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PLANNING RATIONALE

ZONING AMENDMENT & SITE PLAN CONTROL
SUBJECT SITE: 2928 BANK STREET



DATE: NOVEMBER 5 2024

REVISION: 3

REPORT PREPARED FOR: VIP CONSTRUCTION & ENGINEERING

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This Planning Rationale is prepared in support of a Minor Zoning Amendment Application for the proposed development at 2928 Bank Street.

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1 EXECUTIVE SUMMARY

The proposed application is a Minor Zoning Amendment application to pursue performance standard modifications to permit a reduction in required resident parking spaces and a reduction in the rear yard setback.

The proposed Minor Amendments have been reviewed against the Provincial Policy Statement, City of Ottawa Official Plan, South Keys to Blossom Park Bank Street Community Design Plan. Supporting materials have been reviewed and it is determined that the proposed development is considered supportable from a land use planning perspective.

The proposed amendments are consistent with the policies in the PPS and conform to the policies of the Official Plan. The amendments proposed support the development of a low-rise apartment building which will offer 4 affordable housing units.

Applications Required:

- 1) Minor Zoning Amendment
- 2) Site Plan Control

Materials Submitted:

- [Site Plan
- [Elevations
- [Planning Rationale
- [Urban Design Brief
- [Site Servicing Report
- [Site Servicing Plans
- [Phase I Environmental Site Assessment
- [Geotechnical Report
- [Survey
- [Roadway Traffic Noise Assessment

2 PROJECT DESCRIPTION

The proposed development is for a 4-storey residential building with 25 units in a mix of 1 and 2-bedroom unit types. Four of the proposed units are going to be affordable and the applicant is receiving funds from CMHC (Canada Mortgage and Housing Corporation).

The proposed development is situated at the corner of Bank Street and Queensdale Avenue in the south portion of Bank Street near Blossom Park and east of the Ottawa Airport. The 25-unit project is proposing 30 bicycle parking and 24 vehicle parking spaces where 5 are visitor spaces and the remaining 19 spaces are for residents.

The proposed development requires amendments to the performance standards for a rear yard setback reduction from 7.5 m to 6.65 m to accommodate the structural posts for the projection of the upper floors over the ground floor drive aisle access for the below grade parking garage. Zoning relief is also required to reduce the parking for resident spaces from 1.2 spaces per unit to 0.76 spaces per unit. Lastly, relief is required to reduce the setbacks for refuse areas within a parking lot.

The proposed amendments are being sought as a Minor Zoning Amendment. A Site Plan Control Application will be submitted following approval of the Zoning Amendment.

2.1 PROJECT STATISTICS

The following table outlines the project statistics:

	2928 Bank Street
Site Area	1307.22 m ²
Number of Storeys	4
Proposed Height	14 metres
Gross Floor Area	2451.1 m ²
Total parking spaces	24 (1 Type B Barrier Free)
Bicycle parking spaces	30 (4 exterior, 26 interior)
Lot Coverage	48%
Affordable Housing Units	4
Official Plan Designation	Mainstreet Corridor (Outer Urban Transect)
Zoning	AM2 H(30) – Arterial Mainstreet, Subzone 2, Maximum Height 30 M

3 SITE AND CONTEXT

3.1 SITE

The subject site is a corner lot located on the west side of Bank Street, north of Queensdale Avenue at the edge of the Blossom Park neighbourhood. The subject site is relatively rectangular with the front property line angled due in part to the angle of Bank Street as well as the site's corner lot condition. The site is currently underdeveloped and the existing building on site is proposed to be demolished. A road widening was taken on the Bank Street frontage and no further road widening is required.



Figure 1: Aerial of Subject Site (Source: GeoOttawa)

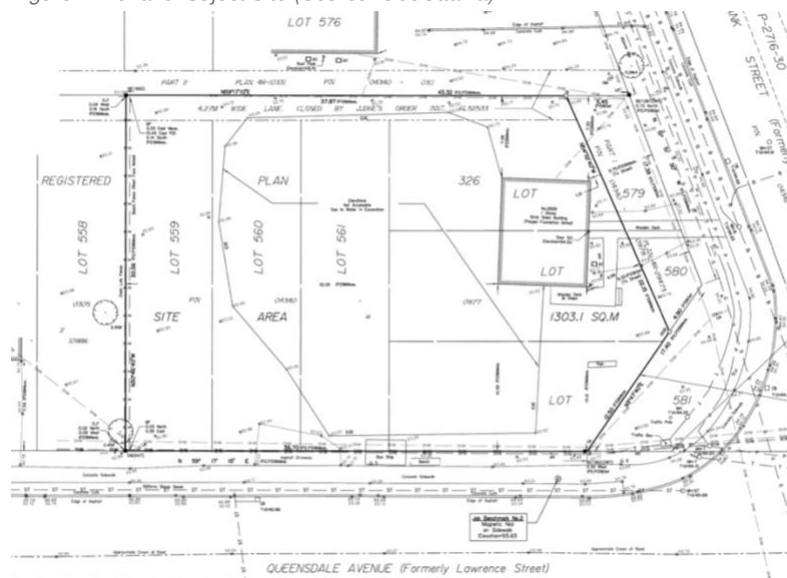


Figure 2: Extract of Site Survey (Source: Annis O'Sullivan Vollebakk Ltd.)

Site Details:

- [Bank Street Frontage: 34.78 m
- [Lot Depth: 37.87 – 46.9 m
- [Lot Area: 1307.22 m²



Figure 4: Subject site viewed from intersection of Queensdale and Bank

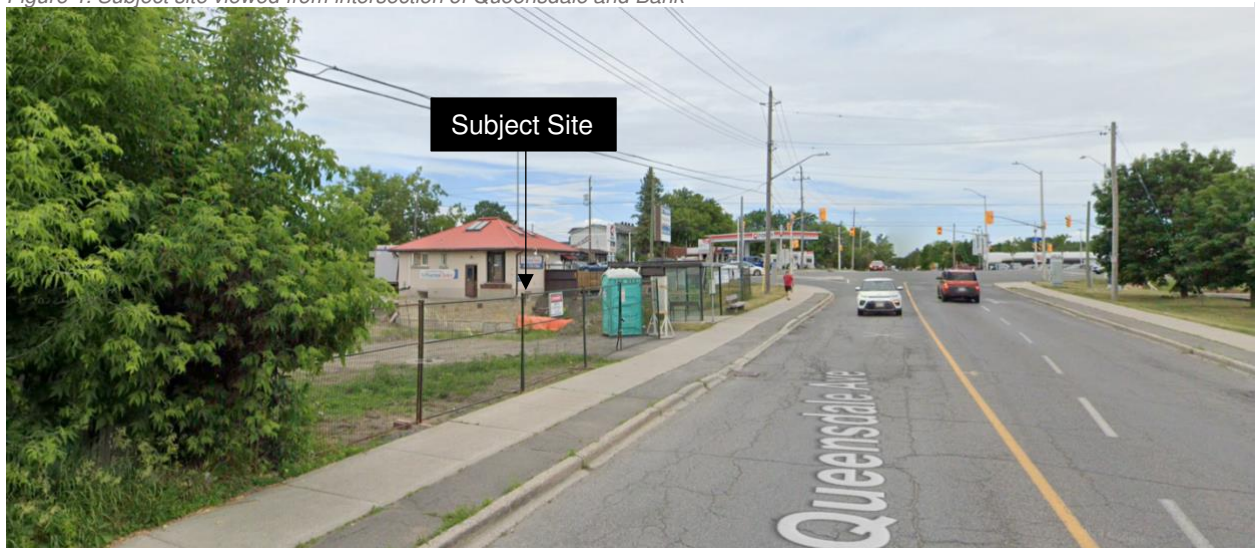


Figure 3: Subject site viewed from Queensdale, looking east.

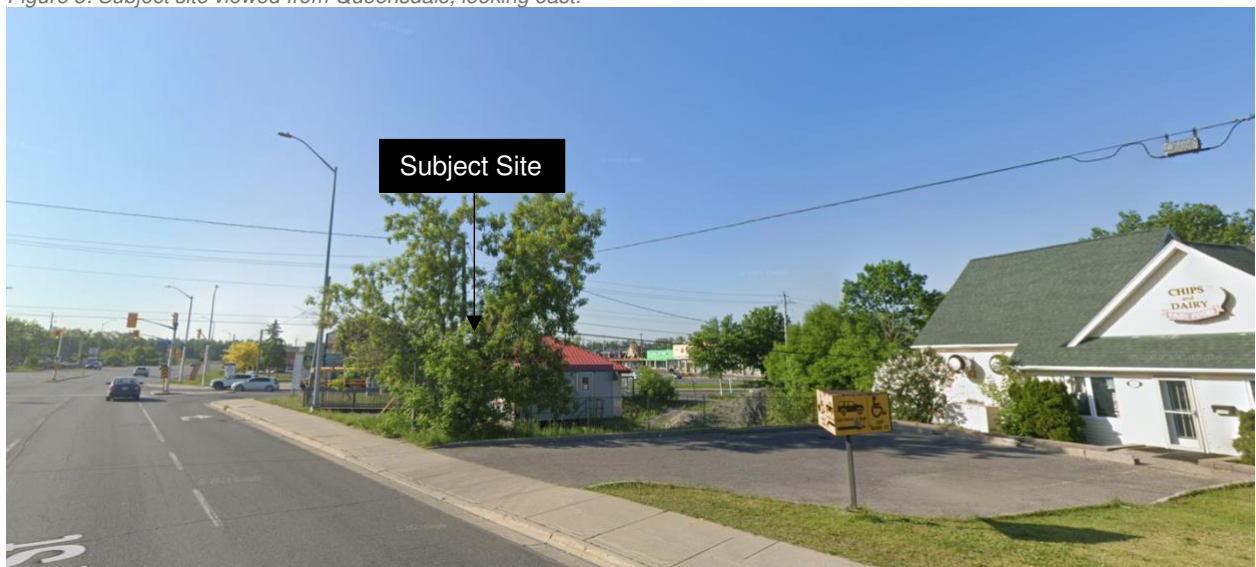


Figure 5: Subject site viewed from Bank Street, looking south.

3.2 CONTEXT

The subject site is located at the edge of the Blossom Park neighbourhood east of the Ottawa Airport in the south portion of Ottawa. It is located on the west side of Bank Street. This portion of Bank Street is characterized by auto-related uses such as two small car dealers, a gas station, fast food restaurants, banks, self-storage, commercial plazas. A bit north on Bank Street, between Rosebella Ave and Bernard Street rear lot lines of interior residential units back towards Bank Street. Further south on Bank Street is the Blossom Park Commercial Plaza on the west side. Queensdale, east of Bank Street, has some light industrial uses on the south side. Bank Street continues south, through the greenbelt, towards Findlay Creek.

Walking Distance Amenities → Restaurants, bank, grocery store (Farm Boy), schools, parks.

Cycling Distance Key Destinations → Southgate Shopping Centre is an 8-minute bike ride from the subject site. South Keys Shopping Centre is a further 3 minutes.

South Keys Transit Station → A 10-minute bike ride from the subject site.

Residential → There are residential neighbourhoods on either side of Bank Street. The residential style ranges from singles to townhomes and stacked townhomes. There are a few Planned Unit Developments in the area which is typically where the townhomes are located.



Figure 6: Context Map

Connectivity → There are sidewalks on both sides of Bank Street as well as sidewalks on both sides of Queensdale Avenue. There is an existing bus stop along the Queensdale frontage of the subject site providing bus service for route # 93. Route 93 goes between Leitrim Station and Greenboro Station. Greenboro station services routes: Line 2 bus service (future Line 2 LRT), Rapid Service: 97, 98, and 99. Frequent Service: 6, 40, 90. Local Service: 92, 93, 96, 197, 198, 199, 304. The following Connexion Services are offered as links to the O-Train for weekday peak periods only: 294, 299.



Figure 8: Public Transportation Extract (Source: OC Transpo)

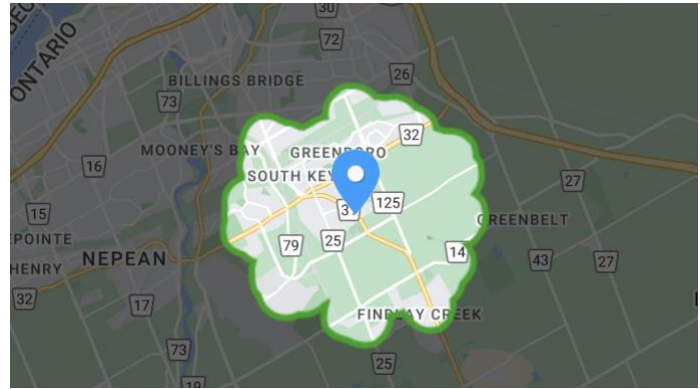


Figure 7: 20 Bike Range Map (Source: walkscore.com)

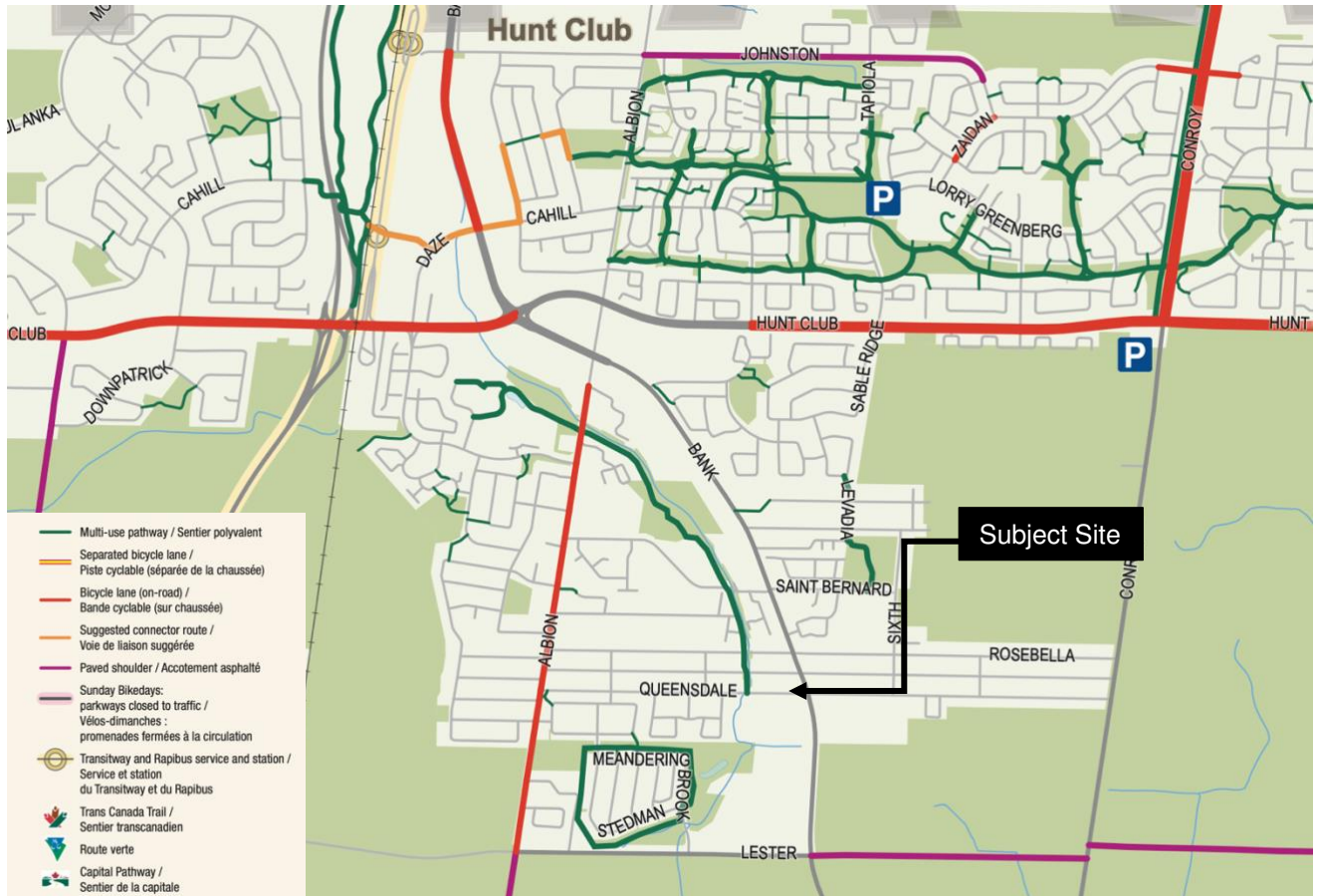


Figure 9: 2018-19 City of Ottawa/Gatineau/NCC map

4 PROPOSED DEVELOPMENT

The proposed development is for a 25-unit low-rise apartment that will feature 4 affordable housing units. The total height will be four storeys and 14.0 metres. The building mass itself complies with all zoning setbacks with the exception of the columns at the rear which support the upper storeys that extend over the drive aisle leading to the below grade parking.

The development will provide 19 resident parking spaces and 5 visitor spaces, and 30 bicycle parking spaces, 4 will be outside and the remaining 26 will be in the below grade garage.

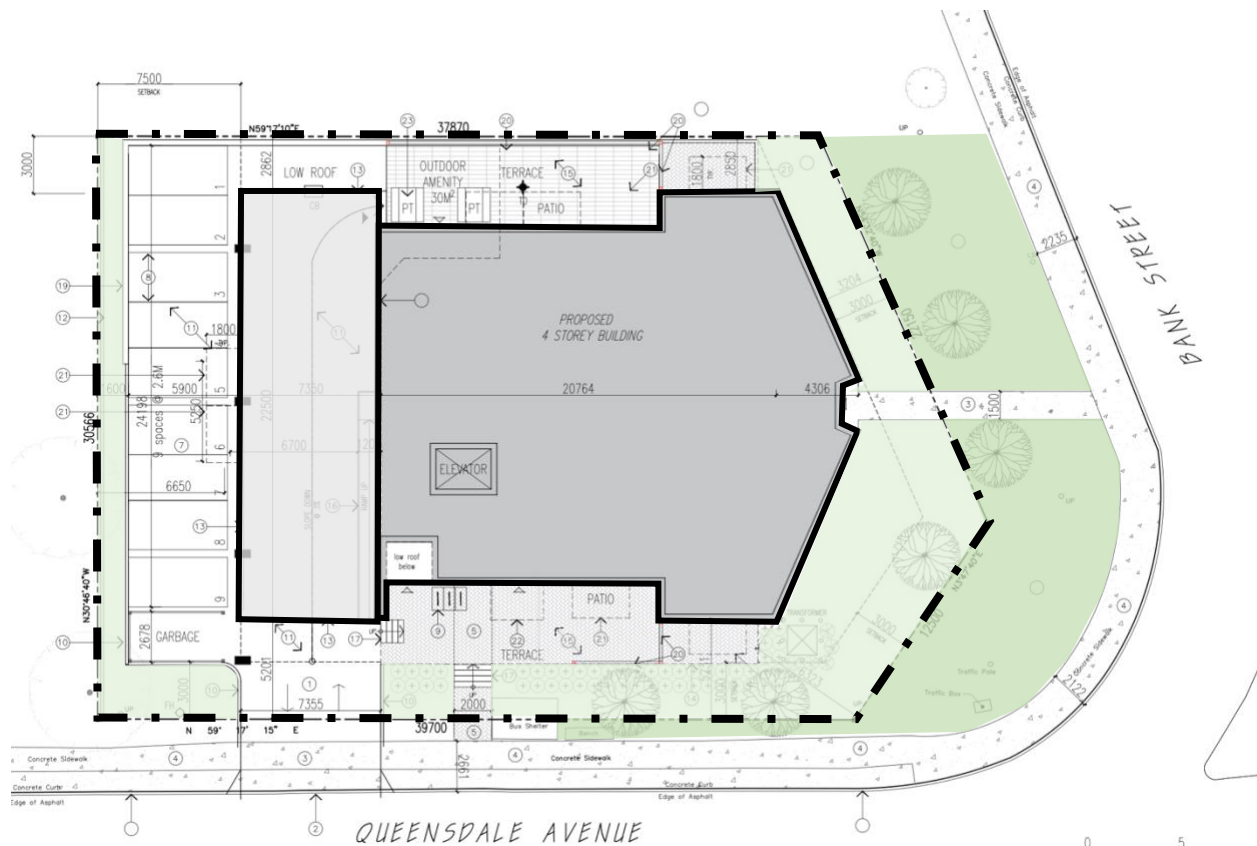


Figure 10: Extract of Site Plan with Q9 Markups (Source: Brian K. Clark Architects)



EAST ELEVATION

Figure 11: East Elevation



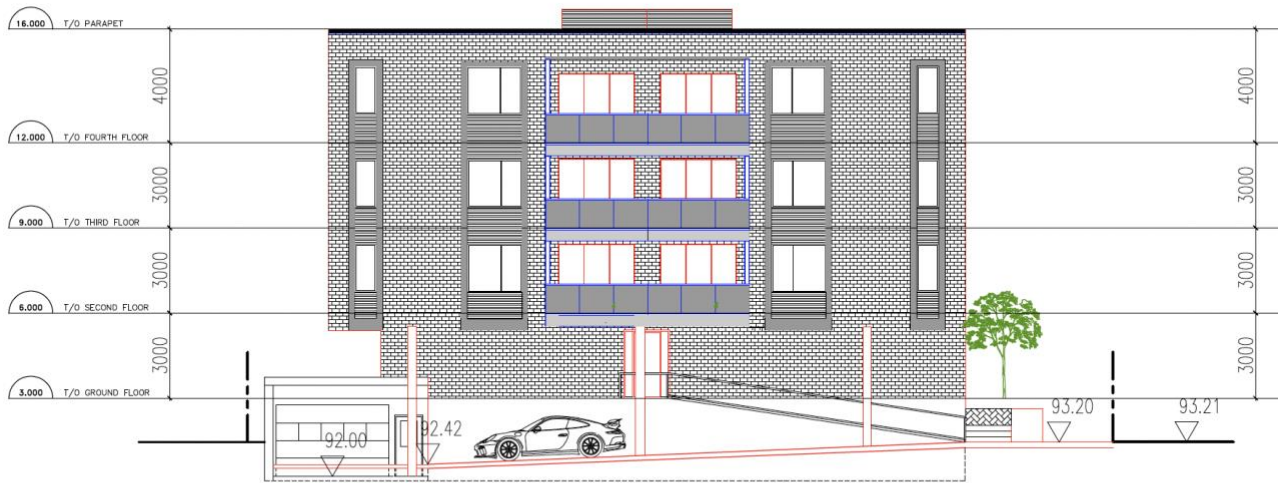
SOUTH ELEVATION

Figure 12: South Elevation



NORTH ELEVATION

Figure 13: North Elevation



WEST ELEVATION

Figure 14: West Elevation

5 POLICY REVIEW

5.1 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement, 2020 (PPS) came into effect on May 1, 2020 and provides broad policy direction on matters of provincial interest related to land use planning and development. The Plan is intended to provide for appropriate development while protecting Provincial resources of interest, public health and safety, and the quality of the natural and built environment. The PPS is complemented by other Provincial plans as well as municipal plans such as Official Plans and Secondary Plans. All plans and decisions affecting planning matters “shall be consistent with” the PPS.

An updated draft of the proposed new Provincial Policy Statement was released on April 10, 2024.

Section 1.0 intends to wisely manage change and plan for efficient land use and development patterns, which in turn help support sustainability through strong, liveable, healthy, and resilient communities.

1.1.1 *Healthy, liveable and safe communities are sustained by:*

- [*promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- [*accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- [*avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- [*avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- [*promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- [*improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- [*ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- [*promoting development and land use patterns that conserve biodiversity; and*
- [*preparing for the regional and local impacts of a changing climate.*

Comment: The proposed construction of a 25-unit low-rise apartment will add critical housing rental units to the area by effectively utilizing the available lot, resulting in a more efficient lot

that maintains the prevailing low-rise context of the area and supports transit-supportive development and active transportation development by reducing vehicle parking and increasing bicycle parking. The proposed vehicle parking rate is 0.76 spaces per unit and the proposed bicycle parking rate is 1.2 spaces per unit.

1.1.3.1 *Settlement areas shall be the focus of growth and development.*

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

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

Comment: The subject site is located within the urban boundary, within walking distance to amenities and within biking distance to major transit stops and the future light rail line no. 2, supports intensification, and is an efficient use of land and infrastructure. By developing within an existing serviced area, in an area identified for intensification and growth as it is designated Mainstreet Corridor in the City of Ottawa Official Plan, the proposal supports optimal use of municipal infrastructure, public, and active transportation services.

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

- b) *permitting and facilitating:*
 - 1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
 - 3. *directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
 - 4. *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*

5. *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
6. *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

Comment: The proposed development represents an appropriate form of intensification, maintaining all setbacks to the built form with the exception of the supports at the rear. Four storeys in height is an appropriate transition to existing residential low-rise. This proposal represents intensification of housing where appropriate levels of infrastructure and where active transportation and transit can be supported. The rental apartment building will contribute to the rental units available in the area, helping to achieve housing targets, and support existing transit and infrastructure investments in the area. Further, affordable housing units are being provided within the building.

Section 2.0 of the PPS aims to ensure Ontario's long-term prosperity, environmental health, and social well-being through the wise management and conservation of natural resources. This includes policy direction on conserving biodiversity, protecting the Great Lakes, and protecting natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources. The proposed development supports long-term prosperity, environmental health, and social well-being and does not impact any natural resources.

Section 3.0 of the PPS intends to provide for Ontario's long-term prosperity, environmental health, and social wellbeing by reducing potential natural and human-made hazards and threats to public safety. Development is to be directed away from natural or human-made hazards. Development has been directed away from natural and / or human-made hazards.

Based on our review, it is our professional planning opinion that the proposed development conforms with the Provincial Policy Statement (PPS), 2020.

5.2 City of Ottawa Official Plan

The site, 2928 Bank Street, is designated **Mainstreet Corridor** in the Official Plan as shown on Schedule B3 – **Outer Urban Transect**.



Figure 15: Extract of Official Plan Schedule B3 (Source: City of Ottawa)

Section 2 of the Official Plan contains the **Strategic Directions** for the City of Ottawa, they are summarized as follows:

- (1) More growth through intensification
- (2) More trips via sustainable transportation
- (3) Promote quality design and good urbanism
- (4) Environmental, climate, health, energy supportive policies
- (5) Economic development supportive policies

There are also the following cross-cutting issues: intensification, economic development, energy and climate change, healthy and inclusive communities, gender and racial equity, culture.

Comment : The proposed development is an intensification of the subject site, promoting rental housing and affordable housing and prioritizing sustainable transportation over single occupant vehicle transportation through the proposed minor zoning amendment application.

Section 3 contains the **Growth Management Framework**. The direction is to designate sufficient land for growth, support intensification, design 15-minute neighbourhoods, focus rural growth in villages, and meet employment needs.

Comment: The proposed development supports growth, intensification, brings more rental and affordable housing in proximity to a major arterial road where there is access to transit, active transportation infrastructure and nearby amenities. The reduction in vehicle parking and the maximization of the buildable area supports sustainable growth management.

Section 4 are the **City-Wide Policies**. This section contains some repetition but the general directions are to: provide mobility options for safe, equitable city navigation, healthy 15-minute neighbourhoods, support growth management, greener resilient city, sustainable transportation, facilitate multi-modal travel, guide flow of people and goods, protect and invest in rights of way.

Section 4.2 – Housing is structured in order to achieve greater flexibility, adequate supply and diversity of housing, maximize ability to provide affordable housing.

Section 4.6 – Urban Design policies promote design excellence and the subject site is located within a Design Priority Area as identified on Schedule C7-A of the Official Plan.



Figure 16: Extract of Schedule C7-A of the City of Ottawa Official Plan - Design Priority Areas (Source: City of Ottawa)

Comment: The proposed development provides accessible units, affordable units, in an area designated for intensification, and where sustainable modes of transportation are being promoted. The proposed design includes variety of materials and contains pedestrian accesses on both frontages. There are trees proposed along the street frontage to contribute to a well-designed streetscape.

Section 5 of the Official Plan contains the **Transect Policies** for the various transects of the municipality. The subject site is located within the Outer Urban Transect, Section 5.3.

Table 6 in Section 5 outlines that built form and site design for urban development are generally as follows: shallow front yards, principal entrances with direct relationship to the public realm, higher lot coverage, minimum two functional storeys, attached buildings / minimal functional side yard setbacks, small areas of soft landscaping and trees.

The proposed development responds and reflects the general directions for built form as outlined in Table 6.

Table 7 indicates that the height permissions for Mainstreet Corridor designated lots in the Outer Urban Transect is a minimum of 2 storeys and a maximum of 40 storeys depending on road width and transition (Section 5.3.3(3)).

Section 5.3 – Outer Urban Transect is intended to both acknowledge a suburban pattern of built form but to encourage transition towards a more urban pattern of built form, enhance mobility options and connectivity, provide direction to hubs and corridors. Policies for this Transect support multi-unit dwellings in hubs and corridors, promote multi-modal focus in future evolutions to right of way corridors.

Mainstreet corridors support a range in building heights from 9 storeys to high-rise (10+). While taller heights are permitted at this location the proposed development is only proposing 4 storeys maintain a low-rise height category.

Section 6.2 of the Official Plan is the policies for the **Corridors Designation**. Corridors have a different context and permit greater densities and heights than neighbourhood designations. Policy 3 identifies that corridors permit residential and non-residential that integrate with a dense mixed-use urban environment.

Policy 4 states that where development lands have frontage on both a corridor and a side street, vehicular access shall generally be provided from the parallel or side street.

Comment: The proposed development locates the access onto the side street and not onto the Corridor directly. The proposed development is residential with an active entrance facing the Corridor.

5.3 COMMUNITY DESIGN PLAN

The subject site is part of the Bank Street to South Keys Community Design Plan. The subject site is part of the Blossom Park Mainstreet Character Area as shown below. The Community Design Plan is not identified as a Secondary Plan and therefore does not have status within the Official Plan. The subject site is part of the Arterial Mainstreet section and it supports a broad range of land uses, in mixed use buildings or separately, including residential. Maximum building heights permitted are 9 storeys. Building should be closer to



Figure 17: Extract of Character Area Map from Community Design Plan (Source: City of Ottawa)



the street where possible and occupy at least 50% of the frontage with active entrances and windows.

**PERMITTED BUILDING HEIGHTS /
HAUTEUR DE BÂTIMENT AUTORISÉS**

- 4 storeys / 4 étages
- 6 storeys / 6 étages
- 9 storeys / 9 étages

Figure 18: Extract of Permitted Building Heights from Community Design Plan (Source: City of Ottawa)

6 ZONING BY-LAW AMENDMENT

The submission materials include a Zoning Compliance Report which fully reviews the zoning performance standards. As the proposed development requires a Minor Zoning Amendment, a Planning Rationale is required as part of the submission materials. The following is an overview of the amendments to the performance standards.

Summary of requested Zoning By-law amendment

The site is currently zoned AM2 H(30) – Arterial Mainstreet, Subzone 2, Maximum Height 30 M, which is a zone intended to both acknowledge a suburban pattern of built form but to encourage transition towards a more urban pattern of built form, enhance mobility options and connectivity. Policies for this Transect support multi-unit dwellings in hubs and corridors, promote multi-modal focus in future evolutions of right of way corridors.

The proposed zoning is AM2 H(30) *Urban Exception [XXXX]*. The purpose of the Exception Zone is to allow the proposed low-rise apartment dwelling. The application has requested relief as follows for the proposed development:

- A reduced rear yard setback of 6.65 m (from 7.5 metres)
- A reduced resident parking rate of 0.76 spaces per unit (from 1.2 spaces per unit)
- A reduced setback for the refuse area within a parking lot of 3 m from the lot line abutting a street (from 9 m) and 1.6 m from the lot line not abutting a street (from 3 m).
- An increase in maximum height to 13.6 metres within the 20 metres setback from the rear lot line that abuts the R1 zone whereas 11 metres is the maximum height within the 20 metre setback from the rear lot line that abuts an R1 zone.

6.1 PARKLAND REQUIREMENTS

Parkland comments were not part of the initial Pre-Application Consultation follow up. Due to the site size, parkland will be provided as Cash-in-Lieu. The applicable parkland dedication is based on the density exceeding 18 dwelling units per net hectare and the dedication is therefore 1 hectare per 500 dwelling units and shall not exceed 10% of the gross land area.

Further, per the Planning Act, Section 42 (1.1)(2), indicates that where development includes affordable residential units, the conveyance shall not exceed 5% of the land multiplied by the ratio of A to B where A = market residential units and B = total units.

Land Area: 1307.22

5% of Land Area: 65.36

Calculation: 65.36 x A:B

65.36 x 21:25

65.36 x 0.84

54.90 m2 (Requirement)

The Cash-in-Lieu requirement will be based off of the adjusted amount above to account for the provision of affordable housing. s

SUPPORTING TECHNICAL REPORTS AND PLANS

6.2 PHASE 1 ENVIRONMENTAL SITE ASSESSMENT

A Phase I Environmental Site Assessment was prepared by Paterson Group dated June 10 2024. The following is an extract from the report:

“The surrounding lands within the vicinity of the subject site consist mainly of residential properties. A retail fuel outlet and a car dealer/car garage are present approximately 40m east and 65m southeast of the subject site, respectively. Due to their separation distances and cross-gradient orientations, these properties are not considered to pose a potential environmental concern to the Phase I property.”

This report concludes that a Phase II Environmental Site Assessment is not required.

6.3 GEOTECHNICAL REPORT

A Geotechnical Report was prepared by Paterson Group dated April 1, 2024. This report was prepared in response to the proposed 4-storey apartment building and reviewed the subsurface conditions, bedrock, site grading and preparation, foundation design, and reviewed design and construction precautions.

The report supports the development of the subject site for the built form intended and Section 7.0 of this report sets out the Recommendations for the project which include, but not limited to, continued review and inspection, periodic observations, as well as sampling and testing.

All excess soil must be handled as per Ontario Regulation 406/19: On-Site and Excess Soil Management.

6.4 SITE SERVICING REPORT

A Site Servicing and Stormwater Management Report was prepared by D.B. Gray Engineering Inc. dated April 26 2024. The summary of the report identifies two separate fire hydrants located 110 and 148 unobstructed distance which exceed 90 m permitted by the Ontario Building Code therefore a private fire hydrant is required, which will be located at the south-west corner of the property.

Domestic water supply will be provided by a 150 mm water service connecting to the existing 150 mm Queensdale Avenue municipal watermain.

Sanitary Servicing will be provided by a 150 mm sanitary service that will connect to the existing 450 mm pipe on Queensdale Avenue.

Stormwater Management overview summarizes that the maximum post-development release rate during the 100-year event was calculated to be 13.91 L/s which is 72% less than the pre-development flow rate during the 100-year event and equal to the maximum allowable release rate. A maximum storage volume of 9.76 cu.m is required and provided during the 2-year event. The post-development reduction in flow is expected to have a positive impact on the 525 mm Queensdale Avenue municipal storm sewer.

The conclusions section of the report is provided below:

1. *A private fire hydrant is required and provided.*
2. *There is an adequate water supply for firefighting from the existing municipal water distribution system.*
3. *There is an acceptable range of water pressures in the existing municipal water distribution system.*
4. *The post-development sanitary flow rate will be adequately handled by the proposed sanitary sewer service.*
5. *The post-development increase in sanitary flow is expected to have an acceptable impact on the existing municipal sanitary sewer.*
6. *The maximum post-development release rate during the 100-year event will be equal to the maximum allowable release rate.*
7. *The post-development reduction in stormwater flow is expected to have a positive impact on the existing municipal storm sewer.*
8. *The proposed OGS will achieve an enhanced (80% TSS removal) level of protection.*
9. *An Erosion & Sediment Control Plan has been developed to be implemented during construction.*
10. *The peak unrestricted flow rate during the 100-year event will be adequately handled by the proposed storm sewer service.*
11. *The rainwater leaders inside the building are to be constructed to withstand the pressure from a water column the height of the rainwater leader. Pressure tests are to be performed on the systems in accordance with the mechanical engineer's instructions.*

6.5 ROADWAY TRAFFIC NOISE ASSESSMENT

A Roadway Traffic Noise Assessment was prepared by Gradient Wind dated May 3 2024. The report is prepared for the Site Plan Control submission not the Minor Zoning Amendment application. The report concludes that the development will require a central air conditioning in addition to a Type B warning clause and use of noise barriers. Stationary noise impact on surroundings is expected to be minimal.

6.6 ZONING CONFIRMATION REPORT

Zoning review and compliance assessment has been undertaken under separate cover in the Zoning Confirmation Report prepared by Q9 Planning + Design Inc. This report is dated June 12 2024.

6.7 URBAN DESIGN BRIEF

An Urban Design Brief has been prepared by Q9 under separate cover and is included with the submission materials. This report reviews the applicable Design Guidelines that previously would have been reviewed in the Planning Rationale document. The Urban Design Brief report is dated June 12 2024.

7 CONCLUSION

The proposed development proposes a four-storey residential apartment building which will include a reduction in vehicle parking and increased bicycle parking and four affordable housing units in a 25-unit total proposal.

The proposed development has been reviewed against the Provincial Policy Statement and the City of Ottawa Official Plan. The proposed development is consistent with the PPS and conforms to the Official Plan.

The proposed development requires a Minor Zoning Amendment to reduce the vehicle parking and a minor reduction in the rear yard setback for the structural supports.



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8 LIMITATIONS OF REPORT

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