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Q9

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+ design

PLANNING + DESIGN RATIONALE

LOFTY RIVERSIDE
1335 AND 1339 BANK STREET
OTTAWA, ONTARIO

Report Date:
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Report Prepared for:
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This Planning + Design Rationale is prepared in support of a Site Plan Control Application for the proposed mixed-use development at 1335 and 1339 Bank Street

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1.0 INTRODUCTION

Q9 Planning + Design has been retained by Lofty Riverside GP Inc. to prepare a Planning and Design Rationale for the proposed 26-storey mixed-use building with a 6-storey podium that will be constructed across 1335 and 1339 Bank Street, hereafter referred to as the “site”.

The following report presents our review of the history, site, context, policy framework, proposal, design review, and rationale for the proposal.

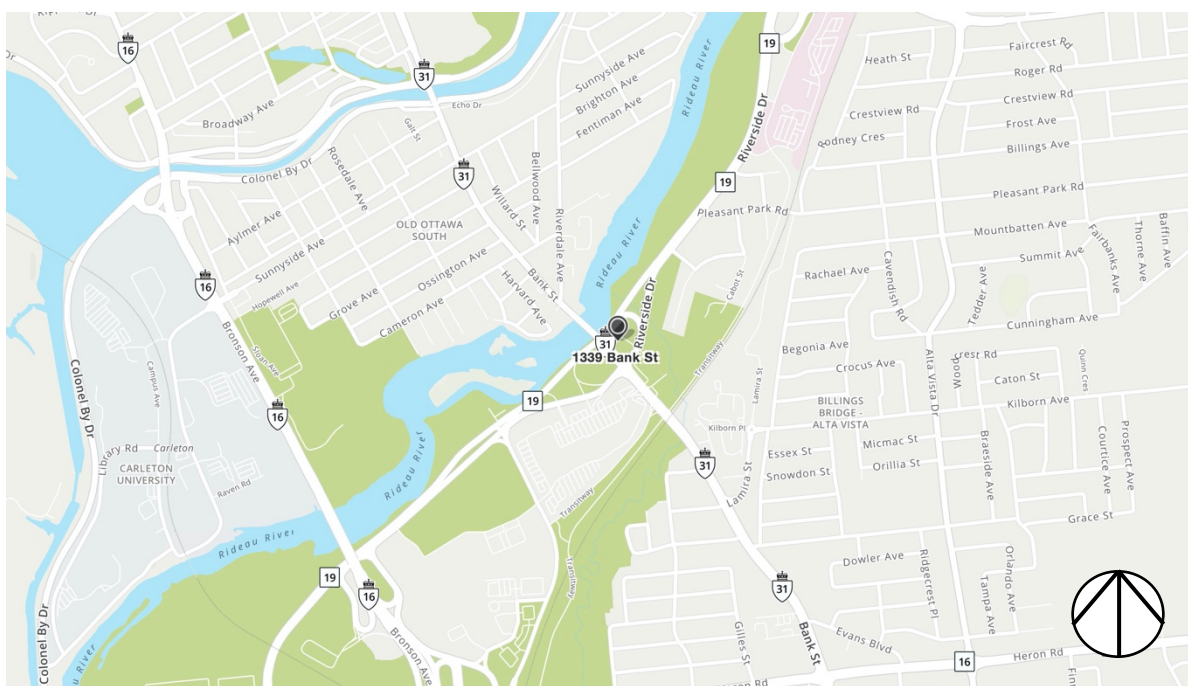


Figure 1: Location Plan

1.1 OVERVIEW

In September 2020, Q9 Planning + Design submitted an Official Plan Amendment and Zoning By-law Amendment application to the City of Ottawa for the proposed development to permit the proposed height of 26 storeys and a reduced parking rate. These applications are currently in process.

Previously, in 2015, an application was submitted on the 1335 Bank Street lands for a proposed 16-storey mixed use building with 97.5 m² of at-grade retail space and 100 residential units. This project had vehicular access/egress planned as a one-way inbound driveway off Bank Street at the southwest corner of the property that passes at grade through the building to the northeastern side of the property where it exits onto Riverside Drive, going westbound.

The lobby was in the middle of the site, with pedestrian access from Bank Street adjacent to the vehicular entrance.

When Lofty Riverside GP Inc secured both the 1335 and 1339 Bank Street parcels, the evolution of design development began. Taking an in-depth look at what the current zoning permissions allowed for, the first iteration resulted in two 16-storey high-rise buildings on each lot. The team comprehensively felt that this form did not allow for the best urban design outcome, it created a bulk that created a negative presence along the public space and streetscape. In looking at a few other options for density placement, the team decided to reorient the density towards the north portion of the parcel, shifting a rectangular block into a point tower with a six-storey podium. This limited shadowing impacts, created a more landmark building, and offered more efficient building maintenance operations.

The proposed density of the building remains consistent with density permissions in the existing zoning, and only the form of said density has been altered to produce an improved urban design.

1.2 PROJECT

The proposed 26-storey mixed-use building, *Lofty Riverside*, will consist of a 6-storey podium base that will occupy the entire site and frontage along the east side of Bank Street between both extents of the Riverside Drive loop, with the tower portion of the building situated on the north parcel only. The tower will be made up of floors 7 through 25, with the 26th storey being a combined mechanical penthouse and amenity space.

There are 326 residential units proposed, and 65 units proposed as limited service hotel units. On the ground floor, there is 524 m² of commercial space, which includes a café/bar and fitness centre.

Through on-going discussions with the National Capital Commission, the project will also be providing parkette at the south end of the site, which will include public art. The reformed Bank Street frontage will incorporate an urbanized sidewalk, a cycle track, a bus stop, a short-term parking layby of limited four spaces, and a proposed patio at the north end of the site where Bank Street meets Riverside Drive westbound.



Figure 2: Proposed Development

The proposal will offer two below-grade levels of parking, followed by a ground floor composition of a through drive-aisle from Riverside Drive North to Riverside Drive South featuring 34 standard parking spaces at grade.

On the ground floor, there are standard amenities and functional services for the upper residential portion of the building (e.g., move-in, garbage, lobby, mailroom). There will also be a publicly available café/bar and fitness centre situated at the north end of through the middle of the Bank Street frontage providing further amenities for the tenants and also to the larger area population.

1.3 REQUIRED APPROVALS

As per City of Ottawa Official Plan, the subject site is designated Arterial Mainstreet. The site is also within the boundaries of the Bank Street Secondary Plan and is designated as a Design Priority Area. The subject property is currently zoned AM8 - Arterial Mainstreet Subzone 8. There is currently a maximum height limit of 50 metres or approximately 16 storeys. In order to permit the proposed 26-storey building, an Official Plan Amendment and Zoning Amendment were required. These applications were submitted in September of 2020 and are in process.

This Planning Rationale + Design Brief covers the required Site Plan Control Application. Details and contents of the former Rationale prepared for the Official Plan and Zoning Amendments remain current and applicable. Additional policy discussion is included to recognize the new Official Plan proposed to be adopted in the fall of 2021.

2.0 SITE & CONTEXT

2.1 SITE

The current uses on the site are Reliable Auto (auto repair and service) located at 1335 Bank Street, and Harvey's (fast-food restaurant) located at 1339 Bank Street. Both sites will be demolished for the proposed development of a new mixed-use 26-storey building.

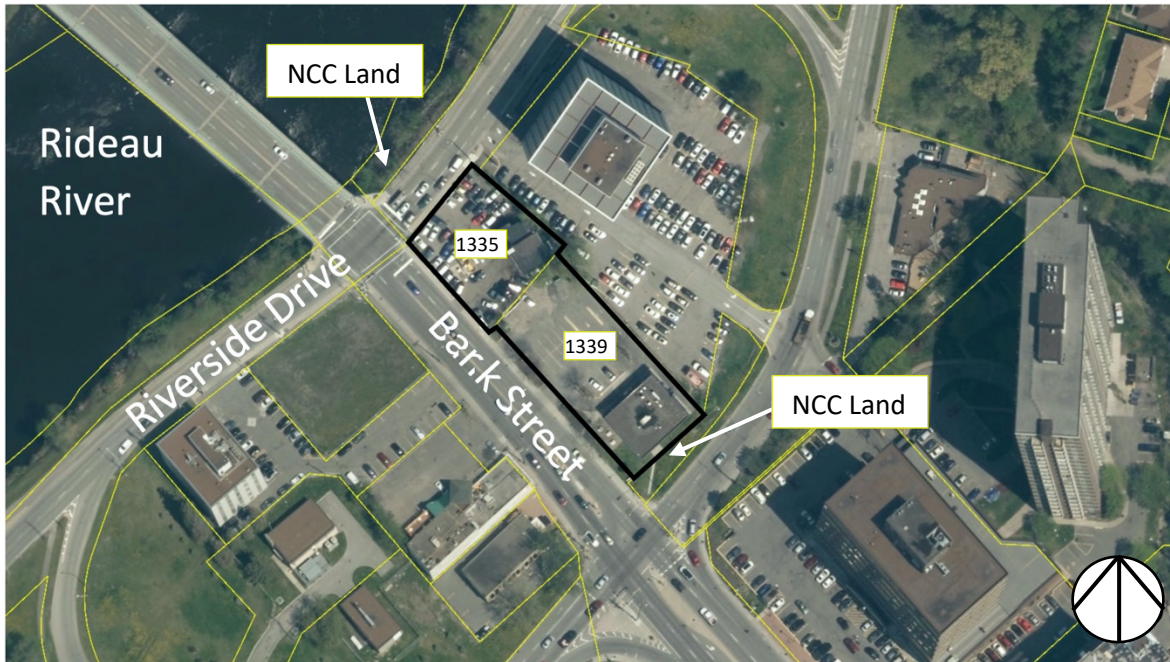


Figure 3: Subject Site

The subject site is located between the eastbound and westbound lanes of Riverside Drive, on the north-east side of Bank Street. This intersection marks a transition point from the Traditional Mainstreet portion of Bank Street in Ottawa South to a more automobile-dominated Arterial Mainstreet within the surrounding area.

The site is rectangular in shape with the longest lot line fronting onto Bank Street. The total site area is 2,856 m², with 29.64 m of frontage on Riverside Drive westbound, and 95 m frontage on Bank Street. Although there is access to Riverside Drive eastbound, there is no real frontage as a small strip of land owned by the National Capital Commission (NCC) is located between the subject site and the roadway. There is an existing access agreement with 1339 Bank Street, and Lofty Riverside is currently working on this with NCC to continue this access.

The site current consists of two separate parcels, that being 1335 and 1339 Bank Street. These parcels are going to be merged under one pin. Currently, legal property descriptions are provided below. Appendix A provides surveys of both properties.

- [1335 Bank Street-PIN 04193-0192; JG NPT TWP LOT 18.
- [1339 Bank Street- PIN 04193-0193 | PART 1 Plan of LOT 2 REGISTERED PLAN 347 and PART OF THE NORTH HALF OF THE WEST HALF OF LOT 18 CONCESSION JUNCTION GORE GEOGRAPHIC TOWNSHIP OF GLOUCESTER CITY OF OTTAWA

The following presents the site statistics.

- [Site Area: 2,856 m²
- [Site Frontage: 29.64 m (Riverside Drive Westbound), 95 m (Bank Street)
- [Site Depth: ~ 95 m east-west, ~133 m north-south



Figure 4: View of site from Bank Street looking northeast at site



Figure 5: View of site looking south on Bank Street. Subject site (1339 Bank Street) is the Harveys Site.



Figure 6: View of site looking north from Riverside Drive Eastbound



Figure 7: View of site from the intersection of Bank Street and Riverside Drive Westbound

2.2 CONTEXT

The subject property is in the Billings Bridge-Alta Vista neighbourhood of Ottawa, one of the oldest communities in Ottawa. It is located south of the Rideau Canal and north of Walkley Road. Development in the area consists largely of single storey commercial uses, and apartment buildings, with ground floor commercial and office uses, that were constructed in the 1960's and 70's. Bank Street within this area, is characterized as an Arterial Mainstreet as buildings are setback from the street edge, and generally surrounded by surface parking lots. Directly across Rideau River to the north, the Arterial Mainstreet designation switches to a Traditional Mainstreet designation, and this island of land between the Riverside Drive loops is an important transition point that is on the cusp of redevelopment towards a more vibrant, pedestrian oriented mainstreet context.

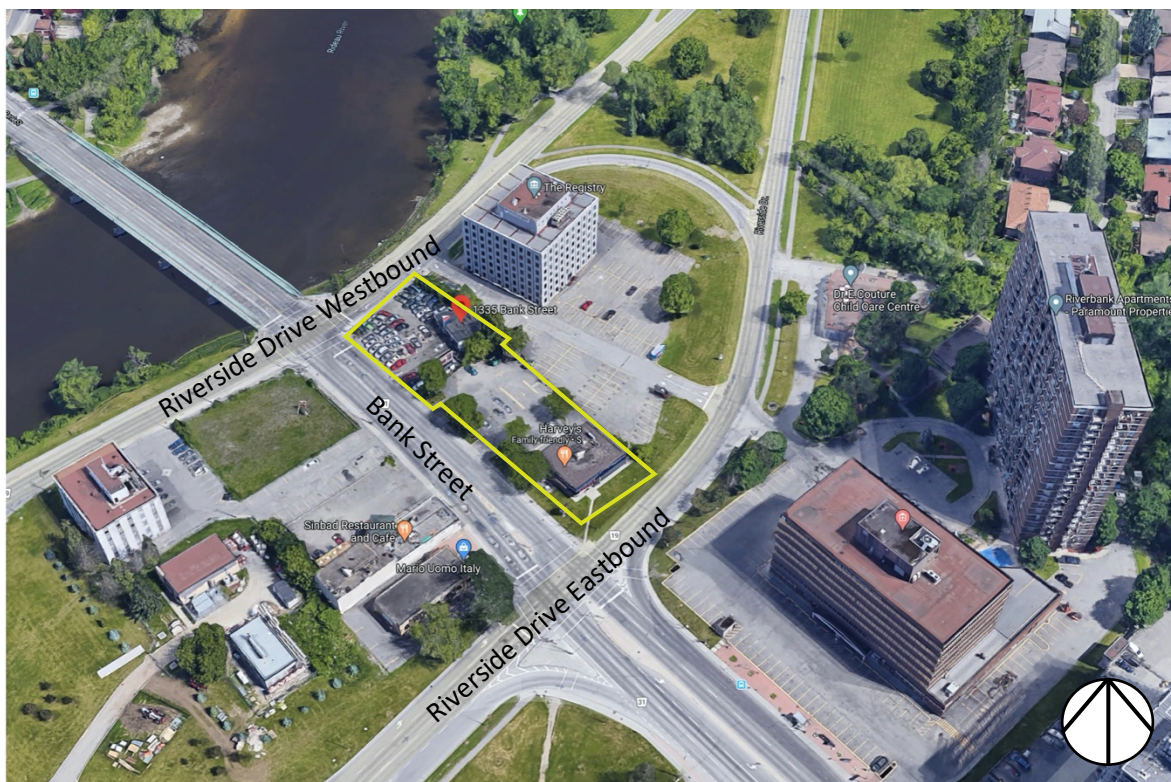


Figure 8: Birds Eye View of Site and immediate context

To the southwest of the subject site is Billings Bridge Shopping Centre, which is a mid-sized enclosed plaza. It was first opened in 1954, and today, anchor stores include Walmart and Your Independent Grocer. A rapid transit station (and future LRT station) Billings Bridge, is also located just south of the shopping centre, approximately 450 m away from the site.

The site borders Riverside Drive to the north and south, and further north by the Rideau River, which is lined with a multi-use pathway and linear park. This land is owned by The National Capital Commission (NCC), as is a small parcel of land on the south separating

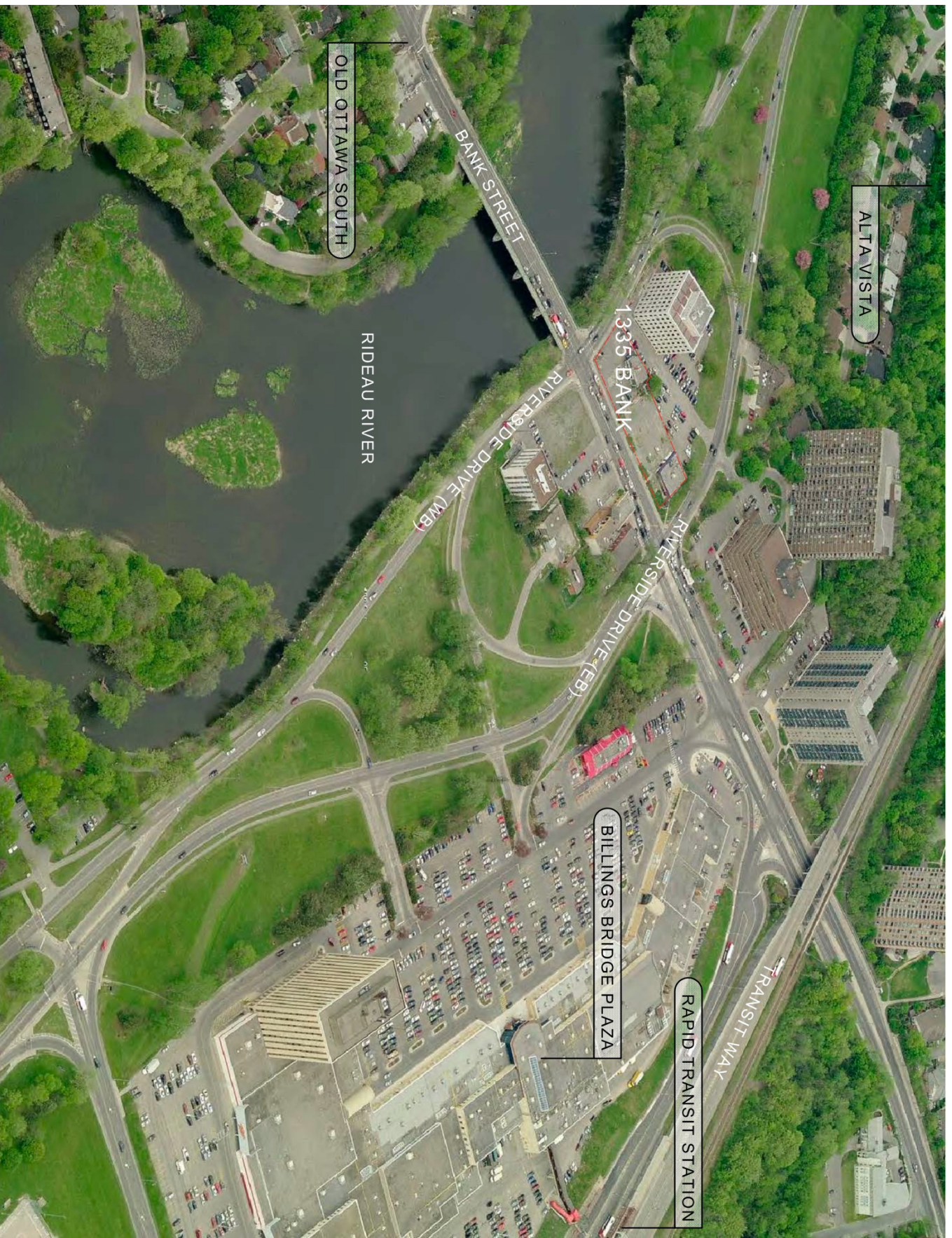
the subject site from Riverside Drive going eastbound. An access agreement is currently in place and discussions with NCC are taking place to extend this access agreement and to also provide a parkette and public art. This agreement may need be modified depending on the final details of the Site Plan Approval as the process evolves. The NCC will be consulted as necessary throughout the process.

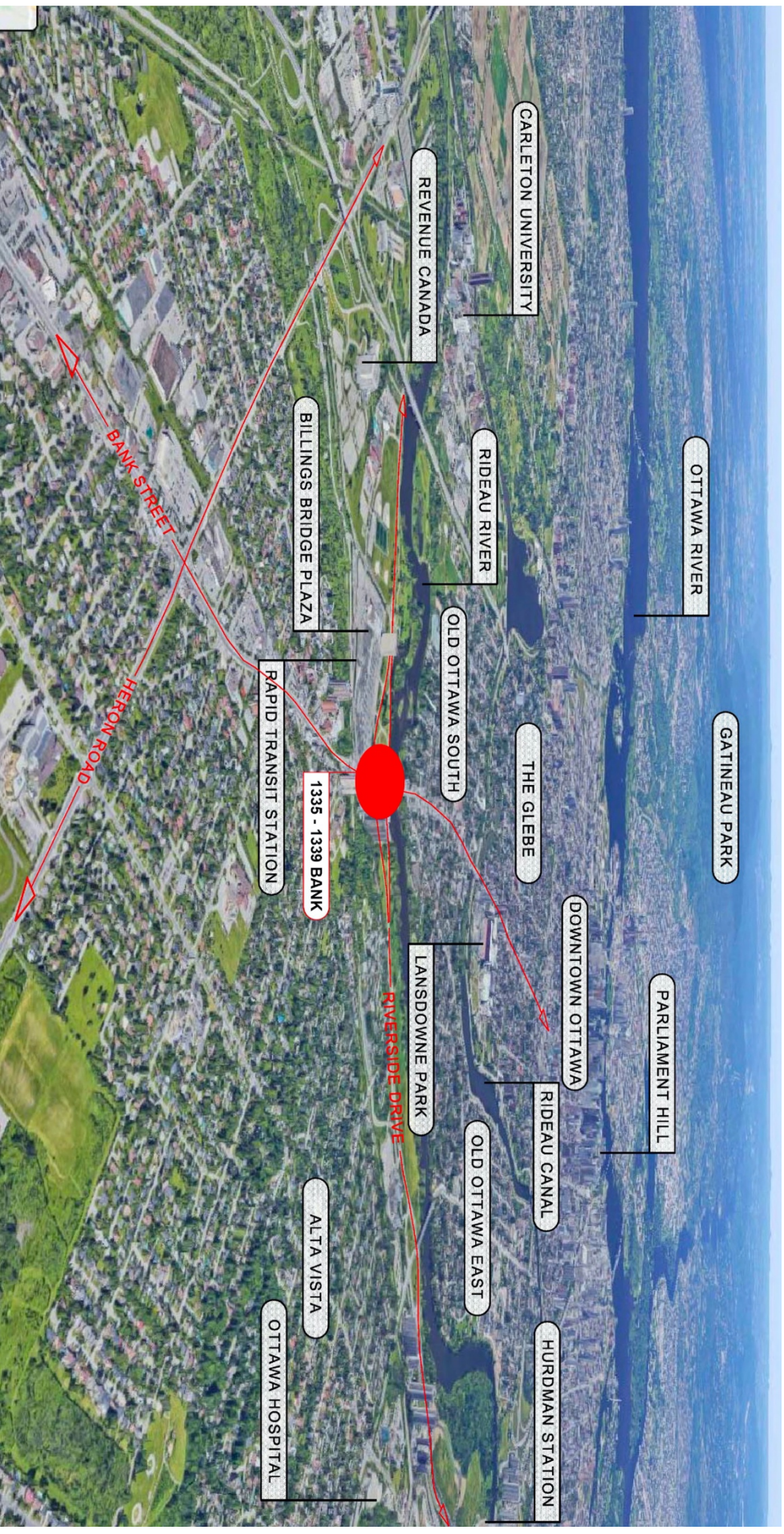
Both Riverside Drive and the multi-use pathway act as significant cycling and pedestrian links to surrounding neighbourhoods. North of the River is the community of Old Ottawa South, which is characterized by its Traditional Mainstreet form.

Abutting properties include a 7-storey office building to the north east with a large surface parking lot. Directly across from the site is a vacant grassy site (where future development is planned and a ghost form of the proposal is identified on some conceptual images), and a 4-storey office building.

There are other examples of mid and high-rise buildings south of the site and along the east side of Bank Street and Riverside Drive, these include: a 7-storey office building at 1355 Bank Street, a 21-storey residential apartment building at 2201 Riverside Drive, a 17-storey residential apartment building at 1365 Bank Street, a 20-storey apartment building at 1241 Kilborne Place.

Please see the context plans and images, as prepared by Hobin Architects, for further details.





04 APPROACHING THE SITE

There are four primary vehicular approaches to the site. From the north, Bank St from Old Ottawa South crossed the Rideau River. The site is then the immediate left after the Riverside Westbound intersection. This is the first property after the River, and as such, development at this location will mark the entrance to the Billings Bridge neighbourhood.

From the east, Riverside Drive is a scenic parkway that winds along the River River through a fairly substantial linear park. About 500m to the east of the site, it splits into a westbound and eastbound right of way which creates a large traffic island contain the site and several adjacent properties. From the east, the site is partially obscured by the 7 storey, 1960s Peab building, although the proposed project will rise significantly higher and will be highly visible from the east approach. This route is also paralleled by a multi-use pathway for cyclists and pedestrians.

The west approach is much more indirect than the east for vehicles. While there is a long view to the proposed building site, the east bound Riverside Drive shifts vehicles to the south next to Billing Bridge Plaza. Vehicles would then approach from south on Bank. For user of the multi-use pathway, the approach follows the River.

From the south on Bank Street, the site sits at the lower plain after the Billings escarpment. Most surrounding development is car oriented and set back from the street. Therefore, the proposed building will feature prominently as the last site before crossing the River to Old Ottawa South.



1335 - 1339 BANK STREET
LOFTY RIVERSIDE GP INC

04 VIEWS FROM THE SITE

The site benefits greatly from it's near proximity to the Rideau River and the Riverside linear park. All views from above approximately the 3rd floor (above tree line) on the east, north, west facades will have unrestricted views to the River. Most proposed units will also be able to see downtown Ottawa or the Central Experimental farm. The nearest tall buildings to the north are located at Lansdowne Park approximately 1.5km north. To the south, the minimum spatial separation to any other existing high-rise is 150m (south east).



1335 - 1339 BANK STREET
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Lot and Road Pattern

This particular subject site is unique in that it is part of an island of land created by the loops of Riverside Drive eastbound and westbound lanes, with Bank Street bisecting this island of land.

The parcels are a mix of small rectangular and square pieces along with some irregularly shaped parcels. See the lot and road pattern map below.



Figure 9: Road and Lot Pattern

Architectural Style

The architectural style and materiality of this segment of Bank Street is a mix of 60's / 70's commercial buildings using beige tones and minimal architectural details with regards to form and structure. See examples below:



2.3 PEDESTRIAN AND TRANSIT NETWORK

The street configuration at the subject property, is within the Riverside Drive road island, which was constructed in the early 1960's. The site is at the crossroads of Bank Street and both loops of Riverside Drive, which are two major arterials in Ottawa.

Riverside Drive follows along the eastern bank of the Rideau River, and its northern terminus is at the Transitway/Via Rail underpass and proceeds south to Limebank Road where it continues as River Road until the city limits. It is designated in the City's Official Plan as a *Scenic Entry Route*. Riverside Drive North, located adjacent and north to the site, is a one-way westbound arterial roadway with a two-lane cross-section. Riverside Drive South, to the south of the site, is a one-way eastbound two-lane arterial with turn lanes at its Bank Street intersection.

Bank Street is a major north-south roadway with a four-lane cross-section and runs south from Wellington Street in downtown Ottawa until Belmeade Road. Bank Street's right-of-way at the site is approximately 20.5 m. The intersection is traffic single controlled, and sidewalks are located on both sides of Bank Street and on the southern side of Riverside Drive North at the site. The Bank Street Renewal project, initiated by the City, will see major changes to this segment of Bank Street. The timing of this is expected for 2022, but the current economic situation may result in this timeline being delayed.

Highway 417 is located approximately 2.4km north on Bank Street, and 3.5 km travelling east along Riverside Drive. Parliament Hill is approximately 2.9km north, and the Ottawa Macdonald–Cartier International Airport is approximately 7.2km south-west. The site is located on the OC Transpo bus routes 1 and 5. Additional transit services are also provided at Billings Bridge Transit Station: #1, #5, #8, #40, #41, #43, #87, #97, and #98. A cycling path is located along the Rideau River and there are many services in walking distance of the site. The O-Train Confederation Station is located 1.4km south-west.

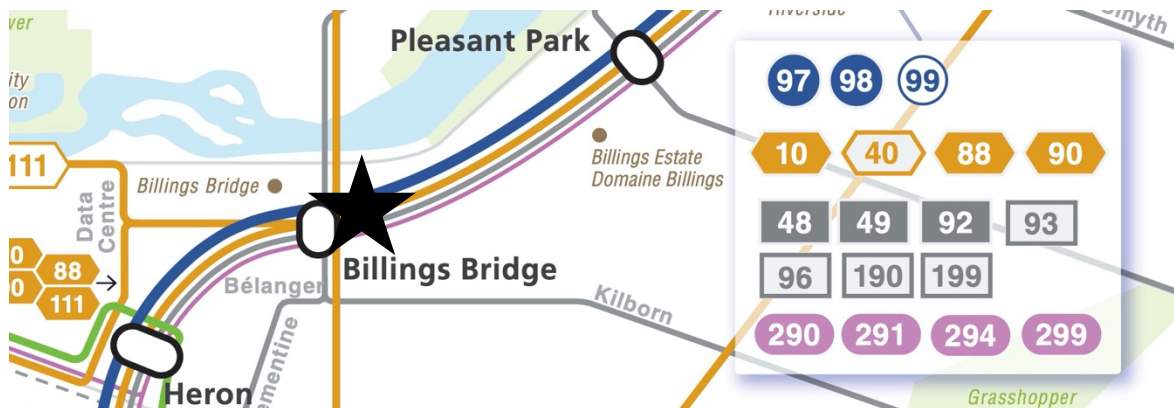


Figure 10: Excerpt from Transit Map

3.0 PROPOSAL

3.1 OVERVIEW

The proposed development consists of two levels of below-grade parking, a multi-use ground floor that extends across the entire site and fronting Bank Street with continuous animated frontage. The podium of the building rises to the sixth storey for the full extent of the site, and then at the north parcel (currently identified as 1335 Bank Street), there will be the tower portion of the building (floors 7 through 26). Please see the Site Plan and architectural elevations provided as Appendix B.

The proposed mixed-use building will offer 326 residential units ranging from studio units, to 3-bedroom, 2 bath units, as well as 65 units reserved as limited service hotel function. There is to be a proposed parking rate of ~0.3 spaces per unit (both residential and the hotel units) resulting in 142 parking spaces for residents, and a proposed bicycle space rate of 0.5 spaces per unit resulting in 269 bicycle parking spaces for residents.

As per the by-law, the visitor parking spaces in Area Y indicates that no more than 30 visitor spaces are required. As such, for this project, 30 total visitor spaces are proposed.

The ground floor will feature parking for visitors and the non-residential uses with a through drive aisle providing entry from Riverside Drive westbound and exiting onto Riverside Drive eastbound.

In addition to the above noted parking at the rear (east) of the site, the entire front facade will be animated facing Bank Street, and will include a cafe/bar, a fitness centre, and residential and short-term lease lobby spaces.

Due to the restrictions of competing aspects of Site Plan Design and an urbanized and upgraded Bank Street Right of Way, it was identified that street trees are not possible in the space between the sidewalk and the roadway. The subject site is narrow in depth and has limited ability to incorporate larger landscaping elements. In order to preserve the intentions of the Mainstreet guidelines, a proposed parkette is being developed in conjunction with the NCC for the lands to the south, and some development of landscaping will also take place further into the NCC lands.

The Bank Street public realm will maintain vibrancy and quality streetscape through bench seating, active frontages, and planters along the façade to soften the urban environment.

The lay-by is proposed in order to avoid the need for a vehicular access into the site from Bank Street. Another benefit to the lay-by is that it will avoid illegal stopping in the lane

that would inevitably occur for drop-offs, deliveries, ride-share pickups, etc. Given the addressing is for Bank Street and that the main lobby, café, and fitness centre have accesses onto Bank Street, it is important for a small degree of convenience parking to be located on Bank Street to eliminate confusion for drivers, visitors, and deliveries.

The low-parking rate is being proposed based on the consideration that the site is situated along a major arterial with frequent bus service with a bus stop directly in front of the building, it is located within 500 m or a 5-minute walk to a future LRT station, it is also within 500 m of dozens of amenities along Bank Street to the north. Lansdowne Park and those related amenities including TD Place, for example, is only an 18 minute walk from the subject site. In addition to the formerly identified reasons, the subject site will also be offering car-share programs and bike-share programs. There is internal bike parking and exterior parking. Bus schedules will be posted inside the building and a bike repair station will also be incorporated.

Conclusively, there are numerous support arguments for a reduction in parking, in addition to the guiding policy directions of the Provincial Policy Statement and Official Plan that speak to efforts at addressing climate change and fostering active transportation.

It is the opinion of Q9 that the reduced parking rate is consistent with policy direction and is appropriate given the various other supports that existing to foster active transportation and shift modal share away from automobiles.

3.2 STATISTICS

The following tables outline the project statistics. We also note that the proposed zoning amendment will capture certain components of the concept that do not meet the current zoning provisions. These would be the resident parking rate, the 26th penthouse level being identified as a combined floor for both mechanical needs and amenity area space, and the maximum permitted height.

	REQUIRED	PROPOSED
Lot Area	2000 m ²	2827 m ²
Lot Width	n/a	95.28 m (frontage on Bank Street)
Lot Depth	n/a	29.64 m (frontage on Riverside North Westbound)
Setback on Bank Street	0 m (minimum) 3 m (maximum)	0.6 m

Setback on Riverside (north)	0 m (minimum)	2.8 m
Setback on Riverside (south)	0 m (minimum)	0 m
Rear Yard Setback	0 m (minimum)	0 m
Maximum Proposed Height	50 m	86 m (26 storeys)
Total number of units		Res: 326 Hotel: 65 TOTAL:
Total Proposed Resident Parking (Area Y)	0.5/du (191)	0.3/du (142)
Total Proposed Visitor Parking	No more than 30 required for Area Y	30 spaces
Total proposed Commercial Spaces	As per S101(4)(d) – Any use under 400 m ² , no vehicle parking required	GFA of 183.5 m ² (café/bar) GFA of 265 m ² (fitness centre) No parking provided or required
Total proposed Bicycle Parking	0.5/du (residential): 191 1/250 m ² (retail): 1 Total Required: 192	Total provided: 267 spaces (0.8/unit)

The existing AM8 requires stepback provision: S185(8)(g). Where the building height is greater than 4 storeys the second, third or fourth storey must be stepped back a further 2.5 metres from the front wall of the storey below and each storey above the fourth storey is to have the same minimum stepback as required for the fourth storey, (By-law 2018-155)

However, we note that S185(8)(j) notes that for properties on Bank Street with frontage of 35 m or less, above section (g) does not apply. The intent of this was to recognize undersized lots. As stepbacks impact the building depth from where the stepback is taken, a lot of noticeably narrow depth (less than 35 m) would be impacted similarly to undersized lots and should therefore similarly be exempt from provision (g).

Although the subject site on Bank Street has a greater than 35 m frontage on Bank Street, the lot depth is significantly smaller, which drives a significant amount of functional components of the building design (i.e. hallways and elevators are extrapolated upwards from the required positioning of elements on the ground floor and below – such as parking stalls and aisle widths), with detailed range in depth of 27 metres to the widest segment at 34 metres which is a very small portion of the site where this applies. The majority has an average depth of closer to 28/29 metres.

Therefore, setbacks on this site are not being provided after the fourth storey in accordance with the intent and provisions of Section 185(8)(j). However, in reflection of comments received from UDRP, a greater setback was provided on the east (rear) façade to ensure greater separation for the proposed tower from the rear abutting property which could redevelop in the future with a high-rise tower. It is noted that the setback between the tower and the east property line is greater in this proposed development than in the approved high-rise proposal from 2015.

3.3 ACCESS, TRANSPORTATION, AND CONNECTIVITY

The main site access, for pedestrians and residents, is available via the vestibule adjacent to the cafe/bar as well as a secondary access to the limited services hotel (short-term rental) lobby at the south end of the site. There are also internal accesses from the ground floor parking areas at the rear of these lobbies.

The cafe/bar will also have two separate pedestrian accesses facing Bank Street, one at the corner where there is a proposed patio, and one adjacent to the residential lobby at what is the south property line of the current 1335 Bank Street site.

Vehicle traffic will enter the site from Riverside Drive westbound, route through the length of the site towards the south where there is an access ramp to move into below grade parking, alternatively, traffic can use the visitor parking at-grade and then exit the site onto Riverside Drive eastbound. The south point of egress onto Riverside Drive eastbound will have to pass through existing NCC owned lands. An amended or new agreement for access will need to be established between Lofty Riverside GP Inc., and the NCC. This is currently in the works, as is a proposed parkette and public art component.

The overall multi-modal transportation connectivity is well-rounded for this site. Vehicular traffic, as noted, is circulated through the site, taking the access off Bank Street and improving the pedestrian environment. The latter benefit is only achieved through the provision of a four-stall layby located midway on the Bank Street frontage.

Cycle traffic is facilitated with sufficient on-site bike storage (both interior and exterior), a provided 2.0 m cycle track that connects cyclists from the arterial mainstreet routes to multi-use pathway along the Rideau River. It should also be noted that bicycle demand will be evaluated through project operations and additional cycle spaces can be added through custom storage solutions as needed.

Pedestrians have an abundance of ample sidewalks that connect to the Rideau River multi-use pathway, nearby greenspaces, as well easy connections to amenities such as the Billings Bridge Shopping Centre.

In addition to the Billings Bridge Rapid Transit Station (future LRT) that is within 500 metres of the site and provides access to multiple transit routes, the proposal is also serviced by the following transit routes which stop directly in front of the site: No. 5 (Rideau) and No. 6 (Rockcliffe).

The map on the following pages, prepared by Hobin Architects, depicts the transportation context of the site, in terms of walkability, cycling, and other components of the transportation network.

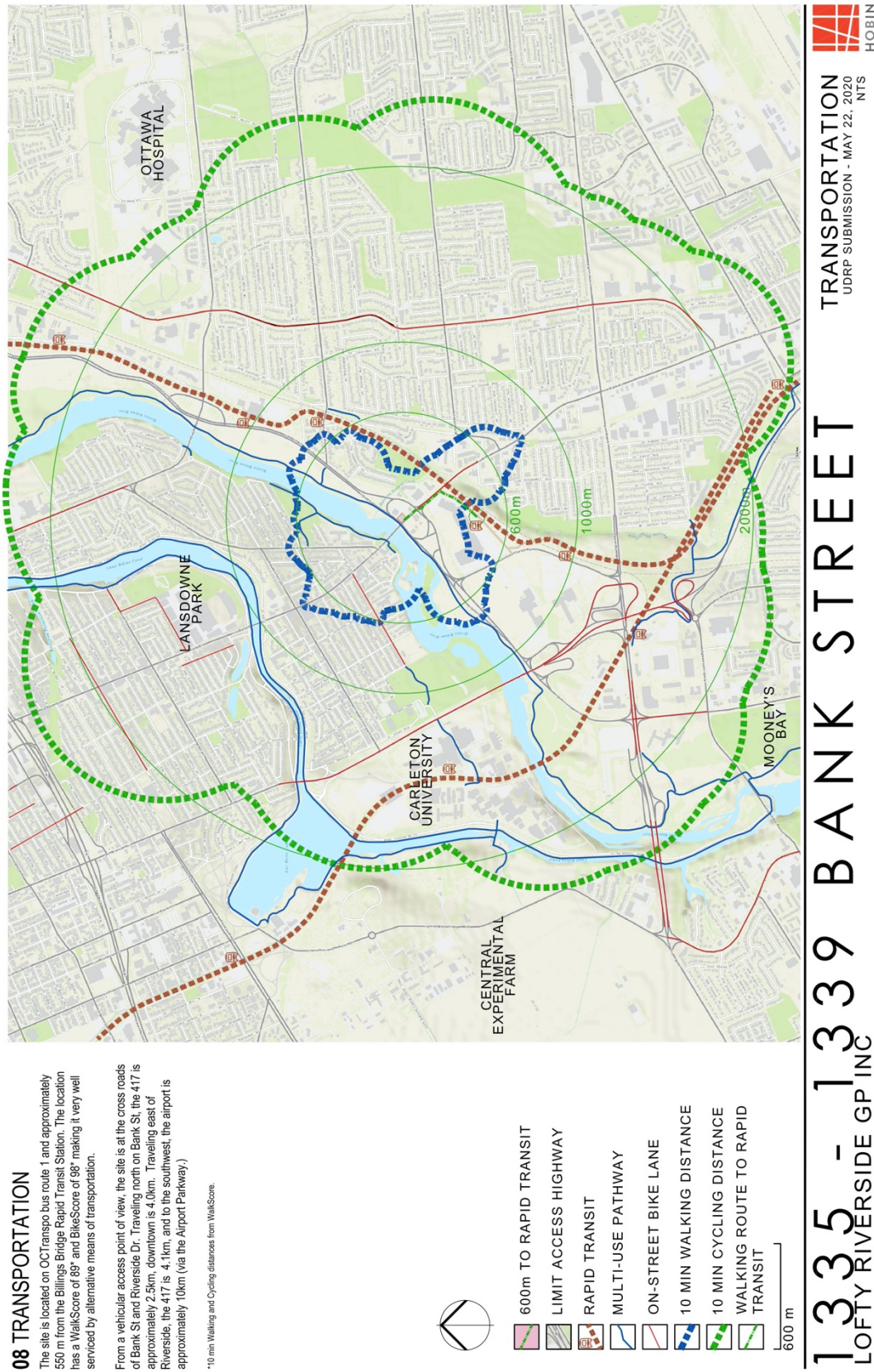


Figure 11: Multi-Modal Transportation Context

4.0 POLICY AND REGULATORY CONTEXT

The Lofty Riverside development requires an Official Plan Amendment and a Zoning By-law Amendment. Both of those applications have been submitted and are being reviewed. In addition, Site Plan Control is also required.

These three development applications require thorough review of the applicable policies, including those presented in the Provincial Policy Statement (PPS) 2020, the City of Ottawa Official Plan, the existing Zoning By-law, and lastly, any existing community plans or design guidelines that may be applicable.

The following policy review was established in support of the existing OP and Zoning amendments as currently submitted. These arguments and rationales remain current for the proposed Site Plan Control application. In consideration of the new Official Plan slated for approval in fall of 2021, a separate review of the known components of Official Plan 2021 has been provided.

4.1 PROVINCIAL POLICY STATEMENT

The PPS (2020), sets out the parameters for development within the province of Ontario, essentially creating a roadmap for municipalities and developers on how to create and sustain liveable, healthy communities.

There are several components to this, including efficiency, affordability, accessibility, and various other factors. This Planning + Design Rationale reviews the specific elements of the PPS that are applicable to this proposal.

Section 1.1 - Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Within this section, policy 1.1.1 sets out how to sustain healthy, liveable, and safe communities through:

- [The promotion of efficient development that support financial stability;
- [Accommodating an appropriate range and mix of residential and other uses;
- [Avoiding unsafe or unhealthy development patterns;
- [Cost-effective developments;
- [Promoting growth management and transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns.

- [Improving accessibility;
- [Conserving biodiversity; and
- [Preparing for regional and local impacts of a changing climate

Comment

Our review of the Lofty Riverside project indicates that through the provision of a rental opportunity with some affordable units in a format that makes optimal use of the existing and planned infrastructure through higher density to support the existing transit and various modes of transportation, while planned on a site that has no environmental restrictions, other than some ground cleanup which will occur as part of this development.

It would improve accessibility to services for a larger population, and it is our opinion that the Lofty Riverside mixed-use residential project meets all of these criteria.

Further, the City of Ottawa has recently decided to expand the urban boundary. There are a number of transit-supportive locations in this City, within the urban boundary, that can benefit from intensification to help support our growing municipality. It will provide housing that is adjacent to transit, pathways, amenities, shopping, and employment areas. This segment of Bank Street, as an Arterial Mainstreet which immediately transitions to a Traditional Mainstreet across the River is currently underutilized with the current auto-related and fast-food uses, combined the surrounding surface parking.

Quality, well designed intensification at this location is a way to achieve the items identified in Section 1.1.1 of the PPS 2020.

Section 1.4 - Housing

This section reviews the policies that guide residential development in terms of matters that are of provincial interest or importance.

Policy 1.4.1. | To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents ... planning authorities shall:

- a) maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment...

Policy 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:

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households.
- b) permitting and facilitating:
 - 13. 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.
 - 14. all forms of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- c) 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;
- d) 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;
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
- f) 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

This project is a high-rise mixed-use residential development, where the units will be rented, and some units are planned to be affordable based on the CMHCs definition of affordable housing being: "housing is considered "affordable" if it costs less than 30% of a household's before-tax income." Income, in this instance is generally taken as that being the median income for the statistical area of the project's location.

As per the policies above, the objective is to provide for a variety of housing types and densities. There is a need for rental opportunities in Ottawa, and this project addresses this demand. As per policy (c) intensification should be geared to areas where appropriate levels of infrastructure exist to support current and future needs. The adjacent arterial road connections, nearby Billings Bridge Rapid Transit Station (future LRT), and multi-use pathways create an opportunity to capitalize on this existing connectivity network and improve accessibility for the renters at the proposed Lofty Riverside development, which not only supports policy (c) but also policy (d).

Given both the location and the structure of this intensification project, the policies of the Housing section of the PPS have been met.

Policy 1.6.7.4 | A land use pattern, density, and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Comment

This site, located on an under-utilized segment of an arterial mainstreet, has the opportunity to provide intensification that will greatly support the existing transit infrastructure as well as the pedestrian and cycling infrastructure that is either present or planned. This is accomplished by seeking a reduced parking rate and offering several project components to support a rate reduction, such as: car-sharing, bike-sharing, cycle track, interior and exterior bike parking, nearby amenities, and nearby transit. This project will connect more people to more places while reducing the need for vehicle trips.

Policy 1.7.1 | Long-term economic prosperity should be supported by:

- d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets.
- e) encouraging a sense of place, by promoting well-designed built form...
- f) promoting the development of brownfield sites

Comment

The above noted criteria for supporting economic prosperity are notably reflected in the proposed development. The existing auto use at 1335 Bank Street and fast-food restaurant at 1339 Bank Street, both surrounded by a collar of parking do not contribute to a vital or viable mainstreet.

The proposed mixed-use development will offer a fully animated front facade with active entrances and a more mainstreet style restaurant (café / bar / fitness centre) use that encourages pedestrian movement in place of drive-through access.

The redesign of the site, from two one-storey buildings set back from the street to a six-storey podium framing the public realm with a single point tower at the north corner will facilitate way-finding and creating a sense of place.

Lastly, given the existing auto use, there is some cleanup to be done on the site. Though the redevelopment of this location, cleanup will be taken care of.

4.2 CITY OF OTTAWA OFFICIAL PLAN, 2003

The City of Ottawa Official Plan currently designates the property as a Mainstreet (Arterial Mainstreet). This designation (Section 3.6.3) permits a wide variety of uses, “including retail and service commercial uses, offices, residential and institutional uses. Uses may be mixed in individual buildings or occur side by side in separate buildings.”

It is important to note the following section of the preamble in Section 3.6.3 – Mainstreets, regarding intensification:

“Focusing intensification on Mainstreets allows for less disruption and more convenient services for adjacent communities and more efficient use of transit. The objective of the Mainstreet designation is to encourage more dense and mixed-use development that supports, and is supported by, increased walking, cycling and transit use. Intensification is most likely to occur over time through the redevelopment of sites such as vacant lots, aging strip malls, and former automobile sales lots, parking lots and gas stations, as well as through additions to existing buildings.”

The following review the relevant policies of Section 3.6.3.

Policy 1 | Arterial Mainstreets “also are planned to provide a mix of uses and have the potential to evolve, over time, into more compact, pedestrian-oriented and transit friendly places. To facilitate this evolution, the zoning by-law may define the portion of the street frontage of an Arterial Mainstreet to be occupied by buildings located at or set back minimally from the sidewalk. Both Traditional and Arterial Mainstreets will fulfill and take advantage of their multi-modal transportation corridor function.”

Comment

The redevelopment at 1335/1339 Bank Street is an example of an effort to evolve an underutilized auto use towards a more compact, pedestrian friendly and transit friendly development. The development has zero setback from the proposed front lot line facing Bank Street, creating an animated street wall that frames the public realm. .

Policy 10 | “Redevelopment and infill are encouraged on Traditional and Arterial Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk. [Amendment #150, October 19, 2018]

Comment

The proposed development in its 6-storey podium design, with a limited floorplate high-rise tower offers a defined street edge with active frontages and multiple pedestrian accesses to the sidewalk. The permitted as-of-right development yield could be two 16 storey towers on both lots or one long block of a 16-storey bar building if the two lots were joined. By modifying the density and concentrating it into a point tower, intensification as per Policy 10 is achieved in a suitable and well-designed building scale and form.

Policy 12 | Identifies a maximum building height for Arterial Mainstreets at 9 storeys but notes that Secondary Plans supersede this policy.

Comment

The Bank Street Secondary Plan (BSSP) identifies a 50 m (16 storey) maximum on at this location. The BSSP is reviewed further in this document.

Policy 15 | "In order to demonstrate its commitment to development on Mainstreets, the City will consider them to be priority locations for considering:

- e. The creation of brownfield development strategies;
- f. The use of techniques such as increased height and density provisions"

Comment

Redeveloping this site will result in the cleanup of 1335 Bank Street as a result of the existing auto use that has been present for many years. Further, policy (f) notes that Arterial Mainstreets are priority location for increased height and density.

Section 2.2.2. - Managing Intensification Within the Urban Area

The OP sets out target areas for intensification, that being Central Area, Mixed Use Centres, Mainstreets, and Town Centres.

It also identifies areas Transit Oriented Development designations as target areas for intensification, as well as those areas that are on the Rapid Transit and Transit Priority Networks.

To the above point, the project lands are ~450 metres away from the Billings Bridge Rapid Transit Station (future LRT).

Policies 10-12 address intensification and building height within these target areas. Policy 10 specifically notes that high-rise building forms may occur provided they meet urban design and compatibility objectives. Further, they should be located in areas that support Rapid Transit and Transit Priority Networks.

As per Section 2.2.2, Policy 17: For Official Plan amendments to increase building heights that are established in Section 3 of this Plan, or in a secondary plan, the proponent must demonstrate that the following criteria are met:

1. the impacts on the surrounding area (e.g. the community design plan study area) have been assessed comprehensively;
2. the direction in policy 10 above is met;
3. the requirements of Section 2.5.6 where the proposal involves a High-Rise or High-Rise 31+ building; and
4. an identified community amenity is provided. [Amendment #150, LPAT Decision October 22, 2018]

Comment

A detail review of how these four criteria are met is identified below:

1 | Guaging the impacts on the surrounding area are identified through recognizing the existing uses of the surround area. As per the plan provided by Hobin Architects on the following page, it indicates that within 400 m of the site, the vast majority of land use is NCC green space, roadways, transitway, the Rideau River, retail, and office, with portions of residential over 200 m away, separated by roadways, waterways, and/or greenspace.

The scale of uses within the immediate vicinity are a mix of mid- and high-rise office buildings and single-storey commercial/retail buildings.

It is important to note the proposed development on the west side of Bank Street which is portrayed as a ghosted building form shown to the right.



Figure 12: Graphic of proposed development also showing the ghosted proposal on the west side of Bank Street

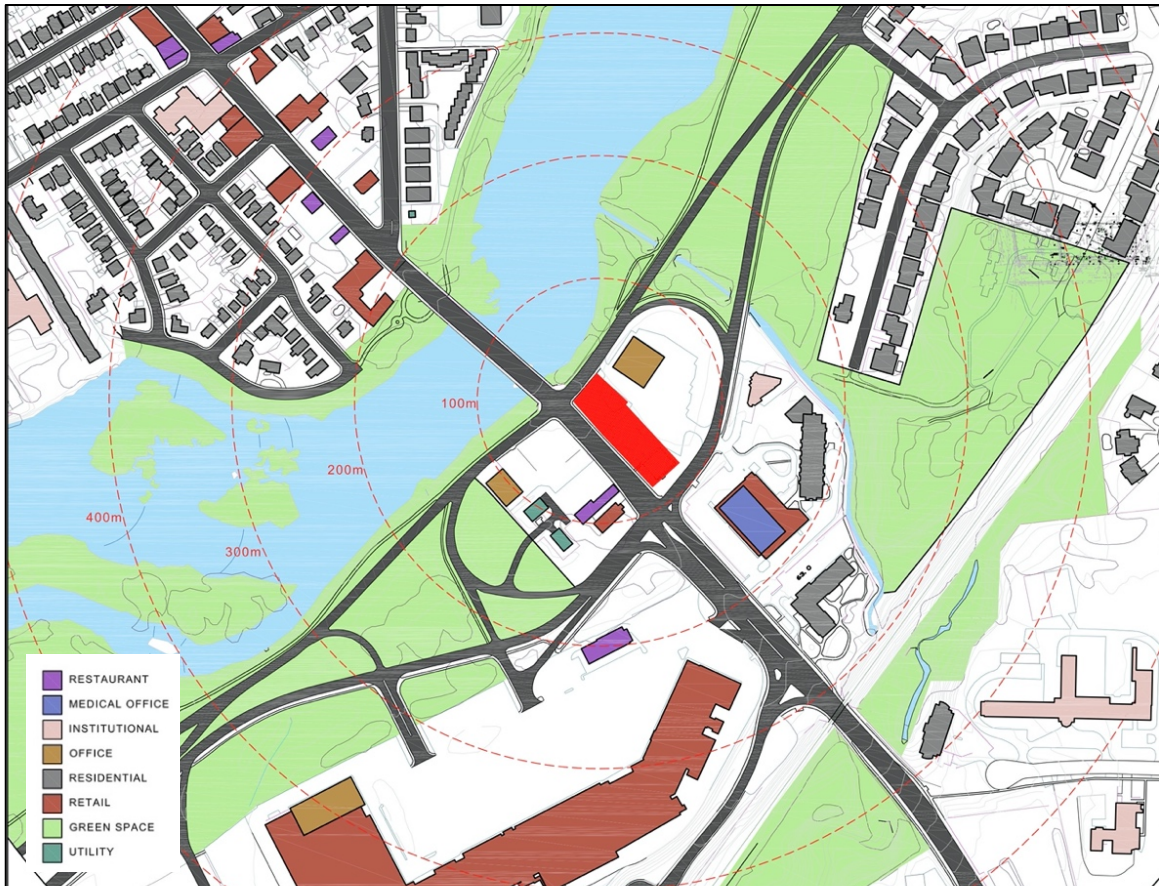


Figure 13: Land Use Context Map

The comprehensive impacts that result from this development are identified below:

- [Density reorientation from a 16 storey bar building permitted by the existing zoning to a 6-storey podium with a single tower to 26 storeys on the north part of the site represents less shadowing and micro-climate impacts to the overall area, but especially the public realm of Bank Street.
- [Improves street-framing and enhances the public realm with active frontages
- [Supports nearby transit infrastructure.
- [Supports cycling infrastructure
- [Supports brownfield remediation
- [Supports economic stability of nearby retail and commercial uses (i.e. Billings Bridge).
- [Supports future viability as a pedestrian node (currently limited)
- [Deviates from the existing architectural expression in this area from the 60's and 70's previously noted in this report as being beige toned and containing minimal architectural features such as variation in materiality, colour, or articulation of building form. This point has been identified as an improvement though it is an impact.

- [The increase in density and its impact on the road network is mitigated by offering a reduced resident parking rate and a greater bicycle parking rate.
- [The impact of the height alone, through the visual presence of the tower and the shadowing aspects are both mitigated due to the positioning and form of the tower. As this site is situated within an island of land which contains no low-rise residential communities and is adequately separated by any low rise residential by a minimum of 200 metres and within that buffer there are trees, other buildings and roadways, the impact of the development on any sensitive uses is reduced significantly by its location. With regards to the form of the tower, the use materials, articulation, and glass reduces its perceived presence on the visual field.
- [There is the potential for some impact on the rear abutting property, currently the Pebb Building, if that site were to redevelop with a high-rise building. The tower separation guidelines accepted ranges are from 20-23+ metres and the site at 2197 Riverside Drive would be subject to a larger portion of that separation distance due to the reduced lot depth of the subject site and the inability to provide the full half of the tower separation distance on the subject lot. The current provided east setback for the tower ranges from 3.1 m (at the pinch point) to 5.9 m. Of particular note is that the previously approved 16-storey tower had a tower setback from the rear property line of 2.0 m.
- [As such, the lot at 2197 Riverside would be able to provide a tower setback of a minimum of 16.19 m (which is an improvement over the previous approval). This is easily accomplished on their site as it has a depth of ~60 m. Further the High Rise Design Guidelines also note that the tower separation on tight lot fabrics within the Greenbelt may be reduced to 15 m, meaning that any proposed high-rise on the abutting lot would only need to be setback from the west property line by 11.19 metres. Given the above review, it is our professional opinion that the impact is minimal and acceptable.

Per this report and the submitted materials in support of the proposed Amendments and proposed Site Plan Application, as well as the detailed review of impacts noted above, it has been demonstrated that the impacts on the surrounding area and community have been assessed thoroughly.

Any further matters will continue to be addressed through the on-going processes.

Conclusively, the review of impacts identifies that there are a greater number of positive impacts on the surrounding area and public realm than there are negative impacts.

Finally, any negative or neutral impacts have been mitigated as noted.

2 | The direction in Policy 10 notes that high-rise building forms may occur provided they meet urban design and compatibility objectives. Further, they should be located in areas that support Rapid Transit and Transit Priority Networks.

- [The proposed development, due to its proximity and walkability to the Billings Bridge Rapid Transit Station (future LRT), is supportive of the existing transit networks. It would take approximately 8 minutes to walk to the Billings Bridge Station.
- [As for the projects ability to meet the urban design and compatibility objectives, those are thoroughly reviewed further in this report.

3 | Requires compliance with Section 2.5.6. The Bank Street Secondary Plan has already indicated that greater height and density above the permitted 9 storey maximum through the AM zoning is appropriate for this site. The density proposed by the Bank Street Secondary Plan is a maximum of 16 storeys. Theoretically, two 16-storey towers could be developed on both 1335 and 1339 Bank Street. The proposed development proposes a modification to the position of density to permit improved public realm and urban design. It is noted that the permitted density in terms of total Gross Floor Area is actually less than the proposed density and only the form of this density is modified, resulting in the need for the Official Plan and Zoning Amendments as previously submitted.

A review of the policies in Section 2.5.6 are reviewed in the next section of this report.

4 | Requires a Community Amenity be provided when seeking additional height beyond what is prescribed by the Official Plan or an applicable Secondary Plan. A community amenity and the form of this amenity will be identified during the review of the proposed amendment. Further, community amenities with specific regards to Section 37 is required only if the square footage thresholds are triggered. In this case it is not and therefore no community benefit is required with regards to Section 37, however, in order to satisfy point 4 of Section 2.2.2(17), a community amenity, such as the examples listed below, is to be provided. Items that have been bolded are amenities that are provided by the project currently.

- a. Public cultural facilities;
- b. **Building design and public art;**
- c. Conservation of heritage resources;
- d. Conservation/**replacement of rental housing;**
- e. **Provision of new affordable housing units;** land for affordable housing, or, at the discretion of the owner, cash-in-lieu of affordable housing units or land; [Amendment 10, August 25, 2004]
- f. Child care facilities;

- g. Improvements to rapid-transit stations;
- h. Other local improvements identified in community design plans, community improvement plans, capital budgets, or other implementation plans or studies;
- i. Artist live-work studios.
- j. **Energy conservation and environmental performance measures; [Amendment #76, August 04, 2010]**
- k. Conservation of existing greenspace or the creation of new greenspace. [Amendment #76, August 04, 2010]

Section 2.5.6 – Collaborative Community Building and Secondary Planning Processes

In Section 2.5.6, the purpose is to evaluate projects from a community development perspective, applying a secondary planning focus and filter to an official plan and zoning amendment. Applicable to this project is the section identifying provisions for high-rise buildings, which are reviewed below.

Provisions for High-Rise and High-Rise 31+ Buildings

13. The City intends that the highest density of development, including High-rise buildings, locate where rapid transit is being provided. Secondary plans and community design plans should locate high-rise buildings proximate to rapid transit stations to support that objective. High-rise buildings are also a built form that requires detailed attention to urban design and their impacts on the existing communities into which they are located. Building design and appropriate transitions, such as those identified in Section 4.11, should be provided to reduce impacts on existing developed areas. [Amendment #150, LPAT Decision October 22, 2018]

Comment | *The proposed high-rise building is situated along two major arterials where bus routes are located and is within a 8 minute walk of a Rapid Transit Station (future LRT).*

14. Not relevant

15. Consider the following:

- a. A prominent location or locations fronting on streets, lanes, public open space and other public land preferably and good transportation access;

Comment | *Having access to two major arterials, three if both eastbound and westbound loops of Riverside Drive are counted, identifies this site as a prominent location with good transportation access.*

- b. Avoiding or mitigating negative shadow or microclimate impacts such as the creation of excessive wind and providing insufficient sunlight in adjacent public spaces;

Comment | *Part of the decision to reorient the permitted density into a single taller tower was for this exact reason. It is preferable to offer one reduced floorplate tower to mitigate shadowing and microclimate impacts.*

- c. The provision of a mix of uses within the building or the surrounding area to service residents or business tenants within the building and the broader community;

Comment | *While there are a number of non-residential uses in the area, there is a lack of rental accommodations. There are a lack of rental accommodations across the City but given that this area is within an eight minute walk to a Rapid Transit Station, bus routes along major arterial roads, and a short walk to a shopping centre and employment opportunities, this node of Bank Street is a prime location for a denser mixed-use building that features animated mainstreet uses along with the provision of needed residential accommodations.*

- d. Conservation, retention and renovation of designated heritage buildings and significant heritage resources.

Comment | *Not applicable.*

- e. Building transition and the mitigation of impacts on adjacent low-rise neighbourhoods through building design, massing as per Section 4.11.

Comment | *As previously noted, the location and position of the building result in no direct impacts as the low-rise neighbourhoods are greater than 200 metres away and separated by greenspaces, other buildings, roadways, transitways, etc.*

The podium of the building was designed to serve as a visual transition from the Pebb Building to the east to the lower podium across the street on the west side of Bank Street. A more thorough review of Section 4.11 is undertaken further in this report.

- f. The identification of priority community amenities or public institutional uses that may be required and the mechanisms by which they will be provided.

Comment | *Community amenities are being provided in the form of a parkette and public art. Both components are being discussed with the National Capital Commission.*

- g. Mechanisms to encourage architectural excellence and sustainable design.

Comment | *The proposed development has already attended the informal meeting of the Urban Design Review Panel and has received written comments. These recommendations have been reviewed and responded in this Planning + Design Rationale.*

- h. Any specific requirements identified during the secondary planning process. [Amendment #150, LPAT Decision October 22, 2018]

Comment | *Not applicable.*

Section 4.11 - Urban Design and Compatibility

The following segment from the premise of this section clearly identifies the purpose of these policies:

“At the scale of neighbourhoods or individual properties, issues such as noise, spillover of light, accommodation of parking and access, shadowing, and micro-climatic conditions are prominent considerations when assessing the relationships between new and existing development. Often, to arrive at compatibility of scale and use will demand a careful design response, one that appropriately addresses the impact generated by infill or intensification. Consequently, the issue of ‘context’ is a dominant theme of this Plan where it speaks to compatibility and design.”

Design Brief *A design brief is provided in this report.*

Views *There are no protected views nearby and the proposal does not include any 31+ high-rise buildings.*

Building Design *Policies 5-9 cover design of the building. In review, the proposal orients the building entrances (both for the residential and non-residential components) towards the public street (Bank Street) where there will be a pedestrian sidewalk and 2.0 m cycle track, both of which connect the larger network of pathways and public sidewalks around the site.*

The podium and tower have been carefully designed with varying colours, textures, and articulation of form to enliven the visual presence on the public realm and in a greater context.

All frontage along Bank Street is to be active.

Massing and Scale *The transition of this proposal to the surrounding context is discussed previously in this report and reiterated here:*

The building is 20 storeys of residential apartments in a tower format above a 6 storey podium which will have 1 storey of commercial with a mezzanine and 5 storeys of residential units.

The podium base has an architecturally distinct style from the tower portion, as well as an inset at the 7th storey where rooftop amenities are provided on the podium base. The contrasts of textures and colours, along with the careful articulation of not only the building form as it transitions from podium to tower, but also as it transitions horizontally across the podium along the Bank Street frontage all serve to mitigate and reduce the perceived mass and scale of the proposed development.

High-rise Buildings *The project acknowledges the key interests at play for any high-rise development are pedestrian comfort, safety, usability, public views and view planes as may be applicable, proximity to heritage buildings, and reduced privacy for nearby residential (i.e. "overlooking".) The way to mitigate these areas of potential concern are through detailed and careful design, the nature of site location, building mass and configuration, among other things.*

In this particular situation, the most important and notable aspect is site location which is the largest factor in mitigating any adverse impacts from the result of a high-rise development.

Above and beyond that, the building has been carefully designed to minimize the visual scale of the building. Further the design of the ground floor has resulted in an improved level of pedestrian comfort, safety, and usability.

Outdoor Amenity Areas *Amenity is provided both within the building and on the rooftop of the podium base, along with some amenity provided on the 26th level.*

Public Art *As per our review below of Section 5.2.1, Section 37 of the Planning Act is not triggered and as such no community benefits are required in response the requested height and density increase. However, the inclusion of a public art piece is being developed.*

Section 5.2.1. Increase in height and density by-law

As per the previous Planning Rationale submission, Section 37 is not triggered. The Lofty Riverside permitted as of right development yield is 32,137 m² (345,919.79sq.ft.). An increase of 25% would result in a yield of 40,171 m² (432,397.05sq.ft.) GFA.

The proposed development has a total GFA of 27,540 m² (296,438.09 sq.ft.) and as such does not trigger Section 37 provisions.

These calculations serve to illustrate that the GFA density being provided in the proposed development is less than what could be permitted in the zoning, it is simply provided in a way that represents better urban design and a more pedestrian friendly public realm at ground level.

Section 7 – Annex 1 – Road Classification and Rights-of-Way

The agreed Right-of-Way design is a range of a distance from centreline on the north of 13.75 m (as per previously approved), and increases after the 1335 Bank Street property to 15.25 m from centreline, where some portion will require below grade encroachments, but the south segment will be the full 15.25 m from centreline.

Our proposed ROW design is consistent with the City's design guideline identified as no. 4 Arterial Road Cross-Sections Narrow Boulevard.

Components of the ROW are: minimum 2.0 m sidewalk, minimum 2.0 cycle track (1.8 track plus 0.2 m separation strip), four-stall parking layby, plus a bus stop.

4.3 BANK STREET SECONDARY PLAN

The Community Design Plan serves as a guiding policy document for the Bank Street community between the Rideau River and Ledbury Park, and outlines the framework for how future development should be achieved.

The property is noted as being within Area 1: Billings Bridge Gateway. This area, shown in pink on the map to the right, is noted as being a distinct area created by the bounding conditions of the Transitway, its overpass above Bank Street, the rail line, and Sawmill Creek,



Figure 14: Extract from Bank Street Secondary Plan

strongly associated with and related to the Rideau River, a transition point between Old Ottawa South and the Bank Street corridor to the south, and contains large parcels of land that are relatively underdeveloped for the overall land area.

The design plan states that the north end of Node 1 (see map below) is an appropriate location for mid- to high-rise mixed-use buildings that use special design elements and architecture to communicate their prominent gateway location into the CDP planning area.

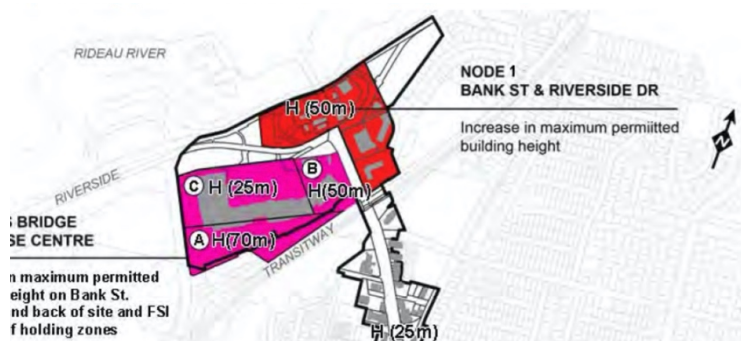


Figure 15: Extract from Bank Street Secondary Plan (Nodes)

Any mid- to high-rise development would have to be proven through appropriate traffic impact assessments, submitted to the satisfaction of the City. The plan also states that, the maximum building height is 50 metres (approximately a 16-storey

mixed use building) for development along the Bank Street frontage.

It is noted that this Secondary Plan was prepared over ten years ago. Since that time there has been significant increases in demand for rental housing within the greenbelt. A recent Urban Boundary expansion has been approved, details of this not yet known, but a notable indication of a city that is experiencing pressure of population growth.

The Secondary Plan identifies this node as a gateway location and groups it with the Billings Bridge shopping centre and the Billings Bridge Rapid Transit Station and future LRT.

The maximum height of 50 metres applies to all properties within the segment of land creating by the bounding loops of Riverside Drive westbound and eastbound. A 50 metre

height maximum, along with the regulated setbacks, is one representation of density.

Planning review for these proposals necessitates a thorough assessment of the merits of a 50 metre high building along the subject site. The formerly noted density can be reconfigured in order to soften the impacts on the public realm and microclimate. That is the intention of this project, to reorient permitted density to create a better urban design and quality public realm.

It is our opinion that the intention of the Bank Street Secondary Plan is maintained. The density earmarked for this node is the same as prescribed, only provided in a modified configuration that represents the best possible design.

4.4 NEW OFFICIAL PLAN, FALL 2021

The City of Ottawa is proposing a new Official Plan, slated to be approved in the fourth quarter of 2021. This new Official Plan drastically changes the overall format of the existing City of Ottawa Official Plan. Instead of the distinction of urban and rural policy areas, the City will now operate under Six Main Transects. These transects are: Downtown, Inner Urban, Outer Urban, Greenbelt, Suburban, and Rural.

The project site is located within the Inner Urban transect. It is also identified as a Hub, Mainstreet Corridor, and a Transforming Neighbourhood. On the urban design spectrum, the subject site is identified as Tier 3.

The new Official Plan is guided by The Five Big Moves: Growth Management; Mobility; Urban and Community Design; Climate, Energy, and Public Health; and Economic Development.

The big policy moves are:

- [Accommodate 60% of future growth through intensification
- [By 2046, majority of trips made by sustainable transportation
- [Context based design approach, more sophisticated urban design
- [Embed environmental, climate, and health resiliency into policy
- [Embed economic development into framework of policy

The proposed development is well-suited to help achieve the big policy moves, firstly by accommodating residential rental units within the urban area and secondly by fostering a more active modal share with a reduction in parking. As identified in the proposed Official Plan, there are cross-cutting aspects of these policies. Reduction in auto-centricity leads to a more environmentally friendly approach to development by ensuring less vehicles can be accommodated that would otherwise produce emissions. Facilitating active and sustainable transportation would also lead to a healthier more active community.

In reviewing the details of the Inner Urban transect, the City is looking to achieve enhanced urban built form and site design, prioritization of walking, cycling, and transit.

This area is planned for mid-high density subject to proximity and access to frequent transit, limits on building heights and massing, and resolution of servicing constraints.

As a result of this project, high-density residential is being proposed to nearby transit and amenities, the proposed rezoning will control the height and massing, and lastly, the redevelopment of this site is capitalizing on the proposed infrastructure upgrades taking place on Bank Street necessary to facilitate future growth as planned.

One notable component of the Inner Urban Transect is the push towards reduction in parking, which this proposal achieves through a reduced rate of 0.3 spaces per unit.

The Mainstreet corridor subsection supports heights of nine storeys or more, where Secondary Plans have identified greater height is permitted. Podium height is to be no more than the width of the abutting right-of-way. The proposal is consistent with these directions. The existing secondary plan for this area from a decade ago supported 16 storeys. Given the altered and emerging context of the area, the 16 storey height maximum is no longer considered to be appropriate given the location and urban design outcome of two 16-storey bar buildings. It is clear however, that at the time, the intent and purpose of the Secondary Plan was to earmark this node for taller, more prominent buildings.

In reviewing the urban design objectives applicable to Hubs, the new Official Plan states:

“1) Development in Hubs and along Corridors shall respond to context, Transect area and Overlay policies, and shall be organized to meet all of the following:

- a) Generally, locate buildings to frame the adjacent street, parks and greenspaces;
- b) Provide a consistent building setback within the street context, and provide broader setbacks in areas of high pedestrian volume in order to accommodate pedestrians, attract outdoor activities; and accommodate trees and street furniture;
- c) Ensure main building entrances front a public street or park, are visible and directly accessible from a public street and conveniently and safely connect to a transit stop if applicable;
- d) Include adequate space and soil volume to accommodate tree planting including within the street right of way;
- e) Locate air intake systems in a context sensitive manner that avoids odours and air pollution impacts associated with potential sources of noxious air; and
- f) Hide above grade utilities such as transformer boxes, and gas bunkers.”

The proposed development is consistent with all design directions with the exception of space for soil volume and street trees. As identified, this lot is very narrow in depth and cannot accommodate a wider right-of-way that would enable the provision of trees. In lieu of this, a parkette has been provided as well as street furniture such as benches, public art, bicycle parking, and high quality building materials and transparent glass to create a welcoming pedestrian environment.

4.5 CITY OF OTTAWA ZONING BY-LAW

The City of Ottawa Zoning By-law currently zones this site as AM8 – Arterial Mainstreet, subzone 8. This zone permits a variety of residential and non-residential uses, with a limitation on building height of 50 m which is prescribed through the Secondary Plan as noted in a previous section.



Figure 16: Zoning Map

This zone identifies 0 m setbacks from all lot lines, which this plan adheres to. Aspects of the proposed Zoning Amendment are detailed in this report, but note that the general intent and purpose of the provisions of this zone are being maintained.

4.6 URBAN DESIGN GUIDELINES FOR HIGH-RISE BUILDINGS

The Urban Design Guideline document for High-Rise Buildings consist of three segments: Context, Built Form, and Pedestrian Realm. The following is a list of the guideline objectives that are represented and met through this development.

Context

- [Transition in scale is achieved through a six-storey podium which is reflected by the Pebb building to the east and transitions to the proposed 4 storey podium across Bank Street which steps back to a 5th and 6th storey, where the tower portion follows on the 7th storey and upwards. Further, separation from low-rise residential is >200m away, and separated by greenspaces, roadways, transitways, and other buildings to ensure adequate transition through site location from sensitive uses.
- [Base podium of six storeys creates a relationship to the height and typology of the existing mid-rise buildings in the area, and is representative of the general permitted height on Arterial Mainstreets of 6 storeys.

- [The sixth storey of the podium has also been designed differently than the first five storeys to break up the overall height of the podium base. This is especially notable for the middle and south ends of the building.
- [The site area exceeds the required minimum lot areas for proposed high-rise buildings.
- [The lot is a regular shape, though narrow in depth, and can accommodate efficient traffic access through the accesses provided at the north and south entrances of the building onto Riverside Drives westbound and eastbound routes respectively. The multitude of pedestrian accesses from the building onto the Bank Street public sidewalk which connect to the larger pedestrian routes ensure safe and efficient pedestrian circulation from the site to the larger community.
- [The nearest low-rise residential areas are setback over 200 metres away. Abutting and nearby context of uses are mixed-use buildings, commercial, office, retail. The proposed development is appropriately situated in the context without causing any undue or adverse impacts on sensitive land uses.

Built Form

- [The proposed height is comparable to the height for the proposed development on the opposite side of Bank Street, creating a renewed and defined node of intensification that is comparably developed and respects relationships of massing between the two developments, and the existing context of mid- and high-rise buildings in the vicinity.
- [The proposed development abuts the public realm, providing a street edge, and offering multiple active entrances and a comprehensive animated façade. This enhances and improves the pedestrian experience.
- [The expression of the top of the building is carefully designed to enrich the fabric of the skyline and will serve as an important gateway and wayfinding building, marking the transition between the Traditional Mainstreet community to the north, and the Arterial Mainstreet which begins at this site and continues south.
- [The new development, in a 20 storey tower above a 6-storey podium composition will enhance the community and provide a gateway component to a prominent node identified in the Bank Street Secondary Plan, where Bank Street is a Scenic Entry Route.
- [The density of the built form is comparable to the permitted density. The provision and form of this density is simply offered in a taller, slimmer configuration than a longer bar

building form. The former is deemed to have less microclimate impacts and result in a more aesthetically pleasing and functional public realm.

- The proposed development has a very notable base-middle-top composition (see visual prepared by Hobin Architects below) which is consistent with the recommended approach in Guideline 2.3



Figure 17: Building Form Diagram prepared by Hobin Architects

- The base of the proposed building forms continuous building edge along Bank Street in accordance with 2.13.
- The podium should be designed and scaled to ensure the street and public realm does not feel overwhelmed. The proposed full width ROW is planned to be a range of 27.5 m to 31.70 m. The proposed 6 story podium is less than 20 m and therefore is consistent with Guideline 2.15.
- The podium should also respect the adjacent properties; with no directly abutting buildings as the proposed development is bounded by roads, the podium aims to create a complement to the Pebb Building by providing a podium that reflects this height.

- [As indicated in the Design package, the materials will be high quality, with the inclusion of brick, stone, metal, and glass. The design identifies articulation through texture, insets, and colours.
- [The ground floor is efficiently designed with the entirety of the Bank Street frontage having animated frontage and through the use of glass and multiple pedestrian entrances is highly transparent.
- [The towers floorplate is under 750 m² in accordance with the tower floor plate guidelines
- [The built form approach is a podium base, a point tower, and notable top.
- [The buildings have been oriented and shaped to minimize impacts with respect to wind and shadow.
- [While the proposed development does not provide notable setbacks after the podium due to the narrow depth of the lot, it ensures a setback from the tower at the rear as that is the only potential location where other towers may be proposed. The function of a setback between podium and tower is to minimize impact at grade and to provide visual separation between the massing. This has been successfully achieved through the design and architectural colours and materiality.
- [The top of the building has a notable lantern feature which enriches the skyline and creates a focal point and would contribute to way-finding.

Pedestrian Realm

- [The space between the roadway and the building face has been carefully designed as part of the proposed Right-of-Way design for Bank Street
- [On a street with commercial character, it notes to provide maximum hard surfaces. This was achieved, in addition to the provision of planted trees at the north and south ends with a proposed parkette and public art. There are benches as well as bicycle parking.
- [Parking, loading, and servicing are incorporated into the building.
- [Vehicular activity is routed through the building, away from the main active area of Bank Street, with an ingress from the Riverside Drive westbound and egress onto Riverside Drive eastbound.
- [The main pedestrian entrances for both the residential lobby and the limited service hotel lobby, in addition to the non-residential use, are all fronting to Bank Street or at the prominent corners and exit directly onto the pedestrian hard surface.

- [The entirety of the Bank Street frontage is animated.
- [Only four layby spaces are provided along Bank Street to facilitate taxis, deliveries, and paratranspo pick up as needed. This layby is utilized to avoid a direct Bank Street vehicular access into the site.
- [Shadow analysis provided as part of these applications. A wind analysis will be provided at Site Plan Control.

5.0 PROPOSED AMENDMENTS

The proposed amendments identified below are the subject of existing Official Plan Amendment and Zoning By-law Amendment applications being processed by the City concurrently. This Site Plan Control application is a reflection of those proposed amendments.

5.1 PROPOSED OFFICIAL PLAN AMENDMENT

The proposed Official Plan Amendment is being sought to allow for a maximum building height of 86 m (26 storeys). Currently the Bank Street Secondary Plan sets a maximum building height of 50 m (16 storeys). The Bank Street Secondary Plan is enforced through the Official Plan and as such, an Official Plan Amendment is required to increase the height beyond 50 m.

5.2 PROPOSED ZONING AMENDMENT

As noted above, the prescribed maximum building height originates from the Bank Street Secondary Plan and is given authority through the Official Plan. These policies were then carried down to the zoning level. For this reason, the proposed Lofty Riverside project also requires a Zoning Amendment to permit the building height of 86 m (26 storeys).

As previously identified in this Planning Rationale, an additional component of the proposed zoning amendment is a reduced parking rate of 0.3 spaces per dwelling unit. This is to address the context, nature of the development, and guiding policies at the provincial and municipal levels.

The details of the Zoning Amendment is identified below:

Exception Provisions				
I Exception Number	II Applicable Zones	III Additional Land Uses Permitted	IV Land Uses Prohibited	V Provisions
XYZZ	AM8[XYZZ]H86			-the maximum permitted height is 86 m -the minimum required residential parking spaces rate is 0.3 per dwelling unit

6.0 PLANNING AND URBAN DESIGN ANALYSIS

6.1 INTENSIFICATION

As previously noted, this location having frontage on two major arterials roads and having optimum and varied modal connectivity to the Billings Bridge Rapid Transit Station (future LRT) and the proposed and nearby cycling and multi-use pathways makes it an ideal location for intensification.

The proposed development is reflective of the PPS 2020 policies regarding housing and meeting the demands of population growth. It also reflects the guiding policies of both the existing Official Plan and the proposed Draft Official Plan.

Further, the existing sites are highly underutilized and do not efficiently use available and planned infrastructure.

A final note is that the intensification is a reflection of the change from what is current to what is proposed. There is no significant difference between the zoning permitted density and the provided density. The only difference is how the density is being provided. It is our professional land use planning opinion that the proposed form and design is preferable to the zoning massing as-of-right.

6.2 EVOLUTION OF DESIGN

In order to fully appreciate the proposed design, the progression of former iterations are reviewed below. The former proposal, the as-of-right zoning permitted building scale and form, and lastly, the identified scheme.



Figure 18: Former Site Plan Approved Development at 1335 Bank Street

The image to the left is the original development proposed through Cassone Construction, and obtained Site Plan Approval. It included two levels of above-grade parking and featured light and dark contrasting architectural expressions. This development was only proposed for 1335 Bank Street and not the abutting Harvey's property at 1339 Bank Street.

The image on the following page depicts the permitted as-of-right zoning scale and form, including any setbacks and stepbacks that would be required.



Figure 19: Permitted Building Massing and Form prepared by Hobin Architects

The above forms lack a sense of unique presence, reduce the importance of the gateway at Bank Street and Riverside Drive north, and create a large massing of 16 storeys along the majority of the subject site, which would result in greater shadowing and microclimate impacts in comparison to the proposed development which reorients the density from two masses to an Arterial Mainstreet podium with a single tower on the north, as noted below.



Figure 20: Proposed Massing and Form prepared by Hobin Architects

6.3 URBAN DESIGN

The vision for this project is to offer needed rental options and active at-grade non-residential uses in an urban arterial mainstream context where the building will act as a landmark building at an important transition between the traditional and arterial mainstreet areas of Bank Street, which is not only a major north-south route but also a Scenic Entry Route for the City of Ottawa.

The pedestrian experience along the Bank Street frontage will be fully animated with uses both related to the residential component of the building and through the offer of non-residential spaces for either a cafe, bar, fitness centre or similar mainstreet compatible uses.



The structure of the building is a 6 storey podium that stretches across the entirety of the site. The tower of the building, floors 7 to 25 is situated on the northern most end of the site, at the entryway from Old Ottawa South to the Billings Bridge/Alta Vista neighbourhood. The top of the building is a defined mechanical /amenity space penthouse at the 26th level which includes a lantern feature facing north towards the Rideau River enriching the gateway presence of the building and serving as a wayfinding component.

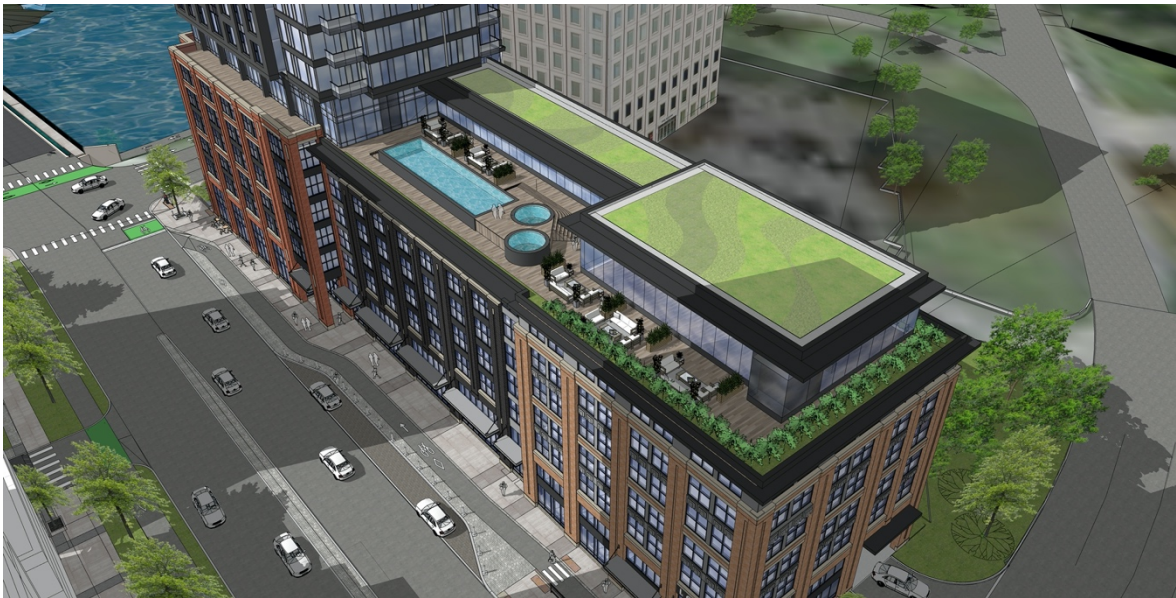
The podium itself is designed into three separate visual schemes. Bookending the centre grey-brick portion of the podium are two red-brick portions of the podium base. This produces the perception of three separate buildings at the pedestrian level that have been knitted together to form a continuous street wall, framing the public realm.

The tower portion of the building is designed with a mix of grey stone and glazing with a featured glass lantern at the peak of the building. The following images demonstrate the quality of the architecture and design being proposed. It further illustrates the merits of the base podium and single taller tower composition, through the provision of a gateway building along a Scenic Entry Route.









6.4 URBAN DESIGN REVIEW PANEL RECOMMENDATIONS AND RESPONSES

A review and response of the urban design comments provided were captured in the Planning Rationale prepared and submitted for the proposed Official Plan and Zoning Amendments; those responses remain current.

7.0 PUBLIC CONSULTATION STRATEGY

The public consultation strategy is to conduct a public open house and community information session prior to responding to the first round of comments and recommendations provided by City and technical staff in order to allow a comprehensive response approach.

A public meeting was held on September 17th, virtually through Zoom and hosted by the Ward Councillor. This meeting demonstrated that some notable concerns include traffic speeds on Riverside Drive, concern over flooding, as well as comments related parking (both too many or too few spaces), and density / height.

It has been the goal of this process to welcome additional engagement beyond the Public Meeting. Tools currently being utilized for continued quality and engaged public consultation are:

- [Interactive website where comments can be submitted
- [Facilitated communication and open door policy with development team, Councillor, and Community Association group.
- [Dedicated email for public comments and input.

The team is happy to report that public comments have come in, both through the website, directly to team members, and through the Ward Councillor. These comments have been responded to promptly and thoroughly, and welcome follow up.

8.0 SUPPORTING PLANS AND STUDIES

8.1 PHASE II ESA

A Phase Two Environmental Site Assessment was prepared by Paterson Group and dated December 23, 2019.

The report concludes that the site's soil and groundwater is contaminated. However, the report states that, it is not expected that the presence of the on-site impacted soil and groundwater will affect the users of the building and the property since there is a concrete floor and asphalt that would act as a barrier to the impact.

To obtain a Ministry of Environment (MOE) Record of Site Condition, the soil and groundwater on the site must satisfy the MOE Table 9 SCS, which it currently does not. Therefore, the impacted soil and groundwater should be removed from the site or a site-specific risk assessment may be used to derive site specific soil and groundwater SCS.

8.2 GEOTECHNICAL STUDY

A Geotechnical Report was prepared by Paterson Group, dated December 3, 2019. The report identifies that the subsurface profile is pavement overlaying fill (mix of silty sand, clay, gravel, cobble, shale, brick and asphalt). Undisturbed silty clay / sand noted at 2-3.5 metres below fill. Bedrock encountered at 10.5 metres. Groundwater expected at 3-4 m below grade.

The report recommends the following:

- "Review of the geotechnical aspects of the excavating contractor's shoring design, prior to construction.
- Observe and approve the installation of the pressure relief chamber and associated piping.
- Review proposed waterproofing and foundation drainage design and requirements.
- Observation of all bearing surfaces prior to the placement of concrete.
- Sampling and testing of the concrete and fill materials used.
- Periodic observation of the condition of unsupported excavation side slopes in excess of 3 m in height, if applicable.
- Observation of all subgrades prior to backfilling and follow-up field density tests to determine the level of compaction achieved.
- Sampling and testing of the bituminous concrete including mix design reviews."

8.3 TRAFFIC IMPACT STUDY, STEP 4

A TIA Step 4 Strategy Report was prepared by Parsons, dated March 3, 2021. This TIA Step 4 report reviews not only the merits of the proposed project from a transportation perspective but also reviews the Right-of-Way design.

The finding, conclusions and recommendations section summarizes that, “the subject development is located in close proximity to existing rapid transit and active transportation networks, and although situated within the middle of the unusual configuration of the Bank/Riverside intersections, the vehicle access is well integrated and the development is forecasted to generate traffic volumes that do not adversely impact the performance of the nearby study area intersections. The development is recommended from a transportation perspective.”

8.4 DEVELOPMENT SERVICING STUDY AND STORMWATER MANAGEMENT REPORT

A Site Servicing and Stormwater Management Report was prepared by Novatech, dated March 3, 2021. This report identifies the proposed capital works project of the Bank Street Renewal Project that will see road and infrastructure changes and upgrades, including replacement of the sanitary sewer, extension of the storm sewer, and an upgrade to the existing watermain.

Sanitary service will be provided by a 200 mm diameter gravity sewer at a slope of 1.0% with a conveyance capacity of 34.2 L/s and have sufficient capacity for the development.

Water service will be provided by the existing 200 mm watermain in Bank Street and will also require a redundant watermain to facilitate demands in excess of 50m³/day. The redundant watermain will be the existing 150 mm diameter in Riverside Drive.

The buildings fire hydrant connection will be at the west side, within 45 m of the hydrant on Bank Street.

Stormwater management will be routed to the existing 300 mm. It is noted that although the Rideau Valley Conservation Authority requires 80% TSS removal, the site does not contain any surface areas that require quality control, (e.g., surface parking areas), as the landscaped and rooftop areas are considered clean from stormwater quality control perspective.

The report by Novatech sets out the details of site servicing components and clearly indicates that the proposed development can be adequately serviced.

9.0 CONCLUSION

The proposed development of a 20-storey tower high-rise rental apartment building on top of 6-storey podium base, pending approval of amendments, would create a landmark building in a prime location for residential intensification in a way that minimizes microclimate impacts, improves the public realm, fosters active transportation, adds much-needed rental apartment accommodations, some family-sized units, and enlivens the pedestrian climate with non-residential uses at grade.

The context of the surrounding area along with overall Provincial and Official Plan policy direction support the proposed applications for amendments, and this resulting Site Plan Control application. Further, the proposal is consistent with the policy direction regarding intensification surrounding major transit stations and where a high degree of connectivity is available. It is noted that this location has a high walkability and transit score, as well as a very high cycling score.

The proposed development has been thoroughly reviewed against the PPS 2020 policies, the City of Ottawa Official Plan policies (both existing and proposed), the Bank Street Secondary Plan, and the Urban Design Guidelines for High-Rise buildings.

Though the proposal seeks to increase the permitted maximum height, the proposed density permitted on the subject site remains the same. The form of said density has been revised to reflect a better urban design that will create a more comfortable public realm experience and offer a gateway landmark building at a prominent location in the City of Ottawa.

The proposed development adheres to the guiding principles and policies for redevelopment and intensification, along with the provision of housing and a mix of uses.

Following review of the relevant materials and in consideration of the supporting documents, it is the opinion of Q9 Planning + Design that the proposed residential development is considered good land use planning and that along with the applications for Official Plan Amendment and Zoning By-law Amendment, the Site Plan Control application is recommended for approval.

Prepared by :



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www.q9planning.com
Ottawa, ON

P : +613 850 8345
E: christine@q9planning.com

A handwritten signature in black ink, appearing to be 'CM' or 'Christine McQuaig' in a stylized cursive script.



APPENDIX A – SURVEYS

APPENDIX B – SITE PLAN AND ARCHITECTURAL PACKAGE

LOFTY

no.	date	revision
1	JAN 21, 2020	ISSUED FOR CONSTRUCTION
2	APRIL 2, 2020	REVISION FOR 2020 BIDDING
3	NOV 17, 2020	ISSUED FOR CONSTRUCTION
4	JAN 10, 2021	REVISION FOR CONSTRUCTION
5	FEB 5, 2021	REVISIONS FOR CONSTRUCTION
6	MARCH 2, 2021	ISSUED FOR BIDDING FOR 2021

It is the responsibility of the appropriate contractor to check and verify all dimensions on site and report all errors and/or omissions to the architect.

All contractors must comply with all pertinent codes and by-laws.

Do not scale drawings.

This drawing may not be used for construction until signed.

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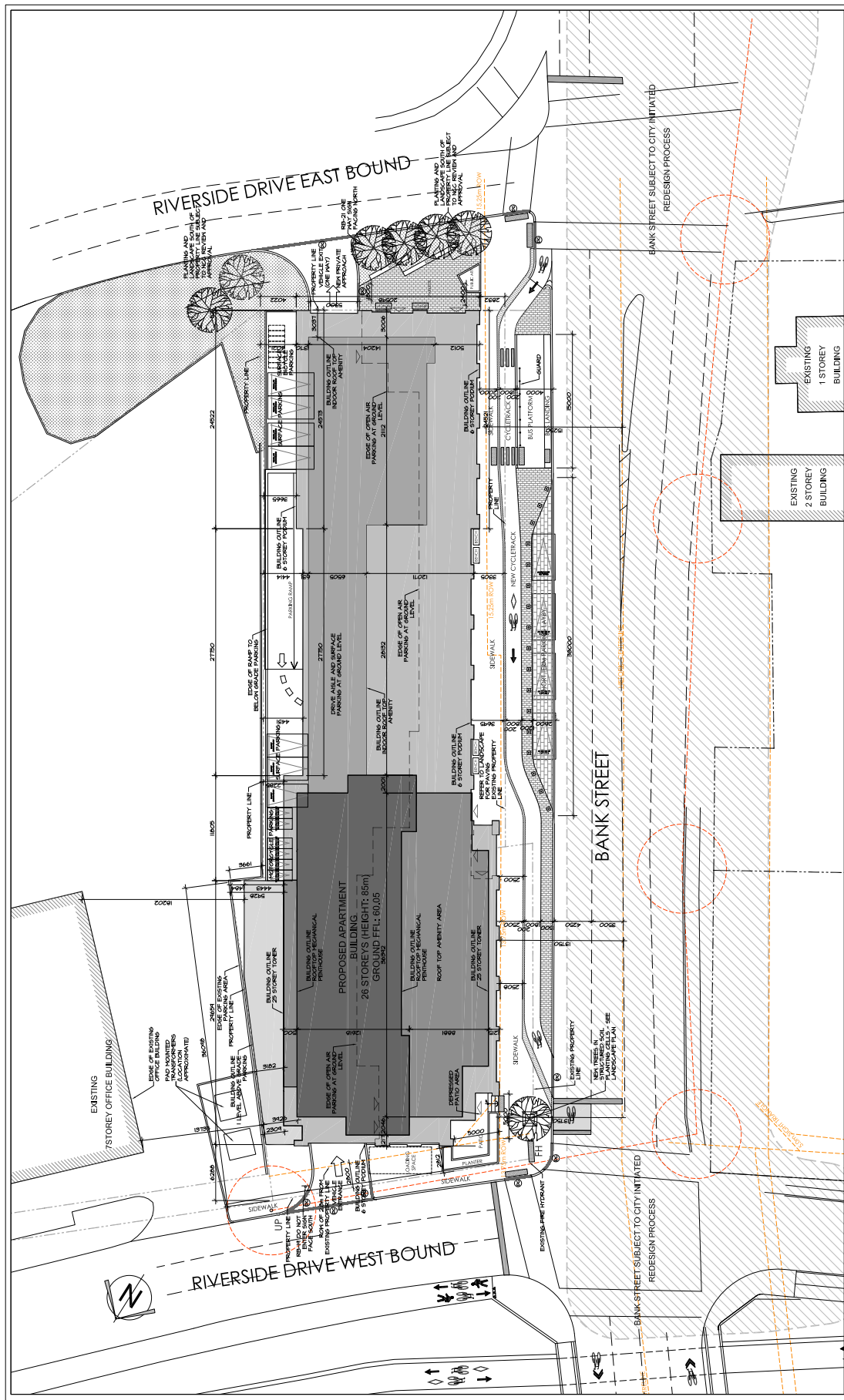


PROJECT LOCATION:
LOFTY RIVERSIDE
APARTMENT BUILDING
1335 & 1339 BANK STREET

SITE PLAN

DRAWN BY:	DATE:	SCALE:
00	JULY 2020	1:200

PROJECT:	2008

[illegible]

LEGAL DESCRIPTION:
 The North Half of Lot 7 Registered Plan 347 and Part of The North Half of The West Half of Lot 18:
 COMMUNION OF THE LOCATION OF THE COMMUNION OF THE CONSERVATION OF THE CITY OF OTTAWA

VIL ADDRESS:
 333 & 139 BANK ST (139 Bank St) (Riverside Drive)

OWNING NOTES:
 GENERAL PLAN DESIGNATION: GENERAL URBAN AREA
 ZONING: AMP - ARTERIAL MAIN STREET
 ADJUTING: NORTH - NOT APPLICABLE
 SOUTH - NOT APPLICABLE
 WEST - WEST - AC1341
 EAST - EAST - AC1341

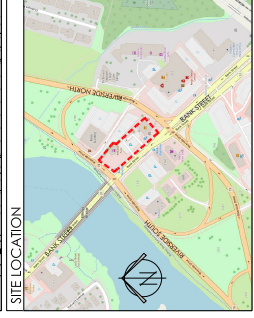
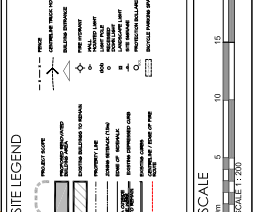
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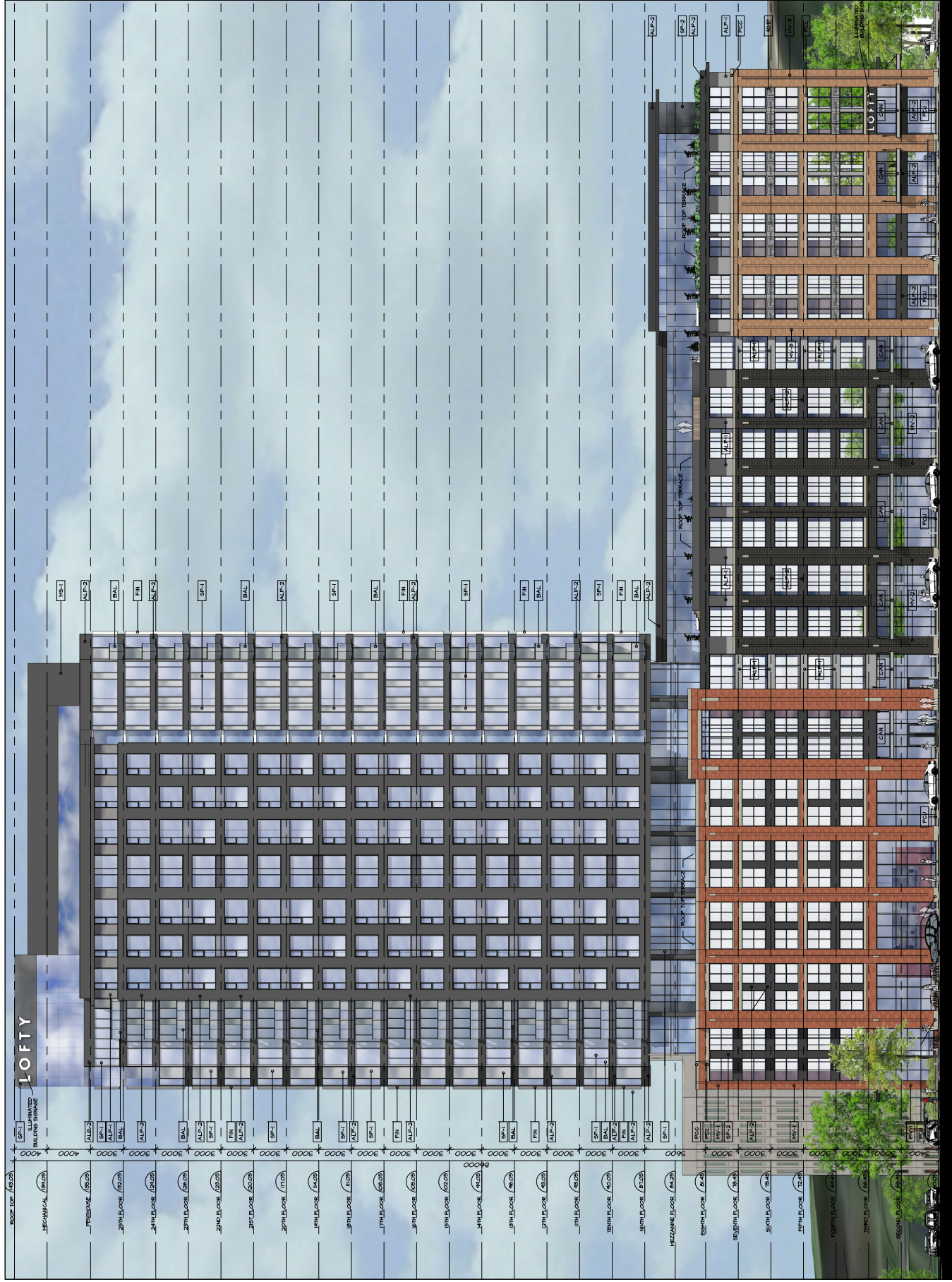
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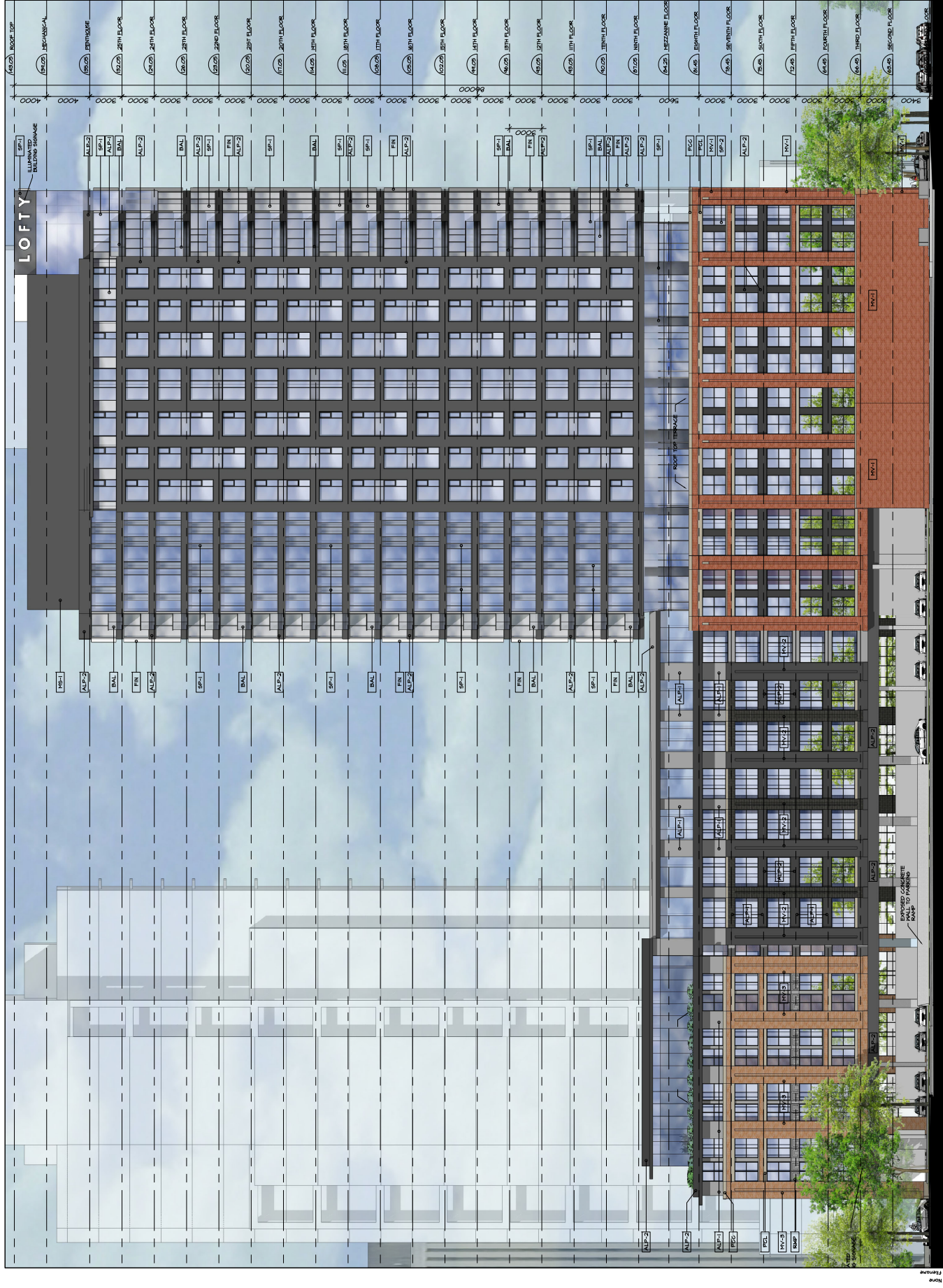
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PARKING:		
RESIDENTIAL (381 UNITS):		
APARTMENT - 26		142
SHORT LEASE - 16		
STANDARD - 10	0	
COMMERCIAL (GFA 264MP):		0
6-1500 SF		
1500-3000 SF		
VISITOR (381 UNITS)		30
(6,110 GFA)	30	
TOTAL:	228	172
BICYCLE PARKING:		
RESIDENTIAL (381 UNITS):		
APARTMENT - 26		267
SHORT LEASE - 16		
STANDARD - 10	181	
COMMERCIAL (GFA 264MP):		
6-1500 SF		
1500-3000 SF		
TOTAL:	192	269

PROJECT STATISTICS	
SITE AREA:	2000m ²
SETBACKS:	NA
FRONT (Base):	0.0 m
FRONT (Rear):	0.0 m
SOUTH (Rearside):	0.0 m
NORTH (Frontside):	0.0 m
REAR (rear):	0.0 m
MAX HEIGHT:	50 m
LANDSCAPE:	00%
PROVIDED:	2827 m ²
	95.28m
	0.6m
	2.8m
	0.6m
	0.6m
	66 m
	00%

BUILDING AREAS	2000 m ²	27 540 m ²
<u>BUILDING FOOT PRINT:</u>		
CONSTRUCTED GP-2 (GRADE GRADE)	21 140 m ²	10 026 m ²
RESIDENTIAL	1681 m ²	709 m ²
INDOOR AMENITY	174 m ²	
OUTDOOR AMENITY		
COMMERCIAL		
<u>BELOW GRADE PARKING</u>		
CONSTRUCTED AREA		4816 m ²







LOFTY

EXTERIOR MATERIALS LIST

ALP1	ALUMINUM PANEL - GREY	MP1	METAL FLASHING
ALP2	ALUMINUM PANEL - BLACK	MS1	METAL SHIM / COMBUSTIBLE
ALP3	ALUMINUM PANEL - WHITE	MS2	MAGNOLY VINYL - RED
BAL	GLASS BALCONY RAIL	MS3	MAGNOLY VINYL - LARGE
BAL	GLASS BALCONY RAIL	MS4	FORMAT BLACK TID
CAN	SUSPENDED CANOPY	MS5	BRICK TIE VINYL - BROWN
EC	EXPOSED CONCRETE	PCP	PRECAST CONCRETE CAP
FIN	ALUMINUM CERTAIN HALL FIN	PCU	PRECAST CONCRETE LINTEL
HP1	HORIZONTAL PLASTER	PCV	PRECAST CONCRETE
HS1	HORIZONTAL SHIM	RMP	RAISED METAL PANEL
HS2	HORIZONTAL SHIM	SP1	GLASS SPANDREL LIGHT
HS3	HORIZONTAL SHIM	SP2	GLASS SPANDREL DARK
PCU	PRECAST CONCRETE LINTEL	UP1	UPSTANDING
PCV	PRECAST CONCRETE		

[illegible]

It is the responsibility of the appropriate contractor to check and verify all dimensions on site and report all errors and/or omissions to the architect.

All contractors must comply with all pertinent codes and by-laws.

Do not scale drawings.

This drawing may not be used for construction until signed.

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PROJECT/LOCATION:
LOFTY RIVERSIDE
APARTMENT BUILDING
1335 & 1339 BANK STREET

DRAWING TITLE:

CONCEPT ELEVATIONS
EAST

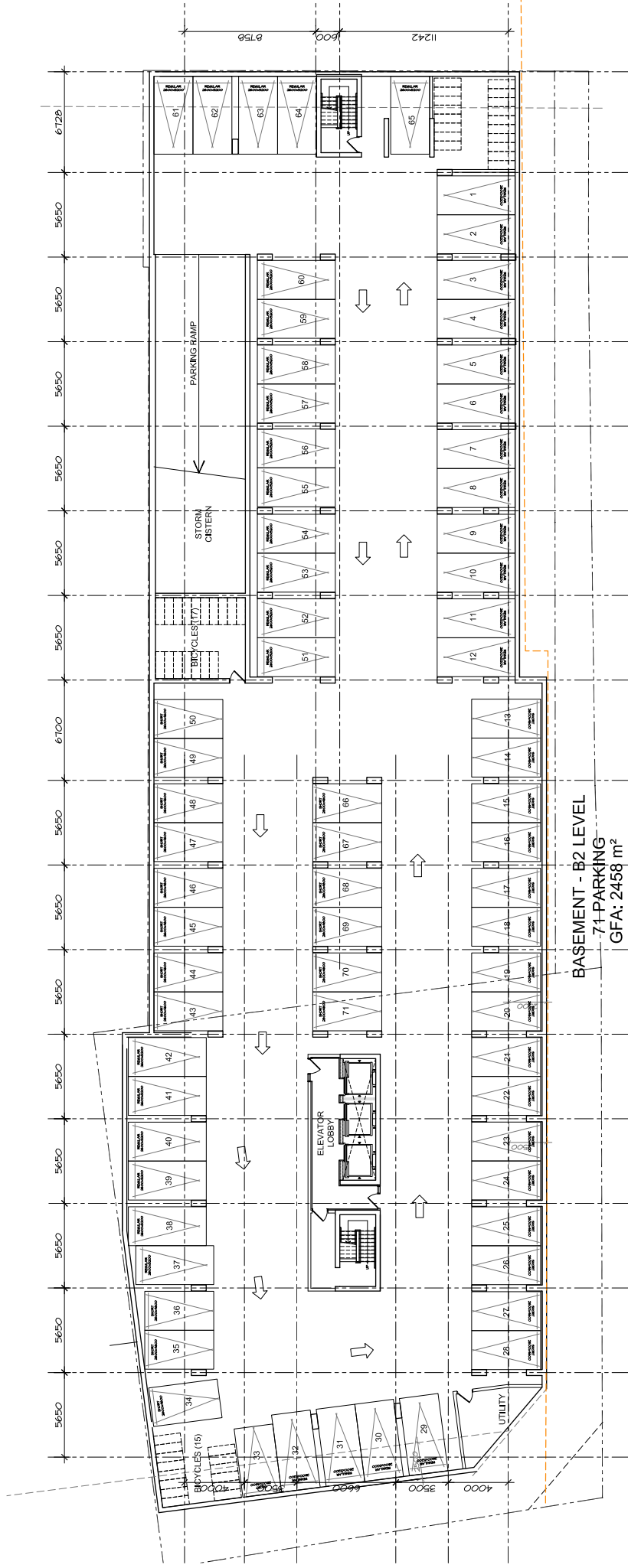
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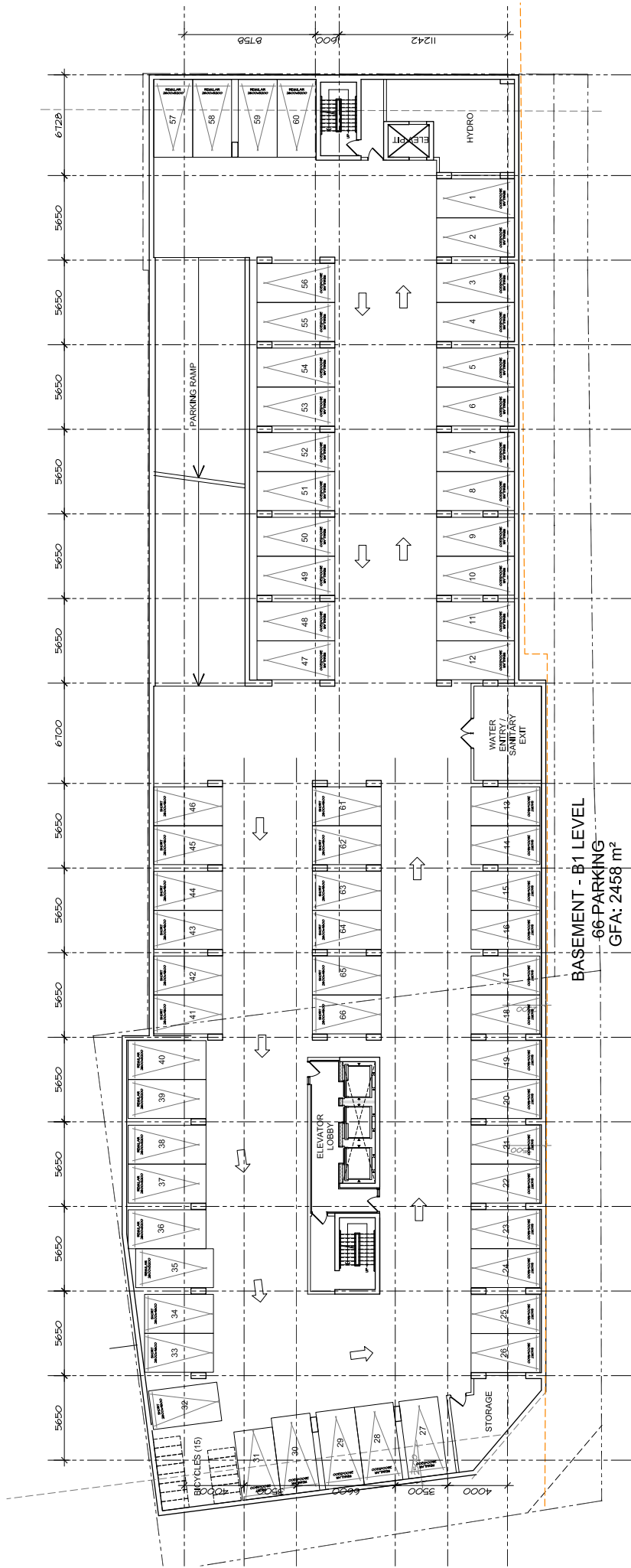
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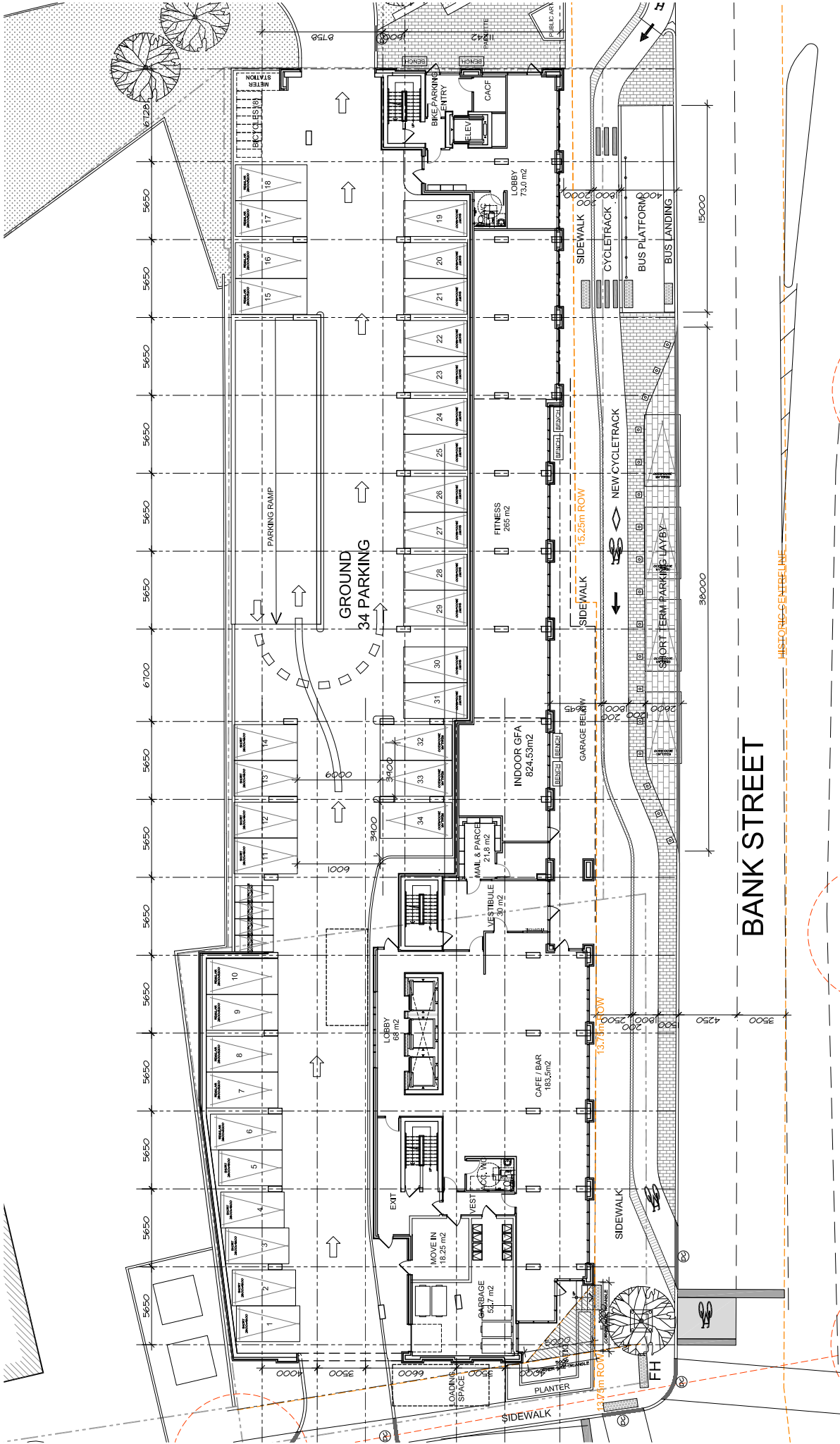
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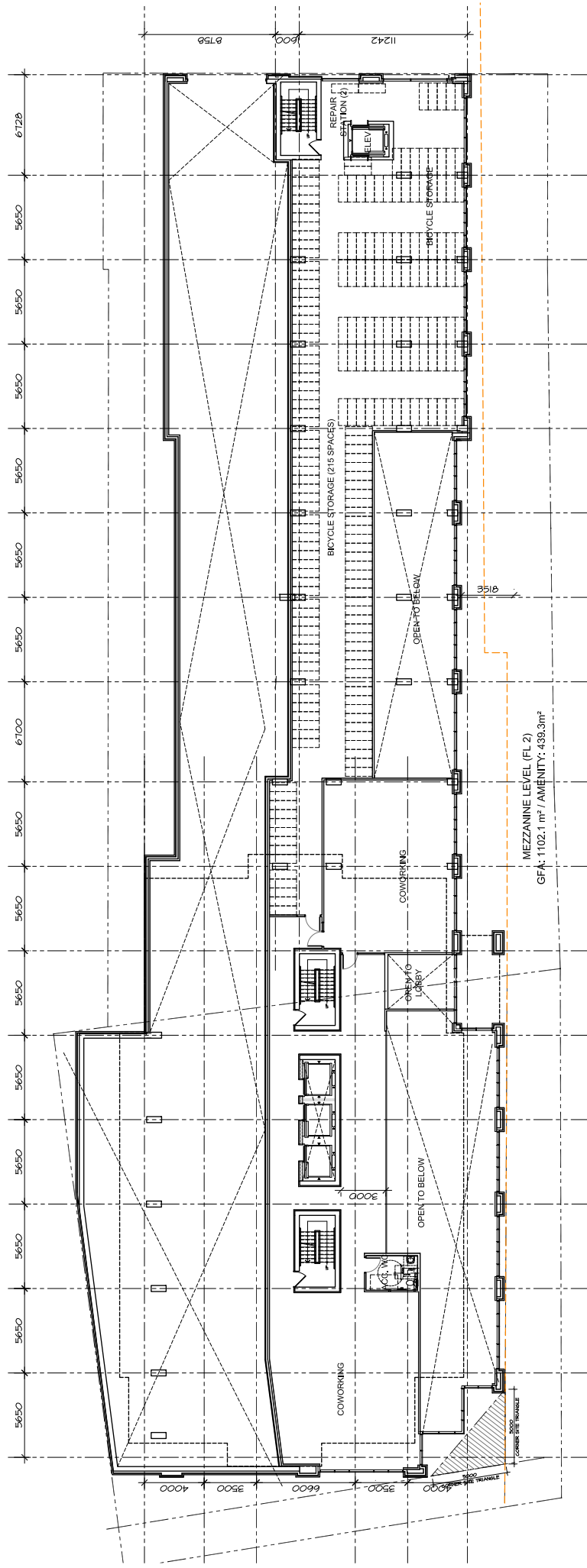


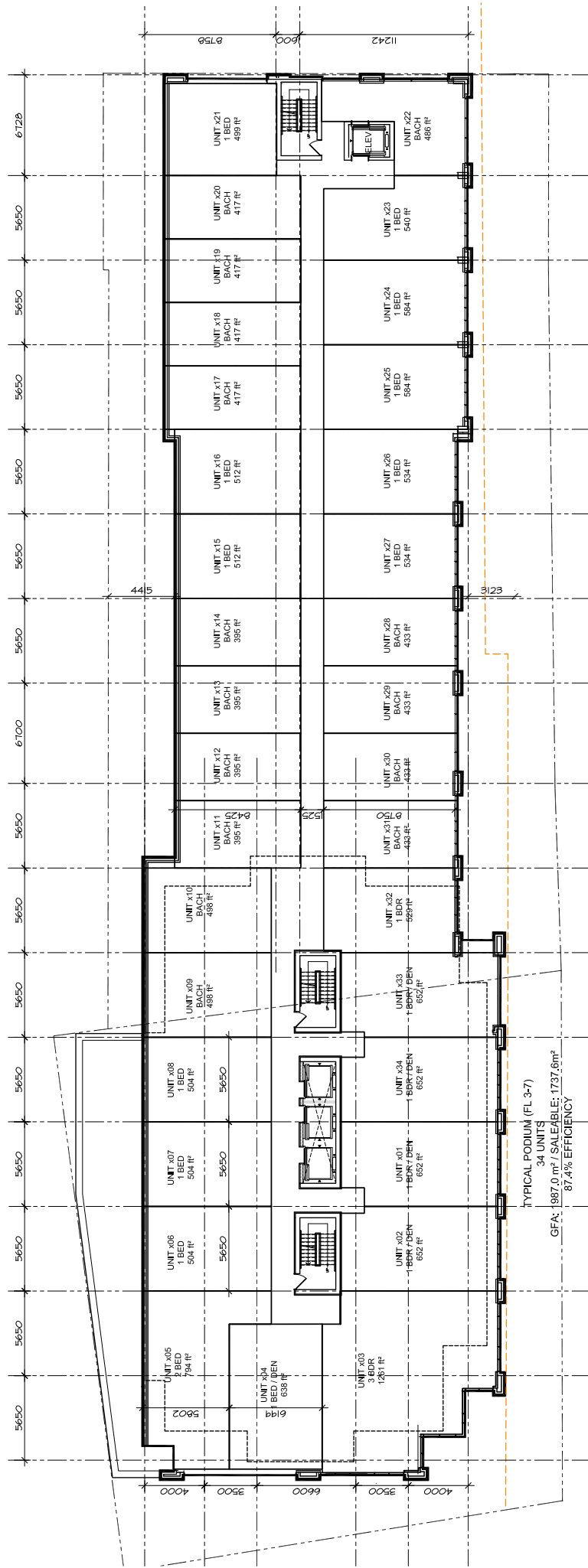
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-66 PARKING
GFA: 2458 m²

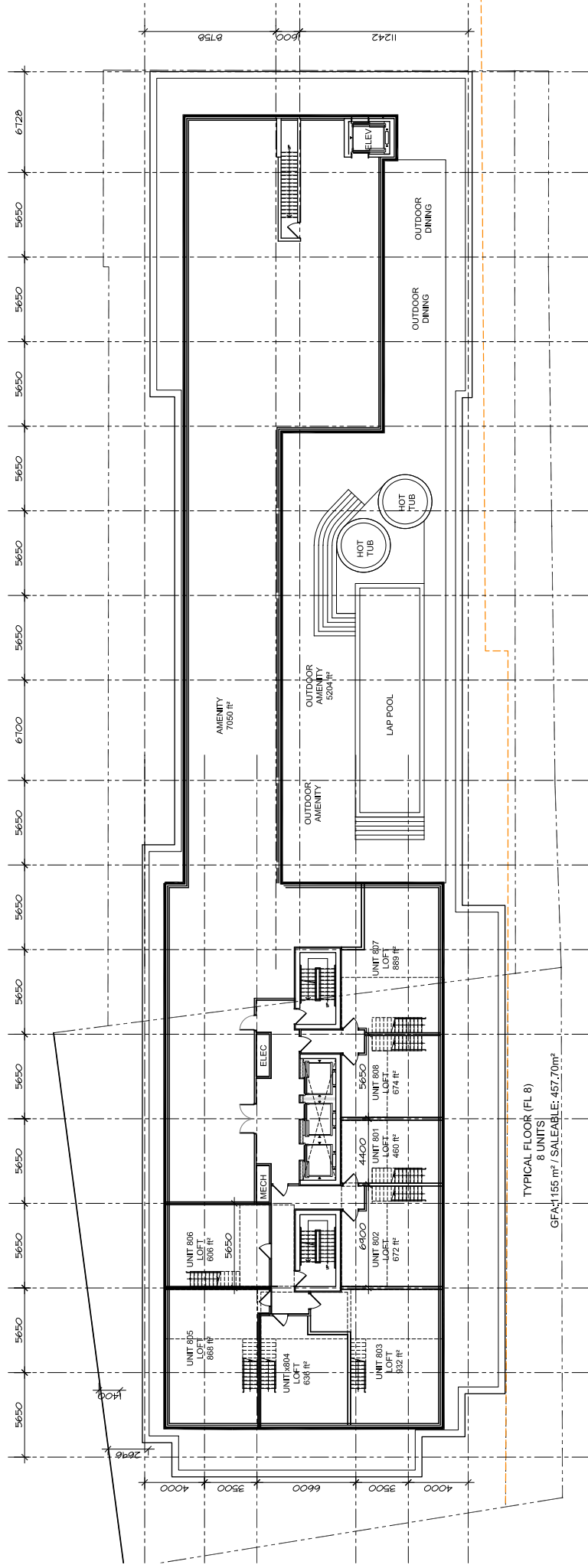


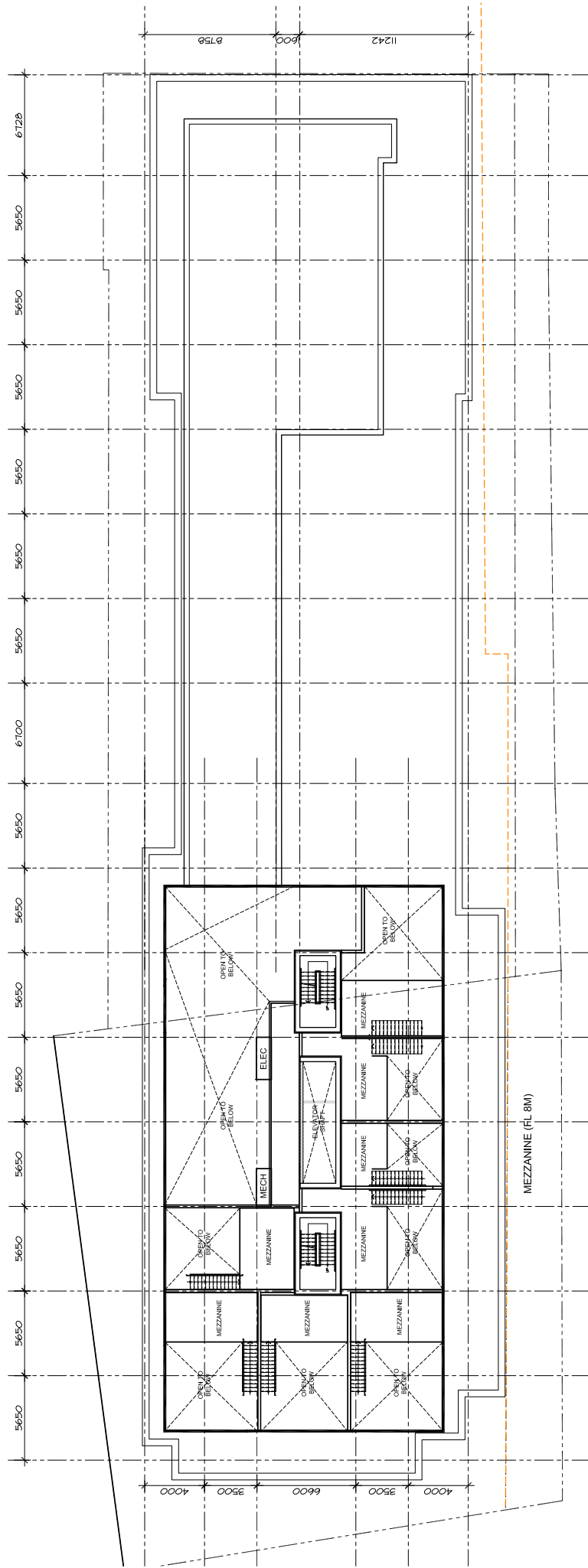
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MARCH 3, 2021
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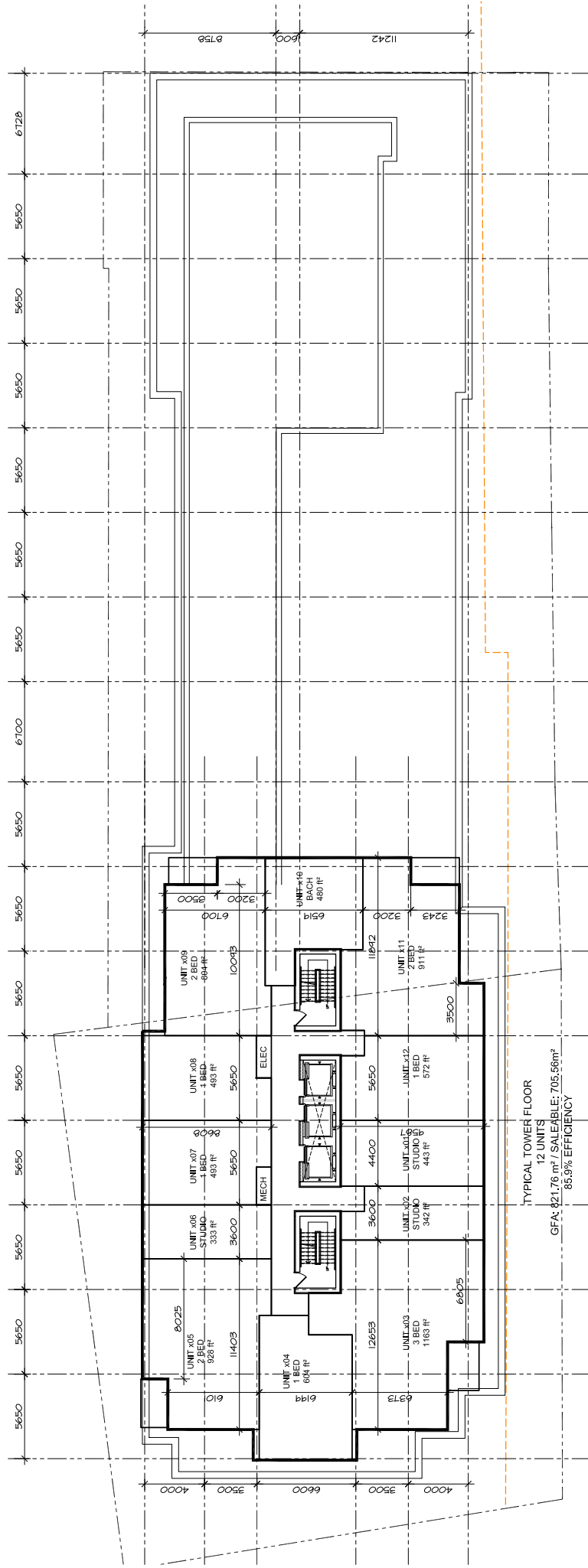
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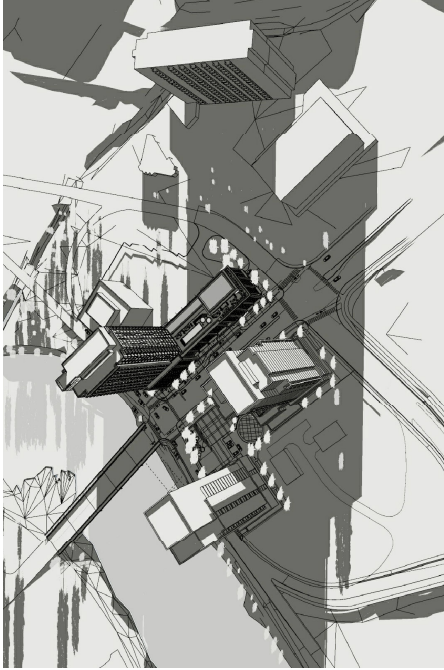




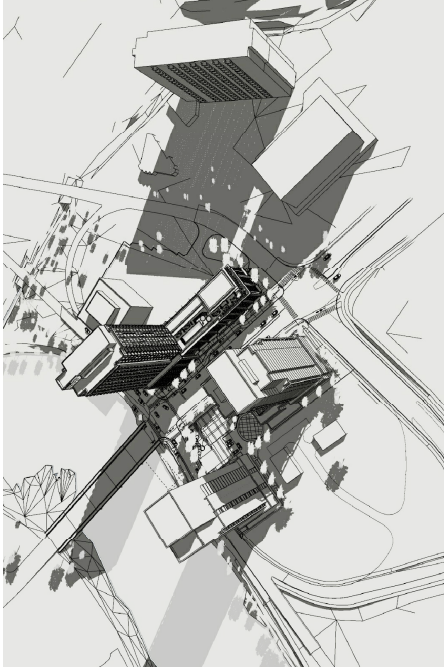
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1335 & 1339 BANK STREET, OTTAWA
MARCH 3, 2021
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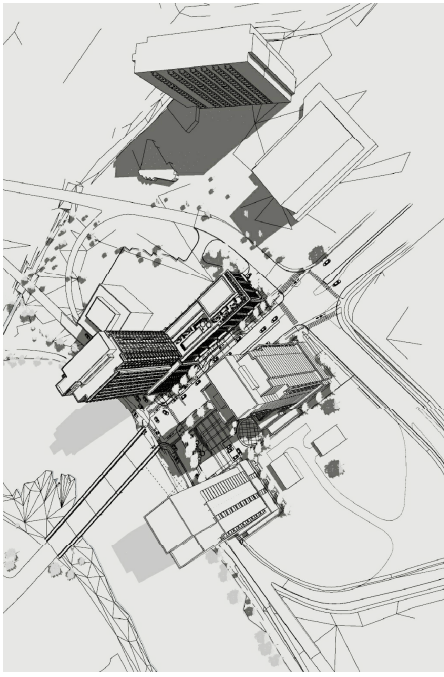
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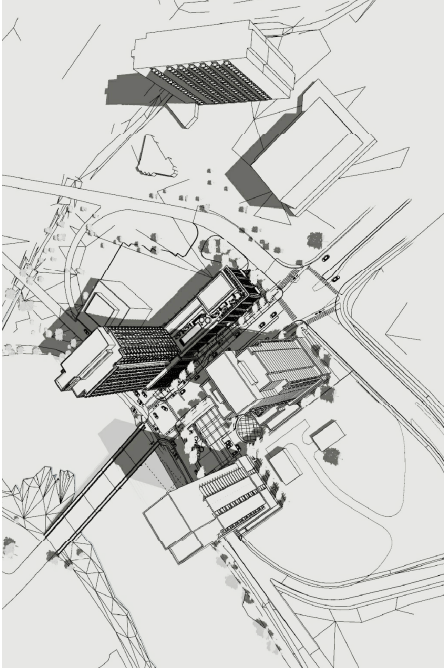
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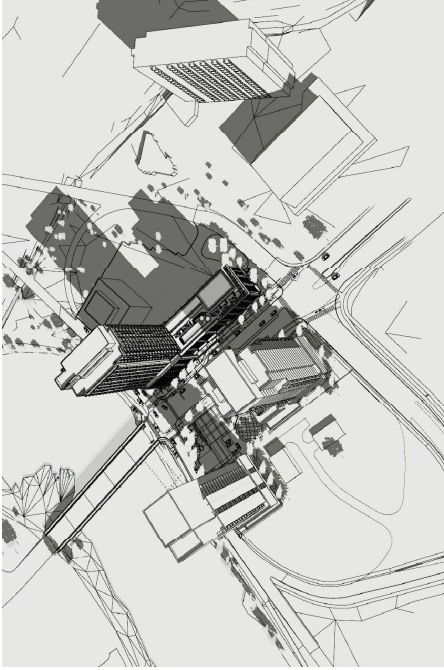
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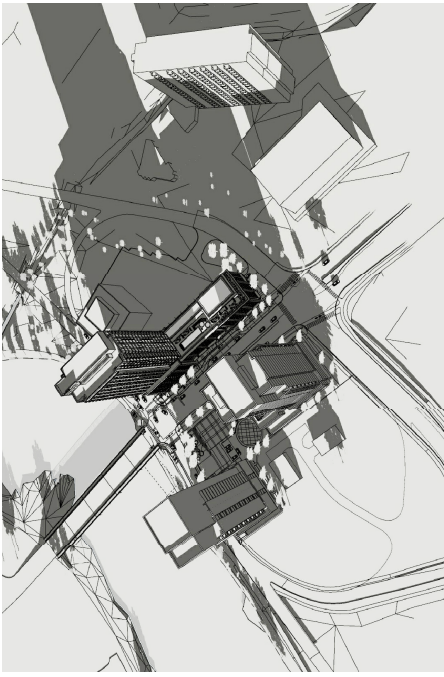
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MARCH 20 - 2PM



MARCH 20 - 4PM



MARCH 20 - 6PM

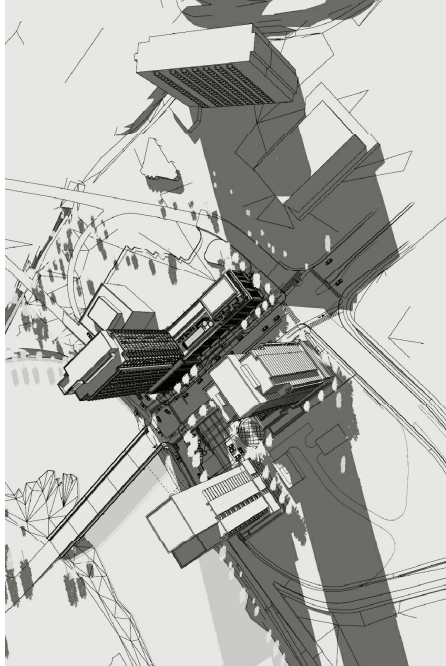
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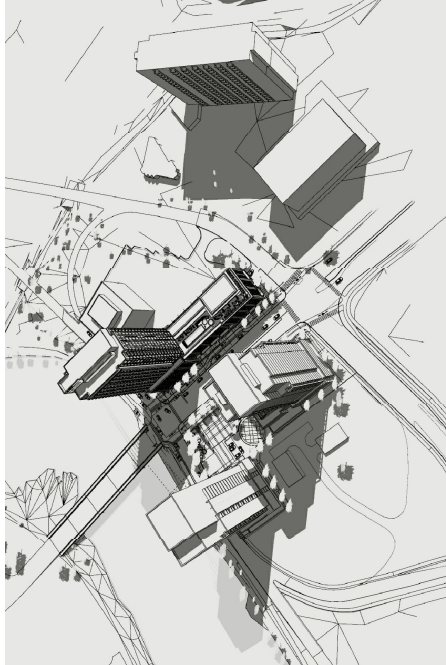
1335 & 1339 BANK STREET, OTTAWA
SITEPLAN APPLICATION - MAR 3, 2021
NTS



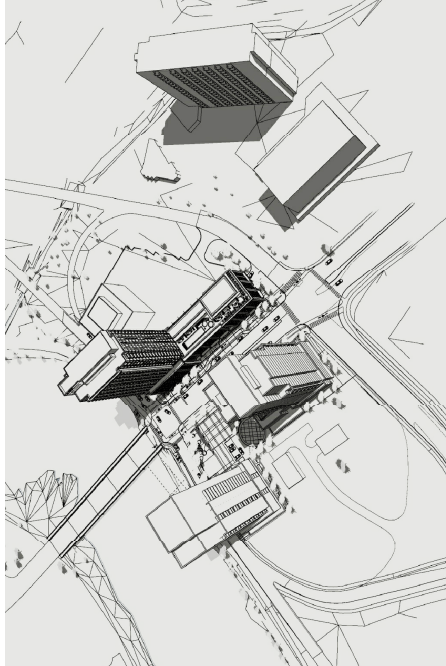
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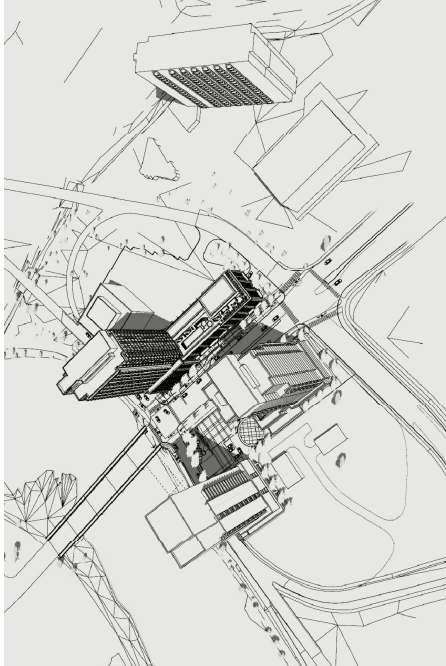
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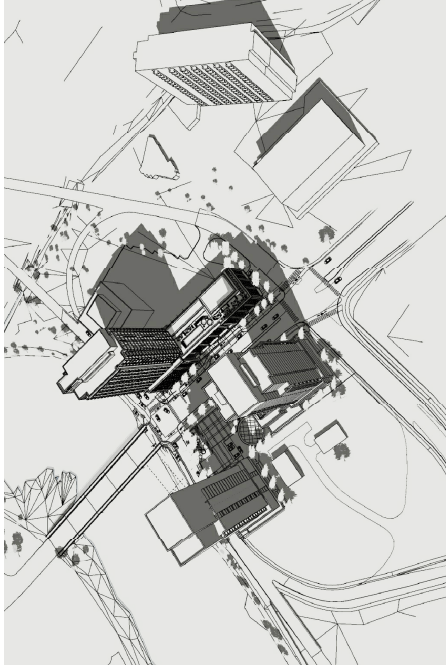
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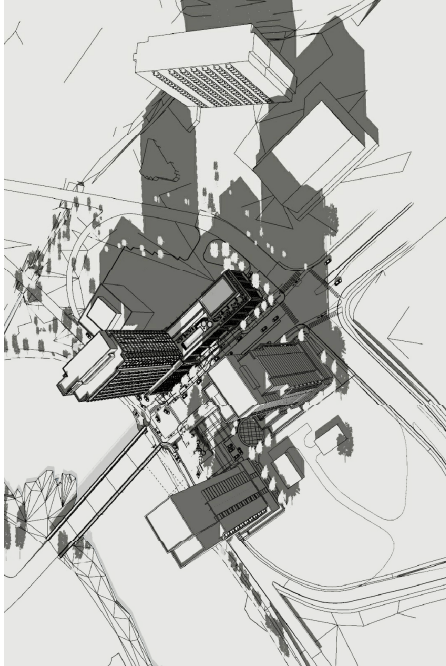
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JUNE 21 - 2PM



JUNE 21 - 4PM



JUNE 21 - 6PM

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1335 & 1339 BANK STREET, OTTAWA
SITEPLAN APPLICATION - MAR 3, 2021
NTS

LOFTY

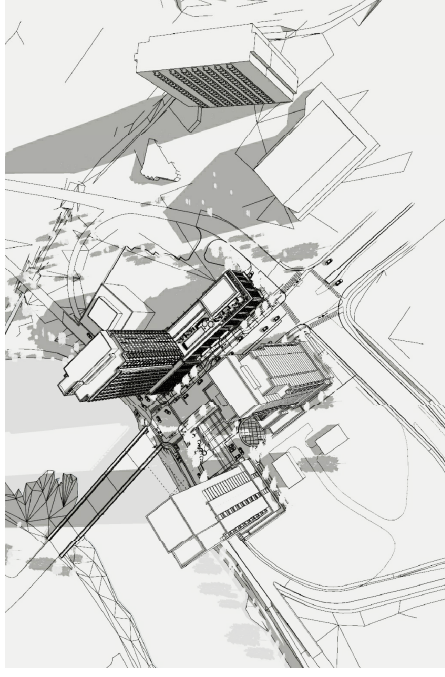
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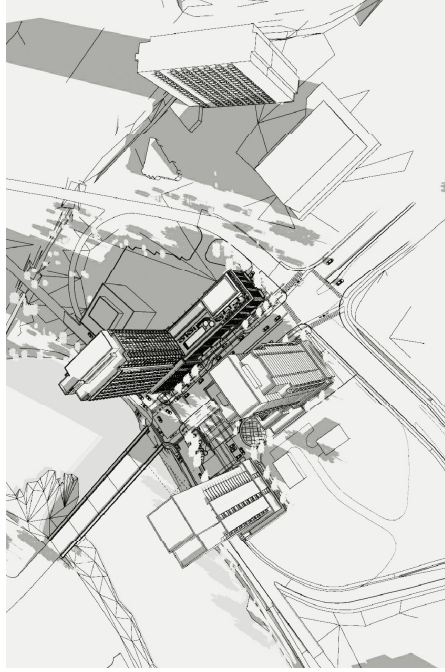
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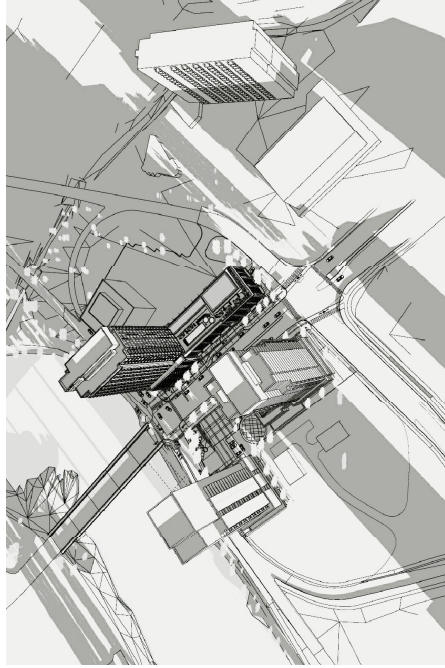
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DEC 21 - NOON



DEC 21 - 2PM



DEC 21 - 4PM

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LOFTY

1335 & 1339 BANK STREET, OTTAWA
SITEPLAN APPLICATION - MAR 3, 2021
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