

October 19, 2018

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

Attention: Don Herweyer, Manager, Development Review South

Dear Mr. Herweyer:

**Reference: Site Plan Control Application
Proposed Mixed-use Building, 1545 Bank Street
Planning Rationale Letter
Our File No. 118019**

Novatech has been retained to file an application for site plan control on behalf of 10773883 Canada Inc. (FES Group) for the proposed development of a mixed-use building at the property known municipally as 1545 Bank Street. The subject property is located at the northeast corner of the Bank Street and Evans Boulevard intersection and is legally described as Block A on Registered Plan 623. The irregular-shaped property has an area of approximately 2,161m² with approximately 48.7m of frontage along the east side of Bank Street and approximately 30.5m of frontage along the north side of Evans Boulevard.

The property was formerly occupied by a one-storey building which was originally used in connection with an automobile service station and personal service businesses, and subsequently an automotive repair facility. Both the one-storey building and infrastructure associated with the service station have since been removed and the property currently sits vacant.

Located along the Bank Street corridor, the subject property is within the Arterial Mainstreet designation of the City of Ottawa Official Plan, as shown on Schedule B. The property is also shown within the Connecting Areas designation of the Bank Street Secondary Plan, as shown on Schedule A. The property is zoned AM1[1913] (Arterial Mainstreet Zone, Subzone 1, Exception 1913) in the City of Ottawa Zoning by-law 2008-250.

Bank Street is a designated Arterial Road, as shown on Schedule E of the Official Plan, and is also regarded as a Transit Priority Corridor with a dedicated On-road Cycling Route, as shown on Schedules D and C respectively. The subject property is within 250m of the planned Bus Rapid Transit Station (at-grade crossing) at the Bank and Heron Street intersection.

The purpose of this Planning Rationale letter is to provide planning justification in support of the current site plan control application for 1545 Bank Street and demonstrate how the proposed development conforms to the policies of the City of Ottawa Official Plan and relevant Secondary Plans, Community Design Plans and Urban Design Guidelines. This letter further outlines the various requirements of the City of Ottawa Zoning By-law 2008-250, as they relate to the proposed development, and demonstrates compliance with all provisions of the Zoning By-law.

Project Description

The proposal involves the development of an eight-storey mixed-use building with a total of 140 residential apartment units and three commercial units at-grade. The building will have a total gross floor area of approximately 7,019m², including approximately 6,705m² of floor area associated with the apartment use and 314m² of floor area allocated for commercial uses. Perspective tenants for the commercial units include retail and restaurants uses.

The building massing has been designed to frame adjacent streets and maintain considerable open space within the rear portion of the property. The ground-floor commercial uses will be oriented towards Bank Street and have direct pedestrian access from the adjacent sidewalk, while the residential units will occupy all upper storeys as well as the rear portion of the ground-floor facing the courtyard area.

Considerable communal amenity area is provided in the form of a landscaped courtyard at-grade, a rooftop terrace and an indoor exercise room. The ground-floor residential units have access to patios within the rear courtyard. Some of the residential units on the second and third storeys also have access to private balconies.



Figure 1: Location Map

Parking will be provided entirely below-grade to promote a pedestrian-oriented and functional site design. The building will include two levels of below-grade parking to accommodate a total of 70 parking spaces for residents of the apartment units and any visitors. Access to the parking structure is proposed via a driveway ramp from Evans Boulevard. The separation distance between the proposed access and the Bank Street and Evans Boulevard intersection has been maximized in order to ensure safe vehicular movement. A total of 70 bicycle parking spaces are also provided within the below-grade parking garage for use by residents.

The proposed development will be serviced by municipal water and sanitary and storm sewer infrastructure, with connections proposed from Evans Boulevard.

The development has been designed fully in accordance with the provisions and performance standards of the Zoning By-law. The current proposal involves the redesign of the original mixed-use condominium development proposed at the subject property for which site plan approval was granted in 2012 (File No. D07-12-12-0075). A number of extension applications were subsequently granted, with the latest application extending the approval expiry to November 12th of this year.

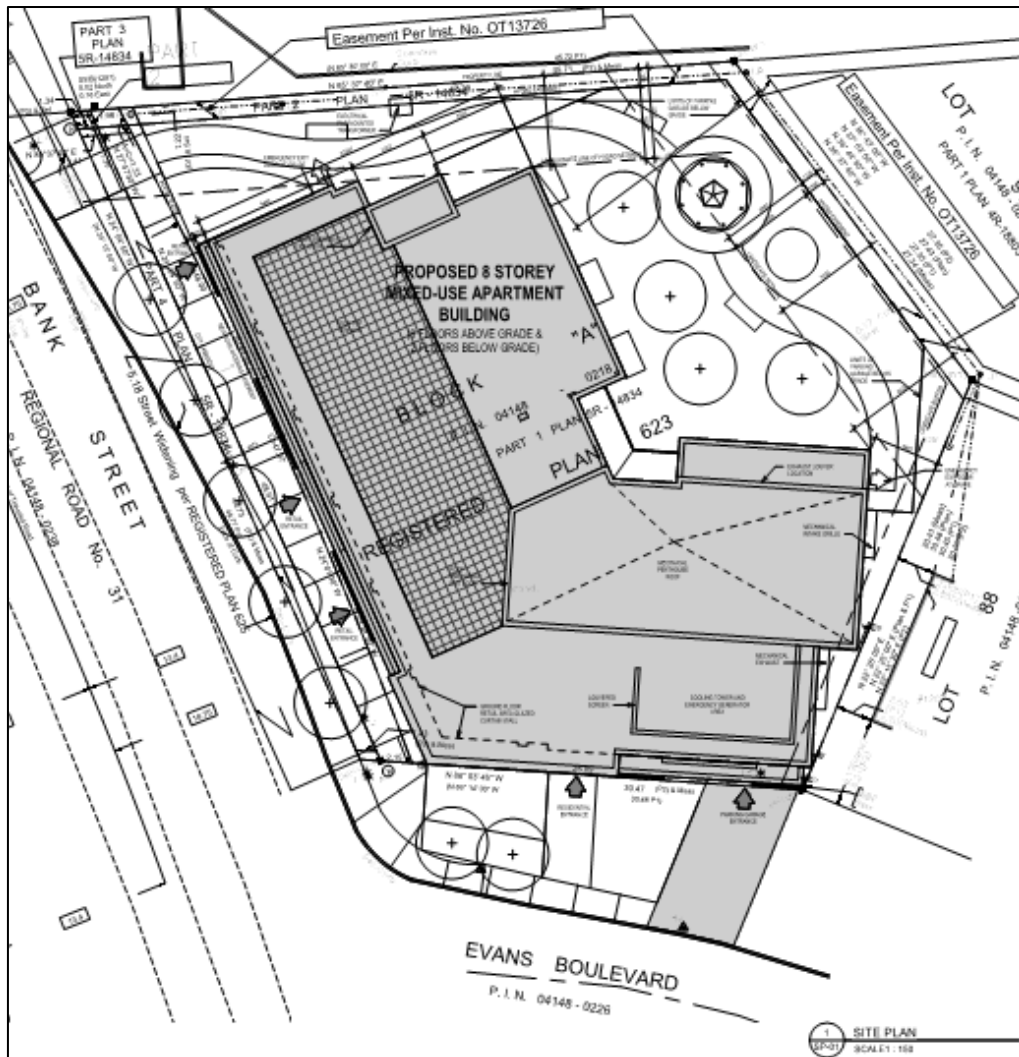


Figure 2: Proposed Site Plan (Chmiel Architects)

Planning & Regulatory Framework

The following provides a review of the applicable City of Ottawa planning policy document, design guidelines and regulating By-laws.

City of Ottawa Official Plan

The following review is based on the policies of the annotated Official Plan dated February 2018 which set out amendments proposed as part of OPAs 140, 141, 150, 179 and 180.

The subject property is designated Arterial Mainstreet as shown on Schedule B of the Official Plan. Lands within Mainstreet designations are envisioned as target areas for intensification and new development is required to meet minimum density targets in order to support rapid transit and transit priority networks. Section 2.2.2, Policy 5 of the Official Plan sets out a minimum density requirement of 120 jobs and people per gross hectare for the Bank Street Arterial Mainstreet. The proposed development represents considerable intensification of the currently undeveloped property and will meet the minimum density target contemplated for this portion of Bank Street.

Section 3.6.3 of the Official Plan outlines policies specific to the Mainstreet designation with the overall objective of encouraging more dense and mixed-use development that supports increased walking, cycling and transit use. A broad range of uses are permitted within this designation, including retail and service commercial uses, offices, residential and institutional uses which may be located in single or mixed-use buildings. In accordance with this policy, the proposed mixed-use building will contain residential apartment units and commercial space at-grade which is intended for retail and/or restaurant uses.

Redevelopment along Arterial Mainstreets is encouraged with buildings up to nine storeys and in a form that encloses and defines the street edge with active frontages and direct pedestrian access. In order to frame the street edge, the proposed eight-storey building is set back minimally from both the Bank Street and Evans Boulevard frontages and the façades incorporate considerable glazing and four pedestrian entrances points.

Bank Street consists of a wide right-of-way with multiple traffic lanes to accommodate vehicular traffic, transit and cycling. To ensure a strong emphasis on the public environment, the development includes wide sidewalks and rows of street trees which enhance the pedestrian-oriented design of Bank Street.

It is the policy of the Official Plan that new development be in accordance with the design and compatibility objectives set out in Sections 2.5.1 and 4.11 of the Plan.

Section 2.5.1 provides that consideration should be given to components of built form, open space and infrastructure when designing buildings and spaces as these elements contribute to a community's identity. The design objectives detailed under Section 2.5.1 include policies relating to enhancing sense of community, defining public and private spaces, creating safe and accessible places, respecting character of existing areas, considering adaptability, understanding natural features, and promoting sustainable design.

The proposed development will contribute to the transition and evolution of this portion of Bank Street to a higher density, mixed-use corridor. The height of the proposed building is appropriate along Bank Street in terms of both scale and proportion relative to the adjacent wide boulevards. Further, the siting of the building provides adequate spatial separation from the established residential neighbourhood to the east. The public spaces at-grade will be accessible and inviting and the private spaces internal to the site are clearly defined as separate from the public environment.

Section 4.11 establishes that development applications will be evaluated on the basis of various design objectives to ensure high quality urban design and compatibility in terms of scale and use among proximate development. The design and compatibility objectives of Section 4.11, as they relate to the proposed development, include regard for building design, massing and scale, and outdoor amenity areas.

The proposed building is compatible with the surrounding land use pattern which is primarily characterized by a mix of residential and commercial uses with building forms ranging from low to high density. While a mix of uses will continue to exist along Bank Street, it is expected that the corridor will evolve into a more dense and compact built form over time. The proposal reflects this vision in a manner which is also compatible with current adjacent development.

The design of the building includes long facades along street frontages and a strong presence at the corner of the site. The façade includes articulation and material patterns which emphasize the base of the building and create architectural interest at the southwest corner. The slight setback above the third storey, together with the transition of material to a lighter cladding on the upper floors reduces the scale of the building. A courtyard to the rear of the building provides outdoor amenity space for residents while also providing a landscaped buffer between the proposed mid-rise building and the low-profile residential uses to the east, along Willowdale Avenue.

As the subject property is within a Design Priority Area, the design concept will be presented to the Urban Design Review Panel for discussion. This process helps ensure that new development within prominent areas and destinations of the City demonstrates high-quality urban design, notably for portions of buildings and site adjacent to the public realm.

The proposed development is supportive of the City's intensification target for this portion of Bank Street and reflects the planned function of Arterial Mainstreets which are envisioned as a mix of uses in predominantly mid-rise building forms. Further, the design of the development responds to the urban design and compatibility objectives of the Plan and will be further refined through the Urban Design Review Panel process.

Bank Street Secondary Plan and Community Design Plan

The Bank Street Secondary Plan provides the legal framework that supports the Bank Street Community Design Plan (CDP). These documents define design principals to guide development along Bank Street and provide direction on land use, built form, design, parking, circulation and modes of transportation.

The subject property is within the Connecting Areas designation as shown on Schedule A of the Secondary Plan and illustrated in Section 5.0 of the CDP. The property is located approximately 60m northeast of the designated Node 2 centered around the Bank Street and Heron Road intersection.

Section 1.4 of the Secondary Plan outlines general land use and design policies for Bank Street. The Plan recognizes that the Connecting Areas are expected to experience intensification as is currently permitted by zoning to gradually bridge together Nodes and form a distinct mainstreet. Mixed-use development is encouraged, particularly where it provides street-related retail uses are on the ground-floor and a primary use of either residential dwellings or office space on the upper floors.

The proposed mixed-use building will include commercial uses at-grade oriented towards Bank Street. The pedestrian and vehicular accesses associated with the apartment component are provided from the side street. The frontage along Evans Boulevard will nonetheless have a strong relationship with the public environment of the mainstreet due to the angle at which Evans Boulevard intersects Bank Street.

A maximum building height up to 25 metres, approximately eight storeys, is contemplated for properties within the Connecting Areas. Further, where 80% of required parking is provided below grade, a maximum floor space index of 3.5 is permitted for properties zoned Arterial Mainstreet Zone. The building massing is in keeping with these height and floor area parameters.

Although much of the existing development along Bank Street is lower in height and density, utilizing a maximum height of 25m at the subject property is appropriate in view of anticipated building heights up to 50m in the nearby Node area to the south.

With respect to exterior architectural design, the Secondary Plan notes the importance of providing a well-defined streetwall of two to four-storeys along Bank Street as well as high ground floor-to-ceiling height. The façade treatment on the lower three storeys will differ from the treatment of the upper floors to create a strong building base. A slight setback above the third-storey is also provided to further the impression of a defined streetwall. The ground-floor height will measure approximately 4.5m.

The proposed development supports the land use and built form policies of the Secondary Plan as originally set out in the CDP.

Alta Vista/Faircrest Heights/Riverview Park Secondary Plan

The Alta Vista/Faircrest Heights/Riverview Park Secondary Plan provides direction relating to land use and development within the primarily detached-dwelling residential neighbourhoods of the community.

Properties along the east side of Bank Street define the west boundary of the Secondary Plan area. The Plan recognizes that Bank Street provides various levels of commercial uses serving the residential neighbourhoods within Alta Vista, Faircrest Heights and Riverview Park, as well as the broader public.

Section 9.6 of the Secondary Plan provides that new development is to be visually and functionally compatible with existing development. Due to its location at the periphery of the Alta Vista/Faircrest Heights/Riverview Park community and its orientation towards the Bank Street corridor, the proposed development will not affect the character of the adjacent low-density residential neighbourhoods.

Urban Design Guidelines for Development along Arterial Mainstreets

The Urban Design Guidelines for Development Along Arterial Mainstreets were approved by City Council in 2006 and provide urban design guidance to promote appropriate development along Arterial Mainstreets. These guidelines relate to streetscape, built form, pedestrian and cyclist networks, vehicle circulation and parking, landscape and environment, signs, and servicing and utilities.

In response to the objectives of the Urban Design Guidelines, the proposed mixed-use has been placed at the street line along Evans Boulevard and at the edge of the future road widening along Bank Street. The approximately 4m wide road widening will comprise wide sidewalks and a landscaped island with several trees within the boulevard. Outdoor patios and planting beds will further emphasize the streetscape.

The building will occupy the majority of the street frontages, with substantial glazing to emphasize the commercial units at grade. The site will not provide surface parking and the vehicular access is provided from the side street to reduce vehicular presence. Garbage and recycling storage is located within the building, ensuring that these elements are not visible from the street or adjacent uses.

The proposed development supports the planned function of Bank Street as an Arterial Mainstreet and contributes an attractive and inviting public environment.

City of Ottawa Comprehensive Zoning By-law 2008-250

The subject property is zoned AM1[1913] (Arterial Mainstreet Zone, Subzone 1, Exception 1913) in the City of Ottawa Comprehensive Zoning By-law 2008-250. The purpose of the AM 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. The intent is to impose development standards that will promote intensification while ensuring compatibility with surrounding uses.

The proposed mid-rise mixed-use building will contain residential dwelling units and service commercial uses, such as retail store and/or restaurant uses. The proposed development complies with the provisions of the By-law in terms of both permitted use and associated performance standards. The relevant zoning provisions as they relate to the subject property and proposed development are summarized below.

Table 1: Zoning Summary

Zoning Information: AM1[1913] Zone City of Ottawa Consolidated Zoning By-law 2008-250		
Proposed Mixed-Use Building		
Zone Provisions	Required	Proposed
Arterial Mainstreet Zone & Subzones (Sections 185-186)		
Minimum Lot Area (m ²)	No minimum	2161
Minimum Lot Width (m)	No minimum	18
Minimum Front Yard and Corner Side Yard Setback (m) Mixed-use Building	No minimum	4.1 (Bank St) & No setback (Evans Blvd)
Minimum Interior Side Yard Setback (m) Abutting a Residential Zone / All Other Cases	7.5 / No minimum	8.4 / No setback
Minimum Rear Yard Setback (m) All Other Cases	No minimum	6.2
Maximum Building Height (m) AM1 zone: Bank Street from VIA Rail right-of-way to Walkley Road	25	25
Maximum Floor Space Index AM1 zone: Bank Street from VIA Rail right-of-way to Walkley Road	3.5 (where 80% or more of required parking is provided below grade)	3.25
Maximum Floor Space Index for Non-residential Uses	1.75 (50% of the maximum permitted floor space index)	0.15
Parking Requirements (Section 100-114)		
Minimum Parking Space Rates (Area Y) Dwelling Units in a Mixed-use Building	0.5 per dwelling unit (in excess of 12) = 64 spaces *allowable 10% reduction = 57.6 spaces	71 spaces
Minimum Parking Space Rates (Area Y) Restaurant Use / Retail Store	Where GFA is less than 350m ² / 500m ² = No minimum	
Minimum Visitor Parking Space Rate Dwelling Units in a Mixed-use Building	0.1 per dwelling unit (in excess of 12) = 12.8 spaces	

Table 1: Zoning Summary

Parking Requirements (Section 100-114)		
Parking Space Requirements Maximum Reduced Size Parking	40% of required spaces = 28 spaces	22 spaces
Aisle and Driveway Provisions Minimum Width of a Double Traffic Lane Driveway providing access to Parking Garage (m)	6	6
Minimum Bicycle Parking Spaces Dwelling Unit in the same Building as a Non-residential Use	0.5 per dwelling unit = 70 spaces	70 spaces
Amenity Area (Section 137)		
Minimum Total Amenity Area (m ²) Mixed Use Building	6m ² per dwelling unit = 840	1143.5
Minimum Communal Amenity Area (m ²) Mixed Use Building	50% of total = 420	1039.5
Outdoor Commercial Patios (Section 85)		
Restaurant Patio	30m from a lot in a residential zone and screened (min. 2m in height)	>30m with 2m screen

Conclusion

This planning rationale letter has been prepared in support of the site plan control application for the development of the proposed eight-storey mixed-use building at 1545 Bank Street.

Based on the foregoing, it is concluded that the proposal conforms to the policies of both the City of Ottawa Official Plan and the Bank Street Secondary Plan and will contribute to the evolving mixed-use character and compact form of this portion of Bank Street. The proposed development supports the land use and design objectives set out in the Bank Street CDP and Urban Design Guidelines for Development along Arterial Mainstreets. Further, the development has been designed to comply with all relevant provisions of the City of Ottawa Zoning By-law 2008-250. The proposed eight-storey mixed-use building is appropriate for the subject property in terms of both land use and built form and support a desirable form of intensification along an Arterial Mainstreet.

As per the study and plan identification list provided by City staff following the formal pre-application consultation meeting for this proposal held on July 3, 2018, please find the following enclosed in support of the site plan control application:

- Site Plan Control Application Form
- Site Plan, Chmiel Architects
- Elevation Drawings, Chmiel Architects
- Floor Plans, Chmiel Architects
- Urban Design Brief, Chmiel Architects (to be submitted under separate cover)
- Landscape Plan, James B. Lennox & Associates
- General Plan of Services, Novatech
- Grading and Erosion Control Plan, Novatech
- Site Servicing and Stormwater Management Brief, Novatech
- Transportation Impact Assessment, Novatech (to be supplied following City review of submitted Scoping Report)
- Noise Study, Gradient Wind (to be submitted under separate cover)
- Geotechnical Investigation, Paterson Group
- Phase I Environmental Site Assessment, Paterson Group
- Phase II Environmental Site Assessment, Paterson Group
- Plan of Survey, Farley Smith & Denis Surveying
- Draft 4M-Plan, Farley Smith & Denis Surveying
- CD containing PDF copies of all submission material

As the subject property is within a designated Design Priority Area, the proponent will be attending a formal meeting be with the Urban Design Review Panel (UDRP) to review design considerations for the proposed development. It is expected that this meeting will occur during the technical circulation period of the application or shortly thereafter.

Please do not hesitate to contact me should you require any additional information.

Yours truly,

NOVATECH



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

c.c. Michael O. Awosika-Akinniyi, FES Group