1822 Bank Street

URBAN DESIGN BRIEF - R3

April 3, 2025

FOTENN Design

HOBIN ARCHITECTURE

BGO

HISTORICAL CONTEXT

The site, 1822 Bank Street is in the southern part of Ottawa inside the Greenbelt. As with many of the Outer Urban areas of the city, the land use was primary agricultural and rural residential prior to the 1950s. By the early 1960s, much of the west side of Bank Street had been developed into a mix of light industrial (warehousing) and large commercial such as car dealerships. Development of the development site also occurred during this period, although the current commercial mall building was not constructed until around 1970.

The single family home focused residential neighbourhoods to the northwest and to the east (on the other side of Bank Street) were primarily developed in the early 1960s while the addition of some larger apartment buildings in the late 1970s. Also in the late 1960s, the development of the shopping plaza northeast of the site at Bank and Altavista began with the construction of what is now the grocery store. The balance of that mall followed around 1970.

To the immediate north of the site, the existing office block and strip mall were constructed between the late 1970s and late 1980s. Like the subject site, little has changed on that site in the following years to the current time.

As the former railway uses to the west of the site transitioned from freight focus, the parcel of land freed up by the closure of the spur curve of rail line following what is now Glenhaven Private was redeveloped into a small enclave of townhomes and a row of townhomes boarding the west property line in the early 2000s. This period also included Ottawa's earliest foray into light rail with the opening of the O-Train on the former freight corridor to the west. Walkley, however, was not served by a station at that time.

and Walkley. The position of the park along the west side of the site and central ensures ample sunlight in the afternoon and evening and provides the maximum amount of view to green space toward the west. The position of highest densities towards the southeast also provides transition down to the low-rise neighbourhoods to the west. The intent of the architectural design is that the ground floor uses adjacent to landscaped areas are to be actively programmed with active uses such as amenity, lobbies, and strategic small retail spaces. This includes ground floor spaces facing Bank Street, the public park, and the POPs at Bank and Walkley and at the northeast corner of the site.

KEY DESIGN CONSIDERATIONS

The following design considerations should serve as guidelines to help shape both the public realm and the built environment in order to achieve the desired mixed-use environment.

BUILDING FORM - PODIUMS AND TOWERS

The envisioned development positions itself to support the new LRT station southwest of the site. The high-rise building typologies will address the anticipated density for the development. The development will consider scale, materiality, relationships to both the landscaped spaces and the built environment, along with its sun and shadow impacts. Taller built forms will be consistent with the city's high-rise design guidelines in terms of podium heights, floor plate sizes, and tower separation and will address the three distinct building elements listed in the guidelines: the ground level edge condition and podium, the main body of the tower and the articulation of the top.

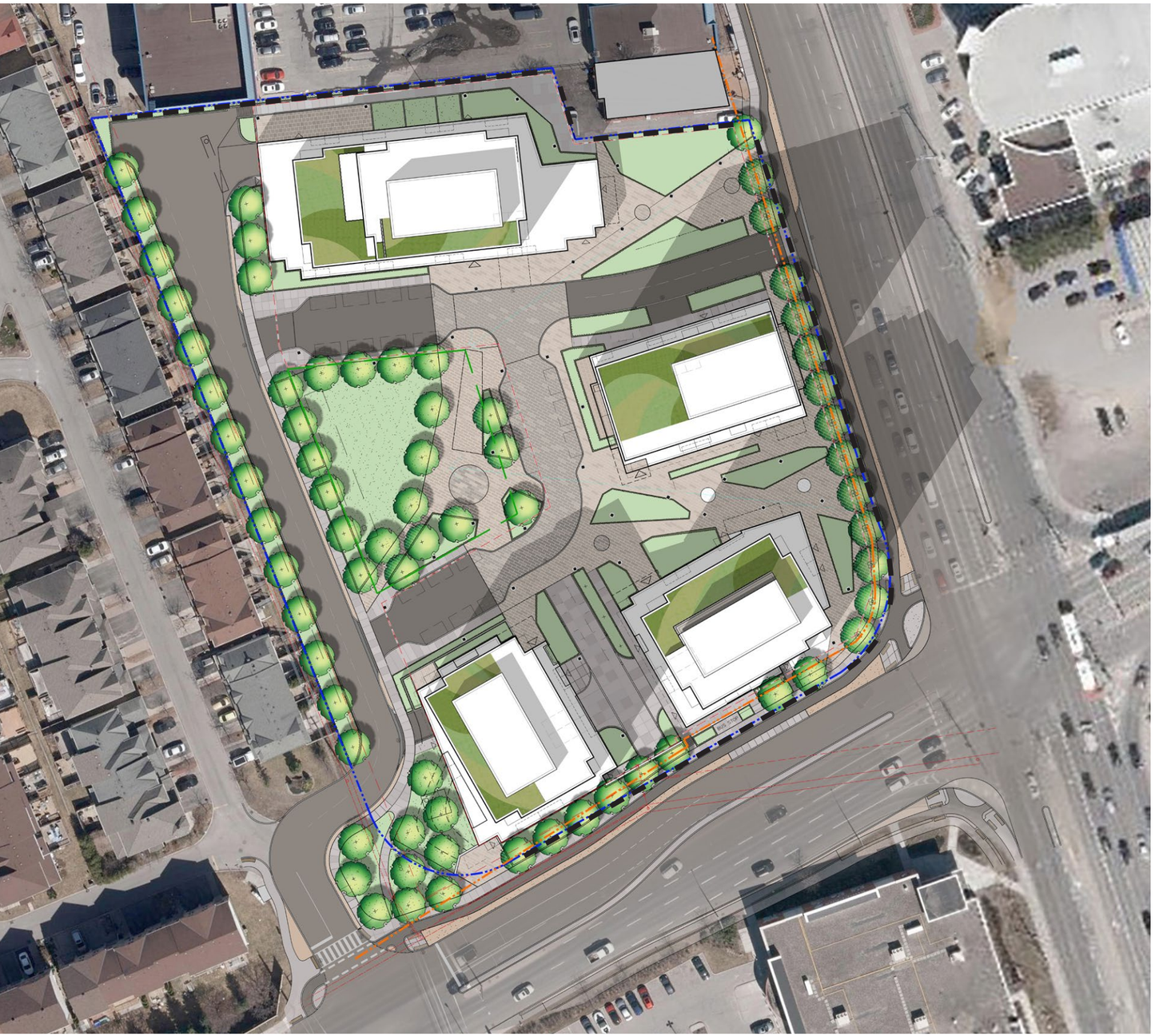
PLACEMAKING

Creating a strong public realm will be critical to the success of this development. The following themes are inherent to proper functioning

Proposed Development Stats

Total Site Area: 17,333.2m² (186,573 sq.ft)
Area taken by Road Widening: 464.6m² (5001 sq.ft.)
Site Area after Road Widening: 16,868.6m² (181,572 sq.ft.)
Public Right of Way: 2,697.6m² (29,037 sq.ft.) (15.56%)
Parkland Dedication: 1,697.1m² (18,268 sq.ft) (10.06%)
Net Development Area: 12,473m² (134,267 sq.ft.)
Lot Coverage: 4,786.5m² (51,522 sq.ft) (38.37%)
Floor Space Index: 6.64
Gross Constructed Area[1]: 103,605.9m² (1.115 M sq.ft.)
Gross Floor Area[2]: 82,884m² (892,155 sq.ft)
Leasable Area: 85,326.7m² (

PHASING OVERVIEW



Proposed Project Phasing

The high level intent for phasing is to commence with the building closest to the Walkley Transit Station (labeled as Building 1) aT the south west corner of the site. Subsquent work would following to Building 2, then 3, and completing the site development with Building 4. All phasing is currently contempleted and subject to change suit market dynamics over the duration of the build-out.

Proposed Phasing Line

OFFICIAL PLAN

The subject site is located within the Outer Urban Transect in the City of Ottawa Official Plan. The Outer Urban Transect applies to lands within the greenbelt that have a classic suburban model of development. The objective of the Outer Urban Transect is to introduce more viable public transit and active mobility options and encourage more diverse housing forms.

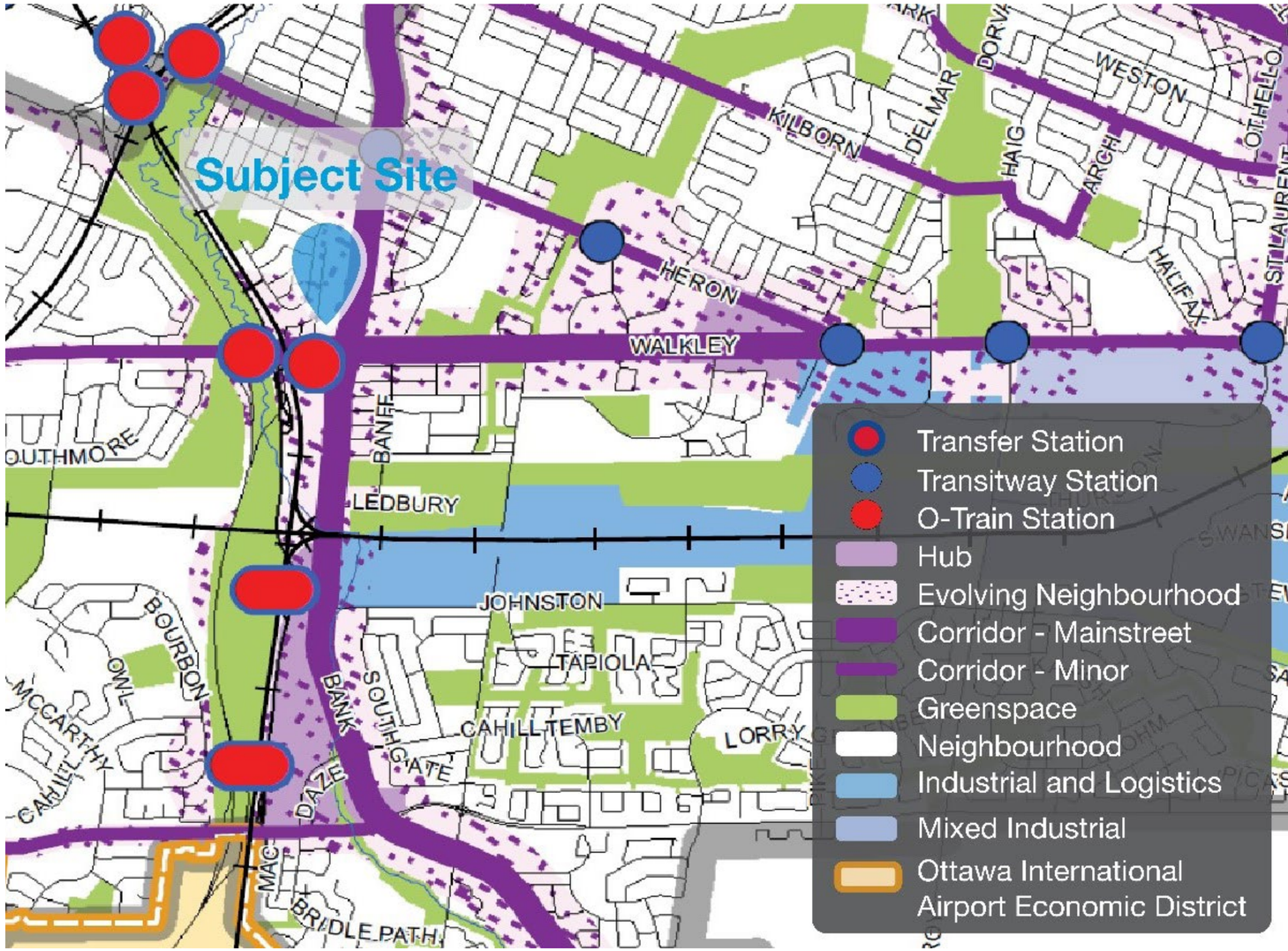
The subject site is designated Mainstreet Corridor. The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs.

Permitted building heights within the Mainstreet Corridor designation are up to high-rise (40 storeys) on corridors with a width greater than 30 metres (including Bank Street adjacent to the subject site). Permitted heights are subject to appropriate height transitions, stepbacks and angular planes.

Development along Corridors should generally be located to frame the street, park, or greenspace and should provide an appropriate setback within the street context, with clearly visible public entrances from public sidewalks.

The proposed site design contributes to the evolution of a 15-minute neighbourhood by:

- Locating buildings and store entrances along public streets (Bank Street and Walkey Road).
- Establishing an internal circulation pattern that includes direct and safe street and multi-use path connections to the surrounding built and planned urban fabric.
- Including a public street grid and pedestrian and cycling network to maxi

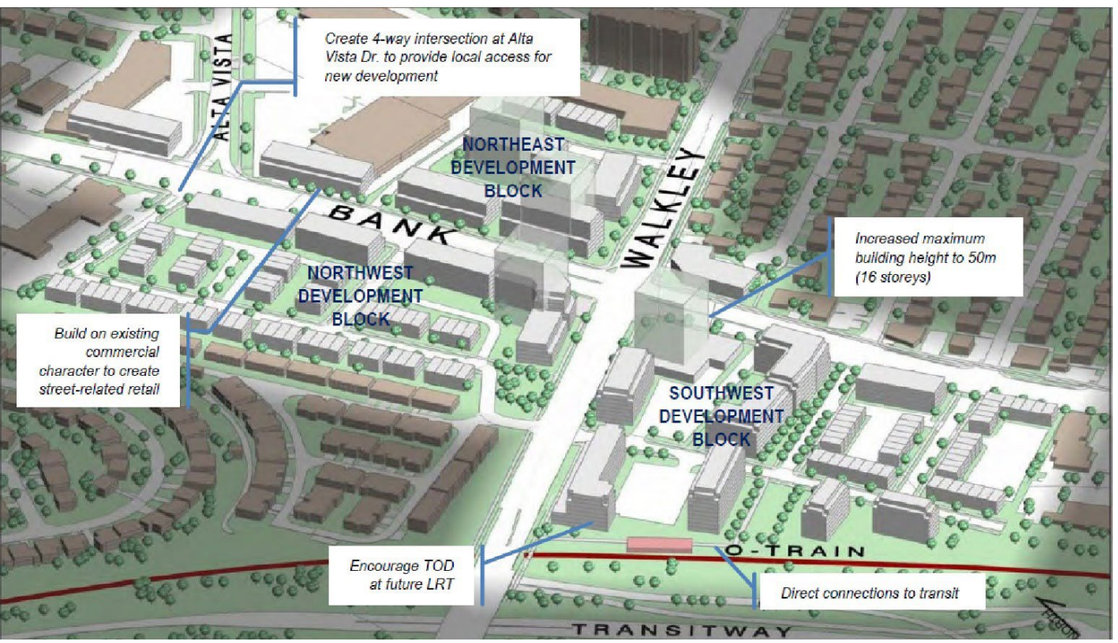


BANK ST SECONDARY PLAN

The Bank Street South Secondary Plan guides the long-term design and development of the portion of Bank Street between Riverside Drive and the Walkley rail corridor, and provides direction on land designations, built form, design and mobility. Section 1.4 identifies the General Land Use and Design Policies which provide direction for the entire Bank Street South planning area, with the proposed development incorporating the following:

- The proposed mix-use development will include street-related retail uses on the ground floor along the Bank Street frontage, with residential uses located on the upper floors of the towers.
- A well-defined street wall of four storeys has been proposed along Bank Street to create a visually continuous streetscape and a strong street edge. The buildings along Bank Street will include entrances that are easily accessible directly from the sidewalk for pedestrians.
- Height transitions have been maintained between the proposed high-rise buildings and the existing low-rise residential townhomes on Glenhaven Private through generous separation space between buildings and step backs at the upper storeys.
- Parking has been screened from residential properties and the public realm through below-grade parking accessible via Bank Street and Walkley Road. On-street parallel parking is proposed internal to the site along both public and private streets to promote the viability of sidewalk-oriented retail.
- Street trees are proposed along Bank Street and Walkley Road to establish an avenue of mature trees which gives character, identity and distinction to Bank Street as an important pedestrian and automobile route.

COMMUNITY DESIGN PLAN AND ZONING



COMMUNITY DESIGN PLAN

The Bank Street Community Design Plan (CDP) is the Council-approved guide to the long-term growth and development of the portion of Bank Street from Riverside Drive to the CN rail line located south of Walkley Road, aimed at creating a framework for the future development of these lands. The subject site is located within Node 3: Bank Street near Walkley Road and Alta Vista Drive, with the following guidelines incorporated into the proposed development:

- Locating high-rise buildings along the north side of the Bank Street / Walkley Road intersection.
- Providing an east-west pedestrian connection through the subject site from Bank Street to the future LRT station at Walkley Road.
- Reconfiguring the existing Walkley Road connection to Glenhaven Private to accommodate the new local street internal to the site.
- Improving the pedestrian environment by including a large, central park within the site, and providing

ZONING BYLAW

1822 Bank Street is zoned Arterial Mainstreet, Subzone 8 (AM8) in the City of Ottawa Comprehensive Zoning By-law (2008-250). The purpose of the 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; and
- Impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.
- The AM zone is a flexible zone permitting a wide range of residential and non-residential uses to support mixed-use redevelopment.

APPLICABLE DESIGN GUIDELINES

Urban Design Guildelines for High-Rise Buildings

These guidelines address the design of high-rise buildings (10+ storeys) in relation to their context, built form, and impact on pedestrian realm. The following design guidelines are applicable to the development:

- The base of the buildings define the street wall context along Bank Street and Walkley Road.
- The proposed towers provide separation distances greater than 23 metres and respect the angular plane from the towers along Walkey Road to the existing townhomes along Glenhaven Private.
- The proposed towers also reflect the preferred tower floor plate size of approximately 750 square metres.
- The proposed development would achieve the desired base-middle-top expression.
- Parking is provided below-grade as well as on-street parallel parking.
- The subject property will continue to work to satisfy guidelines regarding building form and public realm as the concept is further developed.

Transit-Oriented Development Guidelines

These guidelines apply to all development within 600 metres walking distance of a rapid transit stop or station.

The subject site is located less than 300 metres walking distance to the Walkley Light Rail Transit (LRT) station, and the proposed development responds to the following design guidelines:

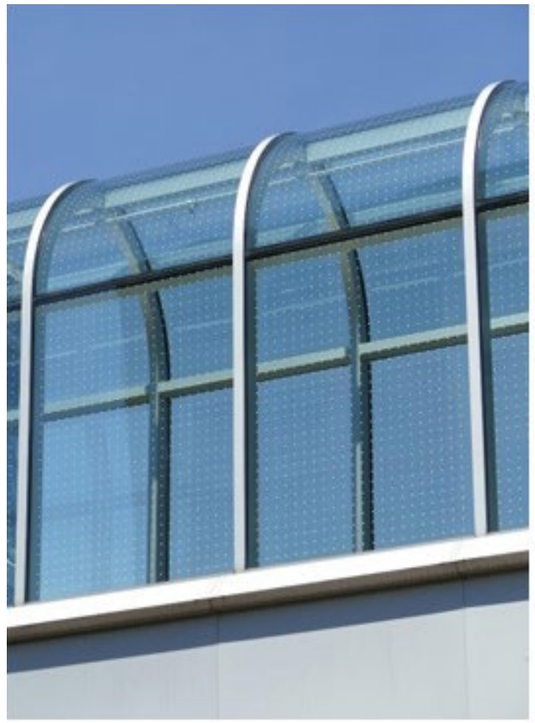
- Provides transit supportive, mixed-use development including high density residential uses, within 300 metres walking distance of a rapid transit stop or station.
- Lays out new pedestrian connections, permitting pedestrian movement throughout the site from Bank Street through to Walkley Road and beyond.
- Locates buildings close to each other and along the front of the street to encourage ease of walking between buildings

APPLICABLE DESIGN GUIDELINES

Urban Design Guidelines for Development on Arterial Mainstreets

These guidelines provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development along Arterial Mainstreets. The proposed development meets the following guidelines, among others:

- Locates the new buildings along the public street edges and aligns the streetwall buildings with the existing built form



Bird Safe Design Guidelines

Minimizing the Transparency and Reflectivity of Glazing:

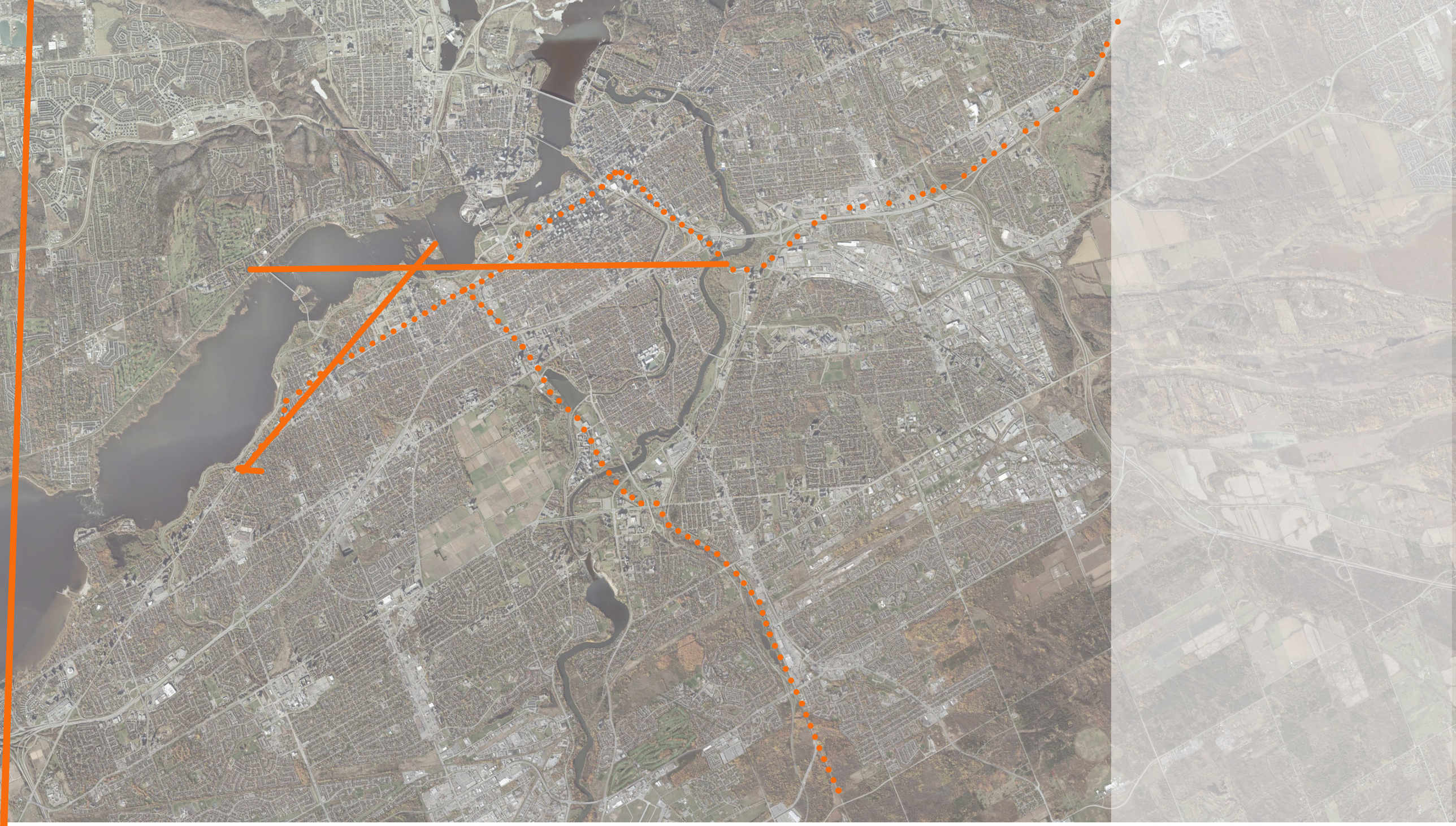
- Avoiding monolithic, undistinguished expanses of glazing;
- Incorporating visual interest or differentiation of material, texture, colour, opacity, or other features to fragment reflections.
- Where green roofs, rooftop gardens or terraces are included in a design, any adjacent glazing should also be treated to a height of 4 metres from the surface of the roof or terrace or the height of the adjacent mature vegetation, whichever is greater.

Avoiding or Mitigating Design Traps:

- All glazing that could create a fly-through, mirror maze or black hole effect should use bird-safe glass or integrated protection measures;
- Glass corners should be treated to render them bird-safe for at least 5 metres in each direction;

Creating Safe Bird-Friendly Landscaping:

- Designing landscape plantings to minimize reflections of trees and shrubs in nearby buildings.
- Minimizing the reflection of rooftop landscapes in adjacent building features or surrounding properties.
- Avoiding locating ornamental fountains, ponds, stormwater retention basins, wetlands, swales or related infrastructure near glass façades or windows.



LAND USE PATTERN

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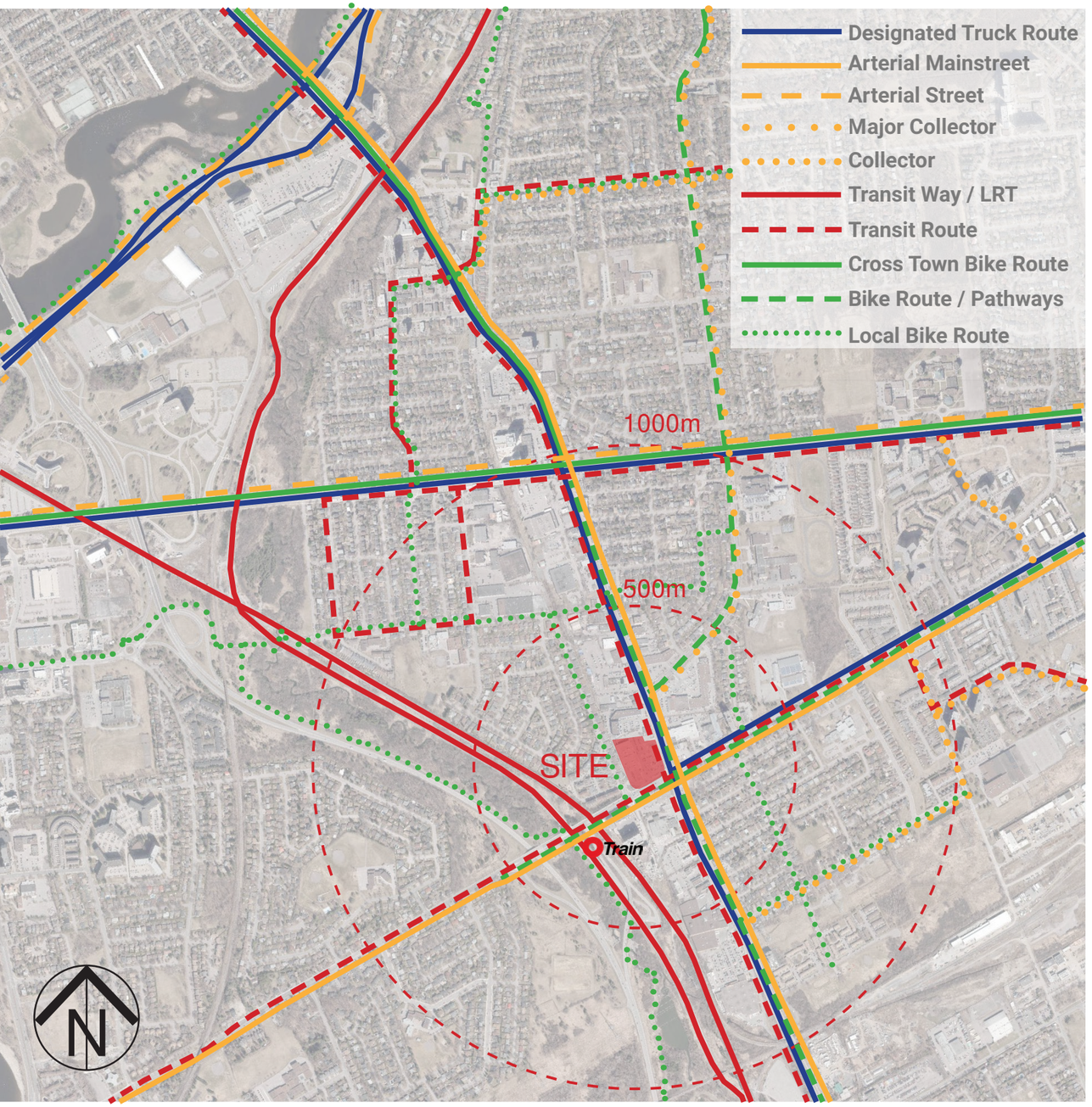
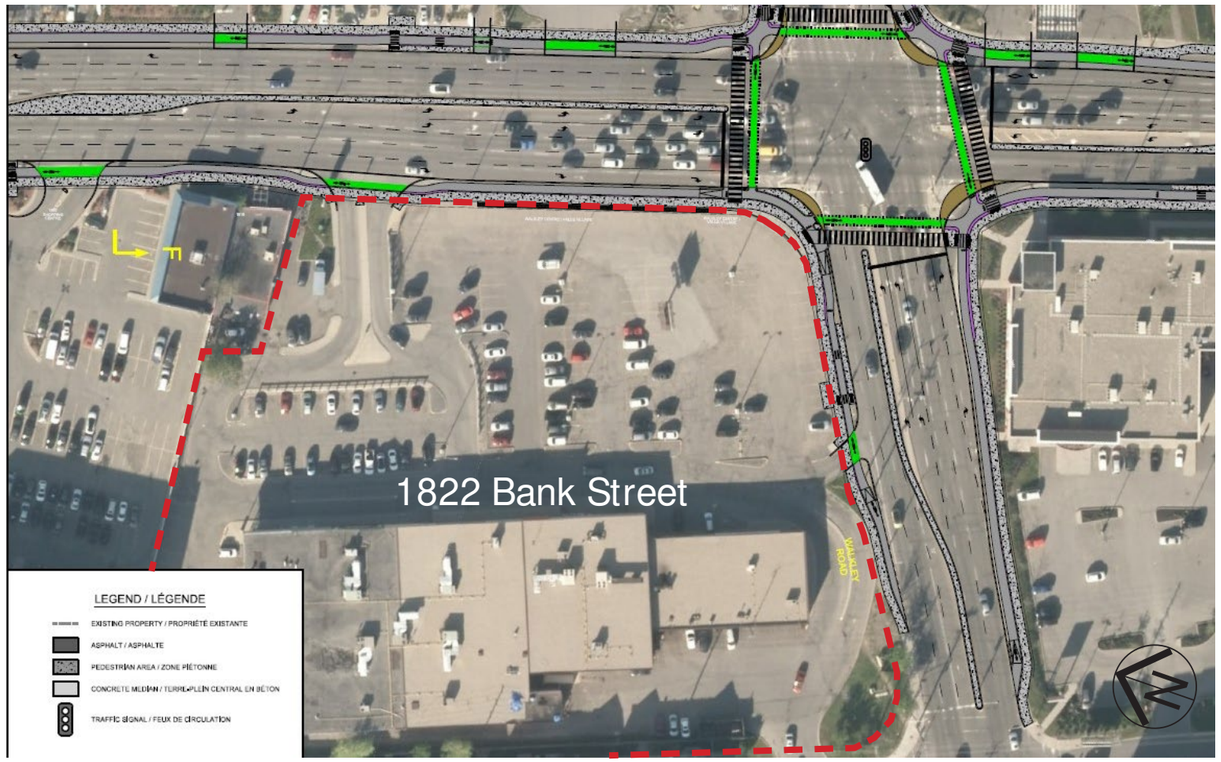
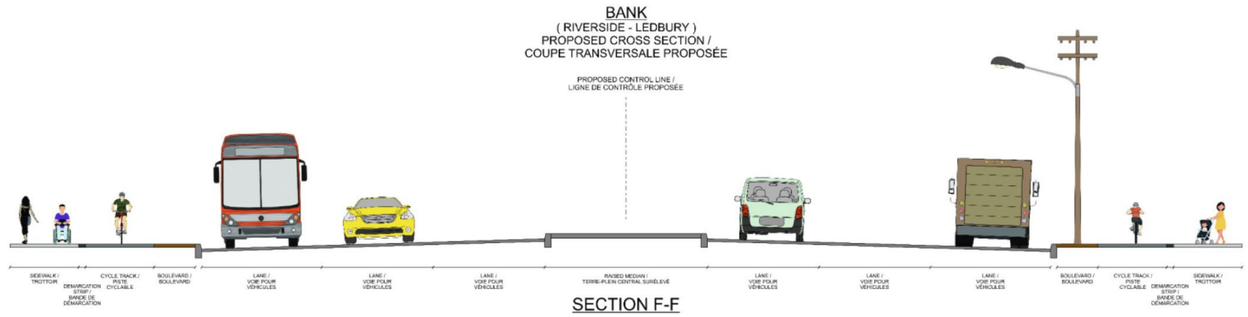
TRANSPORTATION



Bank Street Renewal Project - Phase 2

- Proposed Start ~2028
- New below grade services
- Road section redesign to Complete Street standard with Protected Intersections
- New Active Transportation Infrastructure





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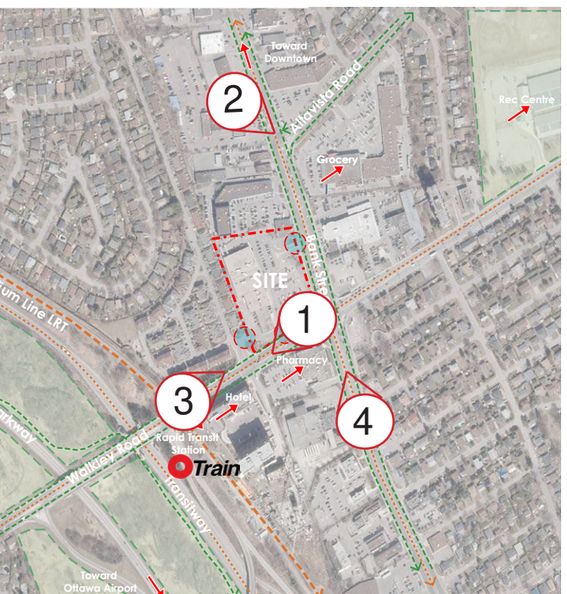
IMAGES OF THE SURROUNDING AREA



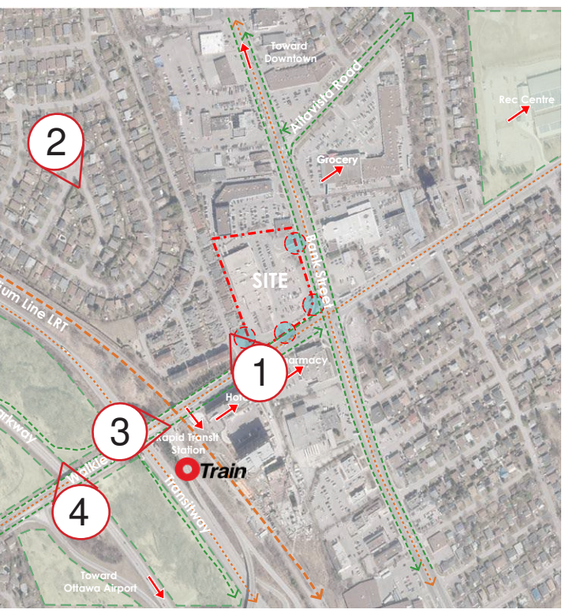
1. View from Walkley toward Anand Private

2. View toward southeast corner of Alta Vista

3. View Anand Private looking East

4. View on Bank Street looking North

IMAGES OF THE SURROUNDING AREA



1. View toward Glenhaven Private

2. Lowrise Neighbourhood to north east

3. View toward new LRT Station

4. View looking north on the Airport Parkway

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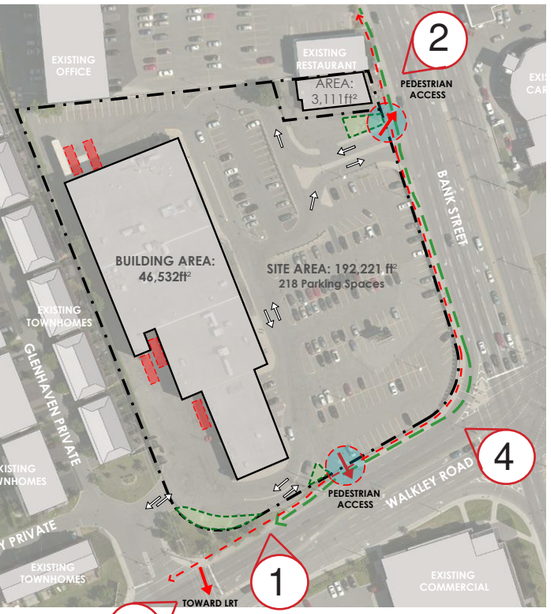
IMAGES TOWARD THE SITE



1. View from west on Walkley near LRT entrance

2. View from Bank and Walkley

3. View from LRT Entrance

4. View from Bank and Walkley

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EXISTING CONDITIONS

TOTAL GROSS FLOOR AREA: 4322.9m²
(46,532 sq.ft.)

Commercial Use
- 1 Storey
- Multiple Retail Units

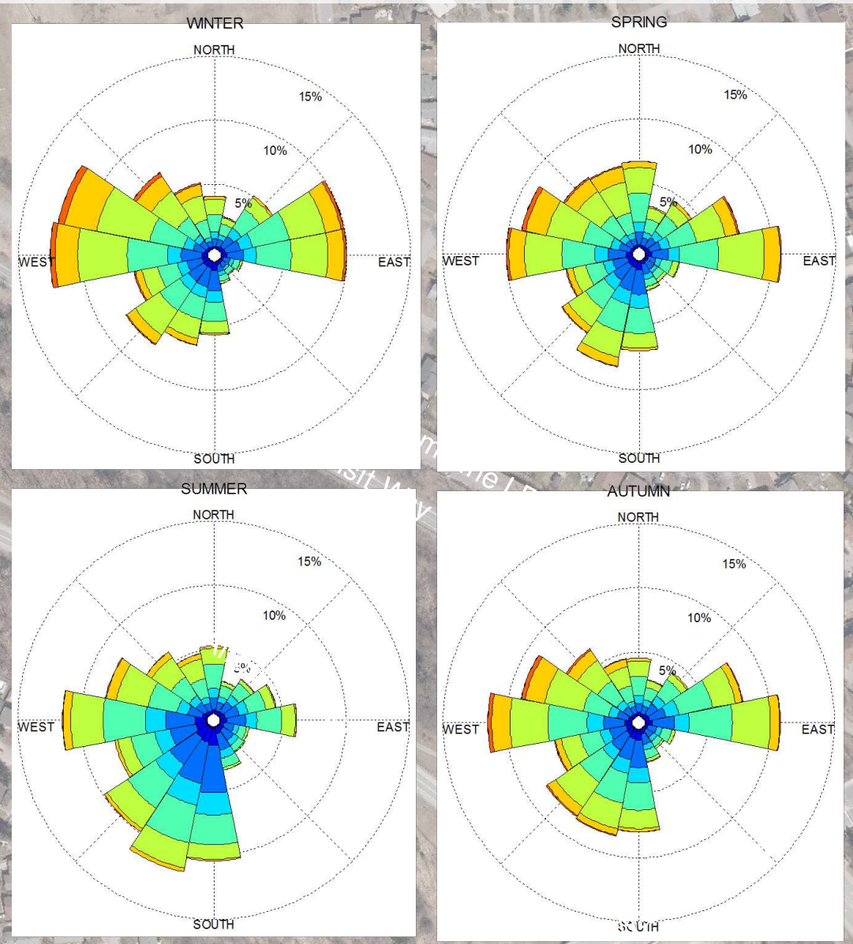
Parking (Surface)
- 218 spaces
- 4.7 spaces per 1000 sq.ft.

Landscape Space
Pedestrian Access Point
Pedestrian Desire Lines
Future Cycle Tracks
Vehicle Movement - Private
Loading Space

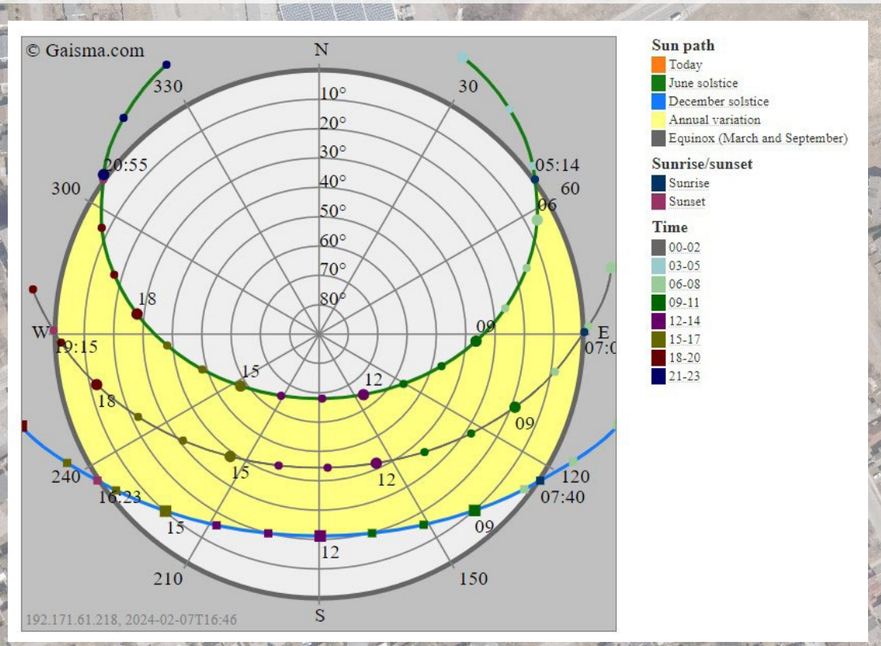
SITE MICRO CLIMATE

PREVAILING WINDS

MACDONALD-CARTIER INTERNATIONAL AIRPORT, OTTAWA, ONTARIO



SUN PATH



SOLAR ENERGY

Ottawa, Canada - Solar energy and surface meteorology

Variable	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Insolation, kWh/m²/day	1.48	2.37	3.49	4.42	5.08	5.6	5.57	4.86	3.6	2.29	1.48	1.23
Clearness, 0 - 1	0.45	0.49	0.5	0.48	0.47	0.49	0.5	0.5	0.46	0.41	0.4	0.43
Temperature, °C	-10.69	-9.35	-3.74	4.81	12.71	18.43	20.97	19.77	15.07	7.8	0.81	-6.8
Wind speed, m/s	4.4	4.28	4.44	4.34	4.21	4.14	3.75	3.78	4.15	4.27	4.46	4.41
Precipitation, mm	59	58	62	65	73	83	88	86	80	71	84	82
Wet days, d	14.2	11.5	11.4	11	12.1	12.2	11.4	11.3	12	12.2	14.3	15.5

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DESIGN PROPOSAL

HOBIN ARCHITECTURE

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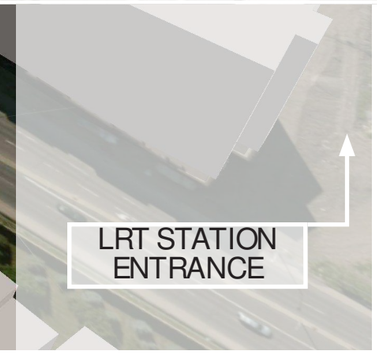
PROPOSED MASSING



HOBIN ARCHITECTURE

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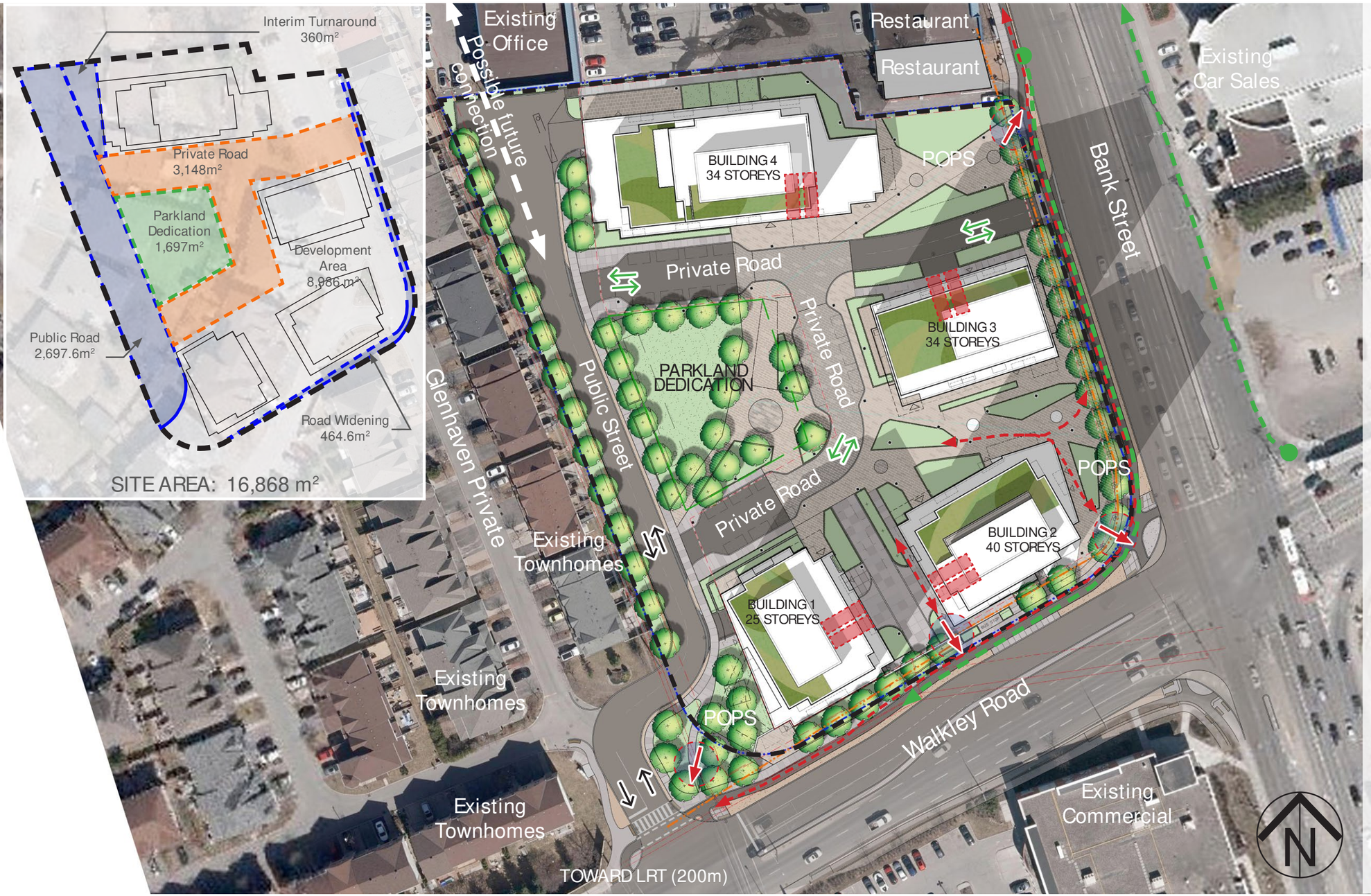
CONCEPT PLAN



TOTAL UNITS: +/- 1,432

BUILDING 1 (25 Storeys - Residential)

UNITS: +/- 262 units

BUILDING 2 (40 Storeys - Mixed-Use)

UNITS: +/- 422 units

BUILDING 3 (34 Storeys - Mixed-Use)

UNITS: +/- 355 units

BUILDING 4 (34 Storeys - Mixed Use)

UNITS: +/- 393 units

Key

- Parkland Dedication
- Pedestrian Access Point
- Pedestrian Desire Lines
- Future Cycle Tracks
- Vehicle Movement - Public
- Vehicle Movement - Private
- Loading Space

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COMPARISON

Existing Conditions

Gross Floor Area: 4,322.9 m² (46,532 sq.ft.)
Number of Homes near Transit: Zero
Surface Parking Spaces: 218
Public Realm: Zero
Landscape Area: 1.4% of Site Area 246.2m² (2,650 sq.ft.)

Proposed Development Concept

Building Footprint: 4,786.5m2 (51,522 sq.ft)
Gross Floor Area: 82,884m² (892,155 sq.ft)
Number of Homes near Transit: 1,432
Surface Parking Spaces: 20 + below grade parking
Parkland Dedication: 10% of site 1,697.1m2 (18,268 sq.ft)
Landscape Area: 29.1% of Site Area 4,906.9m2 (52,818 sqft.)

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BGO PRECENDENT PROJECTS

2 ST. THOMAS - TORONTO

VIRIDIAN - VANCOUVER

NOVUS - TORONTO

45 STRACHAN - TORONTO

45 STRACHAN - TORONTO UNDER CONSTRUCTION

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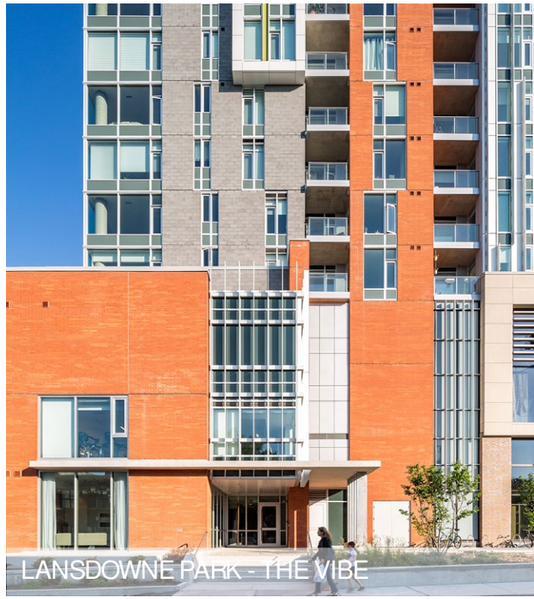
HOBIN PRECEDENT PROJECTS

CITY PARK DRIVE REDEVELOPMENT (RIOCAN)

LANSDOWNE PARK - THE RIDEAU

1640 CARLING AVENUE REDEVELOPMENT (RIOCAN)

GLADSTONE AND LORETTA REDEVELOPMENT



LANSDOWNE PARK - THE VIBE

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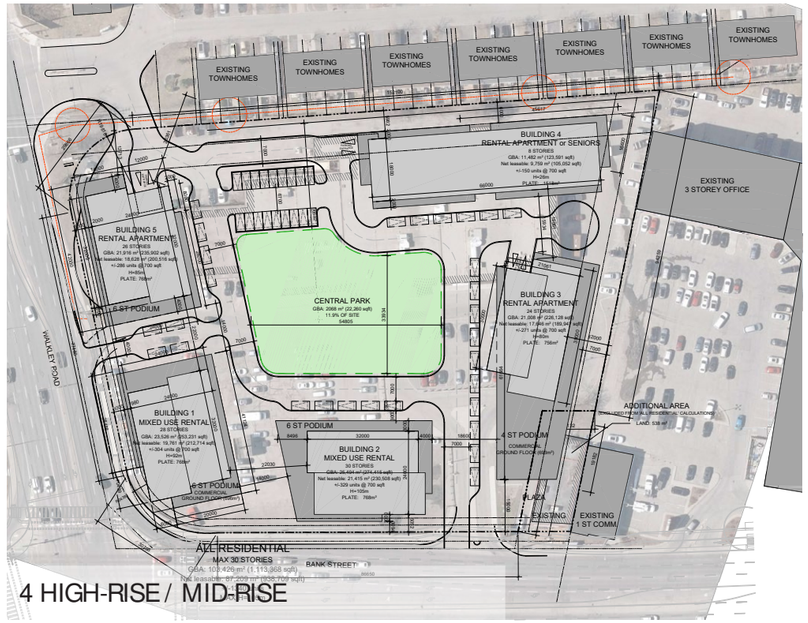
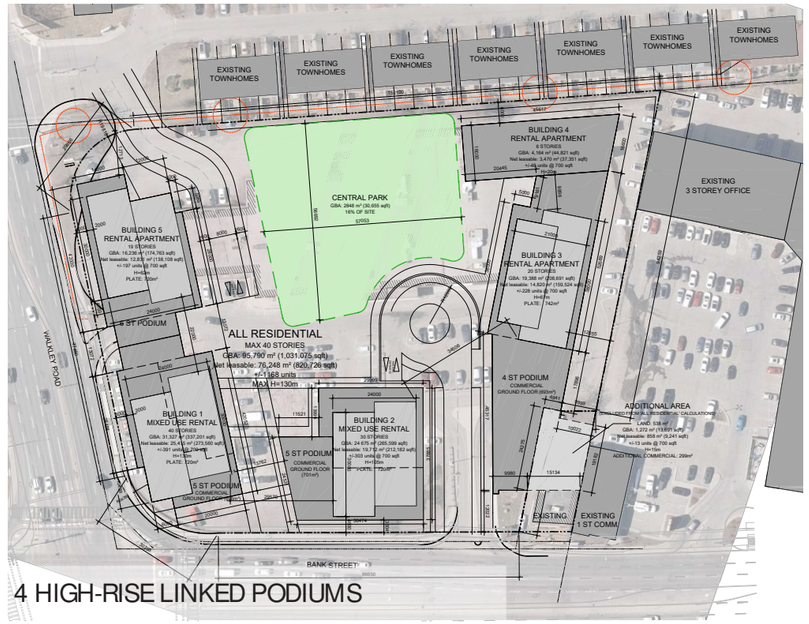
ALTERNATIVE OPTIONS EXPLORED



4 HIGH-RISE / MID-RISE

4 HIGH-RISE / WEST PARK



4 HIGH-RISE LINKED PODIUMS

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OPTION PREVIOUSLY PRESENTED TO UDRP

Key

- Open Space Opportunity*
- Pedestrian Access Point
- Pedestrian Desire Lines
- Future Cycle Tracks
- Vehicle Movement - Public
- Vehicle Movement - Private
- Loading Space

*Open Space Opportunity TBD

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KEY DESIGN NARRATIVES

BUILDING FORM - PODIUMS AND TOWERS

PLACEMAKING

BUILDING EDGES

INTERIOR STREETS

PATHWAYS TO TRANSIT

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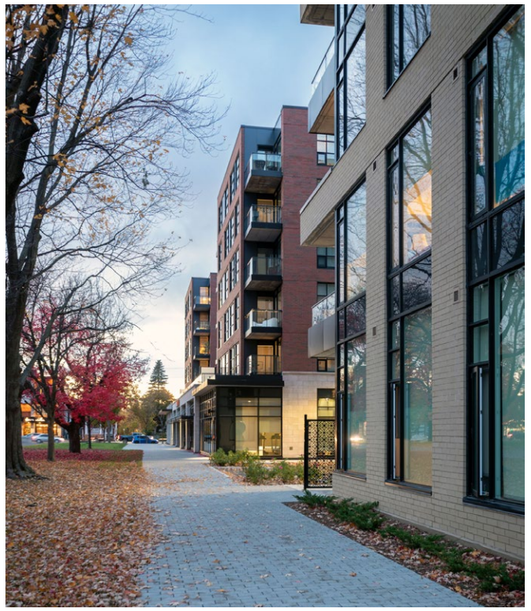
BUILT FORM - PODIUM AND TOWER

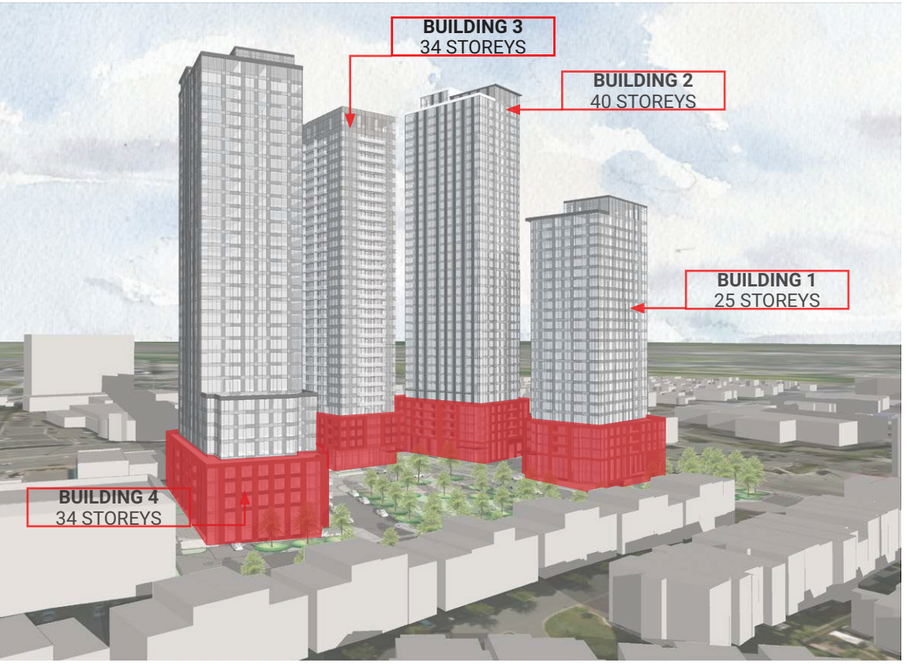
The high-rise built form addresses the three distinct building elements listed in the City's high-rise design guidelines; the ground level edge condition and podium, the main body of the tower and the articulation of the top.

1 Street Edge + Podium Condition

2 Tower Body

3 Top



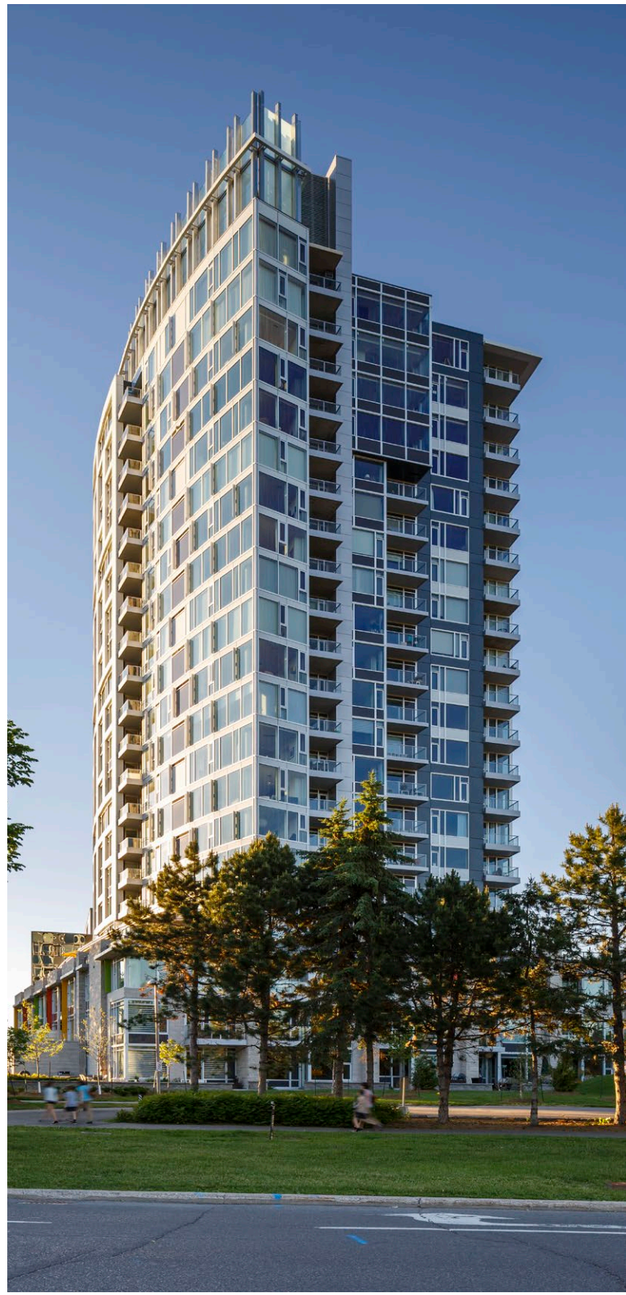


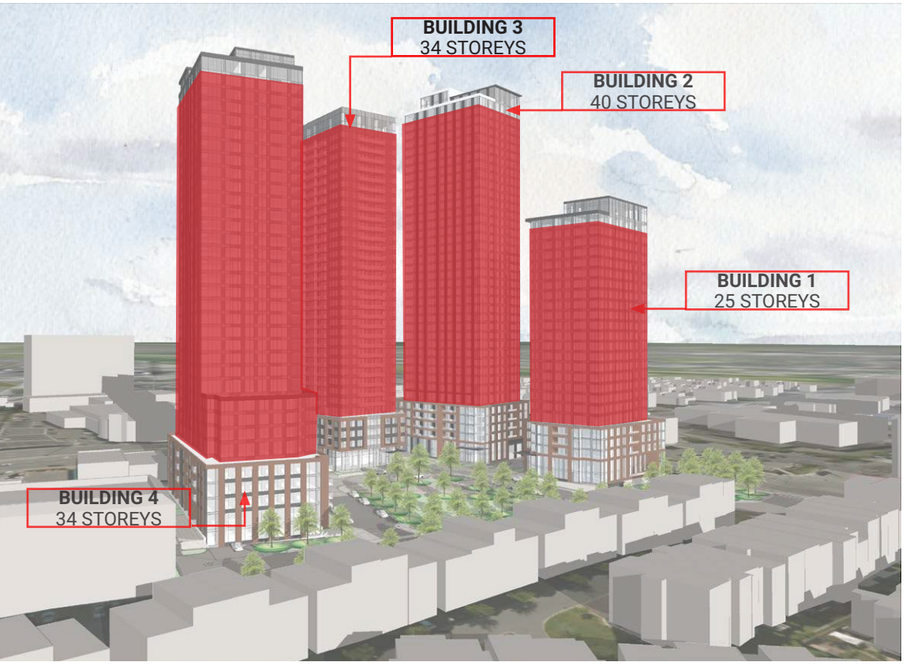
BUILT FORM - PODIUM AND TOWER

1 Street Edge + Podium Condition

2 Tower Body

3 Top





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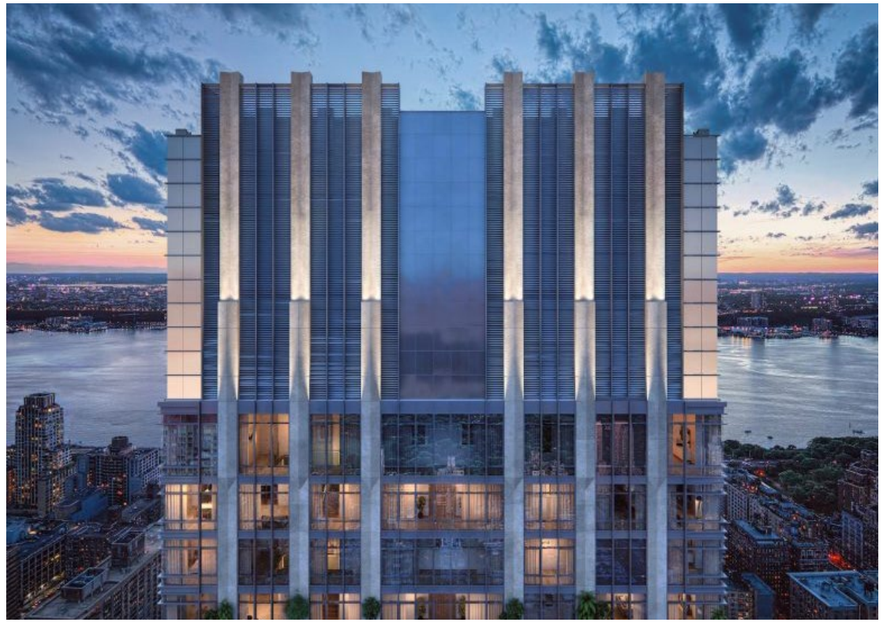
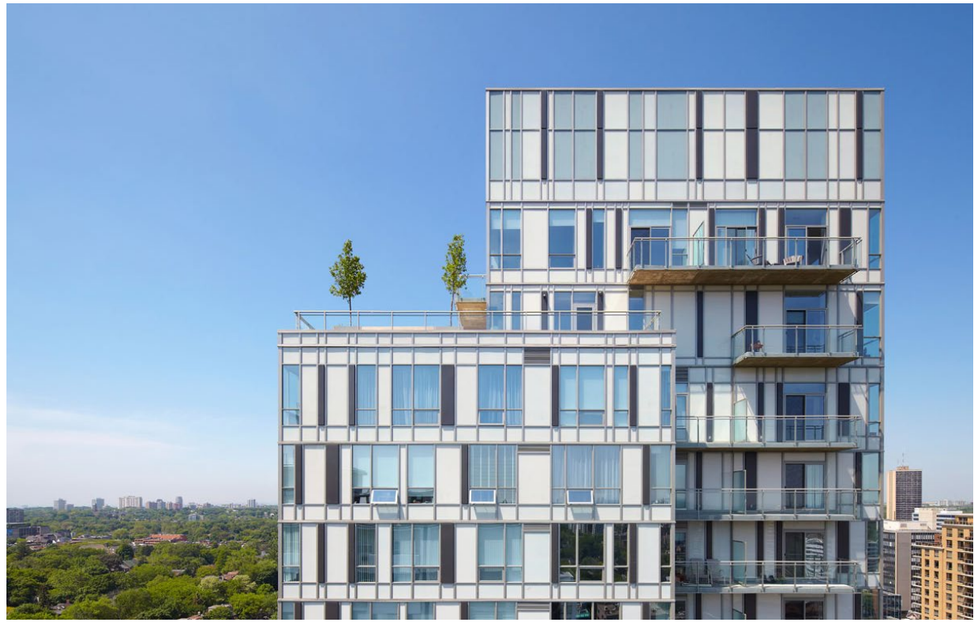
BUILT FORM - PODIUM AND TOWER

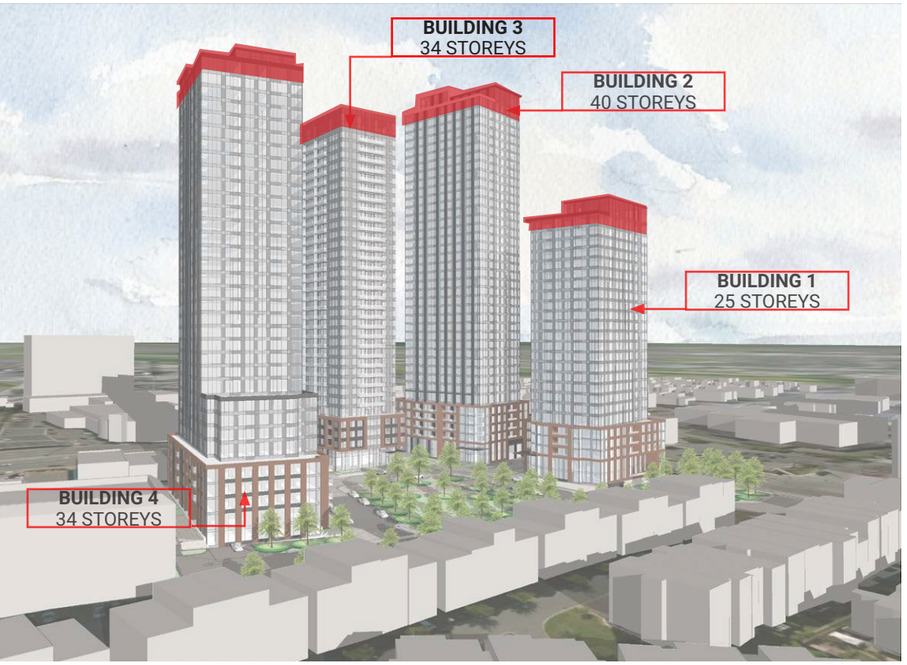
1 Street Edge + Podium Condition

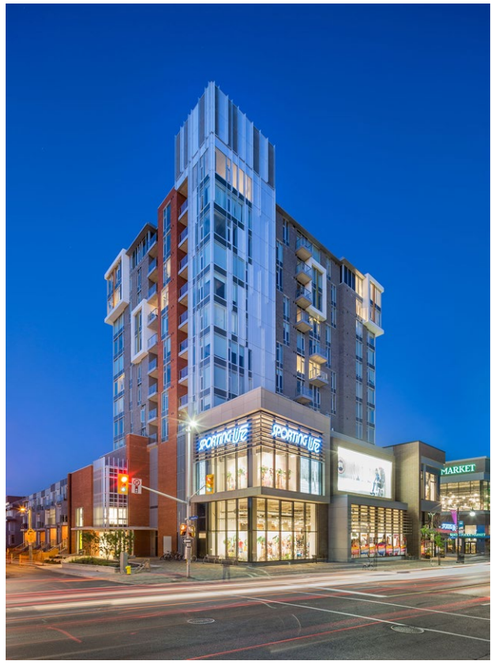
2 Tower Body

3 Top









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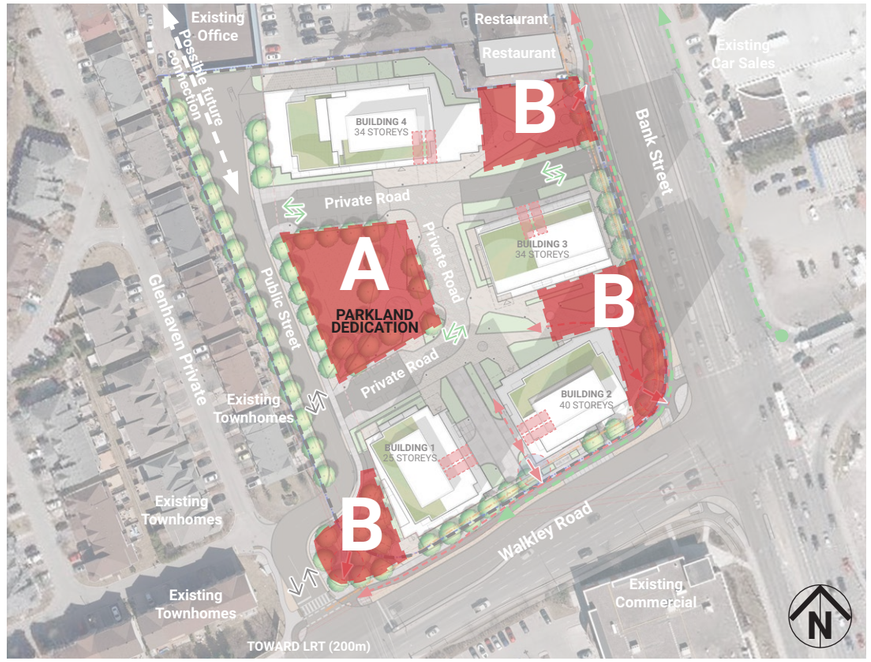
PLACEMAKING

Parks and Landscape Space

The “backyard” of the site, the Public Park, is a recreational greenspace consisting of large grass areas and pathways to draw users through the site. Space for playful structures further distinguishing the pathway while providing opportunities for lighting and sound or music, and various seating opportunities. This cheerful space, centrally located, animates the entirety of the site. This space would provide additional animation and amenity to the developoment and surrounding community.



BUILDING EDGES

The design of the building podiums will be to support active use and animation at grade. This will include amenities, lobbies, and small retail spaces where applicable. Design will provide for future flexibility as the street evolves and the need for increased amounts of local retail grows.

Small Retail or Commercial
Building Active Uses

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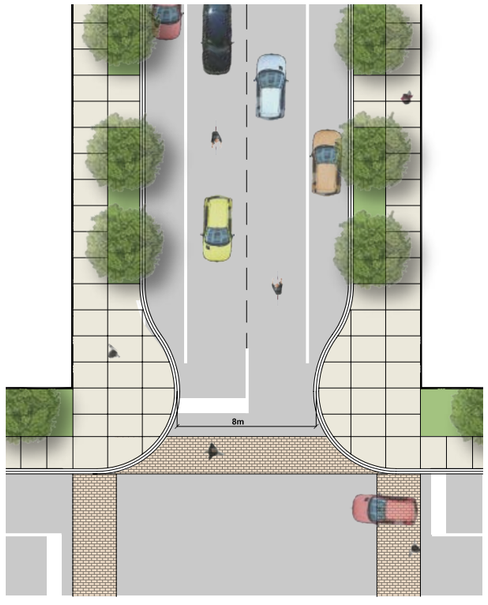
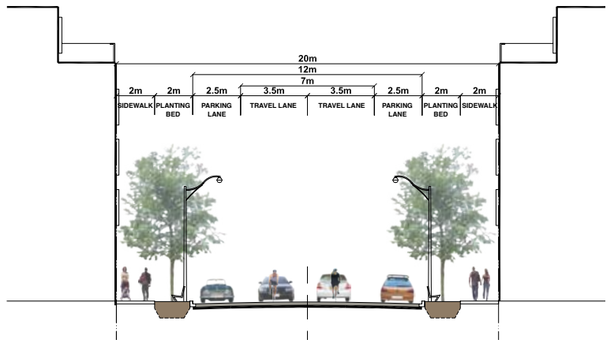
INTERIOR STREETS

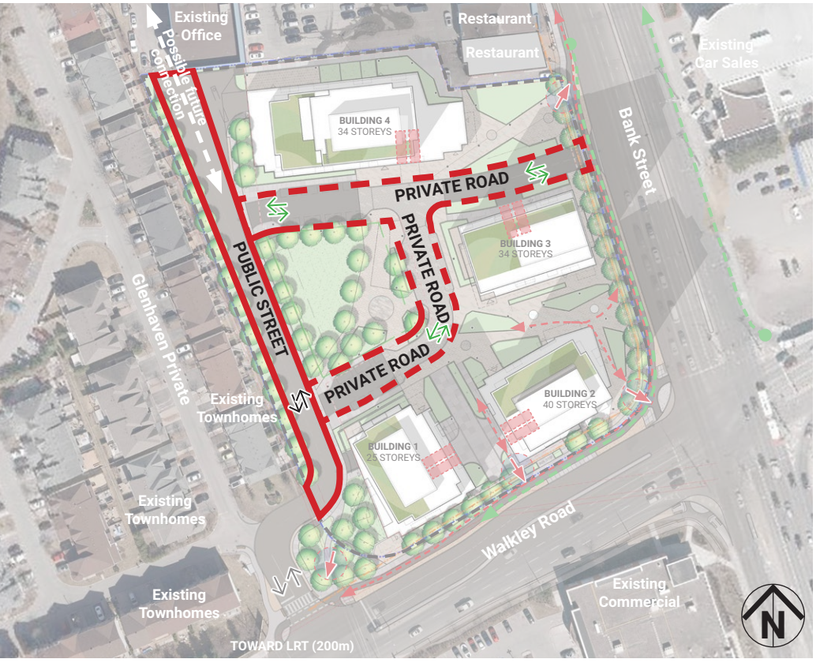
Interior Streets

The interior streets, designed to contrast the high volume municipal thoroughfares of Bank Street and Walkley Road provide many functional purposes. The streets separate the park from the Southern and Eastern buildings, and provide at-grade parking and access to below grade parking.



The internal private road is proposed to be 16.5m providing sufficient space for both pedestrians and vehicular traffic to circulate while maintaining a green landscape buffer along the street edges. The new public street will be 18m.





PATHWAYS TOWARD TRANSIT

The proposed development provides opportunities for developing desire lines for movement through the site - both for residents and for visitors from the surrounding community. There is a strong desire line toward the Walkley LRT station that asks for a diagonal path from the north east to the south west and bring people into and through the public park.

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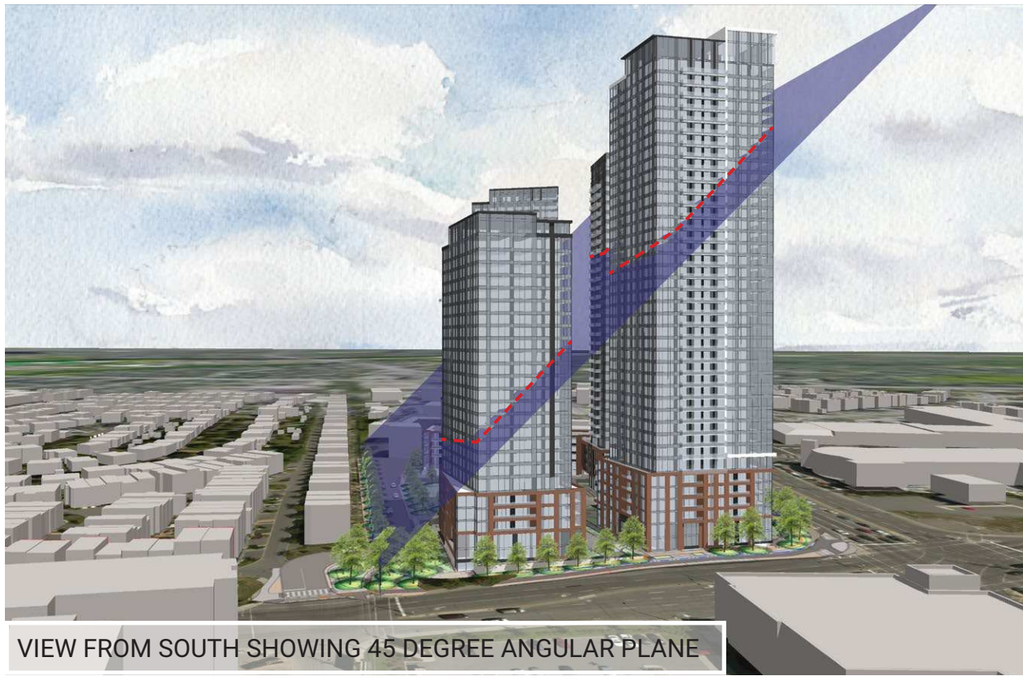
RELATIONSHIP TO ADJACENT NEIGHBHOURS

VIEW FROM ABOVE NORTHWEST SHOWING 45 DEGREE ANGULAR PLANE

VIEW FROM NORTH SHOWING 45 DEGREE ANGULAR PLANE



VIEW FROM SOUTH SHOWING 45 DEGREE ANGULAR PLANE

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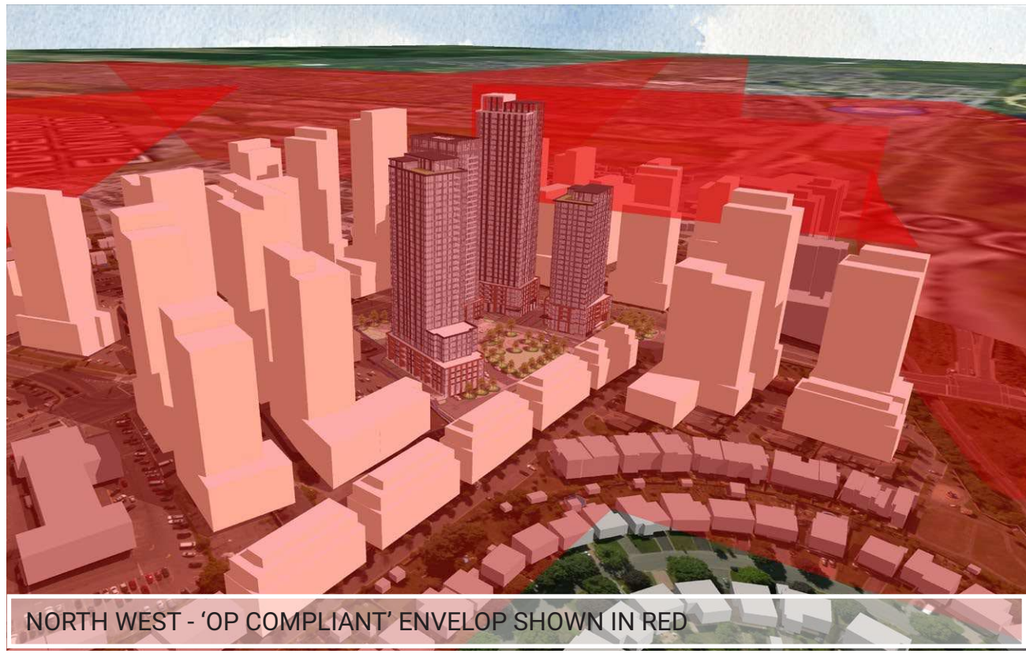
FUTURE DEVELOPMENT POTENTIAL

NORTH WEST - PROPOSED WITH FUTURE ‘OP COMPLIANT’ DEVELOPMENT

NORTH WEST - PROPOSED IN EXISTING CONDITIONS



NORTH WEST - ‘OP COMPLIANT’ ENVELOP SHOWN IN RED

FUTURE DEVELOPMENT POTENTIAL

SOUTH EAST - PROPOSED WITH FUTURE ‘OP COMPLIANT’ DEVELOPMENT

NORTH - PROPOSED WITH FUTURE ‘OP COMPLIANT’ DEVELOPMENT

SOUTH WEST - PROPOSED WITH FUTURE ‘OP COMPLIANT’ DEVELOPMENT

SUSTAINABILITY APPROACH

BGO JOINED THE NET ZERO ASSET MANAGERS INITIATIVE

In 2021, BGO joined the Net Zero Asset Managers (NZAM) initiative, committing to support the goal of net zero greenhouse gas (GHG) emissions by 2050 or sooner. [1]

BGO'S FIRM-LEVEL NET ZERO 2030 INTERIM TARGETS[2]

Scope 1 & 2 GHG emissions (fuel and electricity for corporate offices)

- **72.6% reduction** in GHG emissions intensity

Scope 3 emissions (including indirect GHG emissions, including our financial emissions)

- **50% reduction** in GHG emissions intensity for multi-family residential buildings
- **57% reduction** in GHG emissions intensity for commercial buildings

[1] The Net Zero Asset Managers ("NAZM") initiative is an international group of asset managers committed to supporting the goal of net zero greenhouse gas emissions by 2050 or sooner, in line with global efforts to limit warming to 1.5 degrees Celsius; and to supporting investing aligned with net zero emissions by 2050 or sooner. As a signatory to the NAZM initiative, BGO has pledged to work in partnership with asset owner clients on decarbonisation goals, consistent with an ambition to reach net zero emissions by 2050 or sooner across all assets under management. More information is available at https://www.netzeroassetmanagers.org.

[2] vs. 2019 Baseline. Scope 1 emissions are direct emissions that originate at asset managed properties. These include natural gas and fuel oil consumption for space heating, water heating and, in some cases, cooking. Emissions resulting from refrigerants used on-site are outside of the reporting scope. Scope 2 emissions are indirect emissions from purchased electricity, steam and chilled water that is consumed at asset managed properties but generated elsewhere. Emissions from sub- metered tenant consumption are outside of BGO's organizational boundary and are therefore not included as Scope 2 emissions. Scope 3 emissions are reported for water consumption, waste generation, and tenant sub-metered energy consumption at properties. While sub-metered tenant consumption is the responsibility of tenants, it is reported as Scope 3 (other indirect emissions) for completeness and comparability of overall emissions to historical years where submeter-based billing was not present. Environmental performance (greenhouse gas emissions, energy, water, waste, and green building certifications) data for BGO's global debt series and mortgage investments, European and Asian Core Plus and Value-Add strategies, Asian and European separate accounts, and Asian debt series has been excluded. BGO continues to expand the environmental performance data collection process globally and implementing a consistent data collection approach across the firm. The environmental performance data reported excludes the greenhouse gas emissions, energy, water, waste data associated with tenant-paid invoices.

[3] Learn more about BentallGreenOak's awards here: https://www.bentallgreenoak.com/sustainable-investing.php

BGO PATH TO NET ZERO

2008-2021[3]

- Became a PRI Signatory
- Participated in UNEP FI TCFD real estate pilot
- Awarded ENERGY STAR Partner of the Year
- Received top rankings in GRESB

2021

- Joined NZAM

2022

- 2030 interim targets approved by NZAM
- Includes 4 North American core funds

2023

- Announced Interim Targets & launched inaugural TCFD report
- Develop net zero implementation strategy

2030

- Meet 2030 interim targets

2050

- Achieve 2050 targets

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RESPONSE TO URBAN DESIGN COMMENTS

NOTE FROM THE APPLICANT: The Urban Design comments will be evaluated in consultation with feedback from all stakeholders, and on completion of a detailed due diligence program; which are both in progress. We will provide a more detailed reply following.

34. *The following elements of the preliminary design are appreciated:*

a. Mixed uses along Bank Street and residential use on Walkley and in the interior of the site.

b. Consideration of place-making for future residents of the development through the provision of parks and POPS.

c. Potential pedestrian porosity of the site.

d. Public and private streets within the site to organize access to buildings.

Applicant: Noted. Thanks.

35. *The following elements of the preliminary design are of concern/ unconvincing:*

e. The overall appearance of being an enclave and lack of connectivity with the rest of the broader community (particularly the lack of consideration of the planned context).

Applicant: We feel that creation of a sense of immediate community and a focal point is essential to the success of the project. In their current forms, both Bank St. and Walkley are relatively hostile roads – high traffic volume and low-quality public realm. While the proposed Bank Street Reconstruction will improve the public realm to a degree, there is a necessity for creating a public park that is separated from, at a fine scale/grain, and more landscaped than is possible on Bank or Walkley. The idea of the 'central park space' seeks to achieve this by making a second frontage that breaks from the busy-ness of the two major arteries. We feel that to ensure that this is not an enclave, the inclusion of a public right of way accessing this park space and through the site is important. Likewise, the recognition of desire lines through the site to access transit is enshrined in the design. Further multiple points of views inward and pedestrian porosity into the central park space are provided from Bank and Walkley. These serve to invite pedestrians into the site – breaking down any sense of enclave.

f. The lack of street connectivity with the future development north of the site, which is a requirement of the Secondary Plan.

Applicant: The design team is reviewing options for providing the possibility of future connectivity to the north.

g. The complicated, irregular, and potentially unsafe design at Walkley, Glenhaven, West Valley, and the proposed new public street intersection. The new public street makes a sharp turn within a short distance from an existing complicated intersection. The condition is further complicated by the location of the loading and parking ramp of Building 5.

Applicant: The primary issue with the Glenhaven, West Valley and new street intersection is the length of the throat to Walkley Road. Our traffic engineers are reviewing options for improvements to the design of the intersection to address existing and new traffic volumes.

h. The proposed loading spaces between Buildings 1 and 2 and Buildings 1 and 5, which can potentially compromise pedestrian experience.

Applicant: Noted. We are currently early in the design stages of the project, focusing currently on massing and building location level issues. As of currently, the final locations of loading spaces are still under review within the design team as a whole; taking into account priorities related to serviceability, phasing, pedestrian safety, and park space impacts.

i. Building 3 –

- *Although the stepping of the building is appreciated, the overall floor plate of the building above podium appears to be massive.*
- *The 10m setback of the high-rise portion to the property line to the north is too small which will compromise development potential on the abutting lot and quality of life for all.*

Applicant: This will be explored further as the design is developed.

j. Building 5 –

- *There is a lack of transition to the adjacent low-rise residential area. The provision of a 25m separation is insufficient for providing effective transition between a 30-storey tower and the 3-storey town homes.*

Applicant: This relationship reflects the tension between the OP recognized heights and target density and previous development in areas adjacent to major transit stations and Mainstreet corridors

- *The tower and the six-storey podium, located south of the proposed park, will cast wide and long shadows in the new park.*

Applicant: Please refer to the shadow studies included in the UDRP submission. The angle of the grid and the location of the park near the west property line favours sunlight in the park in the afternoon throughout the year.

k. The park

- *Surrounded by roads on all four sides and residential fencing on the west side, the quality and experience of the park remain unconvincing.*
- *There is very limited visibility from either Bank Street or Walkley Road.*

Applicant: We are only proposing a public road on the north and west side of the park. This responds to the City requirements that all new parks abut a public road. The Private Road on the south and east side are intended to serve only for the requires of loading / drop off and will not carry significant vehicle traffic. These will be designed as low-speed, pedestrian priority spaces (woonerf or living street) – effectively an extension of the hard landscaping from the proposed building faces to the greenspace.

Preliminary Suggestions (site plan, public realm, and built form)

37. It is crucially important to explore and study block plan for the northwest quadrant of Bank and Walkley following directions of the Secondary Plan. A realistic block plan can offer clarity and provide guidance to the design of this site, including street and pathway connections, provision of parks and open spaces, and managing

RESPONSE TO URBAN DESIGN COMMENTS

relationship between neigbouring sites. Such a block plan can serve as a basis for the creation of a plan of subdivision. The attached diagrams illustrate how such a block plan may look like. Please note urban design is not recommending any of these block plan options. The purpose of these diagrams is to simply demonstrate that there may be a range of options and it is necessary to explore block plan options to inform the design of the site.

Applicant: In the UDRP submission deck we have included 'Future Development Potential' massing studies that look at how the blocks to the north may be developed out under the new OP frames and in a pattern that contemplates the extension a street northward to Alta Vista Drive.

38. *Design a well-connected neighbourhood that is integrated into the surrounding broader community. While practical merits of being a standalone enclave can be appreciated at this location, perhaps in the near term, future residents and business will benefit when the site is integrated into the future the broader community.*

Applicant: Our design recognizes that the neighbourhood is one that will increasingly evolve. Our overall site layout for multiple connections from Bank and Walkley into the site.

39. *Design a functional, animated, bright, and visible park with optimal microclimate conditions year-round.*

Applicant: Noted. We have brought Ferris + Associates Landscape Architects onto our team to help guide the development of the outdoor hard and soft landscape spaces.

40. *Ensure street design is safe and satisfies practical requirements.*

Applicant: Noted. Our priorities for the streets (public and private) are to ensure controlled traffic volumes, minimize or eliminate commuter cut through, control speed, and ensure the most inviting pedestrian environment.

41. *Ensure effective built form transition, guided by the application of angular planes.*

Applicant: Please refer to the angular plane diagrams included in the UDRP submission set. We feel that the proximity to the transit station and future development potential under the OP justifies some elements of the development breaking the 45 degree angular planes. The trade-off the proposed development offers is providing the majority of the western edge as greenspace. This minimizes the number of the existing townhomes impacted by overlook / shadowing.

42. *Continue to explore the design of the space between the buildings, particularly Buildings 1 and 2, and Buildings 1 and 5. These spaces should be animated pedestrian realm not locations of back of the house functions.*

Applicant: Noted. The design of the loading / back of house functions is still being explored for these buildings.

43. *Ensure at grade commercial spaces are leveled with the sidewalk along Bank Street.*

Applicant: Our preliminary sections (included in the UDRP submission) provide stepping in the ground floors of some of buildings to ensure a match at key points between the exterior grades along Bank and Walkley and the interior spaces. This will support mixed use functions such as small retail/services, exterior accessed amenity spaces, and lobby spaces with level access. Due to the ~4.5m grade drop across the site, we have prioritized at-grade access along Bank Street and at the corner of Bank and Walkley. Where the grade falls more steeply, our design objective is to provide street facing amenity uses, serviced by internal access, to provide active use at / near the street level.

RESPONSE TO URBAN DESIGN COMMENTS

PHASE 2 PRECONSULTATION COMMENTS

4. *Please further address the issue with the established neighbourhood to the west. The existing low-rise is stable and won't likely see major changes in the foreseeable future. Address how the proposed heights and built form of Building 1 and Building 4 respond to the low-rise context. If the proposed buildings protrude above the recommended 45-degree angular plane, please demonstrate how an effective built form transition can be achieved and meet policy intent. To reference policy on the angular plane, see OP, Section 4.6.6 and the Urban Design Guidelines for High-Rise Buildings*

Applicant: Our design approach recognizes the tension that exists between the new Official Plan / development priorities in areas adjacent to rapid transit stations and the protection of existing neighbhours. While we will exceed the suggested 45 degree transitional plane, we have provided lower building heights in the locations closest to the lowrise property line, landscape buffers at the existing year yard, and positioned the park and new public streets such that there is the greatest amount of open space adjacency to existing uses. Additionally, the site orientation is such that the new develpment provides no shadowing impact on the adjacent properties beyond roughly 11am through out the year.

5. *There appears to still be prominent loading between Buildings 1 and 2. Please internalize or integrate it in a way that allows this area to be used as public space or amenity area as well, not just for loading. If it cannot be internalized within the building, please explain why it cannot be accommodated. Our impression is that rest of the loading spaces for other buildings are internalized.*

Applicant: We seek to provide each building with it's own loading space for the purpose of ensuring future severability. The space between building 1 and 2 is lowest impact location where we can provide loading access to Building 2. These spaces have been carefully designed and as much landscaping as possible has been integrated within the areas to ensure that the spaces serve their primary function - that is to allow trucks to manoeuvre into the internalized loading facilities. Further softscaping and trees are not possible without compromising these movements.

6. *There was discussion in Phase 1 about wrapping lobbies to allow residential access internally from both the centralized park space / interior private roads as well as from Bank or Walkely / mainstreets to allow more connectivity. Please explore this further and ensure the development complies with Official Plan policies for active frontages*

Applicant: Active frontage along Bank Street, Walkley Road, and the new internal public and private roads will be provide through a combination of commercial space, residential lobbies, and outward facing residential amenity spaces.

7. *We question survivability of trees in POPs and public spaces/amenity areas with the extent of the parking garage proposed. We will need clarity on the underground parking and the trees. Additionally, we want trees planted every 7-10 m along Bank and the side streets and it's unclear if the current boundaries of the underground parking garage would allow for adequate soil volumes to support trees growth. Providing trees on site and street trees that will thrive and survive is of high importance.*

Applicant: We are working with our landscape consultant, Ferris & Associates, to ensure the viability of trees (right size, species, soil volume, irrigation) located above parking structures. Additionally, the proposed central park is unencumbered by below grade parking infrastructure and provides sufficient soil volumes for mature trees.

8. *There are overhead hydro wires along Walkley. Do the provided plans reflect the hydro setback requirements? Have you discussed with Hydro the option for burying any wires adjacent within the ROW?*

Applicant: The current plans reflects the existing location of overhead wires and the required setbacks from them. BGO is open to dicussions with Hydro about burying these lines.

9. *Please elaborate on the phasing of the project. There are specific policies in the Secondary Plan with respect to phasing: "New buildings framing Bank Street should be built before any other phases, as per the Secondary Plan". A phasing plan will be a required submission as well. Note: elaborating on the response providing during the meeting where phasing will be focused along Walkley and Bank first with the internal portions (tower 4) being last is acceptable.*

Applicant: Concept phasing lines have been added to the concept plan.

12. *Images shown on pages 21 and 22 of the document named "Design Package" appear to be arbitrary and unrealistic. They can also be misleading in terms of understanding the context within which the proposal is evaluated.*

Applicant: Images on Pages 21 and 22 (Pages 35-36 on the updated Urban Design Brief) were provided at the request of City of Ottawa Planning staff. They illustrate the proposal in the concept of future development potential as recognized by the Official Plan at a point sometime in the future.

14. *The development concept has evolved since the first preconsultation meeting. With respect to public street network and park land dedication, which are important structural elements of the plan, it is trending in a direction that appears to be acceptable to affected departments of the City. Hence, the general site planning seems to be appropriate. The high pedestrian porosity is particularly appreciated although the space between Towers 1 and 2 appears to be utilitarian. There also appears to be a general acceptance of taller buildings along Bank Street.*

Applicant: Noted, thank you. The design of the spaces between buildings is in very early stages and will be enriched through the development process.

15. *Despite the positive attributes, there is a lack of effective built form transition towards the existing low-rise area to the west of the site. Unlike the speculation shown on page 21 of the Design Package, the low-rise area will be there for a very long time in the foreseeable future.*

Applicant: Noted

16. *Effective built form transition is required by the primary OP, the Secondary Plan, and the Urban Design Guidelines for High-Rise Buildings. . . .*

Applicant: Please refer to the planning rationale for discussion on these items.

RESPONSE TO URBAN DESIGN COMMENTS

17. Towers 1 and 4 protrude significantly above the 45-degree angular planes as shown on page 20 of the submitted Design Package.
i. Tower 1 – At the current proposed location and floorplate size, the height of the tower appears to be too tall.
ii. Tower 4 – The height should be reduced. It is interesting to note that if Tower 4 is a 16-storey building, permitted by the Secondary Plan, it will not protrude above the angular plane.

Applicant: We acknowledge that towers 1 and 4 protude through the angular plane. However we feel that this massing response is reason given the signficant adjacent open space gained by locating the park at the west side of the property closest to adjacent low-rise. The park location serves to balance the impacts of the taller building forms. Additional, building 1 is the closest of the buildings to the new transit station, and therefore an appropriate location for a taller / higher density form.

18. In addition to applying the angular planes, the podium is often used as a mediator between a tall building and the low-rise context. This is shown on Diagrams 1-3, 1-4, 1-6, 2-6, and 2-7 of the Urban Design Guidelines for High-Rise Building. In this regard, the 8-storey portion of Tower 4 is overwhelming. The podium of Tower 4 should generally remain as a low-rise.

Applicant: Noted. The design of Building 4 is in early concept. Further design development will seek to migitate how the scale of the 8 storey portion is perceived.

19. The site appears to be overcrowded, resulting from too many towers (albeit the reasonable floor plate size of approximately 750m²), and too little space between them.

Applicant: The tower footprints fall within the evelope established by the Ottawa Highrise Guidelines and the tower separations are in general compliance. Likewise the 10% parkland dedication is being respected. On those grounds, the proposed develop density is in line design guidelines and policy.

20. Tower separations, as required by the primary OP, the Secondary Plan, and the Urban Design Guidelines for High-Rise Buildings, are established to avoid overcrowding amongst other benefits.. . .

Applicant: HAI: Noted

21. In the current proposal, the separation between Towers 1 and 2 is 22m, between Towers 2 and 3 is 23m, between Towers 3 and 4 is 30m. Except for the space between Towers 3 and 4, the current proposal barely meets the required minimum separations given the proposed building heights.

Applicant: Noted

22. However, it should be noted that the separation between Towers 3 and 4 is achieved by compromising the separation between Tower 4 and a potential tower on the abutting lot to the north.
i. Tower 4, a 33-storey building, sets back only 10m from the interior lot line. This will unfairly require more building setback from the abutting landowner when the lot to the immediate north is redeveloped (as shown on page 21 of the submitted Design Package) or result in a very narrow separation between Tower 4 and a potential tower on the abutting lot.
ii. A minimum 12.5m tower setback is required for Tower 4 (because it is above 30 storeys) according to the Urban Design Guidelines for High-Rise Buildings.
iii. A 15m tower setback should be provided in order to achieve the Secondary Plan-recommended 30m tower separation (between the maximum16-storey towers). Secondary Plan policies take precedents over the primary policies and the general guidelines.

Applicant: Noted. In the current concept design, the location of tower 4 has been shifted slightly to the south to improve the separation distance from the tower portion (and podium portion) by approximately 1m. The distance to the north property line is now 11 at the tower and 8.7m at the podium.

23. Related to the above point 3, due to the close proximity, the relationship between Towers 1, 2 and 4 appears to be awkward. The grouping of the towers appears to be a result of the desire to squeeze in more buildings by barely meeting or not meeting the minimum standards. A design approach to optimize the potential of the site as an attractive place to live and do business should be employed. The design should achieve a good balance between the highest and best uses of the land.

Applicant: The location of the towers around the perimeter of the site provides the separation between between buildings, provides the highest density of development furthest from the lowrise to the west. Additionally, towers are positioned to benefit from the overlook of the park and the views toward the greenspace cooridor provided by the Airport Parkway. Finally, the location of the buildings facing towards Bank Street, but with varying setbacks provides the opportunity to outdoor amenity and commercial space at grade in the corners the site and creates openings that will serve to provide pathways into the site and towards the new centrally located park.

24. In the absence of a wind study, it is concerning that the wind conditions between the towers, particularly between Towers 1 and 2, and Towers 2 and 3, may not be most conducive to pedestrian activities. Comfortable microclimate conditions in all seasons are key to creating and maintaining a successful public realm.

Applicant: The team has engaged Gradient Wind for comment and advice on building form and mitigation measures.

25. 26. 27. The applicant should continue to explore site planning and massing options. As indicated above, the current concept compromises many urban design objectives and measures and can't be supported without significant changes. Two general approaches may be considered for the overall betterment. The images included in the PDF are to illustrate these two approaches. Please note these are not site plan options.

Applicant: Noted

RESPONSE TO URBAN DESIGN COMMENTS

28. Slide 20 of the Design Package demonstrates the buildings projecting above the angular plane. While the angular plane is not meant to be a rigid determination of heights, it does inform the general appropriateness of building heights. In this case, it seems to me that Building 4 should be reduced by several storeys. In addition to improving the building height transition, this would add more variation to the building heights.

Applicant: See comment 17 above.

29. In the Bank Street South Secondary Plan, Section 2.3, policy 20) states that "a separation distance of 30 metres between towers is recommended". Note that this assumes maximum building heights of 50 metres or 16 storeys, as indicated in Section 2.2, policy 8). The Urban Design Guidelines for High-Rise Buildings, Section 2.25, states that a tower over 30 storeys should provide 25m of separation, rather than 23m. Together, this suggests that the proposed 22-23m separation distances do not meet City policies or guidelines.

Applicant: Noted

30. In the Official Plan, Section 4.6.6, policies 1) and 3) speak to the built form transition between high-rise and low-rise to be guided by an angular plane in accordance with Council-approved Plans and Guidelines, which is further detailed in the Urban Design Guidelines for High-Rise Buildings, Section 1. In the applicant's Design Package, slide 20, the 45-degree angular plane is applied and shows that the proposed building heights clearly and significantly exceed the angular plane. The proposed building heights for buildings 2 & 3 along Bank St are acceptable, however, buildings 1 & 4 should be reduced in height in order to provide an appropriate building height transition.

Applicant: See comment 17 above.

31. The notion of a three tower concept, raised by Randolph Wang at the pre-consultation, should be seriously considered. It would allow for greater tower separation and potentially improve microclimate conditions. It may also allow for buildings 1 & 4 to shift further east towards Bank St, which could minimize the height reduction necessary to achieve appropriate building height transition.

Applicant: The scale of phases could become problematic with respect to the capacity of the market to absorb product if the development area is distributed over 3 towers instead of 4.