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A GROUP OF ARCHITECTS

March 21, 2023 *via email*

Ambassador Realty Inc.
Attention Arthur Loeb

Re: **1166 Bank St**
New Development
Design Brief

SECTION 1

1.0 Application Submission

Legal description:
Part 1 – Plan of Survey; Lot 81, Part of Lot 80 and 82, Registered Plan 109930, City of Ottawa

Municipal Address:
1166 Bank Street

Purpose of the Application:
This proposal seeks to approve a proposed redevelopment of the subject site to permit the construction of a six-storey, mixed-use building in place of an existing convenience store and parking lot on the premises.

Overall Vision Statement:
The proposed development will bring new homes to this corner property, creating moderate intensification of the existing site in compliance with City of Ottawa objectives under the Official Plan. The property, as redeveloped, will provide 37 dwelling units, and 4 commercial/retail units. 14 underground parking spaces are provided in addition to storage space for 68 bicycles between the ground and basement levels, of which 60 are indoors.

The overall development complies with City of Ottawa objectives in providing a creative and dynamic architectural intervention in the existing built fabric of the community, creatively using contemporary and contextual materials, forms and masses to achieve the desired density goals. The goal of this development is to provide urban living options that improve the built landscape of the neighbourhood in a sustainable, intentional densification.

The proposed development complies with front, interior and corner side yard setbacks in compliance with current City of Ottawa zoning requirements, as well as setbacks for levels above the fourth floor. Refer to the Planning Rationale Report and comments with respect to building height and angular plane setbacks for which some minor relief is sought, consistent with similar other recent approvals in the same community.

Parking is kept to a minimum in accordance with City of Ottawa guidelines and climate change objectives to minimize parking and support active transportation and transit use. To this regard, ample bicycle storage has been provided to further this objective. Plentiful bike parking at grade is provided with a

dedicated exterior door/access from the building lobby along with a bike maintenance station. Space in the bike room is dedicated to allow for a map of local shops, bike routes and other information for active transportation, in accordance with Transportation Demand Management objectives.

2.0 Response to City Documents

The proposed site is designated under the City of Ottawa Official Plan, Schedule A, as being an Inner Urban Transect. Schedule B2 of the City of Ottawa Official Plan indicates that it is on a Mainstreet Corridor. This neighbourhood is identified as being an Evolving Neighbourhood Overlay in the City of Ottawa's Zoning By-law 2008-250, and the site is zoned as Traditional Mainstreet, subzone 2, height limited to 15 metres (TM2 H(15)) though this does not reflect evolving permitted heights of up to 6 stories for the site.

Comprised of 37 residential units and 4 street level commercial units, the proposed development would replace the existing one storey commercial property and corner surface parking, providing modifications to site grading to improve site drainage and landscaping across the property. Pedestrian access is proposed off Grove Avenue for residential access and off Bank for commercial, with 14 underground parking for residents and secure bicycle parking on site.

This design brief, in conjunction with the Planning Rationale Report (PRR) will address how the proposal conforms and relates to the Official Plan by the City of Ottawa. To reduce the overlap between compliance within the planning policy and regulation framework between this design brief and the PRR, please refer to section 3.0 and 5.0 of the PRR which clarifies specific sections and policies contained within the Official Plan, City of Ottawa Zoning By-law, and their relation to the proposed development.

Below are notes in response to the City of Ottawa Low Rise Infill Guidelines dated May 12, 2012. Not all guidelines have been addressed, with focus placed on the particular elements of relevance to this project. As a general note, the Guidelines are more than a decade old and may not fully reflect changes in architectural design nor fully respond to more recent socio-cultural developments such as the climate crisis and housing emergency, both having more recent actions by Ottawa City Council, and may not fully align with more broadly applicable aspirational goals of the City of Ottawa through the new Official Plan.

2.1 The Official Plan

The new Ottawa Official Plan has not yet been approved; comments below reflect response to the current Plan as stated in the guidelines and a broad understanding of the aspirational intent of the OP.

Stated design objectives include reference to creating quality public and private spaces through development. This project aims to achieve those outcomes, providing a quality, durable, finished project that achieves high quality results by select materials and systems. The design provides a safe environment with accessible grade level entrance points that are visible to the street and that are well lit, creating a positive response to environmental design safety.

The proposed built form is compatible with the community as it complies with zoning requirements, including use and setbacks, with minor relief sought regarding building height and angular plane requirements. It minimizes parking to meet City of Ottawa objectives to support active transportation while providing moderate intensification along a development corridor. For a complete breakdown of the City of Ottawa Zoning By-law 2008-250 as related to TM2 H(15) and the proposed development, please refer to section 5.0 of the Planning Rationale Report.

2.2 Low-Rise Infill Guidelines

This project is an infill project to develop an underutilised corner lot on an urban road near ample transit and commercial districts. This neighbourhood in Old Ottawa South has been developing and intensifying since Bank St was first laid in the 19th century and currently exists as an assortment of one and two storey traditional storefronts as well as more recent four to six storey mixed-use developments. As part of the growth of the urban core in the late 1970s, much of this portion of Bank St is full of an eclectic mix of styles amid the more classic brick storefronts that provide character to many historic main streets. This area backs onto a residential zone that has remained relatively unchanged for decades. As such, the context of integration is challenging as would any development be regardless of scale or size: intensification in older neighbourhoods must find a balance between a neighbourhood's character or past, and the needs of a growing city; it is imperative to find a balance where use of materials carries forward a design language while reflecting contemporary building techniques and styles.

The proposed design maintains front and corner yard setbacks established by zoning; integrating a positive streetscape with active frontage use and new landscaping. Much of the existing frontage along Bank Street provides little opportunity for permeable groundcover, greenery, and little or no ground floor street animation; the proposed design counters this prevailing context at ground level with variation in frontage depths to provide opportunity for activity adjacent to sidewalks and locations for public engagement.

Each floor of this design offers housing options in a quality build, offering a variety of unit sizes and number of bedrooms, ranging from 411sqft to 955 sqft to accommodate a larger array of lifestyles and needs.

2.3 Infill and Intensification

The project is an infill development, making use of an underutilised corner lot by removing an existing small commercial building and parking lot and replacing it with a new, contemporary, infill project with four ground floor retail units and 37 residential units. By developing this site, the net result is an increase of 37 additional rental homes in the community and an additional three office or retail spaces to support new businesses in the area. This meets the "benefits of intensification" identified (CMHC 2005 Healthy Housing) including more efficient use of infrastructure; reduced expenses of infrastructure and transit; lower energy requirements; reduced commuting times; more compact development; reduced rate of encroachment on undeveloped areas; reduce water collection and water treatment; a mixture of dwelling types to encourage families with a range of housing options.

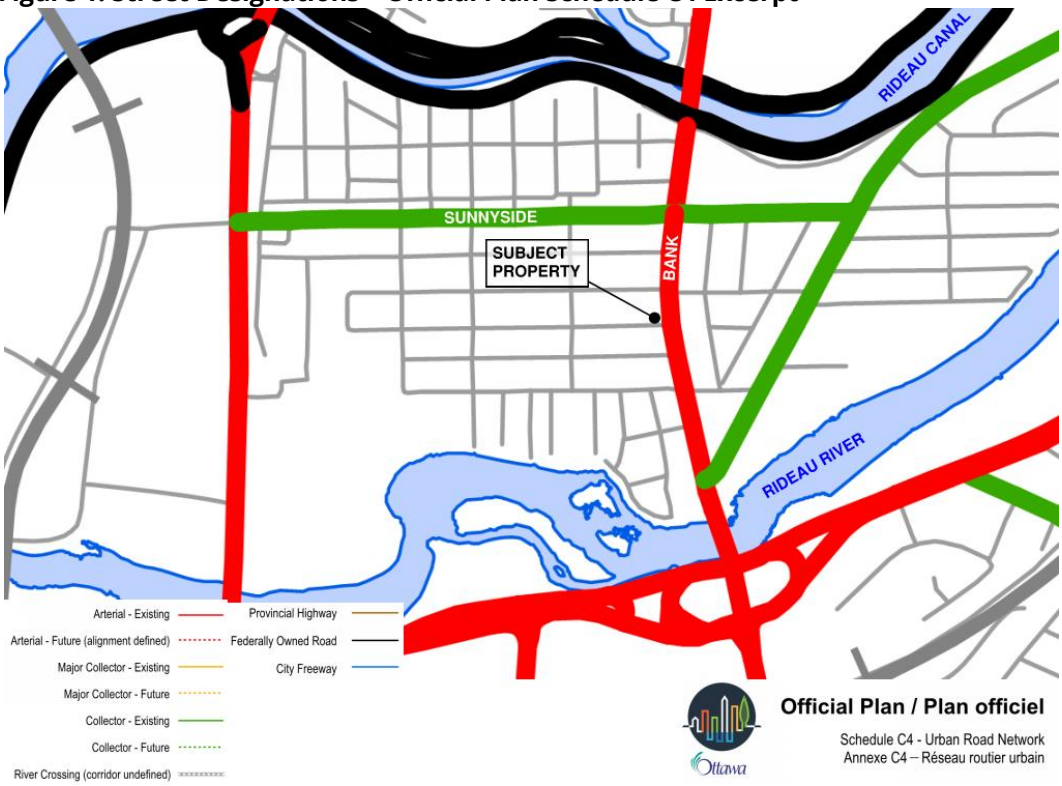
Context Plan

The proposed development is located in Old Ottawa South, situated between the Rideau Canal and Ottawa River on Bank Street. This property is within walking distance of a number of amenities, public transit lines, pedestrian paths, and biking infrastructure. The neighbourhoods of the Glebe and Old Ottawa South are well established; small businesses line Bank St and an increasing number of infill and midrise developments have been filling in the missing middle to bridge the gap between single family homes and high-rise units, aiming to increase density along this Mainstreet Corridor.

In the immediate vicinity, a four storey mixed-use building is located south of the property with commercial units at grade level and residential above at the corner of Bank Street and Grove Avenue. To the west of the proposed site is the neighbourhood of Old Ottawa South, characterized by low-rise residential properties. Bank street in this area is a mix of low-rise commercial properties comprised of retail, restaurant and office uses that blend into the Glebe and Lansdowne Park to the north of the proposed site, and Billings Bridge Shopping Centre to the south.

The following images illustrate the contextual setting of the proposed new development within the existing neighbourhood and streetscape.

Figure 1: Street Designations – Official Plan Schedule C4 Excerpt

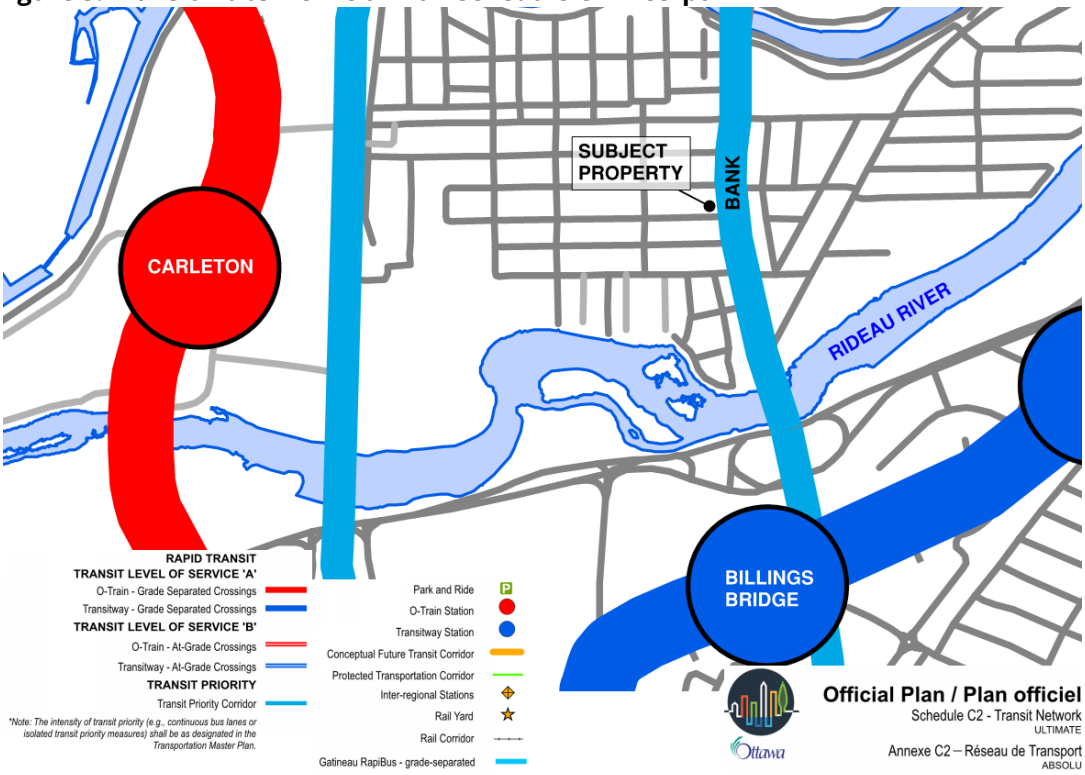


The subject property is located with frontage on Bank Street, a designated arterial road, with close proximity to the arterial road Riverside Drive to the south, and Sunnyside Avenue to the north, a designated collector road as indicated on Schedule C4 of Ottawa's Official Plan (Figure 1). All of these routes within the urban area are also designated cycling routes which connect to the Capital Pathway network as illustrated in the following diagram taken from Schedule C3 of the Official Plan (Figure 2).

Figure 2: Pathways – Official Plan Schedule C3 Excerpt

In addition to pedestrian and cycling routes, the subject property is located along a transit priority corridor, with the Billings Bridge BRT station to the south and proximity to the Carleton O-Train station to the west (Figure 3). This provides ample access to modes of transportation that allow a reduced dependence on vehicular traffic while still allowing practical densification opportunities.

Figure 3: Transit Hubs – Official Plan Schedule C2 Excerpt



With the subject property's location close to year round cultural event spaces such as sporting events and markets at Lansdowne Park, Dow's Lake and Commissioner's Park; access to shopping and commercial opportunities at Billings Bridge, Lansdowne and the Glebe; the neighbourhood is perfectly located to benefit from increased housing opportunities, density, and growth. The construction of mid-rise, mixed-use properties in this area will add vibrancy and encourage new economic growth in Old Ottawa South, which aligns with Section 5.2.1, Policy 4 of the Official Plan to create, develop and support the growth of walkable, "15-minute neighbourhoods".

Similar builds on Bank Street, north of the subject property have already been built in recent years, or are currently under construction, such as the mixed-use Bradshaw, north of the site at Bank Street and Alymer, and the Stone Abbey Residences at the existing Southminster United Church overlooking the Rideau Canal. Additionally, to the south, a mixed-use high rise is under development at 1335-1339 Bank Street as well as two mixed-use commercial/residential towers at 1330-1346 Bank Street and 2211 Riverside Drive in close proximity to Billings Bridge Shopping Centre.

The following images provide context for the region and neighbourhood in which the project site is located, including landmarks, transit stops, and surrounding streetscapes.

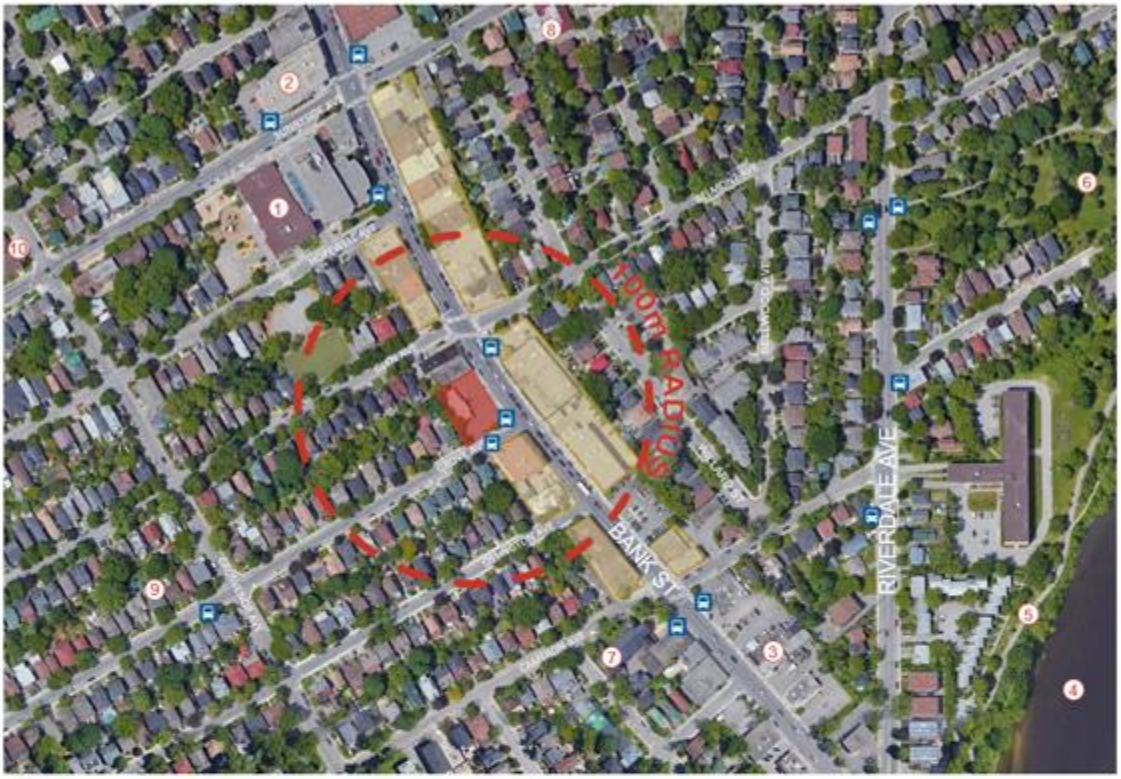
NEIGHBOURHOOD
EXISTING CONTEXT

Figure 4: Overview

1. DOW'S LAKE
2. THE GLEBE
3. LANSDOWNE
4. RIDEAU CANAL
5. OTTAWA HOSPITAL - RIVERSIDE
6. ALTA VISTA
7. BILLINGS BRIDGE
8. RIDEAU RIVER
9. OLD OTTAWA SOUTH
10. CARLETON UNIVERSITY

NEIGHBOURHOOD
EXISTING CONTEXT

Figure 5: Neighbourhood

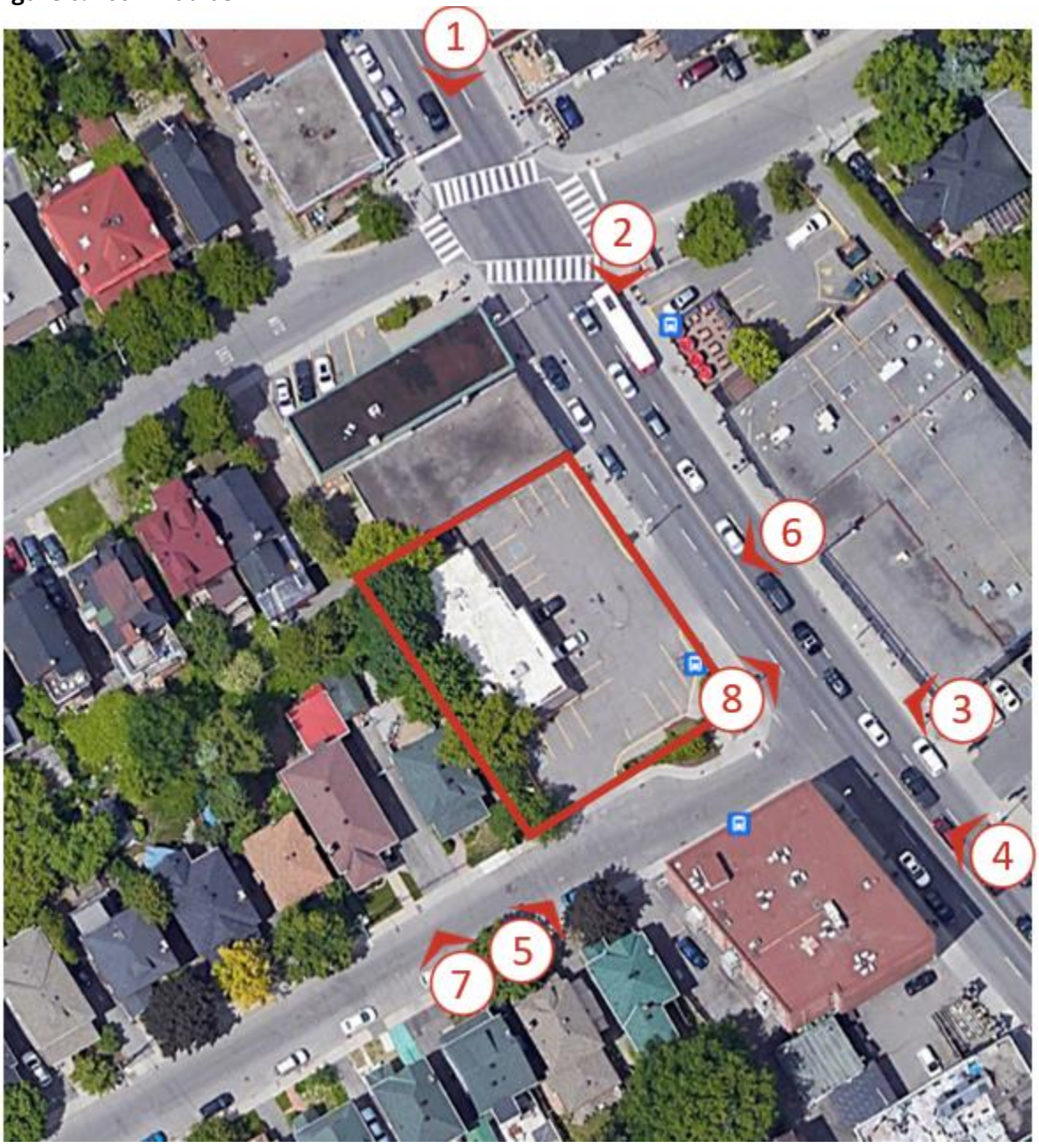


1. HOPEWELL AVE. PUBLIC SCHOOL
2. SHOPPER'S DRUG MART
3. CEDARS & CO FOOD MARKET
4. RIDEAU RIVER
5. RIVERSIDE PATH
6. WINDSOR PARK
7. TRINITY ANGLICAN CHURCH
8. OLD OTTAWA SOUTH COMMUNITY CENTRE
9. OLD OTTAWA SOUTH
10. SUNNYSIDE WESLEYAN CHURCH

PUBLIC TRANIST | SMALL BUSINESS/RETAIL | 1166 BANK ST

NEIGHBOURHOOD
EXISTING CONTEXT

Figure 6: 100m Radius



NEIGHBOURHOOD
EXISTING CONTEXT

1 BANK ST, OAT COUTURE
VIEW TOWARDS PROPERTY – SOUTH EAST

2 BANK ST, GIANT OTTAWA
VIEW TOWARDS PROPERTY – SOUTH WEST

NEIGHBOURHOOD
EXISTING CONTEXT

3 1166 BANK ST
VIEW TOWARDS PROPERTY – NORTH WEST

4 BANK ST, GLOBAL PET FOODS
VIEW TOWARDS PROPERTY – NORTH WEST

NEIGHBOURHOOD
EXISTING CONTEXT

5 GROVE AVE
VIEW TOWARDS PROPERTY – EAST

6 BANK ST
VIEW TOWARDS PROPERTY – WEST

NEIGHBOURHOOD
EXISTING CONTEXT

7 BANK ST, LOWRISE COMMERCIAL
VIEW FROM PROPERTY – WEST

8 GROVE AVENUE, RESIDENTIAL
REAR OF PROPERTY

SECTION 2

DESIGN PROPOSAL

4.0 OVERVIEW

The proposed development is the construction of a six-storey, mixed-use building on the existing property. Of the 37 proposed residential units, there will a focus to include a range of unit sizes from 1-bedroom to two bedroom + den apartments to provide a variety of lifestyle choices. The principal access to residential common areas, bicycle storage and units is proposed off Grove Avenue, while commercial access will be located off of the Bank Street frontage. Below ground parking is proposed with access off Grove Street, providing 14 parking spaces for residents and visitors, with further bicycle storage within this space.

A Minor Zoning By-law Amendment application is being submitted to facilitate the proposed development on the subject property. Site specific amendments for the subject property are being sought to incorporate the required relief from zoning provisions to increase the maximum building height, to alter the required angular plane for the proposed rear lot line, to reduce the minimum total amenity area requirement and to reduce the minimum communal amenity area requirement for the proposed development.

To facilitate the development on the property, a detailed Site Plan Control application will be submitted. The demolition of the existing low rise building on the site will be required, as well as the removal of asphalt paving and modifications to grading, landscaping and implementing improved drainage.

MASSING AND SCALE

5.0 Building Massing and Views

The building design articulates the front and corner facades to create a reduction in the visual mass of the built form; this is aided by the use of different materials and orientations depending on the plane of the building wall. A mixture of stone and brick masonry combined with the different textures of metal cladding and ventilated ceramic cladding, helps to create a unique finished appearance that animates the façade. This accent of coloured terracotta panels also helps to create a visual focus for the façade without dominating the overall appearance. Finishes have been selected to complement the existing mature neighbourhood while maintaining a modern aesthetic.

The ground floor residential and commercial retail unit entrances are located on separate elevations, allowing for a clear demarcation between public and private use within the site. Where public facing, the exterior design includes a combination of varied setback depths, overhangs and forms to encourage engagement and interest in the built environment.

An articulated parapet line is employed to assist in reducing the feeling of a monolithic mass for the proposed development. The flat roof helps to mitigate the impacts of storm water challenges by allowing a modest amount of storm water storage on the roof with flow-control roof drains; this can positively impact overall municipal infrastructure and help offset environmental impacts of redevelopment.

The pedestrian engagement with the at-grade elevation is considered with clearly identifiable entrances and overhangs. Entrances to both retail units and residential space are provided with dedicated pathways which create a sense of identity, and with soft landscaped beds to further enhance the relationship with the public pedestrian realm.

PROJECT DEVELOPMENT
PROPOSED IN SITU

There is a distinct slope along Bank Street upon which the property fronts, leading south towards the Rideau River. This change in grade affects the context of the proposed development in relation to the floor levels and height of adjacent properties which, combined with the setback of the fifth and sixth levels, minimizes the visual impact of the building from the street and allows the design to communicate a proportional scale which blends well with existing and future development heights along this corridor.

PROJECT DEVELOPMENT
PROPOSED IN SITU

6.0 Building Transition

The proposed site is located at the corner of Bank Street and Grove Avenue. As per the Official Plan for Mainstreet designations, the proposed design abuts the adjacent commercial property while observing the required setbacks and right of ways for the City. A sympathetic visual transition between the development and the four storey building to the south along Bank Street is achieved by setting back the fifth and sixth floors and providing a transition of building materials above the fourth floor. A similar transition is applied at the rear of the property where the building is set back from the rear laneway, above the fourth floor, and providing a 45 degree angled plane to reduce impact on the residential neighbourhood beyond.

Attention to landscaping treatments that sweep from Grove Avenue around to the Bank Street frontage and provides opportunities for trees and planting beds helps soften the transition between the commercial sector and residential zone. This also helps provide a human-scaled environment, a welcoming pedestrian condition at the building base along Grove Avenue and Bank Street, as well as positively contributing to the commercial streetscape.

Visually, the design proposes the use of materials that pull from the surrounding context. Red brick elements create a dialogue with the four-storey building to the south, the residential dwellings to the west, and speaks to the larger heritage of Ottawa's architectural past. The lighter limestone masonry pulls elements from the commercial property to the north while the material choices form a considered balance between the traditional and the modern.

7.0 Grading

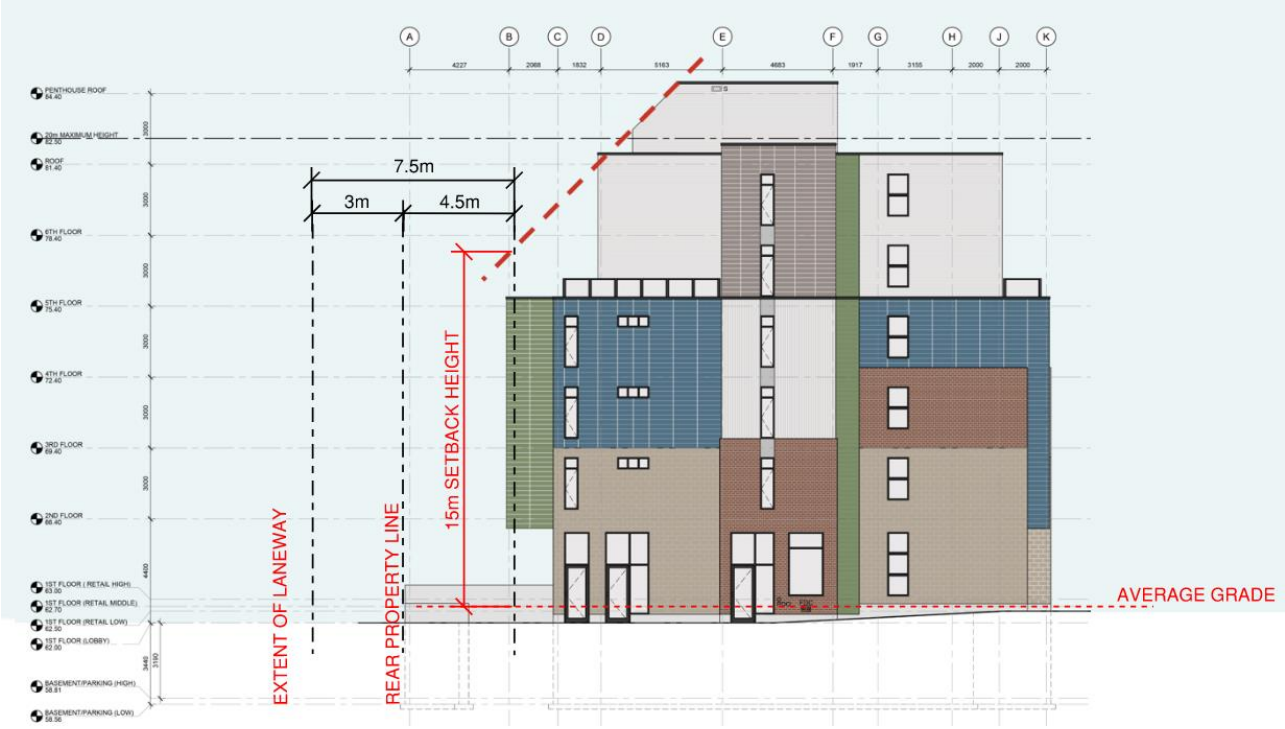
The site is sloped with significant grade changes on the property, sloping from north to south, as well as from east to west. Grading on site will be done with an aim to provide accessible paths of travel from the public sidewalk while maintaining appropriate stormwater management across site. Permeable surfaces will be employed to absorb and direct water across the site to reduce and mitigate risks associated with inclement weather such as pooling water or ice buildup during colder months.

PUBLIC REALM
8.0 Streetscape

The following streetscape diagrams show the relationship between the proposed building height, the surrounding properties, and the required angular plane. At the time of this application there exists at the rear of the property a 3 metre wide, untraveled public laneway. Taking into consideration this 3 metre laneway, the proposed development provides a 4.5 metre setback from the property line of the residential property to the west (see Figure 4). The existing laneway would be maintained to provide a functional setback of 7.5 metres from the proposed building to the abutting residential lot. This laneway is heavily vegetated with trees and shrubs which provides an additional visual separation from the adjacent property. The required 45 degree angular plane is established at this 7.5 metres from the abutting residential property line which maintains the intent of the angular plane to prevent undue impact on the neighbouring properties and is appropriate for this location.

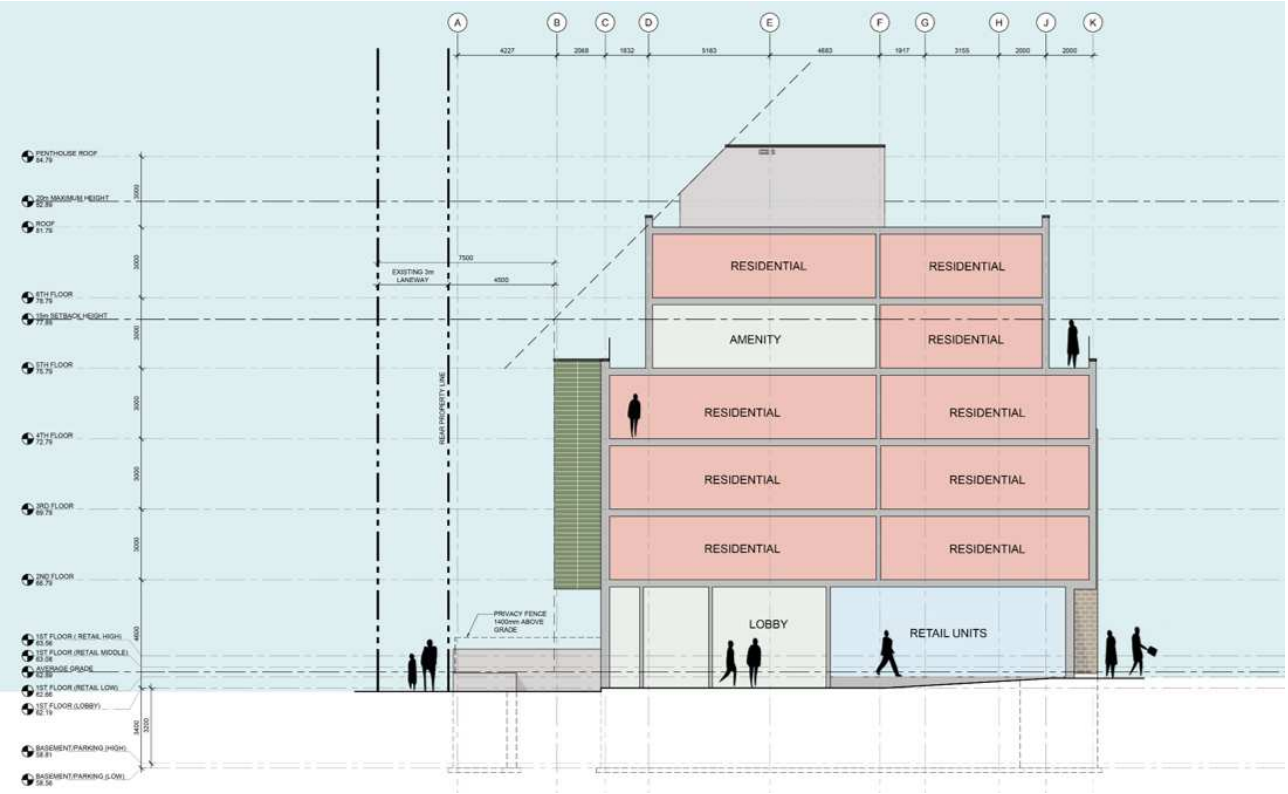
The figure below shows the angular plane from the average grade, as there is significant grading change across the property from the north to the south, as well as east to west.

Figure 7: Proposed 45 degree Angular Plane



PROJECT DEVELOPMENT
SECTION

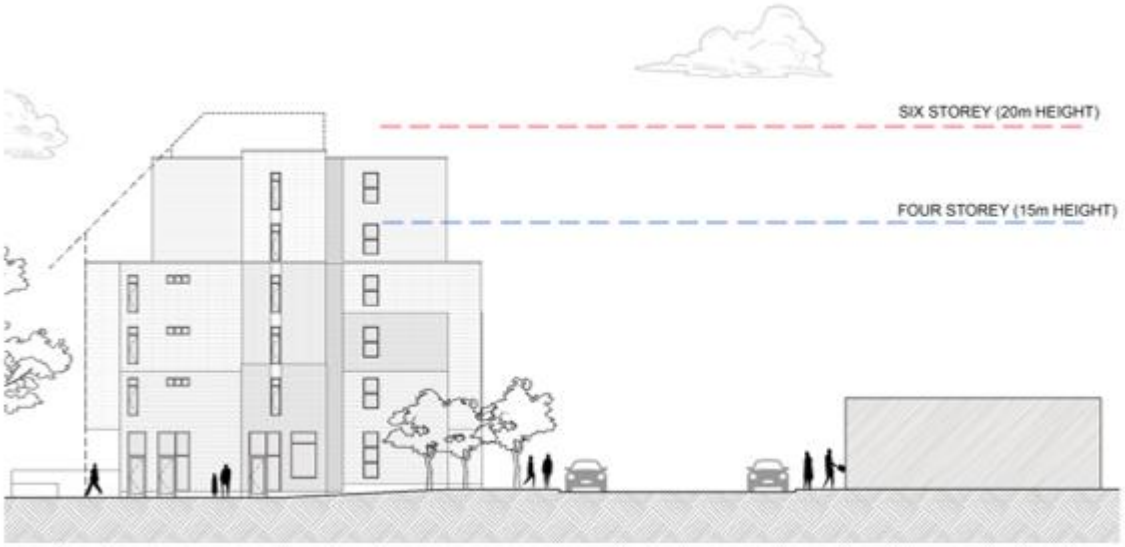
Figure 8: Cross Section



PROJECT DEVELOPMENT
STREETSCAPE

Figure 9: Adjacent Property Permitted Heights

Figure 10: Streetscape Permitted Heights



9.0 Relationship to Public Realm

As discussed above, the ground floor of the proposed development is animated through design to interact with the streetscape and public. The proposed site plan provides pedestrian level greenspace and varied setbacks to create a positive relationship with the public realm, rather than present flat uninviting front as one might find in typical street level commercial developments.

Each of the proposed new retail units is provided with a punch-style window rather than curtainwall construction, providing a more human scale, boutique approach to the ground floor. Soft landscape surface between each entry provides not only rainwater management and the reduction of ice formation across sloped surfaces during inclement months, but also promotes a more welcoming frontage to the public that sets this proposed development apart as a quality infill development.

PROJECT DEVELOPMENT
LANDSCAPE PLAN – 2 March 2023

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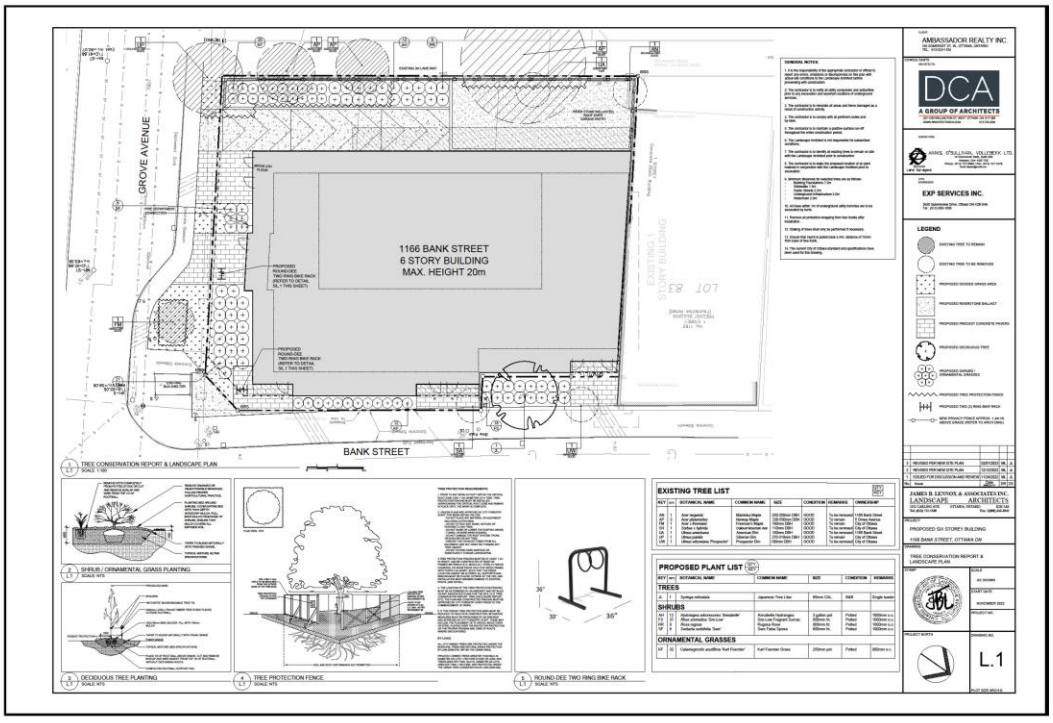


10.0 Building Design

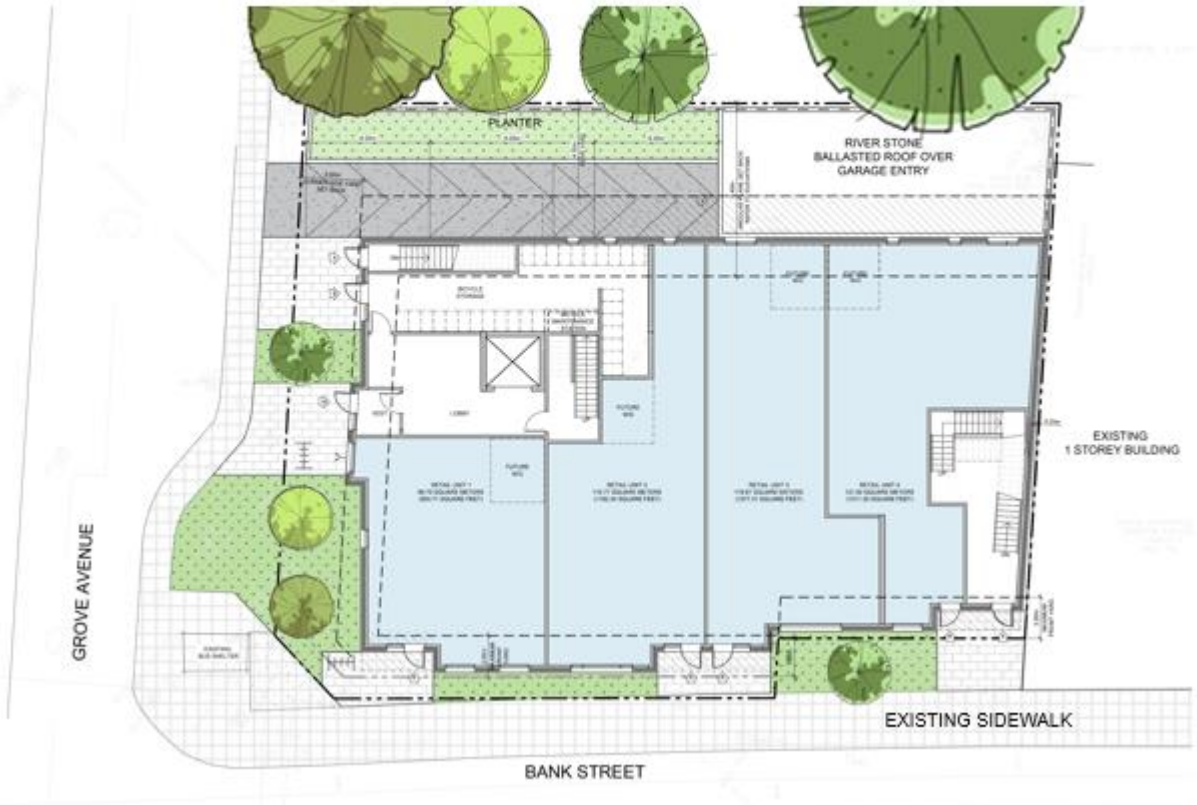
The ground floor plan provided on the following page showcases the relationship between the proposed construction and site. Inherent in the design development is the desire to create a clear separation between public and private space. To this end, the residential access, lobby, and ground floor amenities are located off the Grove Avenue side of the building. This allows for a transition between the busy, potentially chaotic, vehicular and pedestrian traffic along the arterial Bank Street to a more subdued, residential zone. This arrangement creates an air of a more private, intimate space set aside from the commercial businesses and trades.

The floor plans indicate the intended floor plates for the residential levels 2-6, colour coded based on unit designation. Each residential unit will provide contemporary living space on each level with thoughtful arrangement of spaces to suit family-oriented living, while retail units provide ground level street access and functional interior spaces. A focus was placed on providing a range of living options from 1 bedroom to 2 bedroom + den across all residential levels. Amenity space is proposed on the fifth floor, providing all residents with exterior access, with other units on the fifth floor having private terraces connected to their units.

Exterior elevations of the proposed development have been provided to illustrate the form and composition of the design. It is important to note that the front elevations varied projections and are best viewed/understood in conjunction with the 3D model renderings. Materials indicated on the exterior elevations include a mixture of stone and brick masonry, metal cladding and ceramic panelized materials; windows are set in pre-finished frames and accented with contemporary scale and trim. A more detailed breakdown of the proposed materials is available below. Roof parapets and flashing provide a unifying design language with articulated elevations.

PROJECT DEVELOPMENT

GROUND FLOOR RETAIL PLAN



SECOND-FOURTH FLOOR RESIDENTIAL

PROJECT DEVELOPMENT

FIFTH FLOOR RESIDENTIAL

2 BED + DEN
2 BED
1 BED + DEN
1 BED
AMENITY

SIXTH FLOOR RESIDENTIAL

2 BED + DEN
2 BED
1 BED + DEN
1 BED
AMENITY

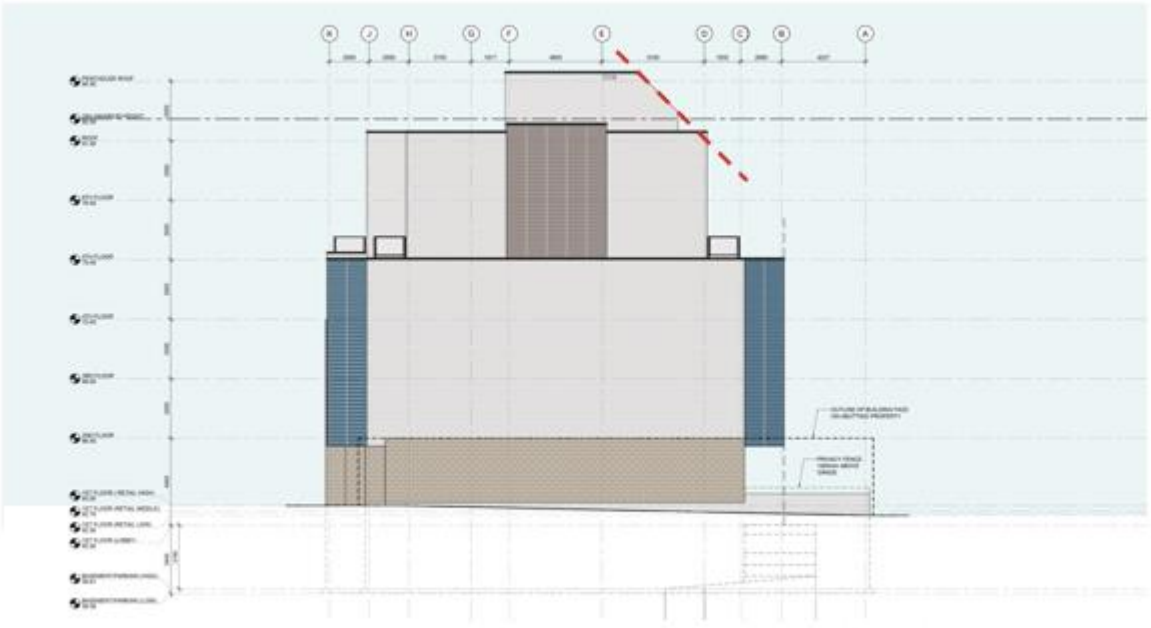
PROJECT DEVELOPMENT
ELEVATIONS

EAST ELEVATION – BANK STREET

SOUTH ELEVATION – GROVE AVENUE

PROJECT DEVELOPMENT
ELEVATIONS

WEST ELEVATION



NORTH ELEVATION

PROJECT DEVELOPMENT
CONTEXTUAL MATERIALS

11.0 Sustainability

A durable and sustainable building envelop is a primary focus. This development is following the precepts of CAN/CSA S478:19 and Part 5 of the Ontario Building Code, considering materials, lifecycle value, and the season in which the construction will take place. A well designed and implemented envelope will improve the longevity of the structure and reduce energy loss, lowering heating and cooling needs as well as reducing the development's potential carbon footprint.

Floor structures for this development are proposed to include Cross Laminated Timber slabs (CLT), providing superior acoustic and fire performance ratings in durable, sustainable materials, locally obtained, and relying on Canadian technology. The selection of materials such as using CLT for floor and roof systems contributes to project's sustainable goals, reducing waste and gypsum board to achieve built results of a high quality.

CROSS LAMINATED CONSTRUCTION, BROCK COMMONS, UBC

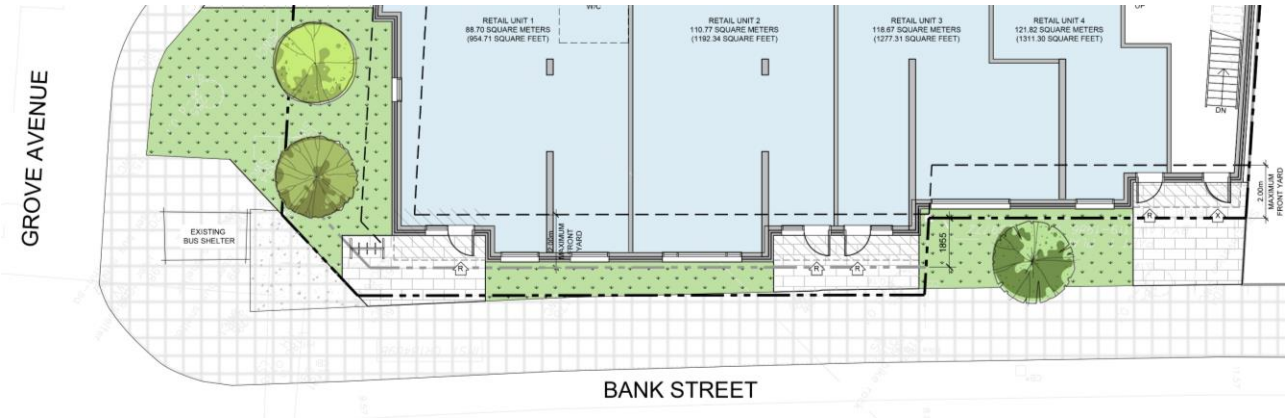
PHOTO: MARCUS KAUFFMAN

Additionally, a flat roof is used to conserve stormwater with a high albedo surface to reduce heat-island effects. This flat roof approach also allows the site to control storm water runoff, including some storage of rainwater on the roof to permit controlled in-flow to municipal storm sewers.

The building does not intend to rely on gas for heating/cooling and uses air source heat pumps with electric supplemental heating as required. By reusing an infill site, the project reduces the impact of new services and provides housing close to transit options to achieve better environmental outcomes. Options for energy efficiency will also be sourced through CMHC funding for reduced carbon impact.

Glazing and large windows include, where appropriate, bird-friendly glazing options to minimize impact on local wildlife. Exterior lighting complies with the overall intent of City of Ottawa standards including sharp cut-off fixtures, no or minimal up-lighting and sufficient lighting on pedestrian and public realm spaces so as to provide a safe environment and reduce light pollution.

The front yard (and corner side yard) is landscaped to enhance the quality of the public right of way with street trees in natural soil to permit growth and ground-oriented planting material. Permeable ground is provided where possible to provide stormwater management and reduce any overburdening of the municipal systems during heavy precipitation. These areas also allow for variable planting arrangements for native plant species, hardy groundcover or curated gardens, thus breaking up the prevalence of concrete typically expected in an urban landscape.



This project, by reusing a site already connected to municipal services and infrastructure reduces the environmental impact that might otherwise occur from new construction in a greenfield site. It meets the "benefits of intensification" identified (CMHC Healthy Housing) including more efficient use of infrastructure; lower energy requirements; reduced commuting times; more compact development; reduced rate of encroachment on undeveloped areas; reduce water collection and water treatment; and a mixture of dwelling types to encourage families with a range of housing options. This approach is a more sustainable way of providing much needed housing by focusing on the densification of urban cores rather than the suburban creep of single-family dwellings.

Further to the design goals of the city of Ottawa, the proposed development provides ample bicycle storage at ground level and reduced below grade parking for tenants. As this property is located on a traditional main street, the municipal transportation infrastructure should reduce the dependence of residents on personal vehicle travel, as well as allowing access to existing walking/bicycle routes across the city.

Capital Pathway