is provided to enter the parking lot from Bank Street. There is a public sidewalk along Belanger Avenue and Bank Street.

Right of Way improvements are planned for the Bank Street corridor that will provide upgraded sidewalks, pedestrian crossings and protected cycle tracks running north and south along each side of Bank Street.

Figure 8. Official Plan Schedule D Excerpt



Bank Street is designated Transit Priority Corridor (Isolated Measures) on Schedule D of the Official Plan (see Figure 8). The intersection of Bank Street and Lamira Street provides access to the Subject Property from the north, east, and south.

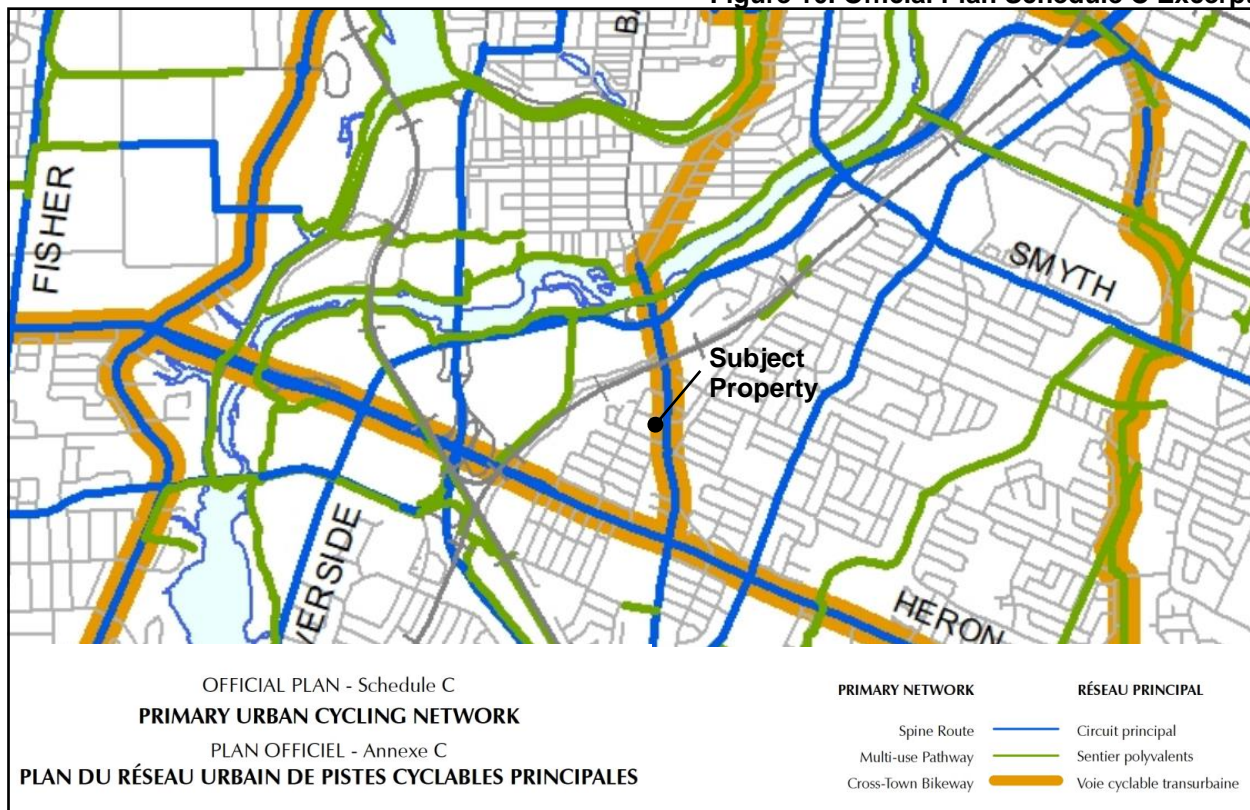
Figure 9. 600 metre walking distance to rapid transit



The Billings Bridge Transitway Station is located within a 600 metre walking distance of the Subject Property (see Figure 9).

Several transit route options are available in the immediate area. Bus routes 6, 46, 48, 140, and 141 service the Subject Property with public transit directly. Bus stops are provided at Bank Street and Belanger Avenue.

Figure 10. Official Plan Schedule C Excerpt



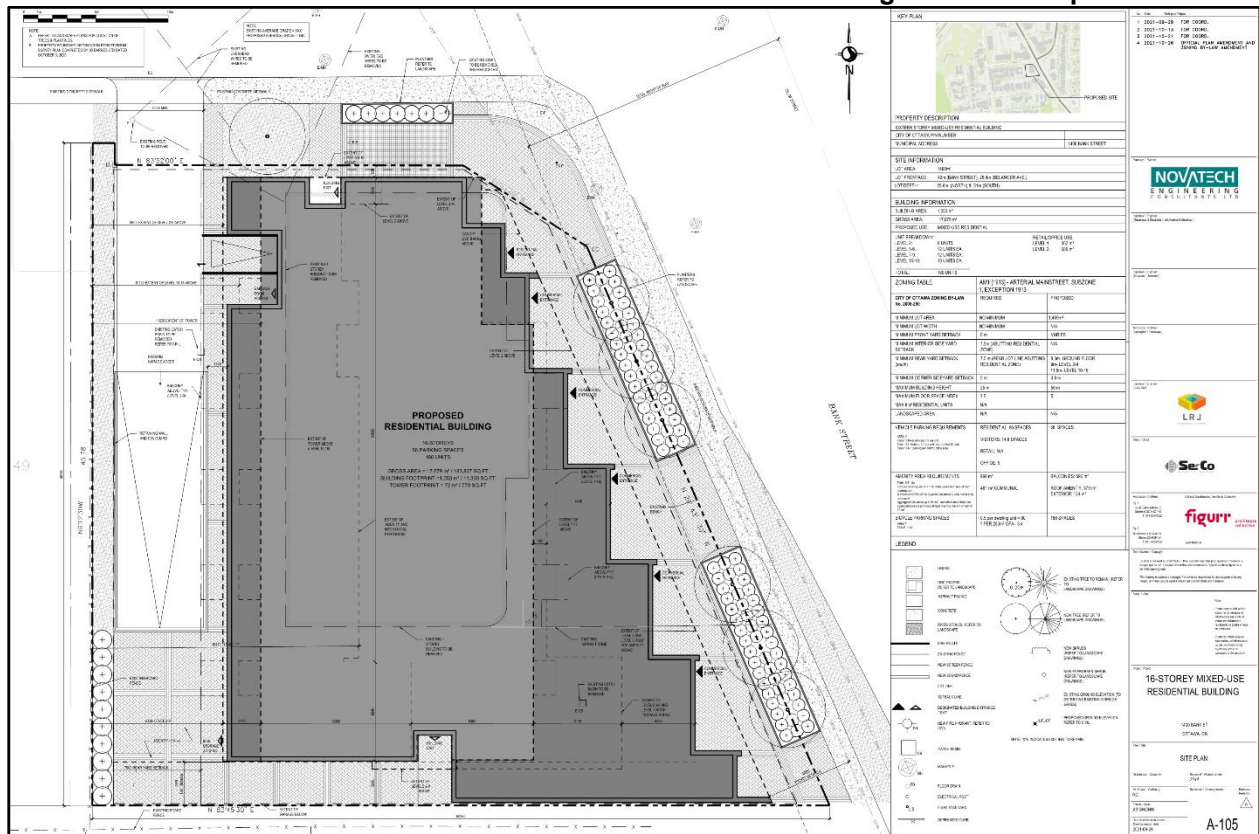
Bank Street is designated as a cross-town bikeway and spine route on Schedule C of the Official Plan. Dedicated 2 metre wide cycle tracks are planned along the east and west sides of Bank Street. No dedicated bicycle lanes are currently in place along Bank Street (see Figure 10).

## 2.0 PROPOSED DEVELOPMENT

It is proposed to amend the current Secondary Plan designation and provisions of the Zoning By-law to permit the development of a high-rise building on the Subject Property. The proposed development would comprise a sixteen-storey building with a two-storey mixed use podium containing retail and commercial uses at grade level fronting on Bank Street. A mix of office and residential uses are proposed on the second level. Residential uses are located on levels three to sixteen. Three levels of underground parking are proposed with a total of 66 parking spaces. One loading space is provided at grade to service the residential component and commercial function. A combined total of 186 Bicycle parking spaces are provided at grade and underground.

A subsequent Site Plan Control application will be required facilitate the development of the Subject Property. Upon completion, the proposed development will require demolition of existing buildings, modifications to site grading, drainage and landscaping. A full access driveway is proposed off Belanger Avenue. A conceptual site plan is attached as Appendix A (see Figure 11).

Figure 11. Conceptual Site Plan



### 3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

#### 3.1 Provincial Policy Statement

The 2020 Provincial Policy Statement (PPS) provides policy direction on land use planning and development matters of provincial interest. The PPS was issued under the authority of Section 3 of the Planning Act and came into effect on May 1, 2020. All decisions affecting planning matters “shall be consistent with” policies issued under Section 3 of the Planning Act.

Section 1.3 of the PPS sets out policies for settlement areas. Policy 1.1.3.2 states:

*“Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*



- f) are transit-supportive, where transit is planned, exists or may be developed;  
and
- g) are freight-supportive.”

The Official Plan Amendment and Major Zoning By-law Amendment applications will facilitate the development of a high-rise building. The proposal is consistent with Policy 1.1.3.2. It represents an efficient use of an existing fully serviced property, and existing municipal infrastructure. The property is located along a designated cycling route and promotes active transportation opportunities. The Subject Property is located along an existing bus route and is within 600 metres walking distance of the Billings Bridge Transitway Station. The proposal will be transit-supportive.

Policy 1.1.3.3 states:

“Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.”

The Subject Property is underutilized and can accommodate intensification and redevelopment. The proposed development is located in an appropriate location to support transit-oriented development. The addition of a high-rise building will increase the City’s housing supply and provide a range of housing options within 600 metres walking distance of the Billings Bridge Transitway Station.

Section 1.3 of the PPS sets out policies for employment uses. Policy 1.3.1 states:

“Planning authorities shall promote economic development and competitiveness by:  
d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4”

The proposed high-rise building will provide a mix of uses by incorporating a grade level commercial and retail component fronting onto Bank Street and an office component on the second level. This presents an opportunity to maintain and strengthen a diverse range of business and residential uses that are compatible with the local context, provide convenient access to daily needs and services and support a more liveable community.

Section 1.4 of the PPS sets out policies for housing. Policy 1.4.3 states:

“Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

b) permitting and facilitating:

1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
2. *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*

c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;

d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations;”

The proposed development of a high-rise mixed-use building on the Subject Property is an example of residential intensification directed to an area where appropriate levels of infrastructure and public service facilities exist to support the needs of the community. The proposed development is designed to be supportive of active transportation and transit in an area where infrastructure is in place and upgrades are planned. The Subject Property is located in an area where taller buildings are appropriate in proximity to existing transit corridors along Bank Street and within walking distance of Billings Bridge Transitway Station.

Section 1.6.6 of the PPS sets out policies for Sewer, Water and Stormwater. Policy 1.6.6.2 of the PPS states: *“Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.”* The proposed development represents intensification from the current use. The proposed development aligns with the objective to optimize existing municipal infrastructure capacity. The proposed building will be designed to align with and optimize existing municipal infrastructure capacity and avoid the requirement for servicing upgrades on the Subject Property.

Section 1.6.7 of the PPS sets out policies for transportation systems. Policy 1.6.7.4 states: *“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.”* The proposed development introduces a level of density and mix of uses that promote the viability of active transportation and transit use and may contribute to minimizing the required length and number of vehicle trips for residents.

Section 1.6.8 of the PPS sets out policies for transportation and infrastructure corridors. Policy 1.6.8.3 states: *“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.”* The Subject Property is adjacent to Bank Street designated as an arterial road on Schedule E of the OP. Bank Street is designated ‘Transit Priority

Corridor (Isolated Measures)' on Schedule D of the Official Plan. The proposed development is transit-supportive, compatible with the existing and planned use of the Bank Street corridor and will be designed to create no negative impacts on the existing or planned function of adjacent transportation corridors.

**The Official Plan Amendment and Major Zoning By-law Amendment applications are consistent with the policies of the Provincial Policy Statement.**

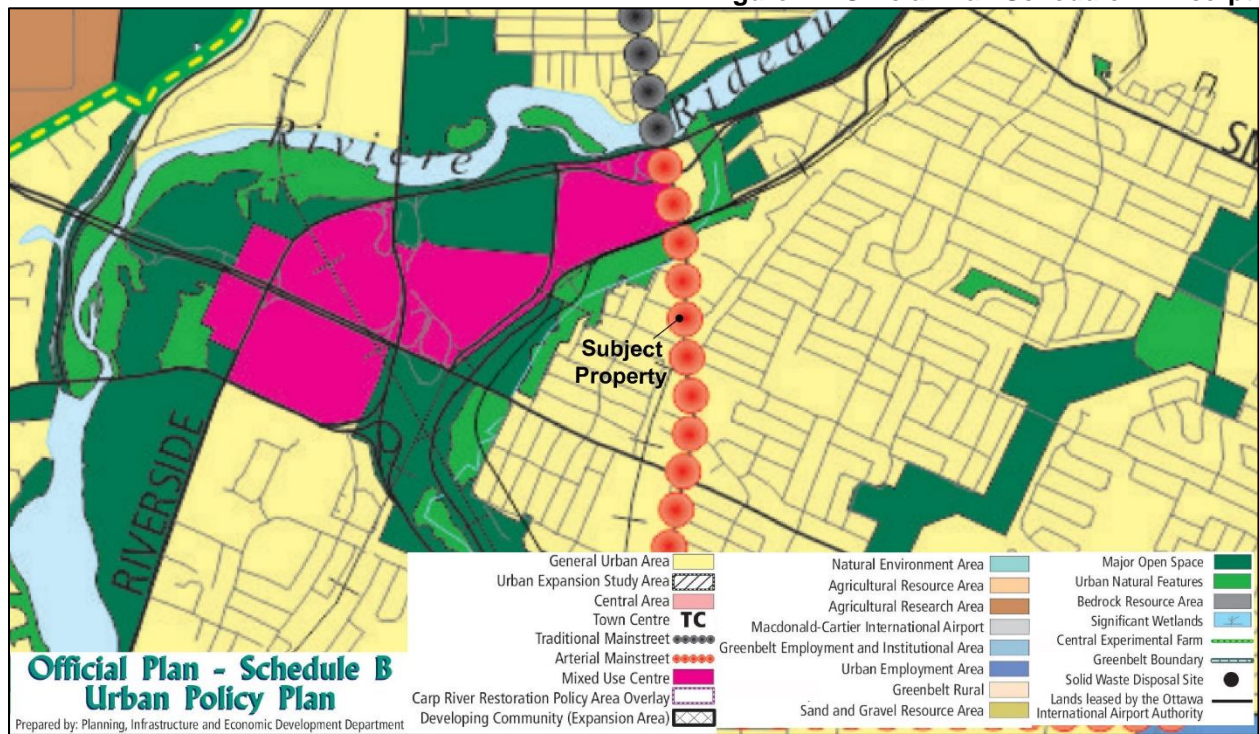
### 3.2 City of Ottawa Official Plan

The City of Ottawa Official Plan was adopted by City Council on May 14, 2003 and modified by the Minister of Municipal Affairs on November 10, 2003. There have been numerous modifications and amendments approved by City Council and former Ontario Municipal Board. For the purposes of this Planning Rationale, the Official Plan Consolidation up to and including Official Plan Amendment No. 243 (the "OP") was used for reference.

#### 3.2.1 Land Use Designation

The Subject Property is designated Arterial Mainstreet on Schedule B of the City of Ottawa Official Plan (see Figure 12).

Figure 12. Official Plan Schedule B Excerpt



Section 3.6.3 of the OP sets out policies for lands designated Mainstreets.

Policy 1 of Section 3.6.3 of the OP states: *“Traditional Mainstreets and Arterial Mainstreets are designated on Schedule B. The former are planned as compact, mixed-use, pedestrian-oriented*

streets that provide for access by foot, cycle, transit and automobile. The latter also are planned to provide a mix of uses and have the potential to evolve, over time, into more compact, pedestrian-oriented and transit friendly places. To facilitate this evolution, the zoning by-law may define the portion of the street frontage of an Arterial Mainstreet to be occupied by buildings located at or set back minimally from the sidewalk. Both Traditional and Arterial Mainstreets will fulfill and take advantage of their multi-modal transportation corridor function. Additional Mainstreets may be identified in Developing Communities, the policies and designations for which will be found in the appropriate Community Design Plan.

The Subject Property is located within the Arterial Mainstreet designation. The proposal is to permit a “high-rise apartment” on the Subject Property. A mix of uses, including residential, office, commercial and retail are permitted on the Subject Property. In alignment with the objective to establish Bank Street as a multi-modal transportation corridor, the proposed mix of uses is intended to support the Subject Property as it evolves over time into a more compact, bicycle, pedestrian and transit-oriented place.

Policy 3 of Section 3.6.3 of the OP states: “The symbol delineating Traditional and Arterial Mainstreet designations on Schedule B of this Plan is a stand-alone land use designation and not an overlay. The Traditional and Arterial Mainstreet designations generally apply to the whole of those properties fronting on the road, however, for very deep lots, the designations will generally be limited to a depth of 200 metres from a Traditional Mainstreet and to a depth of 400 metres from and Arterial Mainstreet. The boundary may also be varied, depending on site circumstance and lot configuration. For instance, it may also include properties on abutting side streets that exist within the same corridor. A secondary plan may specify a greater or lesser depth.”

The Subject Property is located entirely within 400 meters of Bank Street, designated as an Arterial Mainstreet on Schedule B of the OP. The Arterial Mainstreet designation applies to the entire area of the Subject Property.

Policy 5 of Section 3.6.3 of the OP states: “A broad range of uses is permitted on Traditional and Arterial Mainstreets, including retail and service commercial uses, offices, residential and institutional uses. Uses may be mixed in individual buildings or occur side by side in separate buildings. Where a Mainstreet abuts an Employment Area, the zoning by-law may prohibit noise-sensitive uses on the Mainstreet where appropriate.”

The proposed development will include retail or service commercial uses at grade along Bank Street. Office uses are proposed on a portion of the second level with residential uses located from levels two to sixteen above.

Policy 7 of Section 3.6.3 of the OP states that: “Traditional and Arterial Mainstreets, or portions thereof, represent important areas for the preparation of Community Design Plans in accordance with the policies of Section 2.5.6. Community Design Plans and development proposals on Mainstreets will be evaluated in the context of the policies in this section and the Design Objectives and Principles in Section 2.5.1, and the Compatibility policies set out in Section 4.11.”

The Subject Property is located within the Connecting Areas of the Bank Street Community Design Plan.

Policy 10 of Section 3.6.3 of the OP states: “Redevelopment and infill are encouraged on Traditional and Arterial Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk.”

The proposed development is designed to provide intensification and regeneration of the Bank Street and Belanger Avenue frontages. The proposed development is designed to enclose and define the respective street edges. Direct pedestrian access to the sidewalk will be provided along each public frontage with retail or commercial uses facing directly on to Bank Street.

Policy 12 of Section 3.6.3 of the OP states:

“On Arterial Mainstreets, unless a secondary plan states otherwise, building heights up to 9 storeys may be permitted as of right but High-rise buildings may only be permitted subject to a zoning amendment and where the building will be located at one or more of the following nodes:

- a. Within 400 metres walking distance of a Rapid Transit Station on Schedule D of this plan; or
- b. Directly abutting an intersection of the Mainstreet with another Mainstreet or a Transit Priority Corridor on Schedule D of this plan; or
- c. Directly abutting a Major Urban Facility:

and where the development provides a community amenity and adequate transition is provided to adjacent low-rise.”

Permitted building heights are subject to policies of the Bank Street Secondary Plan. Policies of the Bank Street Secondary Plan take precedence over policies of the OP.

Section 4.1, Policy 1 of the OP states that “Secondary plans, villages and urban areas and site-specific policies found in Volume 2 provide more detailed policy directions for specific areas or neighbourhoods. The policies and plans in Volume 2 must conform to the policies and plans in Volume 1 of the Plan, except where policies in Volume 1 indicate otherwise. Secondary Plans and site specific policies in Volume 2 may be more restrictive than the policies in Volume 1 of the Plan.”

An amendment to the Bank Street Secondary Plan is required to permit a high-rise building on the Subject Property.

### 3.2.2 Managing Growth

Section 2.2 of the OP sets out policies to direct growth to target areas for intensification. The majority of growth is directed within the urban boundary where services are available or can be easily provided for new development to accommodate the creation of jobs, housing and increased transit use.

Section 2.2.2, Policy 3 of the OP identifies “Mainstreets” as target areas for intensification.

Bank Street is designated as Arterial Mainstreet on Schedule B of the OP. The Subject Property is located within an area targeted for intensification and the proposed development is consistent with the objectives of the OP.

Section 2.2.2, Policy 5 of the OP sets out minimum density targets that apply to properties along the Bank corridor in Figure 2.3.

Section 2.2.2, Policy 6 of the OP states: *“All new development within the boundaries of the intensification target areas listed in Figure 2.3 will be required to meet the minimum density targets”*

Bank Street is designated as an Arterial Mainstreet. The OP requires new development on the Subject Property to meet a minimum density target of 120 people and jobs per gross hectare. At a rate of 1 resident per unit, the Subject Property would provide 160 residents. Additional residents and jobs would be anticipated through the creation of commercial and office components of the proposed development. The proposed development would exceed the required minimum density targets for people and jobs per gross hectare in the Official Plan.

### 3.2.3 Urban Design and Compatibility

Section 2.5.1 of the OP states: *“compatible development means development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, can enhance an established community through good design and innovation and coexists with existing development without causing undue adverse impact on surrounding properties. It ‘fits well’ within its physical context and ‘works well’ with the existing and planned function. Generally speaking, the more a new development can incorporate the common characteristics of its setting in the design, the more compatible it will be. Nevertheless, a development can be designed to fit and work well in a certain existing context without being ‘the same as’ the existing development.”*

The proposed development incorporates a two-storey podium that defines the Bank Street corridor and creates an active street frontage with grade level retail and commercial uses to serve the surrounding community. To maintain a connection to the retail fabric running along Bank Street, the proposed building will have a series of commercial retail units that stagger in pattern that is inspired by the existing retail buildings immediately south of the Subject Property. Expansive curtainwall glazing has been designed to provide transparency at the pedestrian realm. The final location of commercial entry doors and unit sizes will vary depending on the demand of future tenants.

The design of the tower component above provides adequate transition to the residential community to the north and west by establishing an appropriate separation distance from the sixteen-storey tower component located along Bank Street to abutting property lines. A minimum tower separation distance of approximately 3 meters is provided to the south lot line. Minimum tower separation distances of approximately 9 meters from levels one to nine and 11.5 meters from levels ten to sixteen are provided to the property located along the west lot line. A tower separation of approximately 23 meters is provided to the five-storey building located to the north across Belanger Avenue.

The proposed building establishes transit-supportive densities within 600 metres walking distance of the Billings Bridge Transitway Station and along established bus transit routes abutting the Subject Property. The proposed development will continue to fit within the adjacent residential context to the north and west and to the commercial context to the south and east across Bank Street. The proposed high-rise development on the Subject Property is appropriate for the existing site and surrounding context and will not cause undue adverse impacts on abutting properties.

3.2.4 *Designing Ottawa*

Section 2.5.1 of the Official Plan sets out design objectives to achieve the City’s vision for the built environment as Ottawa matures and evolves. The design objectives are broadly applied to all plans and development in the City of Ottawa and relevant objectives are addressed below.

<p>To enhance the sense of community by creating and maintaining places with their own distinct identity.</p>	<p>The proposed high-rise residential building is designed to present a high-quality, architectural design with appropriate built form, materials and glazing that frames the street and public realm. The building continues the staggering geometries of the retail frontages common along this stretch of Bank St.</p>
<p>To define quality public and private spaces through development.</p>	<p>The proposed development provides appropriate built form landscaping and amenity treatments to create high-quality public and private spaces that fit well within the surrounding community and provide a thoughtful transition to the existing scale of development surrounding the Subject Property.</p>
<p>To create places that are safe, accessible and are easy to get to, and move through.</p>	<p>Pedestrian and bicycle access to the Subject Property is provided via sidewalks and street connections along Bank Street and Belanger Avenue. A greenway is located further to the south along Bank Street providing a connection to the larger active transportation network across the City. Residents may access the Subject Property via automobile from the driveway off Belanger Avenue. Parking, Loading and Service areas are located at the rear of the building, screened from the street or underground. A single driveway access reduces potential conflicts and improves the safety, accessibility, and movement of pedestrians and vehicles to and from the Subject Property. The architectural and landscaping treatment along the ground floor, specifically along Bank Street, has been designed with pedestrian experience in mind through thoughtful planting beds and expansive transparent curtainwall glazing along the retail frontages.</p>

<p>To ensure that new development respects the character of existing areas.</p>	<p>The proposed development of a high-rise mixed-use building is compatible with the character of the surrounding residential community. The proposed building will incorporate an attractive, contemporary design with appropriate materials and colours that create a distinct building while complementing adjacent buildings. Where space allows for landscaping, proposed landscape treatments are designed to be compatible with surrounding properties and are intended to contribute to improving the public realm.</p>
<p>To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.</p>	<p>The proposed development will introduce new high density residential and employment focused land uses in a compact built form that contribute to the local economy and increase the range of housing choices and transportation options for residents and businesses in the area. The building is a true mixed-use development, incorporating residential, retail, commercial and office.</p>
<p>To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.</p>	<p>The proposed development will consider incorporating a range of sustainability initiatives including high performance glazing and building materials, bird safe design features for any large street facing curtainwall and the use of white reflective roofing membranes to minimize heat island effect created from sun absorption at the horizontal roof surfaces. The project will also meet SB-10 of the Ontario Building Code, which requires the project to surpass energy performance by 30% of similar building types as identified in the National Energy Code.</p>

### 3.2.5 Review of Development Applications

Section 4 of the City of Ottawa’s Official Plan sets out the policies for review of development applications. These policies ensure that development applications meet the objectives contained in the Official Plan. The appropriate policies, related studies and plans were identified through a pre-application consultation meeting with the City at the beginning of the application review process.

Required studies and plans identified as relevant have been prepared in support of the proposed high-rise development. Detailed and technical information can be obtained by reviewing the respective documents.

Relating to Section 4.3 – Walking, Cycling, Transit, Road and Parking Lots:

Section 4.3 of the OP states that when reviewing development applications, the City will assess the adequacy of the transportation network to meet the needs of the proposed development. A Transportation Impact Analysis Report (TIA) in response to staff comments has been prepared by CGH, dated October 2021, in support of the Official Plan and Zoning By-law Amendment applications. The TIA makes conclusions and recommendations on access design, vehicular maneuvering, trip demand and generation, TDM measures, Transit service and intersection



design. No significant impacts are expected from the existing condition as a result of the proposed development. The TIA was prepared in accordance with the City of Ottawa Transportation Impact Assessment Guidelines.

#### Relating to Section 4.7 – Environmental Protection

Policy 1 of Section 4.7.2 of the OP requires that applications for Site Plan Approval will be supported by a Landscape Plan. A Landscape Plan has been prepared by James B. Lennox and Associates Inc., dated October 20, 2021 in support of the Official Plan and Zoning By-law Amendment applications. The Landscape Plan provides high-level details on proposed soft and hard landscaping treatments between the public and private realm on Bank Street, Belanger Avenue and to abutting lands to the west and south of the Subject Property.

Section 4.7.6 of the OP states the City will require that stormwater site management plans be submitted in accordance with the guidance set out in the environmental management, subwatershed and watershed plans. A Functional Serviceability Report has been prepared by LRL Associates LTD., dated October 26, 2021, for the Subject Property. Section 6 of the Functional Serviceability Report includes a list of conclusions on water and sanitary servicing, storm servicing and stormwater management. The recommendations of the Functional Serviceability Report are consistent with the relevant policies in Section 4.7.6 of the OP.

#### Relating to Section 4.8 – Protection of Public Health and Safety:

Policy 1 in Section 4.8.3 of the OP states that Site Plan Control applications shall be supported by a geotechnical study to demonstrate that the soils on site are suitable for development. In support of the Official Plan and Zoning By-law Amendment applications, a Geotechnical Investigation has been prepared by Paterson Group Inc., dated September 10, 2020. Section 5.1 of the Geotechnical Investigation states: *“From a geotechnical perspective, the subject site is considered suitable for the proposed development.”* Recommendations provided in the Geotechnical Investigation regarding site preparation and grading, foundation design, drainage, excavation, groundwater control and construction are consistent with the relevant policies in Section 4.8.3 of the OP.

Policy 3 in Section 4.8.4 of the OP states:

*“Where a Phase 1 ESA indicates that the property or properties that are subject of a development application under the Planning Act may be contaminated, the City will require the application to be supported by an affidavit from a qualified person as defined by provincial legislation and regulations, confirming that a Phase 2 ESA has been completed in accordance with Ontario Regulation 153/04, as amended from time to time.”*

A Phase I ESA study was completed for the Subject Property dated July 23, 2021 and a Phase II ESA study was completed on September 24, 2021. The Phase I and Phase II ESA studies were prepared by Paterson Group Inc. in support of the Official Plan and Zoning By-law Amendment applications. The recommendations of the Phase II ESA study concludes: *“Based on the findings of the Phase II ESA, it is recommended that a soil remediation be carried out to support the filing of an RSC. Given the shallow depth of the impacted fill, it is recommended that the soil remediation be carried out in conjunction with the construction excavation”*

The recommendations of the updated Phase II ESA report are consistent with the relevant policies in Section 4.8.4 of the OP.

Relating to Section 4.11 – Urban Design and Compatibility

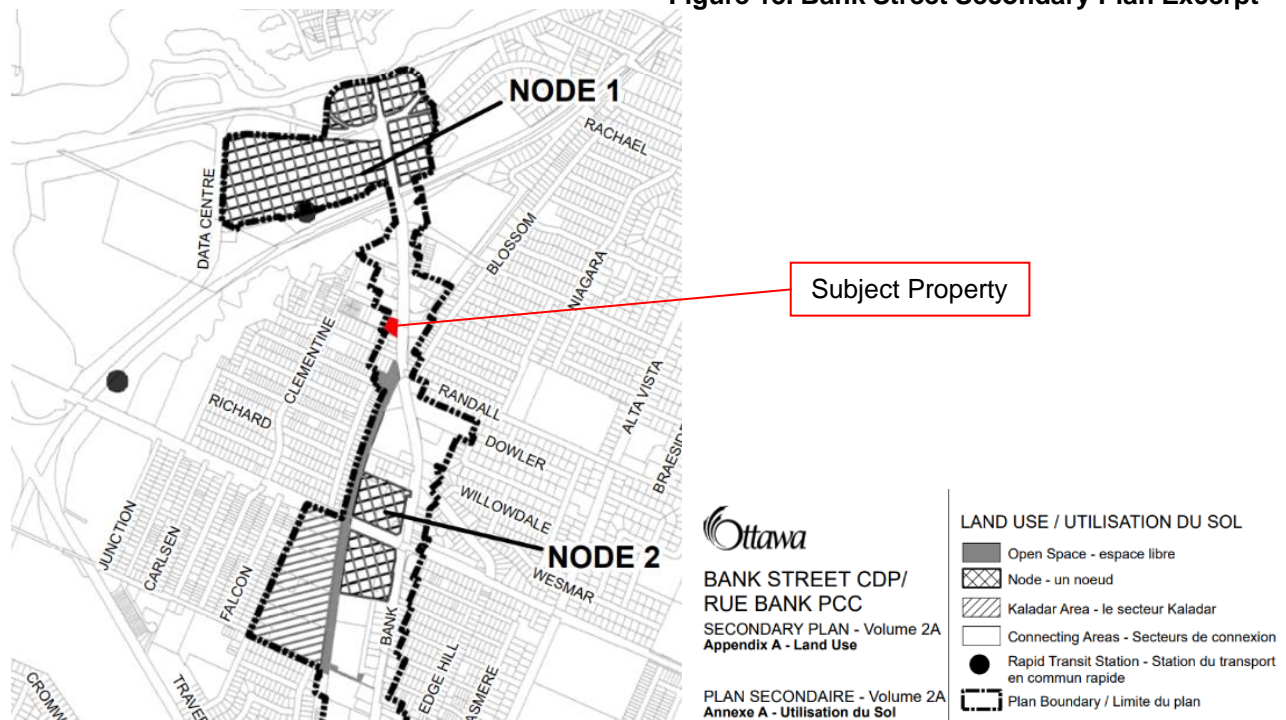
Section 4.11 of the Official Plan sets out policies for requiring high quality urban design for development proposals within the City of Ottawa. Urban Design and compatibility of proposed developments are considered in the context of the policies of Section 4.11 of the Official Plan. Policies in Section 4.11 of the OP are organized under the following subheadings: Views, Building Design, Massing and Scale, High-rise buildings, Outdoor Amenity Areas, Public Art, Design Priority Areas, and First Nations Peoples Design Interests.

A Design Brief providing a description and design justification related to each of the relevant policies within Section 4.11 of the OP has been included under section 5.0 of this Planning Rationale.

**3.3 Bank Street Secondary Plan**

The Subject Property is located in an area subject to the Bank Street Secondary Plan. The Secondary Plan was adopted by City Council in 2012. The Subject Property is designated “Connecting Areas” in the Secondary Plan (see Figure 13).

Figure 13. Bank Street Secondary Plan Excerpt



Section 1.4 of the Bank Street Secondary Plan establishes general policies with respect to Land Use and Built Form in the Bank Street Secondary Plan boundary and states that:

### **Land Use**

1. A wide range of land uses, including residential, office, institutional, employment, community and open space are permitted.
2. Mixed-use development with street-related retail uses on the ground floor is encouraged and preferred along the Bank Street frontage, not along side streets.
3. Residential or office uses should be considered the primary use for all buildings and located on the upper floors of mixed-use buildings. If mixed-use development cannot be achieved within an individual building, a mix of uses in a cluster of single-use buildings is a reasonable alternative approach.
4. *Outdoor commercial patios are discouraged on side streets.*
5. *Single-use buildings for institutions or community uses are permitted along Bank Street and should contribute to the pedestrian-friendly environment.*
6. *Public and private open spaces are permitted along Bank Street where a strong design rationale is submitted. These places may serve as gateways, entrance features, gathering places, focal points, connections, etc.*
7. *A range of housing types and tenures are encouraged for residential uses.*

The proposed development is designed to comprise a mix of retail, commercial, office and residential uses. The proposed commercial uses are designed to provide active street frontages along Bank Street. Residential uses will form the principle use on the Subject Property and will be located primarily on upper floors of the proposed building.

### **Built Form**

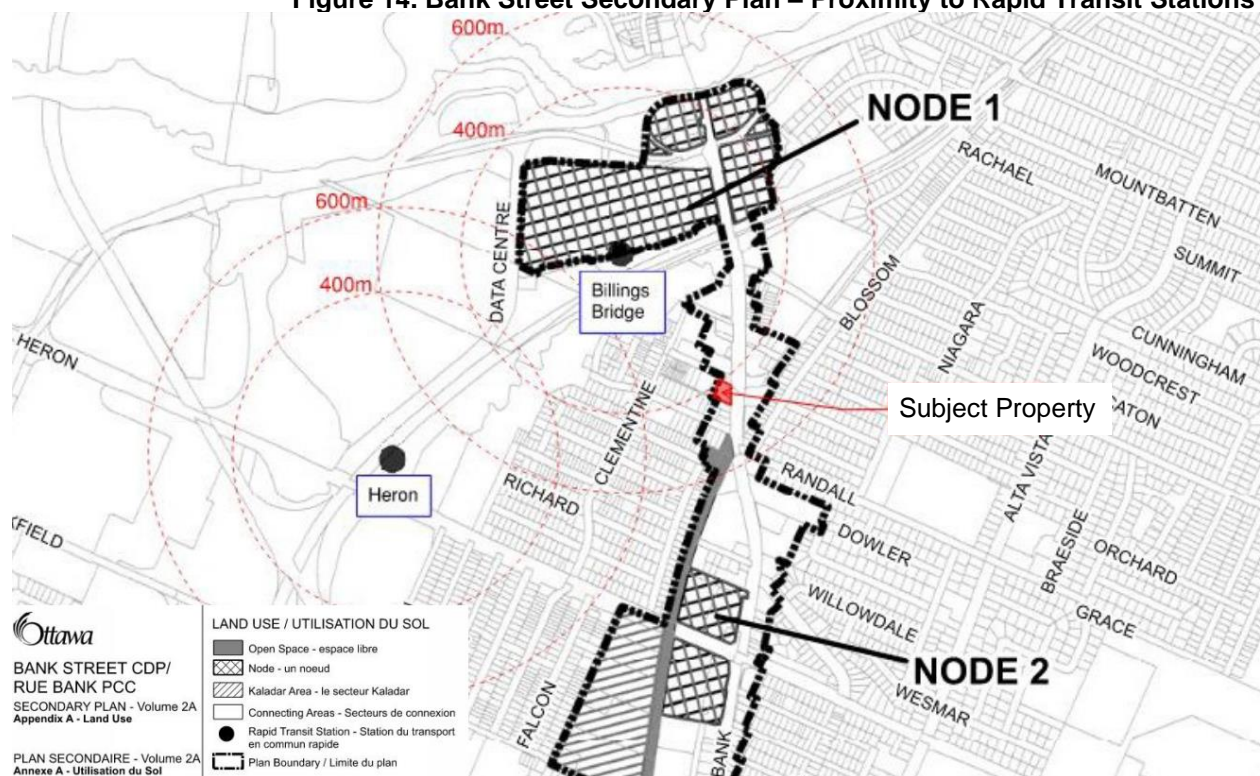
1. Unless otherwise specified, the maximum building height for Node areas is 50 metres, approximately a 16-storey building. The maximum permitted height may be lower depending on the distance away from residential areas.
2. The maximum building height for the properties within the Connecting Areas is 25 metres, approximately an eight-storey building. The maximum permitted height may be lower depending on the distance away from residential areas.
3. A maximum floor space index (FSI) of 2.0 is permitted for properties zoned as Arterial Mainstreet Zone. If 80% of the required parking is provided below grade, the maximum FSI is 3.5.
4. A well-defined streetwall of two to four-storeys is encouraged along Bank Street to create a visually continuous streetscape and a strong street edge.
5. *Mixed-use buildings should have a high ground floor-to-ceiling measurements to allow for a range of uses (e.g. 4.5 metres from floor-to-ceiling).*
6. *Height transitions shall be maintained between high-rise buildings, mid-rise buildings and existing low-rise buildings. Transitions in heights can be achieved*

by: locating tall buildings away from low buildings, having a generous separation space between buildings, and having upper storeys of building stepped-back away from low buildings.

Policies of the Bank Street Secondary Plan state that the maximum building height for the Subject Property is 25 metres, which is approximately an eight-storey building. As the Subject Property is located in the connecting area between the nodes, the maximum permitted building height is limited to 25 metres. A maximum floor space index of 3.5 is permitted where 80% of required parking is provided below grade. A two-storey podium is provided along Bank Street.

Based on the design of the proposed development, amendments to the Bank Street Secondary Plan are required to increase the permitted building height and maximum floor space index to facilitate a high-rise building on the Subject Property.

Figure 14. Bank Street Secondary Plan – Proximity to Rapid Transit Stations



Policy 1 of Section 1.4 of the Bank Street Secondary Plan allows for maximum building heights up to 50 metres, or approximately 16 storeys within the “Node” designation. The Subject Property is located within a ten-minute walking distance (600 metres) of Billings Bridge Transitway Station (see Figure 14).

When establishing boundaries for Node 1, the Bank Street Secondary Plan states that: “Node 1 includes properties on the west and east sides of Bank Street, between the eastbound and westbound lanes of Riverside Drive, and the Billings Bridge Shopping Centre site.” The Transitway serves as the southern boundary of the Node 1 area.

Section 1.5 of the Bank Street Secondary Plan establishes Built Form policies related to Node 1 and states that:

1. *“The maximum building height is 70 metres for development located at the rear of the Billings Bridge Shopping Centre site, close to the transit station. The preferred development is a 16-storey office building connected to the existing transit station.*
2. *The maximum building height is 50 metres for development along the Bank Street frontage. Fifty metres is approximately a 16-storey mixed-use building.*
3. *The maximum building height is 25 metres for development located along the Riverside Drive frontage of the Billings Bridge Shopping Centre site. Twenty-five metres is approximately an eight-storey mixed-use building.”*

A maximum building height of 70 metres within Node 1 is limited to the areas immediately surrounding Billings Bridge station to the north of the Transitway. A maximum building height of 50 metres is limited to the Bank Street frontage north of the Transitway and south of the Rideau River.

When establishing boundaries for Node 2, the Bank Street Secondary Plan states that: *“Node 2 includes the northwest and southwest corners of Bank Street and Heron Road, referred to below as “development blocks”. Node 2 will evolve into a pedestrian-oriented main street, with a continuous streetscape and strong street edge along Bank Street. Mixed-use buildings with retail frontages are envisioned for the area.”* Heron transit station is located greater than 600 metres from the western boundary of Node 2. Increased building height for the Node 2 “development blocks” may be intended to establish a gateway to Heron Road from the east and is not directly related to proximity to Heron transit station.

The Subject Property is located within a 600 metre walking distance of the Billings Bridge Transitway Station. The proposed amendment to the Bank Street Secondary Plan seeks to redesignate the Subject Property as a “Node” to include properties at the intersection of Bank Street and Lamira Street located within 600 metres of Billings Bridge Transitway station. The Node designation would be designed to support building heights up to 50 metres and remove the maximum floor space index from the Subject Property to establish a gateway condition on Bank Street at the intersection with Lamira Street, a collector providing access to Kilborn Avenue.

**The proposed Official Plan Amendment and Major Zoning By-law Amendment applications conform to the general intent and purpose of policies of the City of Ottawa Official Plan.**

#### **4.0 URBAN DESIGN GUIDELINES**

The City of Ottawa’s Urban Design Guidelines set out direction related to urban design in order to promote appropriate development within key growth areas throughout the City. Where the Urban Design guidelines apply, not all direction provided will relate to the proposed development. The Urban Design guidelines are not statutory documents and are intended to supplement policies and regulations of the Official Plan and Zoning By-law. Although there is some overlap of design objectives, three key sets of design guidelines apply to the Subject Property including High Rise Buildings, Development Along Arterial Mainstreets and Transit Oriented Development.

## 4.1 Urban Design Guidelines for High-Rise Buildings

The Urban Design Guidelines for High-Rise Buildings were adopted by Ottawa City Council in 2018. The guidelines apply to all proposed high-rise development in the City. The primary objectives of the guidelines are as follows:

- to promote compatibility between high rise buildings and their surrounding context,
- to coordinate and integrate access, parking, transit, utilities and services into the building and site design,
- to encourage a mix of uses and open spaces,
- to create more liveable, pedestrian-friendly streets and human-scaled environments that improve health and safety outcomes for residents,
- to promote high-quality design of high-rise buildings that contribute to the broader context, and;
- to promote development that responds well to the physical environment and local microclimate

The proposed development adheres to the objectives of the Urban Design Guidelines for High-Rise Buildings as detailed below.

### 4.1.1 Context

Figure 15. Rendering of Proposed Development

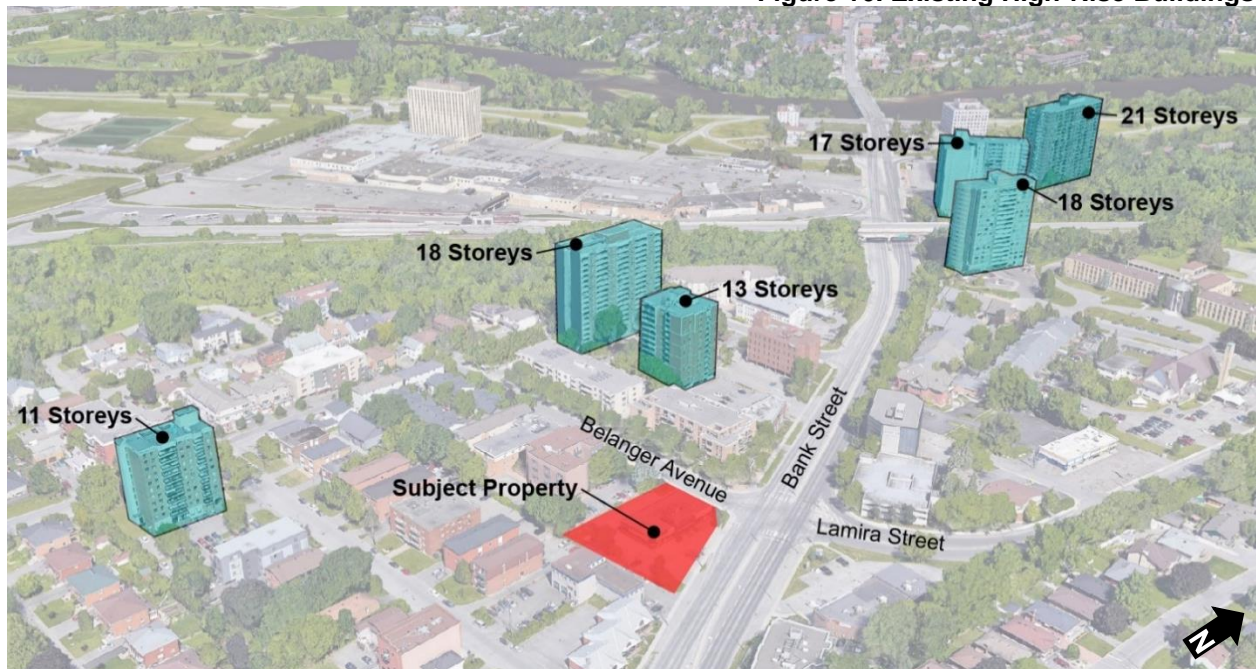


Transition in scale is achieved through providing a two-storey podium along Bank Street that is generally reflective of existing two storey buildings to the south and positioned between a five-storey building to the north across Belanger Avenue (see Figure 15). Compatibility of the proposed building is achieved through positioning the greatest building heights as close to Bank Street as possible, furthest from low-rise areas to the west. The tower has been designed to step back from Bank Street, providing a more human scale for pedestrians at street level. Level three to sixteen of the proposed tower maintains adequate separation from low-rise areas to the north, west and east.

The two-storey podium facing Bank Street as well as the ninth storey of the tower component have been designed with additional step backs and distinct material treatments to break up the perception of height from the sixteen-storey tower. A distinctive corner treatment including a building recess and material arrangement is provided at the intersection of Bank Street and Belanger Avenue and has been used to define the importance of the intersection and proposed Node. The lot area of the Subject Property is greater than the required minimum lot area where high-rise buildings are proposed and is appropriate in size to accommodate a sixteen storey high-rise building

A single access point at the west side of the building provides access to surface and underground parking for vehicles from Belanger Avenue, the proposed access can accommodate residents, visitors and service vehicles as required. Pedestrian access to the building from Bank Street connects to the broader community ensuring safe and efficient pedestrian circulation to and from the residential lobby and commercial units at grade level.

Figure 16. Existing High-Rise Buildings



The surrounding land use context includes residential, mixed-use, commercial, office and retail buildings ranging in scale from low-rise to high-rise (see Figure 16). The proposed development

is appropriate for the existing site context and would not create adverse impacts on surrounding land uses.

#### 4.1.2 Built Form

The proposed sixteen-storey building at the intersection of Bank Street and Belanger Avenue is designed to be compatible with the abutting low and mid-rise buildings while creating an opportunity for appropriate intensification within the existing context of mid and high-rise buildings located further to the north and west of the Subject Property (see Figure 16).

The proposed development incorporates a two-storey podium designed to frame the public realm along Bank Street and create an active street frontage at grade level to enhance the daily pedestrian experience moving through or around the Subject Property. The podium is designed to establish a streetwall condition along this portion of Bank Street in anticipation of future evolution along the corridor and will not overwhelm the existing condition at two-storeys in height in the interim.

The architectural expression of the building at the corner of Bank Street and Belanger Avenue is thoughtfully designed to establish the importance of this location as a gateway building from Lamira Street and Kilborn Avenue to the east and a point of entry to the Bank Street corridor to the north and south. To further emphasize the prominent location, the proposed development has a distinct base middle and top. The use of a podium condition, stepbacks at levels two and nine and the use of material and colour transitions help to articulate the façade, create visual interest and clearly differentiate the base, middle and top portions of the tower. The tower footprint from level six to sixteen has been designed to be approximately 750 square metres, including balconies. A distinctive treatment using colour and material variations has been used to integrate mechanical components into the building top as seen from Bank Street.

The materials selected for the proposed development will be refined through the site plan application process. Materials selected will be high quality and will mainly consist of metal panels (white, light grey, charcoal, and copper colour), as well as concrete veneer panels. The building design is well-articulated through the use of various materials, colours, textures, recesses and projections arranged to break up long facades and create visual interest from the public realm. The commercial facades along the Bank Street frontage are clad in a combination of clear curtainwall glazing and back painted spandrel panels and are intended to create animation and connection with the public realm from within the building.

#### 4.1.3 Pedestrian Realm

The public sidewalk and private space between the proposed building and Bank Street has been designed to accommodate planned upgrades to the Bank Street corridor including a cycle track and pedestrian crossings. As the building proposes commercial units at grade level, hardscaped sidewalk treatments are provided to ensure functionality and maximize walkable area for pedestrians. All vehicle parking, loading and servicing areas have been incorporated into the building design and accessed off Belanger Avenue to mitigate potential conflicts with pedestrians along Bank Street. All principal access points to the building for pedestrians are from Bank Street, including the residential lobby and each commercial unit.



An analysis of potential shadow impacts has been prepared by Figurr Architects as part of this application. The conclusions of the shadow study for March 21st and September 21st indicate that sidewalks along Bank Street will receive shadow coverage in the afternoon from approximately 3:00 pm until sunset as a result of the proposed development. The low rise residential areas surrounding the Subject Property to the west and north are not expected to receive any significant shadow impacts as a result of the proposed development on March 21st and September 21st. According to the City of Ottawa criteria for shadow impacts on Arterial Mainstreets these results are considered to be acceptable.

A Pedestrian Level Wind (PLW) Study has been prepared by Gradient Wind as part of this application. The conclusions of the PLW study indicate that grade-level areas within and surrounding the Subject Property are predicted to be generally acceptable for pedestrian activity throughout the year. Wind mitigation measures are suggested for sitting areas on the rooftop terrace. No dangerous impacts from typical weather patterns are anticipated to affect the surrounding microclimate as a result of the proposed development.

#### **4.2 Urban Design Guidelines for Development Along Arterial Mainstreets**

The Urban Design Guidelines for Development Along Arterial Mainstreets were completed in 2006. The guidelines provide direction for new development located along Arterial Mainstreets in the City. The primary objectives of the guidelines are as follows:

- to promote compatible development that contributes to the existing or planned character of the street
- to promote a comfortable pedestrian environment and create attractive streetscapes
- to create high-quality built form and establish a strong street edge along Arterial Mainstreets
- to create more liveable, pedestrian-friendly streets and human-scaled environments that improve health and safety outcomes for residents
- to promote high-quality design of high-rise buildings that contribute to the broader context, and;
- to promote development that responds well to the physical environment and local microclimate

The proposed development adheres to the objectives of the Urban Design Guidelines for Development Along Arterial Mainstreets as detailed below.

The proposed development includes a two-storey podium condition that establishes a prominent street edge along Bank Street and maintains the existing scale of buildings to the north and south of the Subject Property improving safety and comfort for pedestrians accessing the site. The podium has been designed to continue the language of the existing retail streetscape. Significant clear curtainwall glazing and a ground level height of 4.5 metres provides an open and transparent pedestrian experience. The Bank Street frontage is defined by a mix of hard and soft landscaping elements, activated storefronts and resident entrances that face directly on to Bank Street. The podium condition offers appropriate opportunities for retail signage and lighting, with hardscaped elements within the Bank Street frontage providing direct connections to the ground floor commercial units and residential access points.

All parking on the Subject Property is accessed from Belanger Avenue to mitigate potential conflicts with pedestrians along Bank Street and is located below-grade or screened from view of the street.

### **4.3 Urban Design Guidelines for Transit Oriented Development**

The Urban Design Guidelines for Transit Oriented Development were completed in 2007. The guidelines provide direction for all development located within a 600 metres walking distance of a rapid transit stop or station. The Subject Site is located within 600 metres walking distance of the Billings Bridge Transitway station and the guidelines apply to the proposed development accordingly.

The primary objectives of the guidelines are related to the following themes:

- Land Use – Locating the right type and combination of uses for supporting transit ridership
- Layout – to foster development that is convenient and accessible for transit use
- Built Form –to create more interesting and attractive public realms around transit stations through “place-making”
- Pedestrians & Cyclists – to enhance the experience of getting to and from a transit station
- Vehicles & Parking – to minimize conflicts between vehicles and pedestrians using transit
- Streetscape & Environment – quality of design in spaces of the public realm leading to and from transit stations or stops.

The proposed development adheres to the objectives of the Urban Design Guidelines for Transit Oriented Development as detailed below.

The proposed development is located within 600 metres walking distance, or about 10 minutes to the Billings Bridge Transitway Station. In response to its proximity to rapid transit the development proposal includes a more intensive site density, building mass and height than what is permitted as of right in order to optimize the use of the location for residents, commercial tenants and employees to access public transit. Vehicle parking ramp access is provided off Belanger Avenue and a reduced number of parking spaces are provided on the Subject Property as a result of proximity to Billings Bridge Transitway Station. A more detailed review of the Transit-Oriented Development Guidelines will be included as part of a subsequent site plan control application.

## **5.0 DESIGN BRIEF**

Section 4.11 of the Official Plan sets out directions for high quality urban design and compatibility at the city-wide scale.

Several policies within Section 4.11 are not relevant to the Subject Property. This Design Brief has been scoped to reflect the relevant sections accordingly. A brief explanation of the sections not reviewed as part of this brief are provided below:

Policies on Public Art are not applicable to the proposed development. The policy on First Nations Peoples Design Interests applies to public lands and does not apply to the Subject Property.

### 5.1.1 Views

Section 4.11 of the Official Plan under “Views” states: “*Depending on its location, the mass or height of new development may enhance or impact the views visible from public view points, such as public monuments, bridges, civic spaces, landforms, and other valued spaces. View corridors and view planes can be established to guide and regulate the height and mass of development within a defined area, so as to protect the public view.*”

The proposed development is situated in proximity to existing and planned high-rise buildings to the north and has been designed to maintain the general scale of existing and planned high-rise buildings at sixteen-storeys. The building is located at the beginning of the South Bank Street retail corridor which is an important activity node in the surrounding neighbourhood. Within the broader community context, the proposed building has been designed to establish a gateway feature based on its location at the intersection of Bank Street and Lamira Street. A sixteen-storey building on the Subject Property will not have any impact on existing views from prominent public viewpoints along the Bank Street Corridor.

### 5.1.2 Building Design

Section 4.11 of the Official Plan under “Building Design” states: “*Good building design contributes to successful neighbourhood integration and the compatibility of new development with the existing or planned character of its surroundings. The façades of buildings influence the feel and function of public spaces and define the edges of the pedestrian environment. Good building design is required throughout the city.*”

The following section provides a review of each relevant policy regarding Building Design and provides design justification in support of the proposed development of a sixteen-storey mixed-use building on the Subject Property.

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 design of the proposed building responds to the scale and massing of the surrounding context through the introduction of minimal setbacks along the Bank Street frontage and introduction of a two-storey podium to frame the street and improve pedestrian comfort and access from the public realm. The two-storey podium is also used to reflect a transition in scale from the existing buildings to the north and south of the Subject Property. To maintain a connection to the retail

fabric running along Bank St., the new building will have a series of commercial retail units that stagger in pattern that is inspired by the existing retail buildings immediately south of the development. The final location of commercial entry doors and unit sizes will vary depending on the demand of future leasing (see Figure 17).

**Figure 17. View of podium level from southeast looking west**



A step back is provided above the second floor of the podium to the primary façade along Bank Street to separate the tower component from view at street level and to establish an outdoor amenity area above.

Materials selected for the podium are treated in clear curtainwall glazing and back-painted spandrel panels to establish an activated street frontage for commercial uses and residential access areas from the street. The podium levels are also clad in a light grey masonry brick. The building tower elevations are a combination of metal panel and grey masonry brick. To bring further visual interest, the glass balconies have included for occasional perforated metal panels with a copper orange paint finish. Proposed grades on site will remain consistent with existing grades, including clear access at the ground floor retail commercial units and the main entrance lobbies.

Figure 18. View from northeast looking west



The massing is recessed from the primary façade at the northeast corner with a variation in building materials to establish a focal point at the north corner of the property (see Figure 18). Materials selected for the northeast corner of the façade are treated with glass and metal panel in a copper colour palette to differentiate this portion of the building as a focal point of the gateway and main intersection location.

Figure 19. View from northwest looking south



The north and west façades of the tower component implement a variety of material breaks to provide articulation through the use of subtle material variations between the colour palette and balcony projections (see Figure 19). The masses at the west and east have a change in material at the ninth floor to reduce the perception of increased scale relative to the abutting community. The central portion of the façade is composed of stacked balconies and has a material transition at the sixteenth floor. The mechanical penthouse is slightly recessed and clad in copper coloured metal panel with charcoal banding along the edges to create a distinctive building top.

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 principal building façade and main building entrances are designed to be oriented to the street along Bank Street. The principal façades fronting on Bank Street and Belanger Avenue present a high-quality design treatment, materials and substantial curtainwall glazing to the public realm (See Figure 17). A dark coloured palette with extensive glazing and accent features at balconies has been used to create visual breaks and achieve a contemporary design aesthetic that is generally compatible with surrounding community characteristics while highlighting the prominence of the gateway site. The architectural expression of the building is enhanced with a well-articulated combination of glass, spandrel panels, doors and metal paneling. Material breaks

are established vertically along the podium level and lower portions of the tower façade with a horizontal transition and step backs provided at level nine and on the upper storeys at level sixteen to create a distinctive building top. Variations in the colour palette, strategically recessed portions of the building, significant glazing and transitions in scale provide visual interest to the façade while also defining each of the main building entrances and grade level amenity spaces.

7. The intersections of arterial and collector roads can serve as gateways into communities and can support high levels of pedestrian and vehicular traffic, the greatest density of housing, and other land uses and services, and commercial services and other land uses that are focal points for a community. The City will encourage development proposals at such locations to include the following:
  - a. Strong architectural design elements that feature the corner or street axis by: locating buildings close to the street edge, and/or orienting the highest and most interesting portion of a building (e.g. the main entrance) to the corner or axis which has a view of the terminus.
  - b. Capitalizing on design possibilities for both street façades (by wrapping the materials used on the front façade around the building where any façades are exposed to the public realm); and
  - c. Soft landscaping features, special paving materials, and/or curb extensions to shorten the distance across the street and larger sidewalk area to accommodate sidewalk activity.

The Subject Property is located at the intersection of Bank Street and Lamira Street. Bank Street is designated as an Arterial Road and Lamira Street is designated as a collector road on Schedule E of the Official Plan. The principal entrance to the residential lobby is located prominently at the northeast corner of Bank Street and Belanger Avenue. The architectural design of the northeast corner is intended to establish a focal point or gateway from Lamira Street through the use of a building recess from the main façade along Bank Street and use of distinctive materials and colours arranged vertically to draw focus from the building base to top, centred on the intersection. The distinctive material treatment is wrapped around to the Belanger Road frontage where a colour and material transition creates a visual break followed by recessed balconies to further define the corner treatment to the public realm.

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.*

Direct pedestrian connections are provided from all primary building entrances to the public sidewalk along Bank Street. A vehicular parking entrance is accessed from the west side of the building off Belanger Avenue and incorporates access to a commercial garbage room, the residential garbage room, a tenant move-in parking space, a large building storage area, ground floor bike storage room and access to resident parking in the underground garage.

### 5.1.3 Massing and Scale

Section 4.11 of the Official Plan under “Massing and Scale” states: *“Complementary to building design, the massing and scale of new development also contributes to successful neighbourhood integration and the compatibility of new development with the character of the surrounding community. Massing and scale describe the form of the building, how tall it is, how much of the lot it occupies and how it is positioned in relation to the street and surrounding buildings.”*

The following section provides a review of each relevant policy related to Massing and Scale and provides design justification in support of the proposed development of a high-rise, mixed use building on the Subject Property.

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. Where there are no established criteria provided in an approved Plan, the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria:
  - a. *Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting development and development that is across the street;*
  - b. *Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development;*
  - c. *The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section.”*
  
12. “Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.”

The proposed development is located in the Bank Street Secondary Plan Area and has been designed in accordance with relevant policies of the Secondary Plan and Section 4.11 of the OP. The building design has regard for the scale, massing and materials that are desirable characteristics of existing developments abutting the site. The massing of the proposed development is designed to step back at levels two and nine along Bank Street to provide an appropriate transition to existing and planned residential buildings surrounding the Subject Property to the north, west and south. This separation distance provides an appropriate transition to mitigate potential impacts of height between the proposed high-rise built form and low-rise apartment and commercial buildings adjacent to the Subject Property.



The proposed high-rise residential development on the Subject Property is compatible with the existing site, presents no adverse impacts to adjacent properties and fits within the surrounding residential context.

#### 5.1.4 High-Rise Buildings

The following section provides a review of each relevant policy related to High-Rise Buildings and provides design justification in support of the proposed development of a high-rise, mixed use building on the Subject Property.

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;*
  - b. public views, including view planes and view-sheds referred to in Policy 3 above*
  - c. proximity to heritage districts or buildings,*
  - d. reduced privacy for existing building occupants on the same lot or on adjacent lots”*

The proposed high-rise building contributes to growth objectives for housing and employment and establishes a high-quality gateway to the Bank Street corridor from Lamira Street. The design of the proposed development has considered the public realm in terms of comfort, functionality and safety both on private and public spaces. The proposed development is designed to create a focal point along Bank Street and will not create adverse impacts on views along the corridor. Adequate tower separation distances are intended to maintain privacy for adjacent properties. It also important to note that the Subject Property is immediately surrounded by either commercial buildings along Bank Street or Low and Mid-Rise apartment buildings to the west, north and southwest. The closest single-family dwellings are at 1174/1176 Rockingham (70 metres to the south) and a series of townhomes along Belanger Avenue to the west are located over 86 metres from the Subject Property.

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 design of the proposed high-rise building consists of a strong base comprised of a two-storey podium, the tower component steps back from Bank Street at level three to sixteen. An additional tower step back is provided above level nine. The proposed tower floorplate above level nine is approximately 750 square metres including balconies. The design of the tower component provides adequate transition to the residential community to the north and west by establishing an appropriate separation distance from the sixteen-storey tower component located along Bank Street to abutting property lines. A minimum tower separation distance of 3 meters is provided to the south lot line. Minimum tower separation distances of approximately 9 meters from levels one to nine and 11.5 meters from levels ten to sixteen are provided to the property located along the west lot line. A tower separation of approximately 23 meters is provided to the five-storey building located to the north across Belanger Avenue.

#### 5.1.5 Outdoor Amenity Areas

Section 4.11 of the OP under “Outdoor Amenity Areas” states: *“Outdoor amenity areas are the private and communal areas of a property that are designed to accommodate a variety of leisure activities.”*

Policy 20 of Section 4.11 of the OP states that: *“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). The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.”*

The proposed development includes both private and communal outdoor amenity spaces. Each residential unit will have access to a private balcony or terrace. The building provides 1209 square metres of total amenity which is 249 square metres greater than the minimum requirement. The communal amenity spaces for the building tenants are provided as three separate areas. A 134 square metre exterior amenity is provided along the south west side of the building at grade level. The second communal space is located above the second level terrace. The third communal space is located on the roof above level sixteen and includes an indoor lounge, a gym, and an outdoor rooftop terrace.

#### 5.1.6 Design Priority Areas

Section 4.11 of the OP under “Design Priority Areas” states: *“Proponents of development within design priority areas must demonstrate, through the design of their building and site, that the following policies have been met.”*

The following section provides a review of each relevant policy related to Design Priority Areas and provides design justification in support of the proposed development of a high-rise, mixed use building on the Subject Property.

22. *“The portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features:*
- a. *Design the building(s) first storey to be taller in height to retain flexibility or opportunity for ground floor uses in the future;*
  - b. *Locate front building façades parallel to the street; however, consideration may be given to allow for interruptions of continuous building facades at strategic locations to provide pocket parks, plazas or other open spaces that provide a supportive function to the street activity or enable views and vistas;*
  - c. *Transparent windows at grade to give views into the building to observe the function of the building and out of the building to enhance natural surveillance;*
  - d. *Using architectural treatments (e.g. projections from continuous building lines, awnings, canopies, alcoves and bays) to soften the interface between buildings and the public realm;*
  - e. *Sufficient lighting sources for public uses after dark and to accentuate and animate buildings, natural features, public monuments and public spaces;*
  - f. *Utilize façade treatments to accentuate the transition between floors and interior spaces to provide visual interest and relief; and*
  - g. *Signage that contributes to the character of the surrounding area and architectural design of the building through appropriate architectural design elements, materials, and colour.”*

The architectural expression of the building at the corner of Bank Street and Belanger Avenue is thoughtfully designed to establish the importance of this location as a gateway building from Lamira Street and Kilborn Avenue to the east and a point of entry to the Bank Street corridor to the north and south. To further emphasize the prominent location, the proposed development has distinct base, middle and top. The use of a podium condition, step backs at levels two and nine and the use of material and colour transitions help to articulate the façade, create visual interest and clearly differentiate the base, middle and top portions of the tower. The tower footprint from level ten to sixteen has been designed to be approximately 750 square metres, including balconies. A distinctive treatment using a recessed portion of metal panel enclosed within a charcoal-coloured band has been used to integrate mechanical components into a distinct building top as seen from Bank Street. The materials selected for the proposed development will be refined through the site plan application process. Materials selected will be high quality and consist of curtainwall glazing, back painted spandrel panels and metal panels (white, light grey, charcoal, and copper colour), as well as brick masonry. The building design is well-articulated through the use of various materials, colours, textures, recesses and projections arranged to break up long facades and create visual interest from the public realm. The Bank Street frontage is intended to be highly glazed to create animation and connection with the public realm from within the building.

23. *“The portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements, such as:*

- a. *weather protection elements, (e.g. colonnades, and awnings);*
- b. *shade trees, median planting and treatments and other landscaping;*
- c. *wider sidewalks and enhanced pedestrian surfaces;*
- d. *coordinated furnishings and utilities, transit stops, and decorative lighting; and*
- e. *memorials and public art commissioned for the location.”*

The proposed development incorporates a two-storey podium designed to frame the public realm parallel to Bank Street, create an active street frontage at grade level to enhance the daily pedestrian experience moving through or around the Subject Property. The treatment of the podium at grade level is highly glazed to establish a connection and passive surveillance between the building and Bank Street frontage. Through a modern interpretation of the existing retail frontages along the surrounding portion of Bank Street, the ground level is recessed from the second storey of the podium and provides a transitional area between the public and private realms that is also protected from weather elements.

**The proposed Official Plan Amendment and Major Zoning By-law Amendment applications conform to the general intent and purpose of policies of the City of Ottawa Official Plan.**

## **6.0 CITY OF OTTAWA ZONING BY-LAW 2008-250**

The Subject Property is zoned Arterial Mainstreet, Subzone 1, Urban Exception 1913, (AM1 [1913]) in the City of Ottawa's Zoning By-law 2008-250.

The purpose of the AM – Arterial Mainstreet zone is to:

- (1) accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated Arterial Mainstreet in the Official Plan; and
- (2) impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.

In the AM1 Subzone:

1. no greater than 50% of the maximum permitted floor space index may be used for the non-residential uses; and (By-law 2012-91)
2. the provisions of subsection 186(1)(a) above do not apply to community centre, community health and resource centre, day care and library.

The provisions of the AM1 Subzone do not permit high-rise residential development on the Subject Property. The AM1 Subzone provisions limit the maximum floor space index permitted for non residential uses. The maximum floor space index permitted is 3.5 or 5,107 square metres. The total floor space index permitted for non residential uses is 2,554 square metres. The total area of non residential proposed is 852 square metres.

Urban exception [1913] applies to the Subject Property and imposes specific development standards for certain land uses. The Subject Property is located in Area Y on Schedule 1A of the Zoning By-law. Exception provision 1913 permits parking for the Subject Property to be located on abutting properties within the same block or on the opposite side of the public street. Parking is intended to be provided on the Subject Property and will not be provided on another lot abutting the Subject Property or on the opposite side of the street (see Figure 20).

**Figure 20. Urban Exception 1913 – City of Ottawa Zoning By-law 2008-250 Excerpt**

I Exception number	II Applicable zones	III Exception Provisions - Additional land uses permitted	IV Exception Provisions - Land uses prohibited	V Exception Provisions - Provisions
1913 (By-law 2016-249) (By-law 2012-91)	AM1[1913], AM1[1913] H(27), AM[1913], AM[1913] H(20), O1P[1913]			<ul style="list-style-type: none"> <li>despite Table 101, where a lot is located within Area C on Schedule 1A, the minimum number of parking spaces required will be calculated using the requirements of column III, Area B of Table 101</li> <li>despite any requirements to the contrary, parking for a use required on one lot, may be located on another lot, but must be in the same city block, or on a lot on the opposite side of the public street on which the use requiring the parking is located</li> </ul>

Section 185, Table 185 sets out the performance standards for the Arterial Mainstreet Zone (see Figure 21).

The proposed high-rise building has a gross floor area of 17,079 square metres. 160 residential units are proposed. Commercial units are proposed at grade level along Bank Street and office space is proposed on level two.

Section 101, Table 101, Row R15 of the Zoning By-law (Area “Y” – Schedule 1A) sets a minimum parking space rate of 0.5 spaces per dwelling unit for residential uses after the first 12 units. 74 parking spaces are required for residential uses. Section 101, Table 101, Row N95 of the Zoning By-law (Area “Y” – Schedule 1A) sets a minimum visitor parking space rate of 0.1 spaces per dwelling unit after the first 12 units. 15 parking spaces are required for visitor parking.

Section 101 (4)(d)(iii) of the Zoning By-law states that “*in the case of any other non-residential use with a gross floor area of 500 square metres or less, no off-street motor vehicle parking is required to be provided*”. The retail and commercial uses proposed at grade are a combined 352 square metres in gross floor area. No parking is required for the retail and commercial components of the building. Section 101, Table 101, Row N59 of the Zoning By-law (Area “Y” – Schedule 1A) sets a minimum parking space rate of 1 space per 100 square metres of gross floor area for office uses. The office use proposed on level two has a gross floor area of 500 square meters. 5 parking spaces are required for office uses.

Figure 21: Zoning Review Table

<b>ZONING PROVISIONS: AM1 [1913] - Arterial Mainstreet, Subzone 1, Exception 1913</b>		
<b>City of Ottawa - Zoning By-Law (2008-250)</b>		
	<b>Required</b>	<b>Provided</b>
Minimum Lot Area (m <sup>2</sup> )	no minimum	± 1,459 m <sup>2</sup>
Minimum Lot Width (m)	no minimum	n/a
Minimum Front Yard Setback(m)		
Table 185, Column I, (c)(i) non-residential or mixed-use buildings	0m	± 0.83m
Minimum Rear Yard Setback		
Table 185, Column I, (e)(ii) rear lot line abutting a residential zone	7.5m	± 3m
Table 185, Column I, (e)(iv) all other cases	no minimum	no minimum
Minimum Interior Side Yard (m)		
Table 185, Column I, (d)(i) - abutting a residential zone	7.5m	7.5m
Corner Side Yard Setback (m)		
Table 185, Column I, (c)(i) non-residential or mixed-use buildings	0m	0m
Maximum Height (m)	25m	±50m (16 Storeys)
Table 185, Column I, (f)		
Maximum Floor Space Index (FSI)		
Table 185 (g)(i)(1): If 80% or more of the required parking is provided below grade 3.5	3.5	no maximum
Required Amenity Area		
Table 137 (5), Columns I,II,III,IV		
Total Amenity Area: 6 m <sup>2</sup> per dwelling unit, and 10% of the gross floor area of each rooming unit	960 m <sup>2</sup>	1,209 m <sup>2</sup>
Communal Amenity Area: A minimum of 50% of the required total amenity area	480 m <sup>2</sup>	513 m <sup>2</sup>
Layout of Communal Amenity Area: Aggregated into areas up to 54 m2, and where more than one aggregated area is provided, at least one must be a minimum of 54 m2		
<b>Parking Requirements</b>		
	<b>Required</b>	<b>Provided</b>
Resident Parking   160 Dwelling Units		
Minimum Parking Spaces (Table 101, Row 12, Column II) - 0.5 spaces per dwelling unit	74	66
Section 101 (4)(b) - (Area Y Schedule 1A) - 0.5 spaces per dwelling unit after the first 12 units (5 storeys or more)		
Minimum Visitor Parking Spaces		
(Area Y Schedule 1A) - 0.1 spaces per dwelling unit after the first 12 units, maximum 30 spaces	15	
Commercial Parking		
Ground Floor - 352 m <sup>2</sup> GFA (Commercial/Retail)	n/a	
Section 101 (4)(iii)in the case of any other non-residential use with a gross floor area of 500 square metres or less, no off-street motor vehicle parking is required to be provided.		
Level 2 - 500 m <sup>2</sup> GFA (Office)	5	
Table 101, Column I, Row N59 - Office uses (1 space / 100m <sup>2</sup> GFA)		
<b>TOTAL</b>	<b>94</b>	<b>66</b>
Minimum Bicycle Parking Spaces		
Table 111A, Column I (b)(i) - Residential Use (0.5 spaces / dwelling unit)	80	186
Table 111A, Column I (e) - Retail / Office uses (1 space / 250m <sup>2</sup> GFA)	3	
<b>TOTAL</b>	<b>83</b>	<b>186</b>

The combined minimum number of parking spaces required for the proposed development is 94 spaces. A total of 66 parking spaces are provided. The decision to provide resident parking spaces at less than the minimum required by the provisions of the zoning by-law is in response

to the proximity of the Subject Property to the Billings Bridge Transitway station. The location of the Subject Property is within 600 metres walking distance of a rapid transit station and is a prime location to encourage the use of active transportation and transit over private automobiles.

A total of 46 resident parking spaces, 15 visitor spaces and 5 spaces for the proposed office use will be provided. Relief from the zoning provisions is required to reduce the number of resident parking spaces from 74 to 46, a reduction of 28 spaces. The proposed parking layout fully conforms with all other provisions of the zoning by-law.

Section 111, Table 111A, Row (b) and (e) of the Zoning By-law set minimum bicycle parking space rates for proposed development. A rate of 0.5 bicycle parking spaces per dwelling unit is required for residential uses. A rate of 1 space per 250 square metres of gross floor area is required for office, commercial and retail store uses. The minimum number of bicycle parking spaces required for the proposed residential use is 80 spaces. The minimum number of bicycle parking spaces required for the proposed retail, commercial and office uses is 3.

The combined minimum number of bicycle parking spaces required for the proposed development is 83 spaces. A total of 186 bicycle parking spaces are provided, an increase of 103 bicycle spaces from the requirement. The intent of providing greater than one bicycle parking space per resident is to encourage active transportation and transit use over private automobiles.

The proposed underground parking area will provide 66 underground parking spaces. A total of 94 vehicle parking spaces and 83 bicycle parking spaces are required. The proposed zoning will incorporate the required relief from the zoning provisions to provide a total of 46 resident parking spaces, 15 visitor spaces and 5 spaces for the proposed office use, a reduction of 28 spaces. The proposed parking layout fully conforms with all other provisions of the zoning by-law.

The proposed zoning will incorporate the required relief from the zoning provisions for reduced setbacks abutting the residential uses to the west and along the south west corner of the Subject Property, an increase to the permitted maximum building height and maximum floor space index and a decrease to required parking spaces as highlighted in orange on the Zoning Review Table (see Figure 21).

The proposed high-rise building conforms with all other zoning provisions of Section 185, Table 185 including lot width, lot area, front yard setback, corner side yard setback, interior side yard set back and rear yard set back (for the portion of the lot not abutting a residential zone along the southern property line).

**The proposed Official Plan Amendment and Major Zoning By-law Amendment will establish appropriate Zoning standards for the Subject Property and will maintain the intent and purpose of the City of Ottawa Zoning By-law.**

## 7.0 PROPOSED OFFICIAL PLAN AMENDMENT

The Subject Property is designated Arterial Mainstreet on Schedule B of the City of Ottawa Official Plan. The Subject Property is designated Connecting Areas on Appendix A – Land Use of the Bank Street Secondary Plan.

The proposed development on the Subject Property is a sixteen-storey mixed use building, approximately 50 metres in building height and having a floor space index of 11.71.

Building heights greater than 25.0 metres, or eight storeys are not permitted in the Connecting Areas designation. A floor space index greater than 3.5 is not permitted for properties zoned as Arterial Mainstreet. An Official Plan Amendment will be required to facilitate the proposed development as building and site design elements relating to building height and floor space index do not conform with policies of the Bank Street Secondary Plan.

A site-specific Official Plan Amendment is proposed to the Bank Street Secondary Plan to:

- (1) Redesignate the Subject Property as a “Node” to establish permission for development of high-rise buildings of up to 50 metres in building height at the intersection of Bank Street and Belanger Avenue. Mechanical Penthouse and Rooftop Amenity areas would not be included in calculating the maximum building height.
- (2) Remove the maximum floor space index of 3.5 to be replaced with no maximum floor space index.

The proposed site-specific amendments are intended to facilitate development of a high rise building on the Subject Property that contributes a significant amount of residential development within the existing built-up area within proximity to existing rapid transit stations in accordance with growth objectives set out in the Official Plan.

## 8.0 PROPOSED ZONING BY-LAW AMENDMENT

The Subject Property is zoned Arterial Mainstreet, Subzone 1, Urban Exception 1913, AM1 [1913] in the City of Ottawa’s Zoning By-law 2008-250.

The Arterial Mainstreet provisions permit a maximum building height of nine storeys. Site-specific zoning provisions are required to propose a building height of greater than nine storeys. To facilitate the proposed high-rise building on the Subject Property, this application requests a site-specific amendment to include “high-rise apartment” as a permitted use within the Zoning By-law as described below:

- (1) Introduce a new site-specific exception “AM1[YYYY]” to the Subject Property to add “apartment dwelling, high-rise” to the list of permitted uses on the Subject Property
- (2) Introduce a new height schedule to the Subject Property

The proposed zoning will incorporate the required relief from the zoning provisions for reduced setbacks abutting the residential uses to the west and along the south west corner of the Subject Property, an increase to the permitted maximum building height and maximum floor space index



and a decrease to required parking spaces as highlighted in orange on the Zoning Review Table (see Figure 21).

The proposed high-rise building conforms with all other zoning provisions of Section 185, Table 185 including lot width, lot area, front yard setback, corner side yard setback, interior side yard set back and rear yard set back (for the portion of the lot not abutting a residential zone along the southern property line).

## **9.0 PUBLIC CONSULTATION STRATEGY**

It is proposed to consult with the public through the legislated public consultation requirements. This includes a sign posted on the site and the posting of the application on the City's 'DevApps' website. Full details are available under 'Community and Neighbourhood Notification' on the City's website. Neighbours will have the opportunity to comment on the proposal via the notification requirements.

An Information Meeting is expected to be held to discuss the proposed development with the community. This meeting will be coordinated with the Councillor's office immediately following filing of the application. A second meeting will be held if deemed necessary.

## **10.0 CONCLUSION**

This Planning Rationale has been prepared in support of Official Plan Amendment and Major Zoning By-law Amendment applications to facilitate the development of a sixteen-storey building on the Subject Property. The Subject Property is designated Arterial Mainstreet on Schedule B of the City of Ottawa Official Plan. The Subject Property is designated Connecting Areas on Appendix A – Land Use of the Bank Street Secondary Plan. The Subject Property is zoned Arterial Mainstreet, Subzone 1, Urban Exception 1913, (AM1 [1913]) in the City of Ottawa's Zoning By-law 2008-250.

The purpose of this application is to redesignate the Subject Property as a Node in the Bank Street Secondary Plan to facilitate the development of a high-rise building. This application also seeks to add "apartment dwelling, high-rise" as a permitted use in the Arterial Mainstreet Zone and to establish site-specific zoning provisions and a height schedule for the Subject Property including increased building height and density, reduced yard setbacks and reductions to required parking.

The proposed high rise development is appropriate to support growth objectives and intensification targets within the City of Ottawa Official Plan. The proposed Official Plan Amendment and Major Zoning By-law Amendment applications will have no negative impacts to natural heritage and features, natural resources, or cultural heritage resources. The requested Official Plan Amendment and Major Zoning By-law Amendment applications are consistent with the policies of the Provincial Policy Statement.

The proposal for high rise development conforms with the general intent of policies of the City of Ottawa's Official Plan. This Planning Rationale demonstrates the proposed redesignation of the Subject Property to Node in the Bank Street Secondary Plan is consistent with the intent of the

Official Plan and is compatible with surrounding land uses. Site specific zoning is proposed for the Subject Property to bring the development into conformity with the City of Ottawa Zoning By-law.

The proposed Official Plan Amendment and Major Zoning By-law Amendment applications are appropriate for the Subject Property and represent good land use planning.

Yours Truly,

**NOVATECH**

Prepared by:



Jeffrey Kelly, MCIP, RPP  
Project Planner

Reviewed by:



Murray Chown, MCIP, RPP  
Director | Planning & Development

Appendix A:  
Conceptual Site Plan



**KEY PLAN**

**PROPERTY DESCRIPTION**

SIXTEEN STOREY MIXED-USE RESIDENTIAL BUILDING  
CITY OF OTTAWA PIN NUMBER  
MUNICIPAL ADDRESS: 1400 BANK STREET

**SITE INFORMATION**

LOT AREA: 1460m<sup>2</sup>  
LOT FRONTAGE: 42m (BANK STREET), 25.6m (BELANGER AVE.)  
LOT DEPTH: 25.6m (NORTH) & 51m (SOUTH)

**BUILDING INFORMATION**

BUILDING AREA: 1,053 m<sup>2</sup>  
GROSS AREA: 17,079 m<sup>2</sup>  
PROPOSED USE: MIXED-USE RESIDENTIAL

**UNIT BREAKDOWN:**

LEVEL 2:	6 UNITS	RETAIL/OFFICE USE:	
LEVEL 3-6:	12 UNITS EA.	LEVEL 1:	352 m <sup>2</sup>
LEVEL 7-9:	12 UNITS EA.	LEVEL 2:	500 m <sup>2</sup>
LEVEL 10-16:	10 UNITS EA.		
<b>TOTAL:</b>	<b>160 UNITS</b>		

**ZONING TABLE**

CITY OF OTTAWA ZONING BY-LAW No. 2008-250	REQUIRED	PROPOSED
AM1 [1913] - ARTERIAL MAINSTREET, SUBZONE 1, EXCEPTION 1913		
MINIMUM LOT AREA	NO MINIMUM	1,459m <sup>2</sup>
MINIMUM LOT WIDTH	NO MINIMUM	N/A
MINIMUM FRONT YARD SETBACK	0 m	VARIES
MINIMUM INTERIOR SIDE YARD SETBACK	7.5m (ABUTTING RESIDENTIAL ZONE)	N/A
MINIMUM REAR YARD SETBACK (south)	7.5m (REAR LOT LINE ABUTTING RESIDENTIAL ZONE)	9.3m- GROUND FLOOR 9m- LEVEL 2-9 11.6m- LEVEL 10-16
MINIMUM CORNER SIDEYARD SETBACK	0 m	0.8 m
MAXIMUM BUILDING HEIGHT	25 m	50 m
MAXIMUM FLOOR SPACE INDEX	3.5	11.71 (no maximum)
MAX # of RESIDENTIAL UNITS	N/A	
LANDSCAPED AREA	N/A	N/A
VEHICLE PARKING REQUIREMENTS	RESIDENTIAL: 80 SPACES VISITORS: 14.8 SPACES RETAIL: N/A OFFICE: 5	66 SPACES
AMENITY AREA REQUIREMENTS	960 m <sup>2</sup> 481 m <sup>2</sup> COMMUNAL	BALCONIES: 696 m <sup>2</sup> ROOF AMENITY: 379 m <sup>2</sup> EXTERIOR: 134 m <sup>2</sup>
BICYCLE PARKING SPACES	0.5 per dwelling unit = 80 1 PER 250m <sup>2</sup> GFA = 3.4	186 SPACES

**LEGEND**

	GRASS		EXISTING TREE TO REMAIN (REFER TO LANDSCAPE DRAWINGS)
	UNIT PAVERS REFER TO LANDSCAPE		NEW TREE (REFER TO LANDSCAPE DRAWINGS)
	ASPHALT PAVING		NEW SHRUBS (REFER TO LANDSCAPE DRAWINGS)
	CONCRETE		NEW EVERGREEN SHRUB (REFER TO LANDSCAPE DRAWINGS)
	RIVER STONES. REFER TO LANDSCAPE		EXISTING GROUND ELEVATION (TO DETERMINE EXISTING AVERAGE GRADE)
	FIRE ROUTE		PROPOSED GROUND ELEVATION. REFER TO CIVIL
	EXISTING FENCE		
	NEW SCREEN FENCE		
	NEW SOUND FENCE		
	LOT LINE		
	SETBACK LINE		
	DESIGNATED BUILDING ENTRANCE / EXIT		
	NEW FIRE HYDRANT. REFER TO CIVIL		
	CATCH BASIN		
	MANHOLE		
	FLOOR DRAIN		
	ELECTRICAL POST		
	LIGHT STANDARD		
	DEPRESSED CURB		

NOTE: 'X-E' INDICATES EXISTING TO REMAIN

No. Date Emis/pour / Object

- 2021-09-29 FOR COORD.
- 2021-10-13 FOR COORD.
- 2021-10-21 FOR COORD.
- 2021-11-17 OFFICIAL PLAN AMENDMENT AND ZONING BY-LAW AMENDMENT

Planner / Planer

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ENGINEERING CONSULTANTS LTD

Engineer / Engineer (Mechanical & Electrical) / (Mécanique & Électrique) / (Mechanical & Electrical)

Engineer / Engineer (Structure) / (Structure) / (Structure)

Architect / Architect (paysagère / Landscape) / (paysagère / Landscape)

**JAMES B. LENNOX & ASSOCIATES INC.**  
LANDSCAPE ARCHITECTS

Engineer / Engineer (Civil) / (Civil) / (Civil)

Client / Client

**Se-Co**

Architect / Architect

Collectif d'architectes / Architects Collective

Figuri architects collective

Scale / Scale

**ONTARIO ASSOCIATION OF ARCHITECTS**

ROBERTO CRIPPO  
LICENSE 7401

Project / Project

**16-STOREY MIXED-USE RESIDENTIAL BUILDING**

1400 BANK ST.  
OTTAWA, ON

Site / Site

**SITE PLAN**

Designé par / Drawn by: No. projet / Project number: 2144

Vérifié par / Verified by: No. dessin / Drawing number: AS SHOWN

Échelle / Scale: AS SHOWN

Date de création du dessin / Drawing creation date: 2021-09-29

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