



2582 + 2600 Bank Street

Planning Rationale
Site Plan Control
October 18, 2021



Prepared for Upper Hunt Club Centre Inc.

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1.0 Introduction

Fotenn Planning + Design has been engaged by Upper Hunt Club Centre Inc. (Owner) to prepare this Planning Rationale in support of a Site Plan Control application on the lands known municipally as 2582 and 2600 Bank Street (the “subject property”).

1.1 Application Overview

The subject property is located on the south side of Bank Street in the Upper Hunt Club community of Ottawa. The property currently accommodates a low-rise commercial building occupied by a car rental agency. The Owner proposes to develop the property with a mixed-use, multi-building commercial and retail complex, with associated parking.

1.2 Public Consultation

Based on the City of Ottawa’s “Site Plan Control Subtype Thresholds” summary, the proposed development consists of a “Manager Approval, Public” subtype. Public consultation will be directed through the City of Ottawa including the posting of signs on the subject property and posting of all development application plans and studies on the City of Ottawa’s “DevApps” development application search tool. The public is invited to submit their comments directly to staff, which will be distributed as part of the technical circulation.

2.0

Subject Property and Surrounding Area

The subject property is located in the Hunt Club/Blossom Park community of the City of Ottawa. The lands are located along the south side of Bank Street. Bank Street is an Arterial Mainstreet comprised of a variety of land uses such as residential, commercial and office uses. The subject property has an area of approximately 1.6 hectares, with approximately 139 metres of frontage onto Bank Street.

A car rental agency currently exists on the lands, which is proposed to remain and be incorporated into the redevelopment. A wooded area, also owned by the Owner, is located at the rear of the property, but is not proposed for development at this time.



Figure 1: Site Location (subject property in blue)

2.1 Surrounding Area

The use of the lands surrounding the subject property are described as follows:

North: To the immediate north of the subject property is Bank Street, beyond which are industrial and commercial uses located along Bank Street and Hunt Club Road. The majority of the uses are automobile-oriented.

South: To the immediate south of the subject property is Sawmill Creek and low-rise residential uses.

East: East of the subject property is the Alta Vista Animal hospital, along with a Cemetery. Further east of the subject property is a low-rise residential community, north-east of Bank Street.

West: To the west of the subject property is a gas bar and additional commercial properties with frontage along Bank Street. Further west is the future location of the South Keys and Greenboro transit stations.

2.2 Transportation



Figure 2: Extract from Official Plan Schedule E - Urban Road Network

The subject property fronts onto Bank Street, a designated Arterial Road on Schedule E of the City of Ottawa's Official Plan (Figure 2). Arterial roads are the major roads of the City that carry large volumes of traffic over the longest distance. As an Arterial Road, Bank Street accommodates car and truck traffic, as well as pedestrians, public utilities, cyclists and public transit buses.

The subject property is located along a cycling spine route in Schedule C of the Official Plan (Figure 3), and in proximity to the cross-town bikeway. As such, the subject property is well-served by cycling infrastructure and residents will have access to the greater cycling network in the City, further facilitating multi-modal and active transportation.

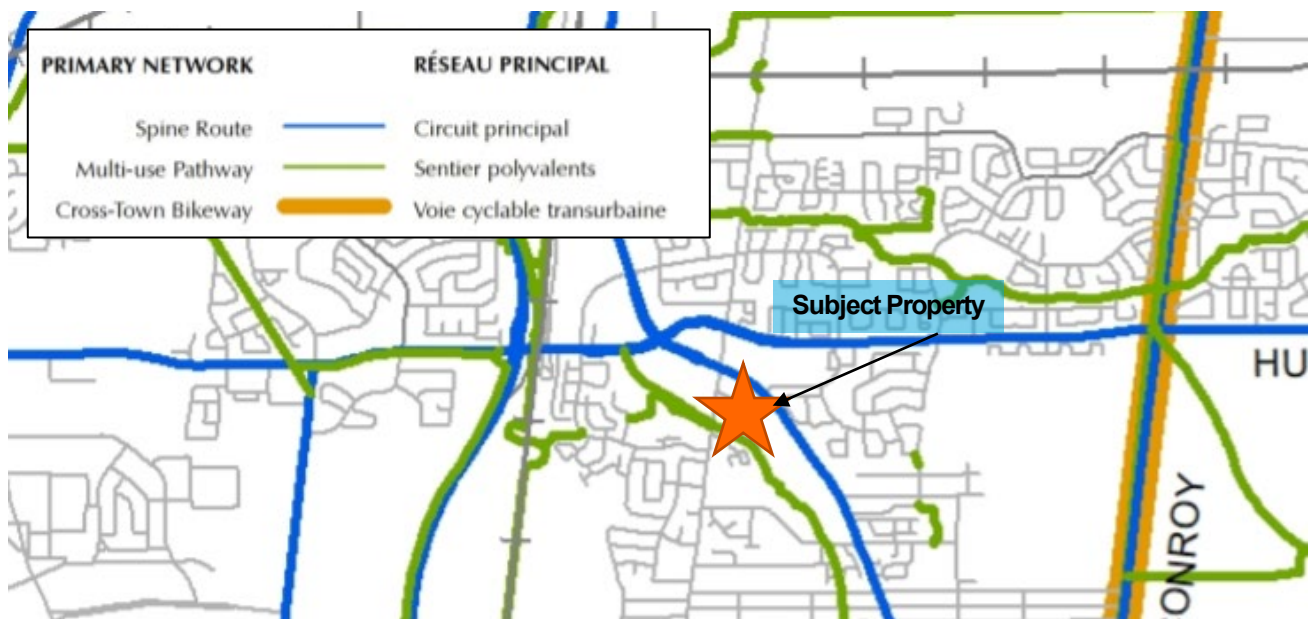


Figure 3: Official Plan Schedule C – Primary Urban Cycling Network

3.0 Proposed Development

The proposed development includes three mixed-use commercial and office buildings with associated parking, in addition to the existing 378-square-metre one-storey commercial building at 2600 Bank Street. The proposed buildings will have commercial tenant spaces at-grade with office uses on the second and third floors of the buildings. The buildings have been sited in a manner to promote circulation throughout the site, while providing street frontage along the Arterial Mainstreet. Accesses will be provided from Bank Street and will circulate throughout the development, leading to both surface and underground parking spaces.

Loading bays and garbage enclosures are located at the rear of the development to facilitate property truck movements in a loop around the proposed buildings, and to screen these activities from the public street.

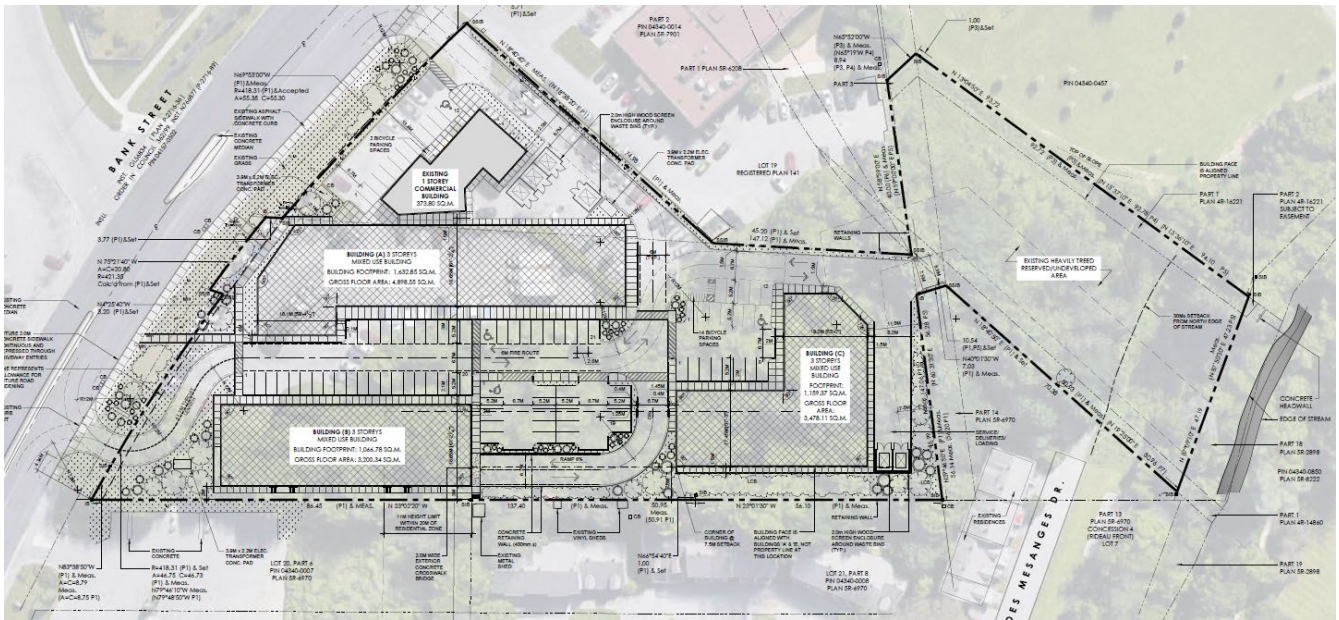


Figure 4: Proposed Site Plan

The project proposes 48 bicycle parking spaces at- and below-grade. The development will implement and retain landscaping in the front yard to continue to soften the interface with the streetscape along Bank Street. Where feasible, landscaping elements have been selected to be consistent with the overall character of Bank Street, while providing a significant buffer between the building and the street. Additional landscaping will be provided in the parking lot for additional visual amenity.

The building elevations are designed to include ample fenestration and glass materials to enhance visual permeability between the buildings and surrounding public spaces and parking areas. Signage elements enhance visibility for retail uses from Bank Street and the surface parking lot interior to the development.

The property at 2626 Bank Street at the rear of the development site is not proposed to be developed as part of this application, but will be reserved for future development opportunities.

4.0 Policy and Regulatory Framework

4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement came into effect on May 1, 2020. The proposed development meets applicable PPS policies, including:

- / Promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / Accommodate an appropriate range of land uses, including employment uses;
- / Locates development in a settlement area, which shall be a focus of growth and development;
- / Proposes a land use pattern within a settlement area based on densities and a mix of land uses which efficiently use land and resources, and 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;
- / Proposes a land use pattern within a settlement area based on a range of uses and opportunities for intensification and redevelopment;
- / Adheres to appropriate development standards that facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety;
- / Satisfies minimum targets for intensification in the Official Plan;
- / Contributes to an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- / Provides opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- / Proposes compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities;
- / Represents an opportunity for economic development;
- / Maintains and enhances the vitality and viability of a mainstreet;

The proposed development seeks to develop new, mixed-use commercial units on an under-utilized property, creating an efficient land use pattern within an existing settlement area on existing municipal services. The proposed commercial uses contribute to the general economic health of the area and the broader City of Ottawa. The proposed development conforms with the policy direction of the Provincial Policy Statement (2020).

4.2 City of Ottawa Official Plan

The City of Ottawa's Official Plan provides a vision and a policy framework to guide the future growth of the City of Ottawa. The subject property is designated "Arterial Mainstreet" on Schedule B – Urban Policy Plan of the Official Plan. The Official Plan identifies the Mainstreet designation as streets that offer some of the most significant opportunities in the City for compact and pedestrian oriented forms of intensification.

Mainstreets are identified as performing a dual role of providing adjoining neighbourhoods with a range of daily goods and services, while also serving the needs of others living beyond the neighbourhood boundaries. On Arterial Mainstreets, development will occur in a way that facilitates the gradual transition to a more urban pattern of land use and to more intensive forms of development. Higher densities can be introduced where appropriate, uses may be mixed, parking lots

between the building and the street could be redeveloped and built upon, and the pedestrian environment will be improved.

The following policies of the Mainstreet designation apply to the development:

Policy 1 provides a policy direction for the Mainstreet designation, outlining the goals, land uses and planned context of Mainstreets. Arterial Mainstreets 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. The policy states that the Zoning By-law can 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. The Arterial Mainstreet designation will fulfill and take advantage of its multi-modal transportation corridor function.

Policy 3 states that the symbol delineating the Arterial Mainstreet designation is a stand-alone land use designation and not an overlay. The boundary of the designation may vary, but will generally apply to a depth of 400 metres from the Mainstreet.

Policy 4 provides a direction for a coordinated approach to site planning and development, including multi-modal access, attractive and safe pedestrian environments, measures to relieve the visual impact of parking lots, provision of adequate landscaped areas, and over time, a development that is oriented towards the Mainstreet.

Policy 5 permits a broad range of uses on Arterial Mainstreets, including retail and service commercial, office and residential uses. The policy states that these uses can be mixed in individual buildings.

Policy 10 promotes and encourages redevelopment and infill on Arterial Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge and provides direct pedestrian access to the sidewalk.

Policy 12 states that unless a secondary plan states otherwise, buildings up to 9 storeys may be permitted.

4.2.1 Section 2.2.2 – Managing Intensification Within the Urban Area

The City anticipates that approximately 90 percent of the growth in population, jobs and housing will be accommodated within the urban area. The City aims to direct growth to locations with significant development potential and ensures that a high-quality built environment is compatible with the existing and planned urban context. Furthermore, this section of the Official Plan ensures that areas subject to intensification promotes environmentally focused developments that encourage a healthy lifestyle through walkability and accessibility.

The policies in Section 2.2.2 deal specifically with the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit and other infrastructure.

Policy 3 identifies Arterial Mainstreets as intensification target areas, among others with the greatest potential to support the rapid transit and transit priority network. Specifically, Figure 2.3 establishes a density target of 120 jobs and people per gross hectare. Policy 6 stipulates that all development within the boundaries of intensification target areas are required to meet the minimum density target.

4.2.2 Urban Design and Compatibility

Various design objectives are outlined in Section 2.5.1 to guide development. The proposed development meets the applicable objectives:

- / Enhances the sense of community by introducing a mixed-use development in an area characterized by a mix of uses;

- / Defines quality public and private spaces through development by framing the public realm along Bank Street;
- / Creates places that are safe, accessible and are easy to get to, and move through by proposing functional circulation corridors throughout the development;
- / Ensures that new development respects the character of existing areas by proposing a mix of uses consistent with the uses along Bank Street; and
- / Considers adaptability and diversity by redeveloping the property with a mix of commercial land uses intended to enhance economic activities in the area.

Policy 2 of Section 2.5.1 recognizes Arterial Mainstreets as a Design Priority Area, requiring consultation with the Urban Design Review Panel.

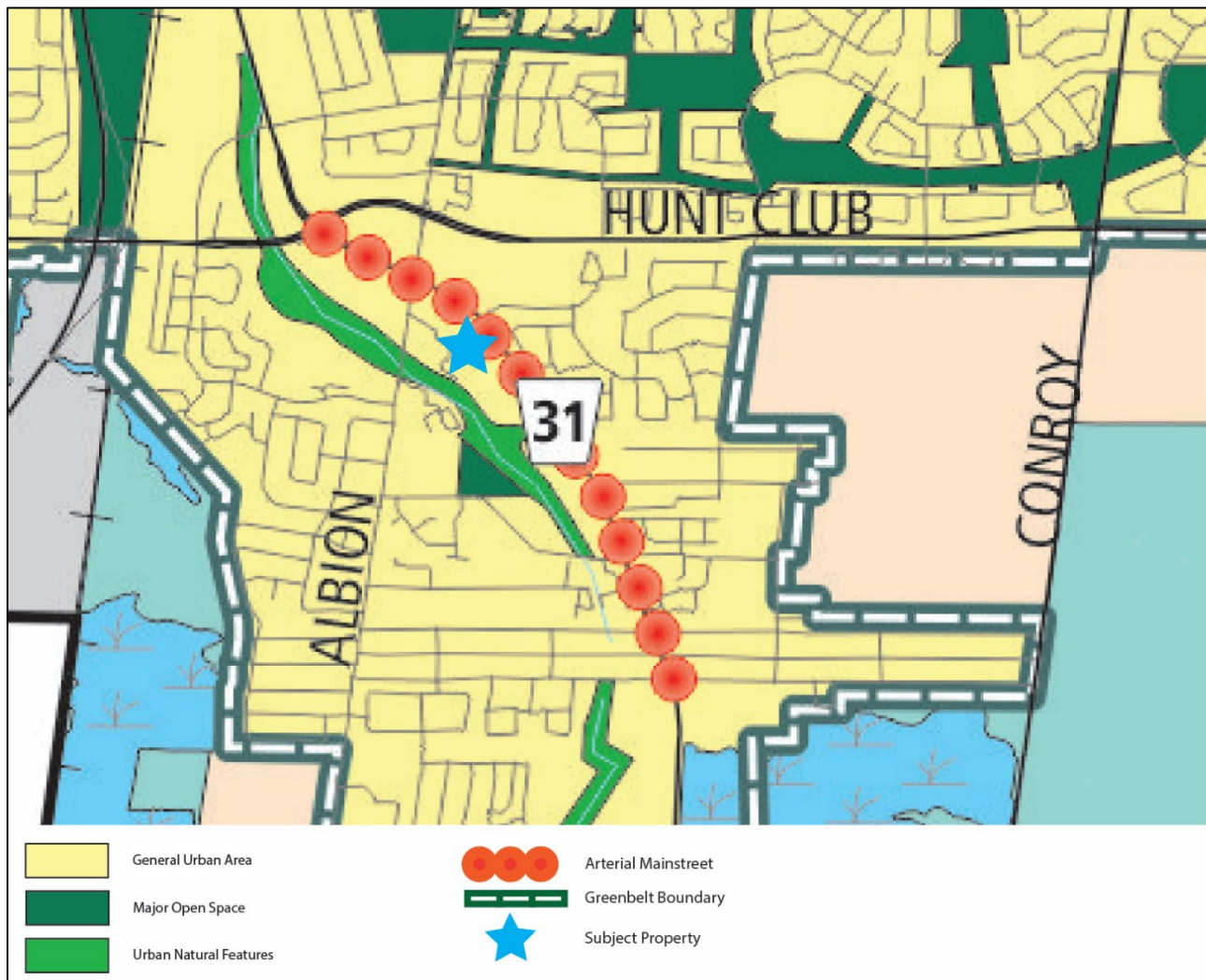


Figure 5: City of Ottawa Official Plan - Schedule 'B'

Section 4.11 of the Official Plan provides criteria that can be used to objectively evaluate the compatibility of a proposed development. The policies are grouped into topics and the relevant policies are discussed below.

Policies 5 through 9 addresses building design. Specifically, policy 5 states that the compatibility of new buildings with their surroundings is achieved in part through the design of the portions of the structure facing other buildings or the public realm. Specifically, new development should consider setbacks, heights and transition, facade and roofline articulation, colours and materials, architectural elements, etc.

Policy 6 states that the principal facade and main entrance should be oriented towards the street, and that windows should be incorporated into the facades facing the street. Building entrances should be accentuated through architecture.

Policy 8 states that, to maintain a high-quality, obstacle free pedestrian environment, all loading and service areas should be internalized or integrated into the building wherever possible.

Policy 22 states that the portion of a building adjacent to the public realm shall incorporate design features such as:

- / Taller ground floor heights;
- / Locating front building façades parallel to the street;
- / Transparent windows at grade to give views into the building;
- / Using architectural treatments to soften the interface between buildings and the public realm;
- / Sufficient lighting sources for public uses after dark and to accentuate and animate buildings, natural features, public monuments and public spaces;
- / Utilizing façade treatments to accentuate the transition between floors and interior spaces to provide visual interest and relief; and
- / 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 proposed development is consistent with the character of this segment of Bank Street, while proposing additional mixed-use buildings throughout the site. The development proposes building façades along Bank Street, framing the public realm. The proposed development will not generate undue adverse impact on the neighbouring properties and fulfills the compatibility objectives and principles outlined in section 2.5.1 and the compatibility criteria of Section 4.11.

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

4.3.1 South Keys to Blossom Park, Bank Street Secondary Plan

The purpose of the South Keys to Blossom Park, Bank Street Secondary Plan is to implement the Community Design Plan (CDP) into the Official Plan policies. The plans envision the evolution of the area into a more mixed-use, connected and attractive area for pedestrians and cyclists. The plans provide the opportunity to respond to future demands in a growing area of the city.

Per the Secondary Plan, the subject property is designated Arterial Mainstreet. The southern part of the property, which is not proposed for development as part of this application, is designated Low-rise Residential.

Redevelopment and infill in the Arterial Mainstreet designation area is encouraged, with a recognition that the area is expected to be subject to a higher degree of development pressure. The design parameters established by the Arterial Mainstreet designation in the Official Plan are appropriate for this area, being characterized by mid-rise buildings with highly-transparent store frontages, landscaping, and ample pedestrian connections. Per the policies of the Secondary Plan, the policies that apply to land under the designation are established in the Arterial Mainstreet designation of the Official Plan.

The proposed low-rise commercial development conforms to the policies of the Bank Street Secondary Plan.



Figure 6: Schedule 'A' of the Secondary Plan (subject property in blue)

4.3.2 South Keys to Blossom Park, Bank Street Community Design Plan

The CDP aims to create a design framework for the lands to foster a community that ultimately evolves into a more mixed-use, connected and attractive place for pedestrians and cyclists.

Section 3.4.6 includes policies pertaining to the Arterial Mainstreet designation. The policies permit a broad range of land uses, including retail, service commercial, and offices. Additional policies stipulate that buildings should be sited along Bank Street to optimize building walls along the street frontage, where feasible.

Section 3.5 of the CDP includes general policies for built form. The guidelines are generally consistent with the objectives of Official Plan sections 2.5 and 4.11. More specifically, the following guidelines apply to the development:

- / Approximately 50% (minimum) of the lot width measured at the building setback along Bank Street should be made up of one or more building wall(s) to create a strong street wall.
- / For buildings that front along Bank Street, approximately 50% (minimum) of the ground floor façade should be comprised of transparent glazing and/or active entrances. The glazing should not contain 'lifestyle' posters.
- / The ground floor of non-residential and mixed-use buildings facing Bank Street should include an active entrance from each commercial occupancy to the planned / future sidewalk. Exceptions are permitted for tenancies occupying less than 140 square metres GLFA and where such tenancies occupy less than an aggregate total of 25% of the ground floor area of the building.

The proposed development meets the intent and design guidelines of the CDP. While it is not possible to accommodate 50% of the building frontages along the mainstreet due to access and existing conditions, the proposal provides ample

landscaping to improve the pedestrian realm. A future UDRP application will further determine the site's ability to meet the design standards of the CDP.

4.4 City of Ottawa Urban Design Guidelines for Development Along Arterial Mainstreets

Approved by Council in May 2006, the Urban Design Guidelines for Development along Arterial Mainstreets provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development along Arterial Mainstreets. The proposed development achieves several of the guidelines by:

- / Locating new buildings along the public street edge;
- / Providing an unobstructed 2.0-metre-wide pedestrian sidewalk;
- / Using buildings and landscaping to create a continuous streetscape;
- / Basing new development on an internal circulation pattern that allows for logical movement through the site;
- / Ensuring buildings occupy most of the frontage;
- / Landscaping the area in front of a building wall and using projections, awning, colours and textures to reduce the visual impact of any unglazed walls;
- / Connecting pedestrian walkways between properties to facilitate pedestrian circulation between sites;
- / Providing direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrances;
- / Locating surface parking areas at the side or rear of buildings;
- / Providing a consistent width of landscape and pedestrian areas across the front of the site;
- / Coordinating tree planting with below-grade utilities;
- / Screening utility equipment, loading areas, and garbage collection areas from view of the Arterial Mainstreet and the adjacent properties;
- / Designing lighting so that there is no glare or light spilling onto surrounding uses; and,
- / Providing lighting that is appropriate to the street character and mainstreet ground floor use with a focus on pedestrian areas.

The proposed development meets several of the Urban Design Guidelines for Development along Arterial Mainstreets.

4.5 City of Ottawa Comprehensive Zoning By-law (2008-250)



As established in the City of Ottawa Zoning By-law, the subject property is zoned Arterial Mainstreet, Maximum height of 30 metres (AM H(30)). The southern part of the property, not proposed for development at this time, is zoned Residential Third Density, Subzone Y, Urban Exception 708 (R3Y[708]).

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

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

As per the parent zone, the proposed office and retail uses are permitted on the property and are subject to the following zoning provisions:

Zoning Provision	Requirement	Provided	Compliance
Min. Lot Area	No minimum		Yes
Min. Lot Width	No minimum		Yes
Min. Front Yard Setback	No minimum		Yes
Min. Interior Side Yard Setback	Abutting a Residential Zone: 7.5 m Other cases: No minimum	7.5 m -Varies-	Yes
Min. Rear Yard Setback	Abutting a residential zone: 7.5m All other cases: No minimum	11.8m	Yes
Max. FSI	If 80% of parking is below grade: 3.5 All other cases: 2.0	0.73	Yes
Max. Building Height	30m	<30m	Yes
Min. Width of Landscape Area	3m abutting a street 1.5m not abutting a street	A 3m buffer has been provided along the perimeter of the site	Yes
Min. Parking Requirements	Office Use: 2.4 per 100 m ² of gross floor area = 185 spaces Retail Use: 3.4 per 100 m ² of gross floor area = 144 spaces Total parking spaces required: 329	407 spaces (92 at-grade, 315 below-grade)	Yes
Min. Bicycle Parking Requirements	Office: 1 per 250 m ² of gross floor area = 31 spaces Retail: 1 per 250 m ² of gross floor area = 17	48 spaces	Yes

5.0 Summary of Technical Studies

5.1 Phase I & II Environmental Site Assessments

Both Phase I and II Environmental Site Assessments (ESA) were prepared by DST, A Division of Englobe (“DST”) dated April 2018 and July 2021, respectively.

The purpose of the Phase I ESA was to evaluate actual and potential environmental concerns on the subject property and to assess the potential for the property to be impacted by the current and/or historical uses at and surrounding the property. Based on site reconnaissance conducted on April 9, 2018, several issues of environmental concern were observed, including the presence of a former 15,000 litre, steel, underground storage tank (UST) located on the southern portion of 2600 Bank Street property and an onsite automotive repair facility (Vic’s Automotive). Environmental records further revealed several potential environmental concerns at the site, as detailed in the report, with potential impacts on both soil and groundwater. As such, the report recommends further investigation be conducted through a Phase II ESA.

A Phase II ESA was prepared based on the findings of the Phase I ESA, which identified several areas of potential environmental concern (APEC). The field program for the Phase Two ESA consisted of a survey of the area of the suspected UST and the advancement of six boreholes. The survey did not detect any USTs on the southern portion of the site in the vicinity of the access ports. Further, a total of nine soil samples and two groundwater samples were collected from the advanced boreholes and monitoring wells, which were submitted for laboratory analysis. Based on the laboratory analytical results, all soil and groundwater samples submitted to the laboratory met the applicable standards for commercial or industrial property use and coarse textured soils.

5.2 Geotechnical Investigation

A Geotechnical Investigation was prepared by Paterson Group for the subject property, dated August 23, 2021. The objectives of the report were to determine the subsoil and groundwater conditions at the site and provide geotechnical recommendations for the design of the proposed development based on the results of the boreholes and other soil information available.

The report determines that the subject property is considered suitable for the proposed development, and anticipates that the proposed buildings will be founded using conventional shallow footings placed over an undisturbed, compact silty sand to sandy silt or compact glacial till bearing surface. The report further states that due to the presence of a peat layer within the northwest portion of the site, additional site preparation recommendations will be required, depending on the extent of the peat layer, prior to placement of the proposed footings. The report contains further detailed recommendations related to site grading and preparation, foundation design, slab on grade and basement slab design, basement wall design, pavement structures, and other design and construction precautions.

5.3 Noise Control Study

An Environmental Noise Control Study was prepared by Paterson Group for the Site Plan application, dated September 1, 2021. The objective of the study was to determine the primary noise sources impacting the site and compare the projected sound levels to applicable guidelines, review the projected noise levels, and offer recommendations regarding warning classes, construction materials or alternative sound barriers.

The associated analysis identified one surface transportation noise source from Bank Street around Buildings A and B, while surface transportation noise source was not identified around Building C. The study determined that the western, northern and eastern elevations of Building A and Building B exceeded the 55 dBA guideline. Therefore, installation of a central air conditioning unit will be required for these units, along with a warning clause Type D. The study further determined that the noise levels will be above 65 dBA on the northern elevations of Buildings A and B. Therefore, it is recommended that

the construction materials suitable for the proposed noise attenuation would be concrete panels or brick veneer, with windows being double pane. If alternative construction materials are proposed, a review will be required. The report recommends that a warning clause be included on all Offers of Purchase and Sale and/or lease agreements.

5.4 Servicing and Stormwater Management Report

A Servicing and Stormwater Management Report was prepared by Capital Engineering Group Ltd., dated August 25, 2021. The report contains a detailed review of the existing sanitary, water, drainage, and utility infrastructure related to the proposed development. The report provides recommendations for the development and design of servicing and stormwater management components in support of the proposed development, where each component has been designed in accordance with City of Ottawa design guidelines and other applicable criteria.

5.5 Tree Conservation Report

A Tree Conservation Report was prepared by IFS Associates for the Site Plan Control application, dated January 27, 2021. The TCR contains a tree inventory describing trees greater than 10 cm Diameter at Breast Height (DBH).

In general, tree health throughout the site is good, however notable instances of poor health are generally related to age, and some other outside factors. No retainable Butternut trees were observed within the property or surrounding area that may be affected by construction activities, with further details on the Butternut Tree assessment provided in the Environmental Impact Study (EIS). The report recommends that preservation and protection measures be implemented for trees shared with or fully on adjacent property to mitigate potential damage during construction.

5.6 Environmental Impact Statement

DST prepared a Scoped Environmental Impact Statement (EIS) for the Site Plan Control application, dated September 17, 2020. The EIS was prepared due to the proximity of the subject property to Sawmill Creek, a designated Urban Natural Feature in the Official Plan.

The study finds that:

- / Soil and groundwater samples were in compliance with applicable provincial standards for commercial and industrial uses;
- / Air quality is generally good;
- / No anticipated impacts to archaeological features;
- / A total of 13 Butternut Trees were categorized as Category 1 (non-retainable);
- / No impacts to fish habitat are anticipated;
- / No Species At Risk birds observed on the property;
- / Limited potential for bat habitat;
- / Potential for mammal habitat is limited; and
- / Potential for reptile or amphibian habitat is low.

The EIS concludes with a set of recommended mitigation measures.

5.7 Transportation Impact Assessment

CGH prepared a Transportation Impact Assessment (TIA) for the Site Plan Control application. The TIA was prepared according to the City of Ottawa's 2017 TIA Guidelines.

In general, during the AM and PM peak hours at the 2025 future background horizon, the study area intersections operate similarly to the existing conditions, with operational improvement for all study area intersections. The projected similarly continue to 2030.

The report concludes by describing the proposed road and transit improvements in the area, noting that these investments will be critical to reducing automobile dependence in the area.

6.0

Conclusions

The proposed Site Plan Control application conforms to the policy direction of the Official Plan and complies with the applicable Zoning By-law provisions. The proposed development represents good planning and is in the public interest.

A handwritten signature in black ink that reads "Jaime Posen". The signature is written in a cursive, slightly slanted style.

Jaime Posen, MCIP RPP
Associate