

May 1, 2020

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

**Attention: Sean Moore, MCIP, RPP
Planner III**

Dear Mr. Moore,

**Reference: Applications for Site Plan Control and Lifting Holding By-law
D07-12-20-0050 & D07-07-20-0010
Waterford Ottawa Senior Apartments, 2425 & 2431 Bank Street
Our File No. 119247**

Novatech has been retained to file applications for site plan control and lifting holding by-law on behalf of Zlepnig Holdings Limited for the properties municipally known as 2425 and 2431 Bank Street ("subject site"). The purpose of these applications is to facilitate the development of a proposed fourteen-storey addition to the existing retirement home building located on the subject site, known as Waterford Senior Living.

The subject site is located at the northeast corner of the intersection of Bank Street and Hunt Club Road and is legally described as Part of Lot 5, Concession 3 (Rideau Front), former Gloucester, City of Ottawa. The site has a total area of approximately 15,145m² with approximately 164m of frontage along Bank Street and 87m along Hunt Club Road. An existing 0.30cm reserve separates the site from Southgate Road to the north.

The subject site is currently developed with a six-storey building which was originally constructed as a hotel and subsequently converted in recent years to a retirement home. The existing retirement home has a gross floor area of approximately 6,710m² and contains 124 rooming units, in addition to various related amenities and care services.

The site is within the South Keys community which comprises a mix of land uses and diverse built form. The intersection of Bank Street and Hunt Club Road is a high-traffic node supporting primarily commercial activity. The dominant built form pattern is low to mid-profile development which has the potential to evolve into a more compact form over time. The subject site is adjacent to a three-storey retirement home to the east along Hunt Club Road and a one-storey commercial plaza to the north along Bank Street. To the west are properties developed with one to five-storey buildings including restaurant, retail, medical, self storage and other commercial uses. To the south is a service station and other automobile-related uses, as well as a one-storey commercial plaza. There are also residential uses in the form of two-storey semi-detached and townhouse dwellings adjacent to the northeast corner of the site along Southgate Road, as well as two 21-storey apartment buildings further north along Bank Street (Figure 1).



Figure 1: Location Map (geoOttawa)

The site is designated as General Urban Area in the City of Ottawa Official Plan, as shown on Schedule B. The South Keys to Blossom Park, Bank Street Secondary Plan designates the site as part of the South Keys Mixed-use Area, as shown on Schedule A, which is anchored by South Key and Greenboro Transit Stations. The site is zoned MC[2286] S349 (Mixed-use Centre Zone, Exception 2286, Schedule 349) pursuant to the City of Ottawa Zoning By-law 2008-250 and is subject to holding provisions to ensure that any new development successfully achieves the urban design and active frontages objectives set out in the Secondary Plan and Community Design Plan.

The purpose of this Planning Rationale letter is to provide planning justification in support of the site plan control and lifting of holding applications by demonstrating that the proposed development conforms to the policies of the Official Plan and the South Keys to Blossom Park, Bank Street Secondary Plan, and supports the objectives of the South Keys to Blossom Park, Bank Street Community Design Plan and the Urban Design Guidelines for High-rise Buildings. It is further demonstrated how the proposal maintains the general intent and purpose of the Zoning By-law and represents good land use planning. In addition to planning justification, this letter provides explanation of the design intent, including content and graphics provided by NEUF Architect(e)s.

Project Description

Waterford Senior Living is a family-owned and operated business which offers a range of independent and enhanced care accommodations and services for seniors through its established retirement community in Ottawa. This proposal aims to respond to an increasing demand for housing options for an aging population. It is proposed to construct a fourteen-storey retirement home addition which is to be connected to the existing building by a one-storey link at ground level. The addition will contain approximately 144 dwelling units and a variety of amenities that will serve all residents of the complex.

The addition will have a gross floor area of approximately 8,860m², contributing to a total gross floor area of approximately 15,570m² for the entire complex. The ground floor of the addition will consist of common areas for residents, such as a pool with changing rooms, multipurpose lounge, casual dining room and bar, card lounge and spacious lobby, in addition to certain administrative and operational functions, including offices and the central waste storage. The remaining floors will contain residential suites with one to two bedrooms. The suites are designed for independent living and are equipped with conventional kitchens. Residents can also utilize the amenities in the existing building, including a refurbished fitness and wellness room and wine bar, and will have access to meal preparation and assistive care, as required.



Figure 2: Streetview Perspective of Proposed Development (NEUF architect(e)s)

The proposed addition has been designed with a classical yet contemporary style and follows the design approach of defining base, middle and top portions of the building. The projecting one-storey base has a floorplate of 1,472m² with a floor-to-ceiling height of 4.4m and is designed to emphasize the active uses at-grade. A step-back delineates the middle portion which has a floorplate of 1,229m² and introduces a strong seven-storey podium to mirror the massing of the existing building. The top

portion is further set back and reaches fourteen storeys with a floorplate of 795m² along a north-south axis (Figure 2).

The massing of the building provides opportunity to incorporate a rooftop terrace above the seven-storey podium to provide active space outdoors. Part of the proposed development also includes removing a large paved surface along the north side of the existing building and creating an 875m² residents' garden with walkways, rest areas, plantings and landscaping in its place.

One of the existing vehicle accesses from Bank Street is to be removed in order to accommodate the new garden. The development will continue to have a full-movement access from Bank Street and a right-in-right-out access from Hunt Club Road. The proposed addition will include two levels of below-grade parking which provide a total of 133 parking spaces for residents, visitors and staff. Approximately 52 of the existing 134 surface parking spaces will be retained and 12 new spaces are proposed at-grade to the east of the addition to provide convenient short-term parking. A total of 67 bicycle parking spaces are also provided within secure rooms in the parking garage or racks at-grade.

Minor extensions and renovations to the existing building are also proposed to ensure proper integration internally. One-storey extensions are proposed along the east side of the existing building to connect the new construction and along the north side to accommodate a new staff lounge and attached garage for maintenance vehicles.

Planning Framework

The following provides a review of the applicable planning policy documents, design guidelines and regulations.

City of Ottawa Official Plan

The subject site is located within the General Urban Area designation, as shown on Schedule B of the Official Plan. Section 2.2 of the Official Plan provides direction on managing growth and states that lands designated General Urban Area will continue to mature and evolve through intensification and infill, at a scale contingent on proximity to major roads and transit, and the area's planned function. Opportunities for intensification are to be evaluated based on the policies of Section 3.6.1.

According to Section 3.6.1, the General Urban Area is intended to accommodate the development of a full range and choice of housing types, as well as a number of conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses in order to facilitate the development of complete and sustainable communities. While building heights are to be predominantly low-rise throughout the General Urban Area, secondary plans and zoning may specify greater heights where appropriate.

A retirement home is a generally permitted use in the General Urban Area. In the case of the subject site, the applicable Secondary Plan sets out policies for taller buildings in light of the proximity to major roads and rapid transit. The site is within 600m of the South Keys Transit Station which is planned for Light Rail Transit service by 2022.

Intensification in the General Urban Area is supported where it will complement the existing pattern and scale of development and planned function of the area. Centered around the intersection of two major roadways, South Keys is typical of a commercial node with primarily low to mid street-level

densities. Existing development is predominantly convenience and service commercial uses located on large lots, with buildings generally set back from the street and surface parking often located between the building and the street. The commercial uses transition to surrounding low-density residential uses.

Notwithstanding the current low to mid-profile and automobile-oriented character, given the that Trillium Line is be extended south through South Keys, this area has the potential to evolve into a higher-density, compact mixed-use community which is transit-supportive and pedestrian friendly. The proposed development contributes to the transition of this area to a higher density node.

The proposal responds to the policies of the Official Plan by promoting intensification in a manner that is compatible with existing community character and contributes to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles. This proposal aims to provide independent living units for seniors to provide opportunity to remain in their community upon downsizing or seeking basic care services. The proposed addition sets precedence for other higher profile development to follow, while also respecting established built form. The considerable size of the subject site and the siting of the building addition ensure appropriate proportion and setback from adjacent development.

It is the policy of the Official Plan that new development be in accordance with the design and compatibility objectives set out in Section 2.5.1 of the Official Plan. The proposed development contributes to the built environment by enhancing the sense of community, defining quality public and private spaces, creating safe and accessible development, respecting the character of the area, considering adaptability over time, understanding natural processes and promoting sustainable design.

Sections 4.0 of the Official Plan outlines policies that are to be reviewed in considering applications for new development to ensure that objectives contained in the Official Plan are met. The applications for site plan control and lifting of holding by-law pertaining to the subject site respect the following policies:

- Section 4.1 (Site-Specific Policies and Secondary Policy Plans) - the site is within the South Keys to Blossom Park, Bank Street Secondary Plan which provides more detailed policy direction for this area. The proposed development conforms to the policies of the Secondary Plan relating to development with the South Keys Mixed-use Area designation. An analysis of relevant Secondary Plan policies is to follow in the next section;
- Section 4.2 (Adjacent Land-Use Designations) - The subject site is not adjacent to any natural features, cultural heritage features, resources areas or other land use designations identified in this section;
- Section 4.3 (Walking, Cycling, Transit, Roads and Parking Lots) - The subject site supports various modes of transportation, including walking, cycling, transit and vehicular. While parking is not required in this area of the City, the development provides ample parking below and at-grade to accommodate senior residents who may have limited ability to walk, cycle or use transit as a primary mode of transportation.

Notwithstanding the provision of ample vehicle parking, to promote adaptability the proponent is incorporating Transportation Demand Management initiatives to support transportation modes

alternative to car use. As the walkability of this area improves over time, residents, visitors and staff will be encouraged to consider other forms of transportation, notably Light Rail Transit once the Trillium Line South Extension is implemented. The subject site is within 600m of the South Keys Transit Station which currently provides Bus Rapid Transit service with conversion to Light Rail Transit service planned for 2022.

The site fronts onto Bank Street and Hunt Club Road which are both designated arterial roads and primary cycling routes. The protected right-of-way widths identified in Annex 1 are shown on the preliminary Draft Reference Plan.

- Section 4.4 (Water and Wastewater Services) – Water and wastewater services in Bank Street currently service the existing development. The existing sanitary and storm sewer connections will be maintained, and new sewers will be extended on-site to service the proposed addition. A new water connection to Southgate Road is proposed to service the building addition.
- Section 4.5 (Housing) – The existing retirement home development contains 124 rooming units which are to remain. It is proposed to add 144 dwelling units with one to two bedrooms to offer a diversity of unit types and appeal to a wider range of seniors;
- Section 4.6 (Cultural Heritage Resources) – There are no designated cultural heritage resources on or adjacent to the subject site.

Hunt Club Road is identified as a Scenic Entry Route on Schedule I. The building orientation and active spaces at grade together with existing landscaping, signage and upgraded fencing will create an appealing streetscape. The loading and garbage collection areas will not be visible from the street and the new parking spaces and enclosed ramp are well set back from this street frontage.

- Section 4.7 (Environmental Protection) – The proposed development does not affect any environmental features or functions identified on the subject site. A sensitive approach to stormwater management and tree protection and replanting contribute to maintaining the urban natural environment.
- Section 4.8 (Protection of Health and Safety) – The subject site is not affected by any environmental constraints identified on Schedule K. The site is within the Airport Vicinity Development Zone shown on Annex 10. While any aircraft noise is expected to be negligible, the new construction will incorporate building component upgrades, a central air conditioning system, warning clauses in lease agreements and a noise guardrail at the seventh storey roof terrace to mitigate any potential impacts from arterial road noise.
- Section 4.9 (Energy Conservation Through Design) – The proposed development will include energy conservation measures, such as a north-south building orientation to maximize natural sunlight exposure, and the replacement of paved area with a new garden which introduces native plantings and reduces storm run-off. Further, it is the intent to specify quality and durable materials to promote long-lasting construction to promote efficient use of resources and reduction of waste in the long term.
- Section 4.10 (Greenspace Requirements) – Payment-in-lieu of a parkland dedication will be provided through the development process to fund park and local recreational facilities; and

- Section 4.11 (Urban Design and Compatibility) – The proposed development achieves compatibility with the surrounding context through good building design, appropriate massing and materiality, and site layout.

The design of this development is intended to achieve high-quality intensification which complements the existing development on site and respects the surrounding urban context. The proposed addition follows a base, middle and top built form to successfully integrate the building into the community. The ground floor has a tall floor-to-ceiling height of 4.4m and is designed as a social hub for the residents. The massing steps forward to emphasize a pedestrian scale and the façade comprises significant glazing to animate adjacent spaces. Above the ground floor, a seven-storey podium creates a strong building presence. This podium is intended to represent a continuation of the roofline of the existing retirement home building. The tower portion is further set back from the podium by 2.0m and includes subtle differences in architecture to define the top portion. The three integrated parts are designed with a timeless architectural style which incorporates classical proportions and ornament while acknowledging contemporary aesthetic and engineering progress.

The building massing aligns with the horizontal elements along the façade of the existing building and provides gradual transitions in height to lower-scale neighbouring properties, particularly the abutting residential dwelling to the east, along Southgate Road. Where adjacent to this property, the proposed building massing is one-storey in height, and the bulk of the building is set back greater than 30m.

With respect to architectural details, the creation of recessed balconies allows for shaded private spaces while creating interest and rhythm along the façades. Larger windows and balcony cut-outs create a lighter appearance for the upper storeys. Cornice lines define transitions between the base, middle and top parts and crown the uppermost storey to emphasize the building's distinctive expression.

The orientation of the building is intended to respect the profile of the existing development, maximize spatial separation from adjacent properties and allow for the integration of internal spaces on the ground floor. The proposed development addresses the street frontage while considering appropriate setback and maintaining existing access and circulation. Positioning the tower portion on a north-south axis ensures that units benefit from natural light throughout the day. All loading and service areas and equipment are screened from view by the building and upgraded fencing along the north property line. Further, by removing considerable existing surface parking and paved areas to accommodate the addition and landscaping upgrades, the visual appeal of the site will be improved. An existing cedar hedge abutting the residential property to the east will be retained to ensure privacy for the rear yard of this property.

Based on the foregoing, this proposal conforms to all policies of the Official Plan by supporting intensification within the General Urban Area and achieving compatibility with the surrounding context and the planned function of the area as a future transit node.

South Keys to Blossom Park, Bank Street Secondary Plan & Community Design Plan

The South Keys to Blossom Park, Bank Street Secondary Plan provides the legal framework that supports the South Keys to Blossom Park, Bank Street Community Design Plan (CDP). The policies set out in the Secondary Plan are intended to guide development as this area evolves into a more mixed-use, connected, attractive place for pedestrians and cyclists.



Figure 3: South Keys Mixed-use Area Conceptual Master Plan (South Keys to Blossom Park, Bank Street CDP, 2015)

Section 4.0 of the Secondary Plan outlines policies relating to land use, density, built form, building height and public realm. The subject property is located within the South Keys Mixed-use Area, as identified on Schedule A. This area has the potential to evolve over time into a dynamic transit-oriented community core and transit node that offers a wide range of opportunities to live, work, and play for residents of any age or ability (Figure 3).

Building heights within the South Keys Mixed-use Area are to range between 12 and 21 storeys, as per Schedule C. The Secondary Plan sets out a maximum height of 15 storeys for the subject site, which is consistent with the height limit on the west side of Bank Street. Properties along Bank Street to the south of Hunt Club Road are within the Arterial Mainstreet designation which contemplates building heights up to nine storeys.

The proposed fourteen-storey addition will contribute to the creation of a visible node and a sense of arrival at the south ends of the South Keys Mixed-use Area. The proposed height is in keeping with the planned high-rise building profile, while also providing transition to lower-profile uses to the south and east by stepping down to seven and one storeys.

New development in this area is to target a minimum net density of approximately 280 people and jobs per net hectare in order to support the rapid transit network. The combined total of 268 existing and proposed units represents a residential density of approximately 177 units per hectare for the site as a whole. Given that the majority of the site continues to be occupied by one, three and six storey blocks, subsequent additions or redevelopment will help to reach higher transit-supportive densities.

The Secondary Plan sets out design objectives for high-rise development and requires that it follow a podium and tower form and be adequately separated from other existing or potential future towers. While the policies typically encourage a residential tower floor plate no greater than 750m², this development proposes a slightly greater floor plate of approximately 820m². Considering that general design principles for towers are respected, including separation from lot lines and potential future high-rise development, the minor increase in floor plate area will not result in any undesirable impacts in terms of wind, shadowing, privacy or views.

Lastly, the Secondary Plan includes a public realm plan for the Mixed-use Area which focuses predominantly on the future redevelopment of the South Keys shopping centre with a new main street, town square and transit plazas. The proposed development does not interfere with the implementation of public realm initiatives and will continue to enhance public spaces through high-quality streetscape design. The future street patterns, public spaces and pedestrian and cycling infrastructure will improve connection of the subject site to the mixed-use core and transit stations.

This proposal is in keeping with the direction and objectives set out in the Secondary Plan and Community Design Plan as they relate to the development of the South Keys Mixed-Use Area as a high-density transit node.

Urban Design Guidelines for High-rise Buildings

The City of Ottawa Urban Design Guidelines for High-rise Buildings provide general direction intended to inform the design of new high-rise development and ensure it is appropriate within its context. The proposed development addresses key design principles by (Figures 4 and 5):

- A. Creating a built form that enhances the urban fabric experience and the skyline expression through the design of a distinct one-storey base, seven-storey middle, and fourteen-storey top;
- B. Aligning the podium with the façades of adjacent buildings and matching adjacent building heights;

- C. Using a variety of high-quality materials, including masonry block with contrasting aluminum panels, to harmonize with the existing building on-site, promote building longevity and create visual interest to break up the façade;
- D. Considering a tower floor plate which is appropriately sized within its context and mitigates sun, shadow and wind impacts;
- E. Stepping back the tower 2.0m above the podium to ensure the prominence of the podium within the public realm;
- F. Providing setbacks from the street to ensure appropriate building scale and proportion within the current low to medium-density context;
- G. Orienting the drop-off/pick-up area away from the street, locating new parking primarily underground and screening servicing, loading, and required equipment from public view using fencing and landscaping.



Figure 4: Streetview Perspective of Proposed Development (NEUF architect(e)s)

It is recognized that the identity of this area as an emerging outer urban mixed-use node differs from typical established downtown areas where high-rise development commonly make up the urban fabric and skyline. As one of the leading high-rise developments in the South Keys Mixed-use Area, the development draws upon urban design guidelines to ensure it is appropriately designed within its setting.



Figure 5: Streetview Perspective of Proposed Development (NEUF architect(e)s)

City of Ottawa Comprehensive Zoning By-law 2008-250

The subject site is zoned MC[2286] S349-h (Mixed-Use Centre Zone, Exception 2286, Schedule 349) pursuant to Zoning By-law 2008-250. The purpose of the Mixed-Use Centre Zone is to accommodate a combination of transit-supportive uses such as office, retail, entertainment, service, and high and medium-density residential uses, among other uses, in mixed-use buildings or side by side in separate buildings. The intent is to impose development standards that promote a medium to high profile compact and pedestrian-oriented built form while minimizing impact on surrounding residential areas. Exception 2286 sets out additional site-specific provisions, notably requirements relating to high-rise tower development. Schedule 349 specifies maximum permitted building heights for the subject site and other lands within the South Keys Mixed-Use Centre, in accordance with the policies of the Secondary Plan.

The proposed retirement home is a permitted use and generally complies with associated performance standards, with the exception of certain minor aspects of the design for which relief is required. It is anticipated that relief will be sought, as follows:

- A. To permit an increased building height of 22.84m for an area within 20m to 30m of an R3 residential zone, whereas the Zoning By-law permits a maximum building height of 20m in any area over 20m and up to and including 30m from a property line abutting a R1, R2, R3 or R4 residential zone (Section 191(2)(h)(ii)); and
- B. To permit an increased residential floor plate of 820m², whereas the Zoning By-law states that the tower portion of a building must, where the height of the building exceeds nine storeys, not have a residential floor plate larger than 750m² (Section 239, Exception 2286).

Relevant zoning provisions as they relate to the proposed development are summarized in Table 1, with the above minor relief noted with an asterisk.

Table 1: Summary of Zoning By-law 2008-250 Provisions

Zoning Provision	Required	Provided	
		Existing Development	Proposed Development
Mixed-use Centre Zone, Exception 2286 Provisions			
Min. Lot Area	No Minimum	15,145m ²	15,145m ²
Min. Lot Width	No Minimum	87m	87m
Min. Front Yard Setback	No Minimum	35.7m	20.3m
Min. Corner Side Yard Setback	No Minimum	1.1m	1.1m
Min. Interior Side Yard Setback	No Minimum / 3m abutting a Residential Zone	51.0m / 51.3m	17.1m / 13.4m
Min. Rear Yard Setback	No Minimum	10.3m	0.38m
Max. Floor Space Index	No Maximum	0.44	1.03
Min. Building Height	No Minimum	3.5m	3.5m
Max. Building Height	11m where 0m to 20m from a Residential Zone / 20m where 20m to 30m from a Residential Zone / 45m where over 30m from a Residential Zone	Not Applicable / Not Applicable / 19m	4.6m / 22.84m * / 45m
Min Width of Landscaped Area	No Minimum	1.1m	0.38m
Min. Setback for a Tower from an abutting lot zoned to permit a High-rise Building	11.5m	Not Applicable	25.6m
Max. Residential Floor Plate for a Tower	750m ²	Not Applicable	820m ² *
Parking Provisions (Area Z)			
Min. Parking Spaces	No Minimum	134	197
Min. Accessible Parking Spaces	3 Type A 5 Type B	No Type A 2 Type B	3 Type A 6 Type B
Min. Bicycle Parking Spaces	0.25 per Dwelling Unit = 67 spaces	12	67
Amenity Area Provisions			
Total Amenity Area	6m ² per Dwelling Unit / 10% of GFA of each Rooming Unit = 1,151m ²	2,524m ²	5,438m ²
Communal Amenity Area	50% of Required Amenity Area = 758m ²	2,524m ²	4,299m ²

An application will be filed with the Committee of Adjustment to seek minor variances upon completion of the circulation of the site plan application. The requested relief for building height within 30m of a residential property relates to a small corner of the podium, at the northeast corner of the rooftop terrace, which is approximately 26m from the adjacent residential property and 22.84m in height. The minor increase in height of 2.84m to is allow for a consistent seven-storey height around the podium addition which mirrors the height of the existing building. The requested increase in floor plate relates to storeys eight through fourteen and, while considered slightly larger than the permitted size of up to 750m², the proposed floor plate is deemed appropriate in the context of the site as it maintains the podium and tower form envisioned for this area and provides separation well beyond the required distance of 23m from any future tower on the similarly zoned lands to the north along Bank Street.

The subject site is currently subject to a Holding By-law for which a concurrent application is being filed to lift the holding provisions. The site-specific zoning for the site specifies the following conditions for removing the holding symbol:

- The holding symbol may be removed only when the following conditions have been met to the satisfaction of the General Manager of Planning and Growth Management:
 - (a) Completion of the necessary studies, reports and designs including the preparation of environmental, transportation and infrastructure reports as well as preparation of site plans or master plans that demonstrate how the proposed development phase with and will contribute to achieving the overall urban design and active frontage directions set out in the South Keys to Blossom Park, Bank Street Secondary Plan and in the South Keys to Blossom Park, Bank Street Community Design Plan;
 - (b) Partial removal of the “h” may be considered to provide for phased development. The submission and approval of an application to lift the holding provisions on a phased basis may be considered provided the requirements for that development phase satisfy the requirements for lifting of the holding symbol specified above.

In keeping with the above, the majority of the lands within the South Keys Mixed-use Area are subject to holding provisions with the intent of ensuring that new development successfully implements the vision for this area a dynamic transit-oriented community core and transit node. The focus of this community is to be the future walkable main street with adjoining public spaces. While it is recognized that the subject site is somewhat removed from this future community core, the proposed retirement home addition will contribute to achieving a more urban environment which addresses the urban design and active frontage direction in the Secondary Plan and Community Design Plan. As such, it is proposed to lift the holding by-law from the subject site concurrent to the approval of the site plan control application for the proposed addition which is supported by the required studies and plans.

Conclusion

This Planning Rationale letter has been prepared in support of site plan control and lifting of holding applications for the development of a proposed fourteen-storey retirement home addition to the existing building at 2425 and 2431 Bank Street.

It is concluded that the proposed development conforms to the policies of the City of Ottawa Official Plan which contemplate retirement homes as a generally permitted use in the General Urban Area and support intensification where it complements the existing scale of development and planned

function of the area. The development further conforms to the policies of the South Keys to Blossom Park, Bank Street Secondary Plan and design objectives contained in the South Keys to Blossom Park, Bank Street Community Design Plan. These documents envision the redevelopment of the South Keys Mixed-use Area with transit-supportive uses and densities which will transform the area into a more urban environment with a high-rise built form expressed through tower and podium design. The development also incorporates direction described in the Urban Design Guidelines for High-rise Buildings to ensure high-quality design and compatibility within the diverse community context.

In addition, the development has been designed to generally comply with the provisions of Zoning By-law 2008-250 in order to maintain the intent of the MC[2286] S349 zone to accommodate a combination of transit-supportive uses, including high-density residential uses, in a compact and pedestrian-oriented built form which minimizes its impact on surrounding residential areas. While, minor relief with respect to building height for a portion of the seven-storey podium and floor plate area for the tower portion will be sought, the overall built form achieves a desirable form of intensification for the subject site. This proposal represents good land use planning.

A formal pre-application consultation meeting regarding this proposal was held with City staff on September 11, 2019. The proposal was also informally presented to the Urban Design Review Panel on November 1, 2019, with a subsequent specialized design review session held on December 6, 2019. Further to these meetings and discussions, please find the following materials enclosed in support of the concurrent applications for Site Plan Control and Lifting Holding By-law:

- Site Plan Control & Lifting of Holding By-law Application Forms;
- Survey Plan, by Annis O'Sullivan Vollebakk;
- Preliminary Draft Reference Plan, by Annis O'Sullivan Vollebakk;
- Site Plan, by NEUF Architect(e)s;
- Elevation Drawings, by NEUF Architect(e)s;
- Parking Level Plans, by NEUF Architect(e)s;
- Sun/Shadow Study, by NEUF Architect(e)s;
- Landscape Plan & Tree Conservation Report, by James B. Lennox & Associates;
- General Plan of Services, by Novatech;
- Grading, Erosion & Sediment Control Plan, by Novatech;
- Development Servicing Study & Stormwater Management Report, by Novatech;
- Transportation Impact Assessment, by Novatech;
- Transportation Noise Assessment, by Gradient Wind;
- Site Lighting Letter, by Smith+Andersen;
- Geotechnical Investigation, by Paterson Group; and
- Phase I Environmental Site Assessment, by Paterson Group.

Please do not hesitate to contact me should you require any further information or clarification.

Yours truly,

NOVATECH



Kayla Blakely, B.E.S. (PI)
Planner