

AUGUST 2020

Q9

planning  
+ design

# PLANNING + DESIGN RATIONALE

**LOFTY RIVERSIDE**  
1335 AND 1339 BANK STREET  
OTTAWA, ONTARIO

Report Date:  
AUGUST 17, 2020

Report Prepared for:  
Lofty Riverside GP Inc.  
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This Planning + Design Rationale is prepared in support of an Official Plan Amendment and Zoning By-law Amendment 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.

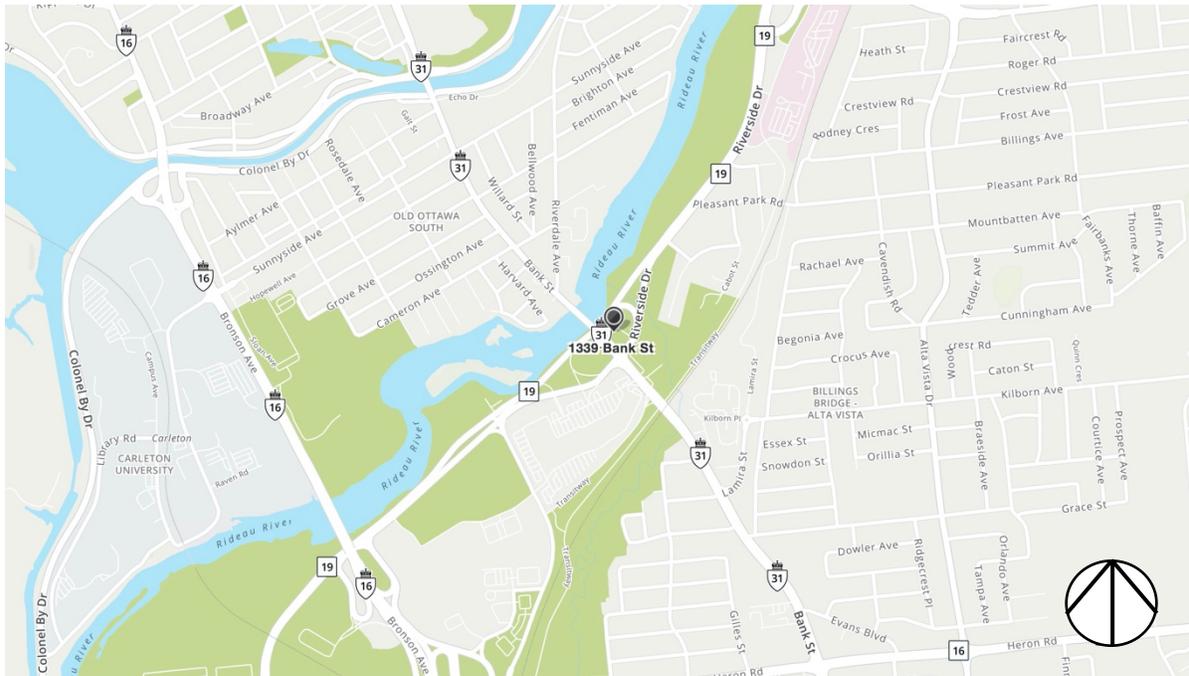


Figure 1: Location Plan

### 1.1 HISTORY

In 2015, LPA (Lloyd Phillips & Associates Ltd.) was retained on behalf of Cassone Construction for a proposed 16-storey mixed use building with 97.5 m<sup>2</sup> 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.

At the time of this project, the Harvey's site at 1339 Bank Street had not been obtained and the 16-storey proposal on 1335 Bank Street went forward and obtained Site Plan Approval in 2018.

When the subject site was purchased by Lofty Riverside in May 2019, and the adjacent 1339 Bank Street (Harvey's site) was obtained in July 2020, the project transformed to what is being presented with these applications.

The evolution of design began from an in-depth look at what the current zoning permissions allowed for. This 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.

## 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 extends 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 26<sup>th</sup> 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 a café/bar proposed of 183.5 m<sup>2</sup>.



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, mail-room, plus a fitness area facing Bank Street) combined with the non-residential uses of a Cafe or to be situated at the north section of the ground floor.

### **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 (therefore subject to UDRP). The subject property is zoned AM8 - Arterial Mainstreet Subzone 8.

These shared provisions result in a maximum height limitation of 50 metres or approximately 16 storeys. Since the height maximum is prescribed through the Secondary Plan, an Official Plan Amendment is required to permit the proposed 26 storey building. The current height maximum is carried through into the current zoning, therefore a Zoning Amendment application is also required. Both applications are being submitted concurrently, with the required Site Plan Control application being submitted approximately one month later.

As noted, the site is within a Design Priority Area and is therefore subject to the Urban Design Panel Review. On June 5, 2020, an informal UDRP meeting was held with regards to the proposed development of Lofty Riverside at Bank Street. Comments have been received and responses are provided in the Design Review portion of this report.

## 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.

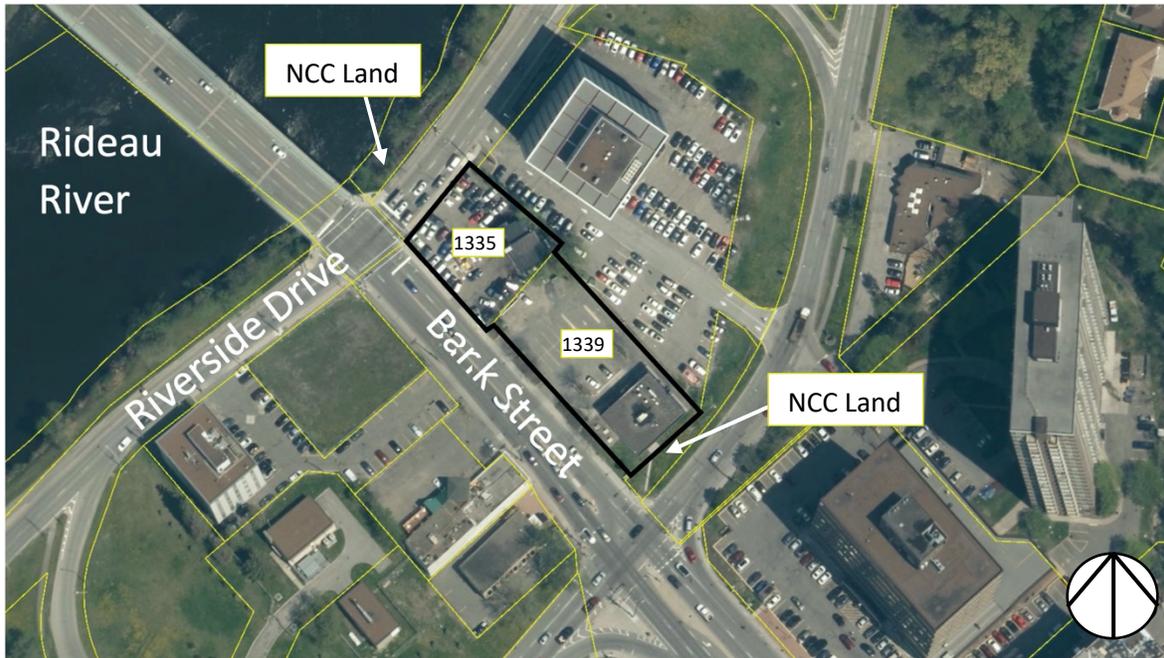


Figure 3: Subject Site

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 m<sup>2</sup>, 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 m<sup>2</sup>
- [ 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.

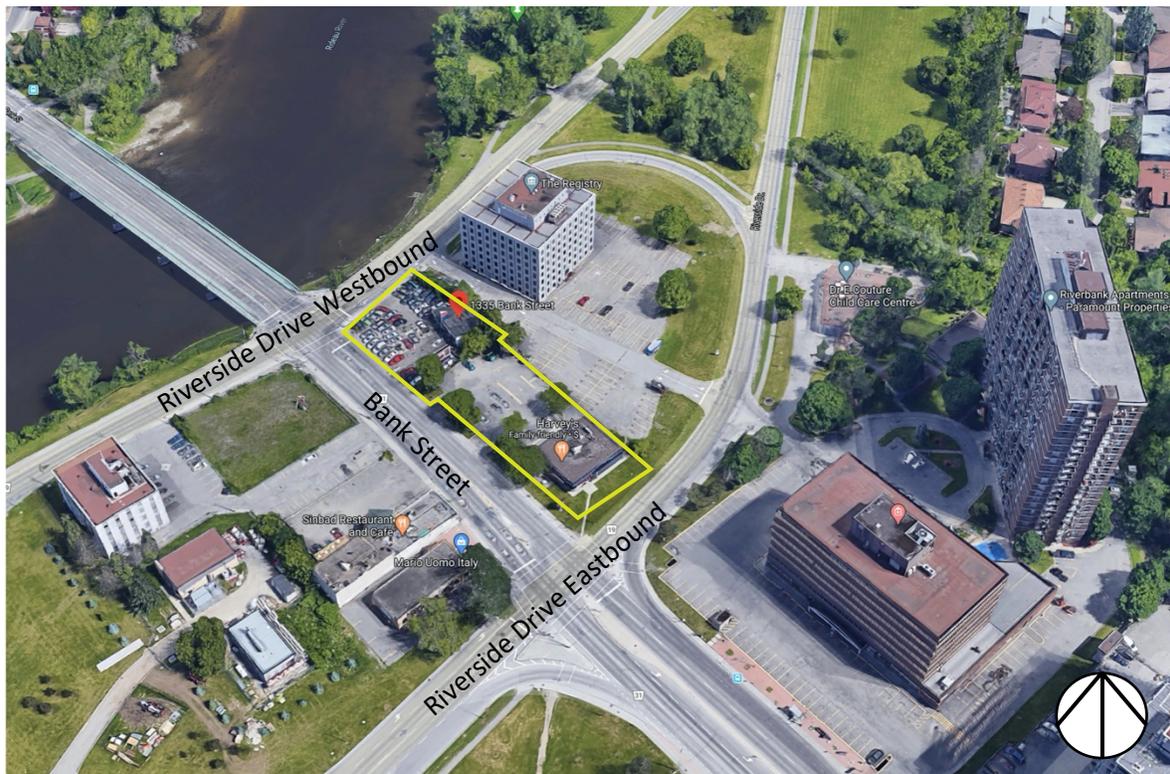


Figure 8: Birds Eye View of Site and immediate context

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. This

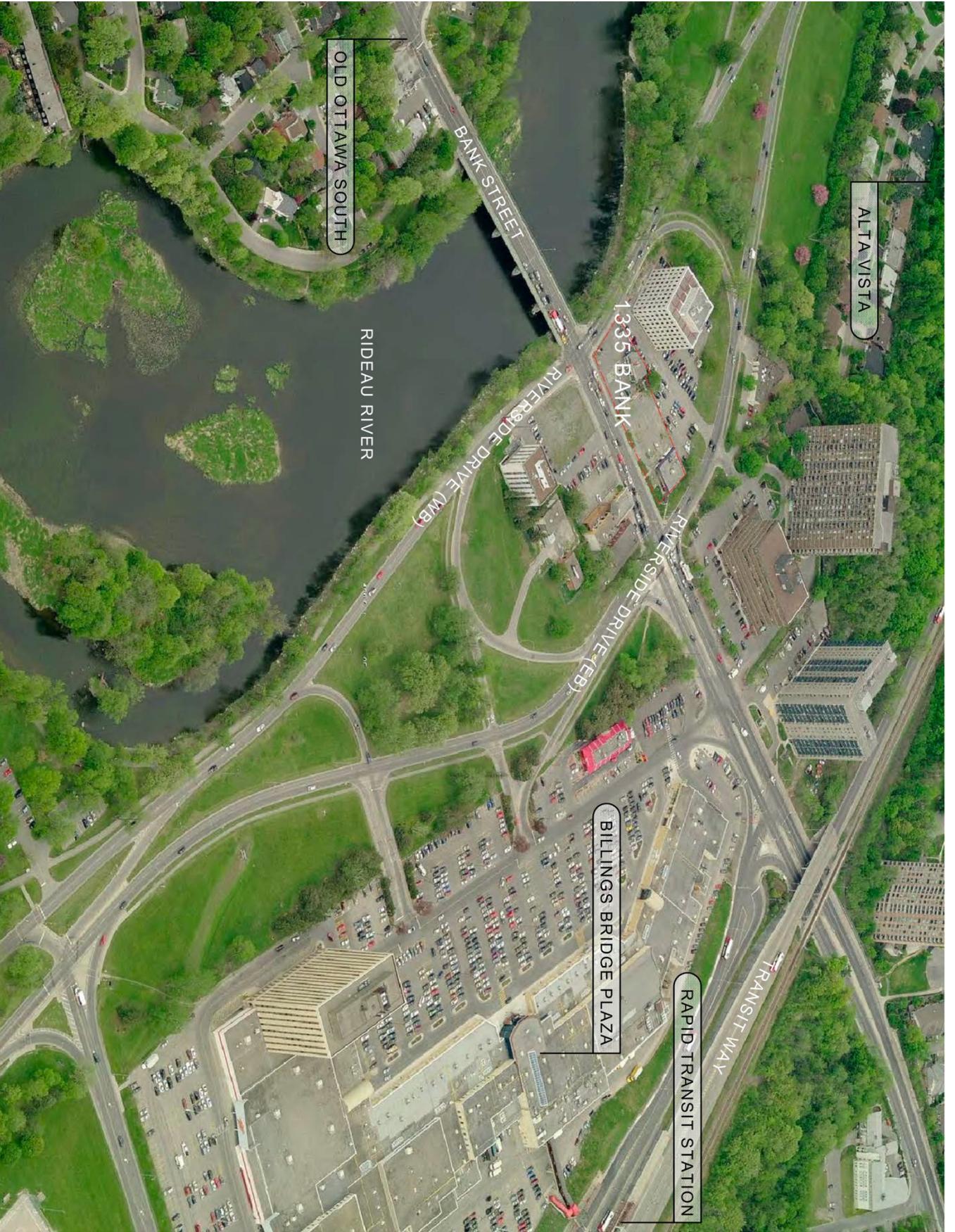
agreement may need be modified depending on the final details of the Site Plan Approval. The NCC will be consulted as necessary throughout the process.

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.



ALTA VISTA

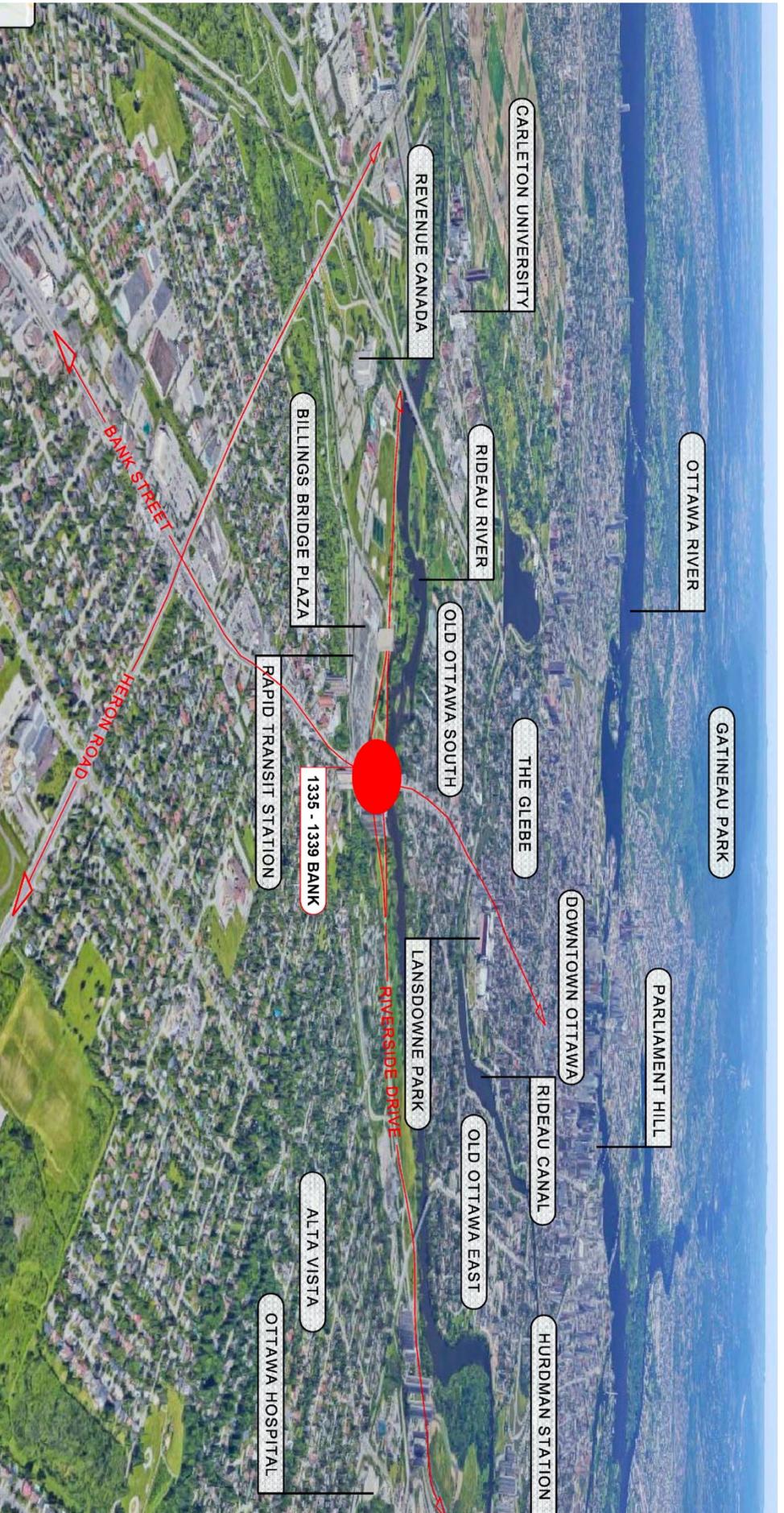
1335 BANK

OLD OTTAWA SOUTH

RIDEAU RIVER

BILLINGS BRIDGE PLAZA

RAPID TRANSIT STATION



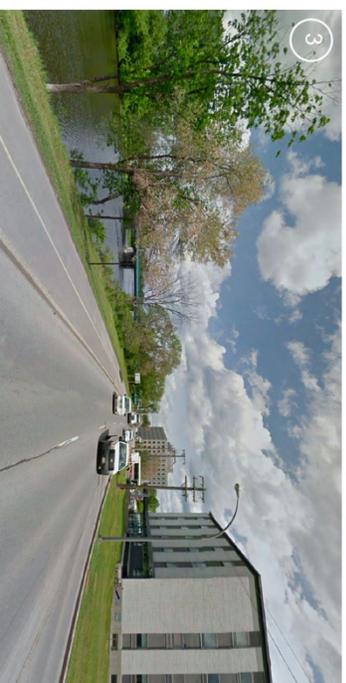
### 04 APPROACHING THE SITE

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 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 Pebb 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.



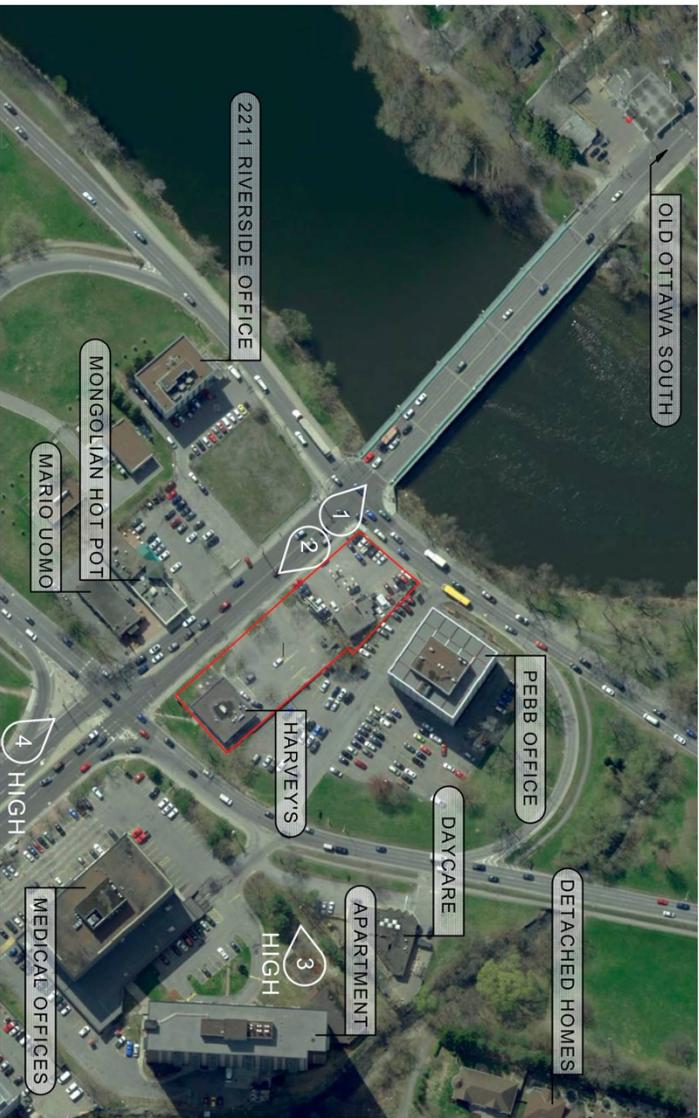
1335 - 1339 BANK STREET  
LOFTY RIVERSIDE GP INC

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NTS



### 04 VIEWS FROM THE SITE

The site benefits greatly from its 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).



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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.

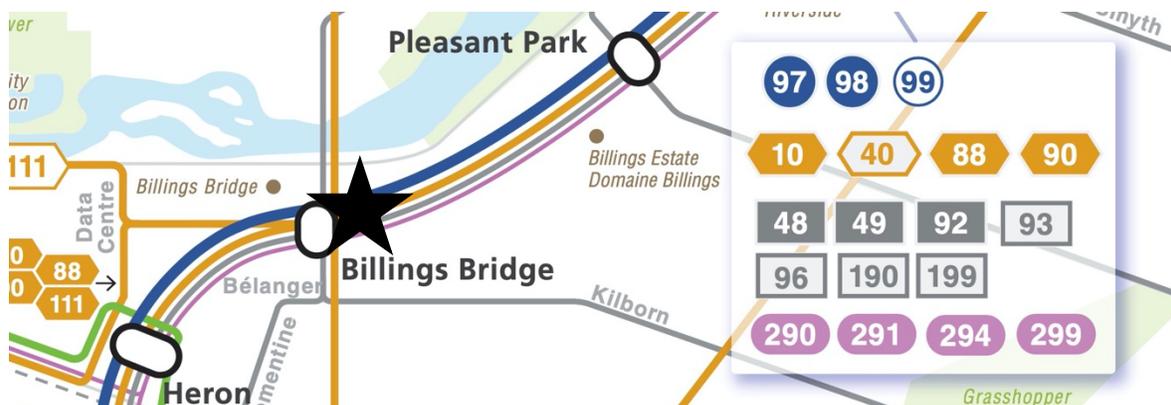


Figure 10: Excerpt from Transit Map

## 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 0.68 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 as seen below.

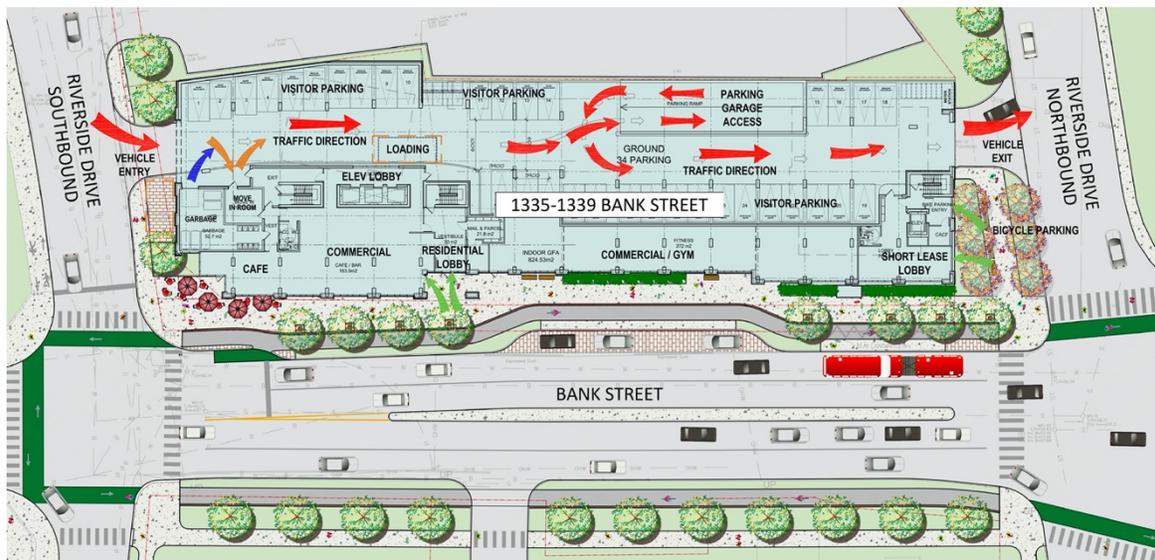


Figure 11: Public Realm and Ground Floor Plan prepared by CSW and Hobin Architects

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 at the north end of

the site, residential amenity space spanning the middle portion of the building, and the short-term lease lobby space at the south end of the building.

The Bank Street public realm will offer treed plantings at the north and south ends with curbed planting areas along the middle where the pedestrian area is reduced to offer a four-space parking lay-by. This is to ensure convenience parking for taxis, drop-offs, deliveries, and other short-term parking needs that are associated with the limited service hotel units that are being proposed.

The lay-by is proposed in order to avoid the need for a vehicular access into the site from Bank Street.

These spaces are offered for two main reasons. Firstly, it avoids having to create a direct access into the site from Bank Street as noted. Given the addressing is for Bank Street, it is also important for certain convenience parking to be located on Bank Street to eliminate confusion for drivers, visitors, and deliveries.

The proposed development will support car-share programs, and the low parking ratio is intended to boost transit ridership.

### 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 26<sup>th</sup> penthouse level being identified as a combined floor for both mechanical needs and amenity area space, and the maximum permitted height.

Performance Standard		Proposed
Lot Area	2000 m <sup>2</sup>	2827 m <sup>2</sup>
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 m
Setback on Riverside (north)	0 m (minimum)	0 m
Setback on Riverside (south)	0 m (minimum)	0 m
Rear Yard Setback	0 m (minimum)	0 m
Maximum Proposed	50 m	86 m (26 storeys)

Height		
Total number of units		Res: 326 Hotel: 65 TOTAL:
Total Proposed Resident Parking (Area Y)	0.5/du (196)	0.36 / du (142)
Total Proposed Visitor Parking	No more than 30 required for Area Y	30 spaces
Total proposed café/bar parking	As per S101(3)(b) – Any use under 200 m <sup>2</sup> , no vehicle parking required	GFA of 183.5 m <sup>2</sup> No parking provided or required
Total proposed Bicycle Parking	0.5/du (residential): 191 1/250 m <sup>2</sup> (retail): 1	Total provided: 269 spaces (0.68/unit)

AM8 Required setbacks 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 setback 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 clearly to recognize undersized lots.

While the subject site on Bank Street has a greater than 35 m frontage, the lot depth which drives a significant amount of functional components of a 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), is quite small in this instance at a range 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.

### 3.3 ACCESS, TRANSPORTATION, AND CONNECTIVITY

The main site access, for pedestrians and residents, is available via the vestibule adjacent to the café/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 access ramps 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.

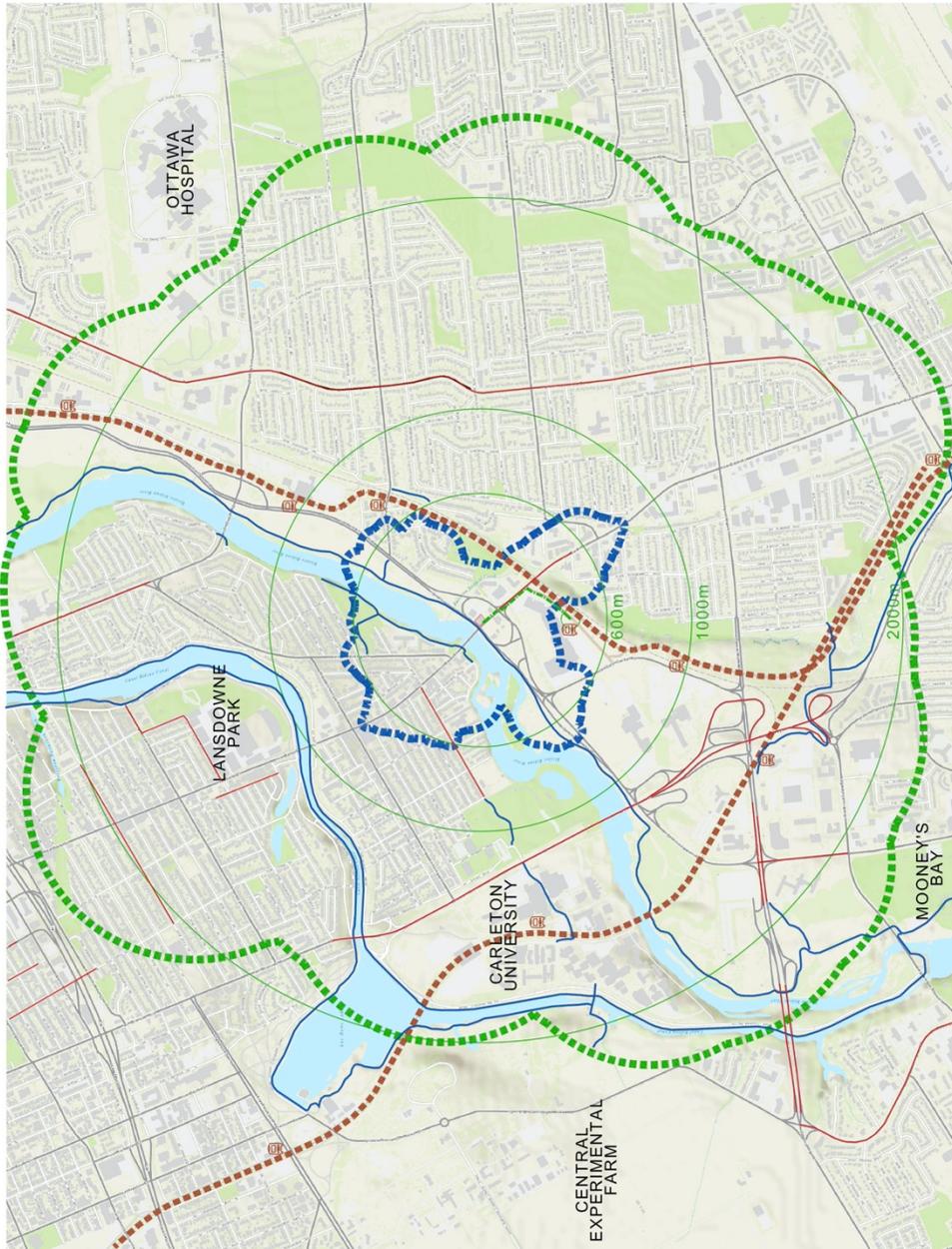
The overall multi-modal transportation connectivity is well-rounded for this site. Vehicular traffic, as noted, is circulated through the site, taking the access off Bank Street and improving the pedestrian environment. The latter benefit is only achieved through the provision of a four-stall layby located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

Cycle traffic is facilitated with sufficient on-site bike storage, 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.

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.



**TRANSPORTATION**  
 The site is located on OC Transpo bus route 1 and approximately 1.5 km from the Billings Bridge Rapid Transit Station. The location is well served by alternative means of transportation.  
 1. A vehicular access point of view, the site is at the cross roads of Bank St and Riverside Dr. Traveling north on Bank St, the 417 is approximately 2.5km, downtown is 4.0km. Traveling east of Bank St, the 417 is 4.1km, and to the southwest, the airport is approximately 10km (via the Airport Parkway.)  
 2. Walking and Cycling distances from WalkScore.

- 600m TO RAPID TRANSIT
- LIMIT ACCESS HIGHWAY
- RAPID TRANSIT
- MULTI-USE PATHWAY
- ON-STREET BIKE LANE
- 10 MIN WALKING DISTANCE
- 10 MIN CYCLING DISTANCE
- WALKING ROUTE TO RAPID TRANSIT

**3335 - 1339 BANK STREET**  
 OFFY RIVERSIDE GP INC

 **TRANSPORTATION**  
 UDRP SUBMISSION - MAY 22, 2020 NTS

Figure 12: 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, as well as a Site Plan Control Application.

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 sets out this review.

### 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. It 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 or bar) 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

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 13: Graphic of proposed development also showing the ghosted proposal on the west side of Bank Street*

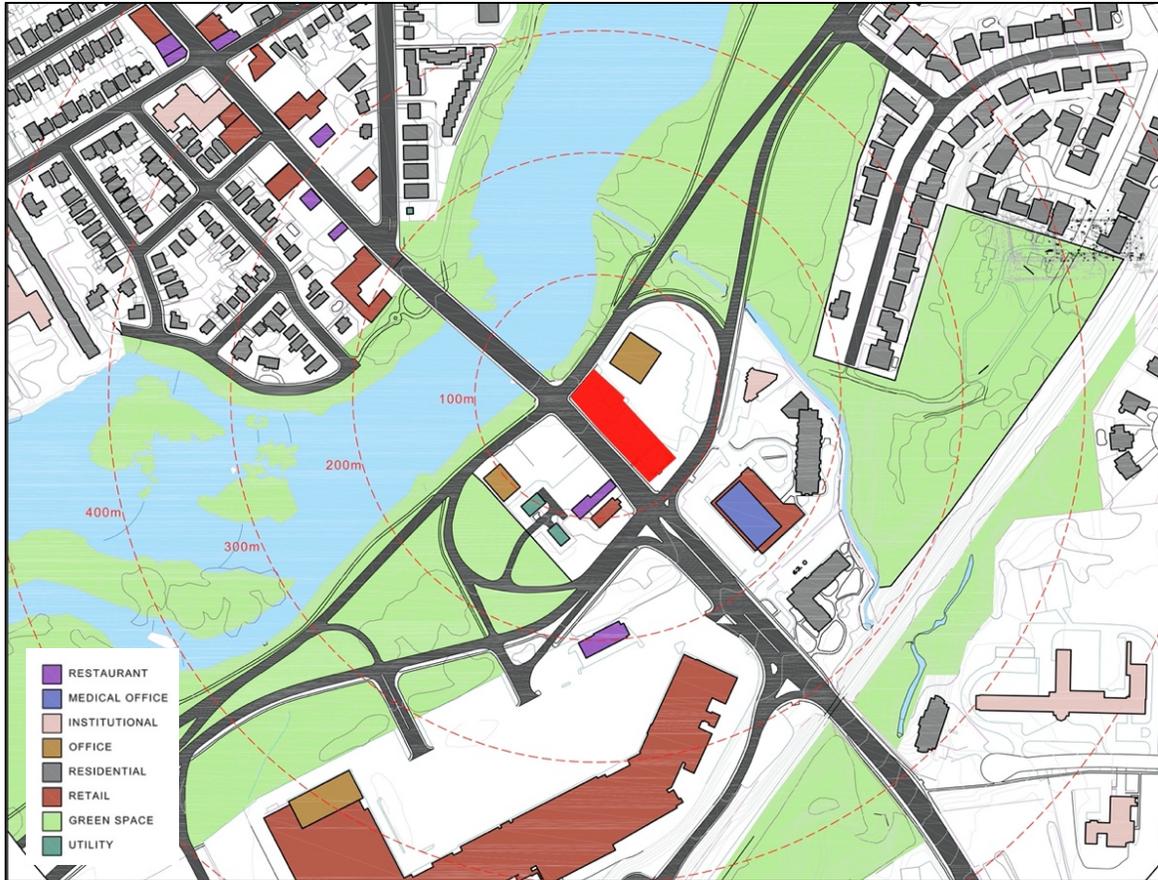


Figure 14: Land Use Context Map

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 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 3.81 m to 5.98 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 Official Plan Amendment and Zoning By-law Amendment, 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 process and through a subsequent Site Plan Control application.

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 10 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 comparable to the proposed density, only the form of this density is modified, resulting in the need for the Official Plan and Zoning Amendments.

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 10 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 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 accommodates. There are a lack of rental accommodations across the City but given that this area is within a ten minute walk to a Rapid Transit Station, bus routes along major arterial roads, and a ten minute 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 amenity to be identified through the process and in consultation with the public and the Councillor.

- 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 7<sup>th</sup> 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 26<sup>th</sup> 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 looked at and may be incorporated.

### **Section 5.2.1. Increase in height and density by-law**

Section 37 refers to the section of Planning Act which allows the City to request benefits when a development is proposing a certain increase in density. The City's Section 37 policies identify a certain threshold of increase in density which would trigger Section 37 policies. This threshold is a development that is at least 7,000 m<sup>2</sup> **and** the density represents a minimum of 25% increase from the permitted zoning prior to the proposed amendments.

The Official Plan translates the Planning Act's Section 37 into policy via **Section 5.2.1 (11)** which authorizes increases in height and density above what is permitted in the Zoning By-law in exchange for the provision of community benefits.

With regards to the Lofty Riverside development, the permitted as of right development yield is 32,137 m<sup>2</sup> (345,919.79sq.ft.). An increase of 25% would result in a yield of 40,171 m<sup>2</sup> (432,397.05sq.ft.) GFA.

The proposed development has a total GFA of 27,540 m<sup>2</sup> (296,438.09 sq.ft.) and as such does not trigger Section 37 provisions.

These calculations serve to additionally illustrate that the GFA density being provided in the proposed development is slightly 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 City of Ottawa identifies a Right-of-Way (ROW) of 37.5 metres for this portion of Bank Street (between Riverside Drive westbound and Hunt Club). The current ROW ranges from 20 m to 31 m in various locations in front of the subject site. In the previous Site Plan Approval, D07-12-17-0101, a distance from centreline of 13.75 m was approved.

Prior to this OPA and ZBL submission, the development team submitted a proposed ROW design rationale to the City for review. The letter that accompanied this rationale is provided as Appendix C.

The proposed ROW for the subject development ranges from 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.

### 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 15: 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

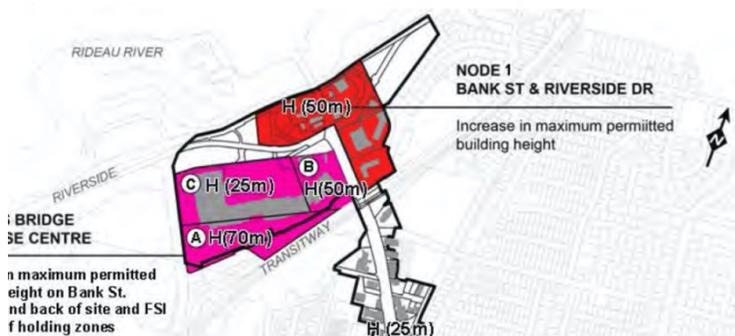


Figure 16: Extract from Bank Street Secondary Plan (Nodes)

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.

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, respecting the setbacks if any, and stepbacks that may be applicable. 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 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 above.



Figure 17: Zoning Map

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

#### 4.5 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 5<sup>th</sup> and 6<sup>th</sup> storey, where the tower portion follows on the 7<sup>th</sup> 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 18: 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 m<sup>2</sup> 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 lighter 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 curbed planting areas along the inset middle portion of the public realm space.
- [ 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 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

### 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). 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 Bridhe Rapid Transit Station (future LRT) and the 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.

Further, the existing sites are highly underutilized and do not efficiently use the available 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 19: 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 20: 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 21: 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, or similar mainstreet compatible use.

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 26<sup>th</sup> 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.



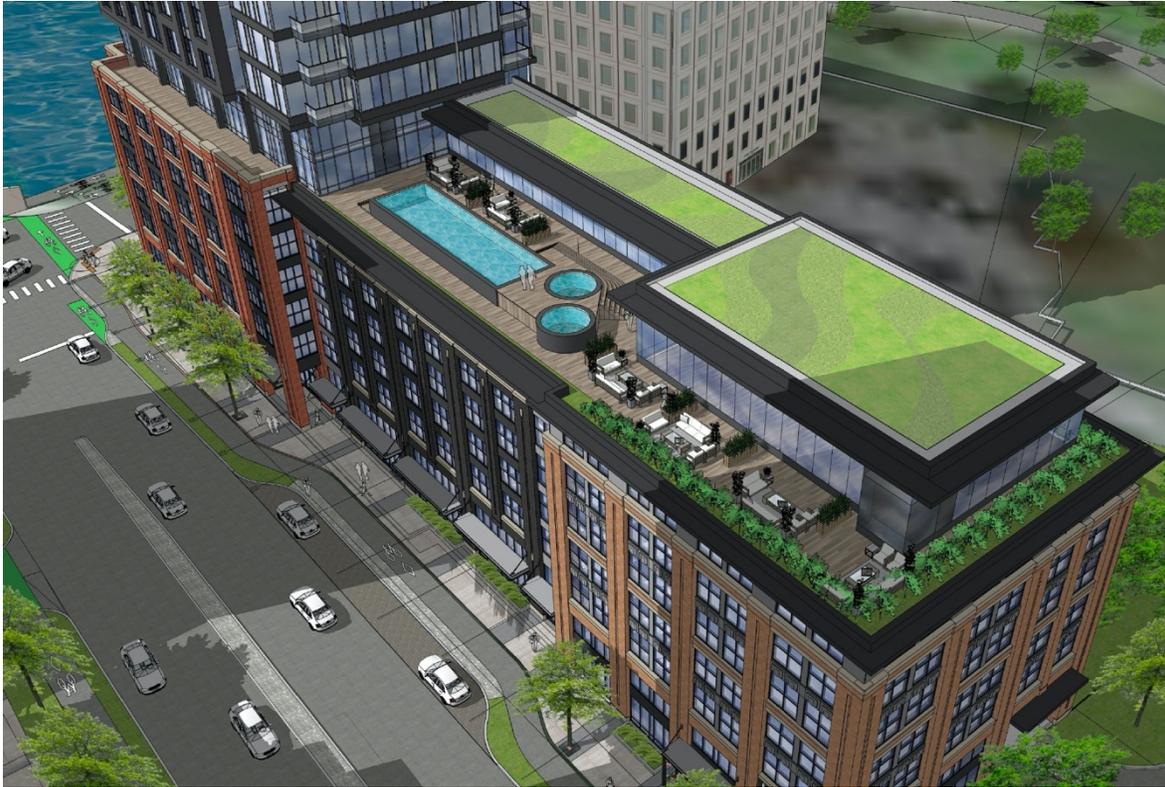


BUILDING FORM









## 6.4 URBAN DESIGN REVIEW PANEL RECOMMENDATIONS AND RESPONSES

### Summary

- The Panel generally felt that while this is a very handsome building, but is located on too tight a site. Concerns were raised regarding the negative impacts that it will have on the neighbouring property and the public realm on Bank Street. To improve these issues, recommendations were made to explore a limiting distance agreement with the neighbour, reduce the scale of the podium, introduce a POPS on the site, and to relocate the lay-by and the parking ramp.
- Several comments were also made to refine the architectural expression of the building.

**Comment** | *A limiting distance agreement with the rear neighbour is a recommendation that the ownership group intends to pursue. The proposed density as noted is reflective of the permitted density, only the proposed form is different than the zoning performance standards currently permit. The parking ramp has been relocated as per the UDRP comments. The scale of the podium as evidenced in the images and the design review indicate that it creates a relationship between the Pebb Building height to the east and towards the proposed building on the west side of Bank Street.*

## Context

- The Panel strongly recommends that the proponent explore a limiting distance agreement with the neighbouring land owner. Without such an agreement, this may not be a high-rise site. Should the adjacent property redevelop, the proposed proximity to lot line will cause issues.
- Along with the development on the opposite side of Bank Street, this site will contribute to the being a gateway into the community. There is a missed opportunity to have the two developments relate more strongly to each other, by such gestures as mirroring the location of the POPS at the corner and shifting the tower south and by lowering the height of the podium to match the other development.

**Comment** | *Comments as per above reflected here with regards to a limiting distance agreement. However, it is noted that High-Rise Design Guidelines indicate that reduced tower separation can be 15 metres on tight fabric lots, such as the subject site. Due to the larger depth of the site to the east, there is sufficient space to provide a setback and still have a large area of developable space.*

*It is notable that the proposed setback between the tower and the rear property line is greater than the previously approved proposal for 1335 Bank Street. In some locations, this setback has more than doubled.*

*Due to the narrow depth and the desire to create a street edge and facilitate through traffic routed through the building, the inclusion of a POPS space, following some review of the site and operational aspects, is a difficult component to accommodate. However, discussions with the NCC have taken place to look at the creation of a small parkette on the south side.*

## Tower

- The Panel recommends reducing the size of the tower floorplate or perhaps including wide- shallow units on the east side to improve the separation distance to the neighbouring property. Shift the tower as far west as possible.
- The Panel appreciates the architectural lantern effect at the top of the tower, but made several recommendations to strengthen its expression:
  - Incorporate a stronger vertical element in the tower and have the lantern cap it.
  - Tie its design to the warehouse-style expression of the base.

- Lighten the colour of the mechanical penthouse, as its dark, heavy expression detracts from the lantern.
- The reveal floor in the tower is supported, but should be recessed, rather than being coplanar.
- Consider lightening the colour of the tower, as it will read as very heavy on the Bank Street façade. It was suggested that the middle panel could be made white to lighten the west façade.

**Comment** | *The panels recommendations regarding the tower floorplate have been carefully considered and the location was shifted as far west as possible in order to increase the separation to the east. The lantern component was lightened and made even more prominent by continuing the extension of glass further down into the tower.*

*The tower portion has been lightened along the south façade in order to minimize the appearance of the floorplate further, and soften it's presentation towards Bank Street.*

### Podium

- The Panel recommends dropping the height of the podium to four storeys.

**Comment** | *This option was discussed with the client and the resultant redistribution of building form to the tower would have added considerable height to the project. We did however revise the middle and south portion of the podium to lower the cornice line by a storey and treat the upper floor as a more glassy reveal. This move provides more variation in height across the length of Bank Street.*

- The Panel supports the gesture of breaking the podium up into three distinct volumes, but felt that this design move can be made for evident if the podium introduced various plane changes between the three volumes as well as a variation in height, even if it means lowering the podium expression where the tower is.

**Comment** | *The design team reviewed this change and choose not to pursue it, instead opting to lower the height of the masonry portion of the building on the south end.*

- Some Panel members suggested toning down the historical character of the architecture of the podium.

**Comment** | *We are still reviewing this possibility through ongoing design development.*

- The Panel recommends finding an alternative location for the ramp to the garage, as it will create a dead space on Bank Street. A retail unit would be the preference in this location.

**Comment** | *The design team revisited the entire layout of the ground floor in response to the UDPR panel review. As a result of this, we have implemented a number of key design changes including:*

*- Relocation of the parking ramp to the east side of the property so that it does not compromise the Bank Street elevation.*

*- Shifting of the short lease lobby to the southwest corner of the property to better address and provide more animation to the intersection of Bank and Riverside Northbound.*

*- Increased glazed frontage related to the commercial/amenity uses facing Bank Street.*

*- Additionally, we have met with the NCC to open up discussions on the development of the NCC parcel between the south property line and Riverside Northbound as small park space for the benefit of the project and the public.*

### **Public Realm**

- Too many elements, including the lay-by, the multi-use pathway, the bus stop, street trees and street furniture are being located in the public realm on Bank Street which will detract from the pedestrian experience.
- The Panel strongly recommends that the drop-off on Bank Street be eliminated or relocated elsewhere.
- A privately owned public space on the site would greatly improve the proposal, especially if it mirrored the space on the other side of Bank Street.

**Comment** | *The design team has discussed the lay-by at length. While we agree that it would nice if the drop-off could be located elsewhere, the currently shown location on Bank Street is the most viable location of the three frontages that the project has access to. We have concerns about how the project would function in terms of day-to-day services such as rideshare/taxi, food delivery and accessible transit would work without an obvious location along the frontage where it would be possible for a vehicle to stop for a*

short period. We have concerns that without the lay-by, there would be risk that vehicles would stop in the Bank Street right of way or on the cycletrack.

The shift of the parking access ramp to the east side of the building does open the opportunity to further integrate the bus shelter into the building design (removing one element from the right of way), but this discussion will require further participation from OCTranspo.

We hope to develop a small parkette at the south end of the building. Discussion with the NCC, who own a small parcel between the south property line and Riverside Drive have been started.

### Sustainability

- The Panel recommends continuing to explore sustainability measures beyond mechanical systems.

**Comment** | As the current time, we are early in the design development phase of the project. However, we are planning to include significantly more bicycle parking than required under the Zoning bylaw in recognition that this project is located in a very cycling friendly part of the City (particularly accounting for the proposed Bank Street Cycle Tracks). The project also proposes less than the Zoning minimum in terms of parking and will provide space for car share (provider still to be negotiated). We believe this is feasible because the local neighbourhood provides all core services within walking distance and the project is located in proximity to rapid public transit.

The design team is committed to reviewing options for increasing building envelope performance to reduce energy costs and the use of durable materials to maximize building envelope lifespan. These are all design discussions that are on-going and we expect to have further information as the project progresses through the the design development and approvals streams.



## 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.

The proposed public meeting will demonstrate the proposed concept of the development to the community and request their input on components they feel reflect a desirable development and components that they have concerns about.

Working with the Councillor's office for the area, it is the aim of the development team to coordinate a community meeting towards the middle to end of September.

**TARGET DATE FOR COMMUNITY INFORMATION SESSION | SEPTEMBER 17<sup>TH</sup>**

Tools proposed for quality and engaged public consultation

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

## 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**

A TIA Strategy Report was prepared by Parsons, dated July 31, 2020. This TIA 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 intersection, 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 ADEQUACY OF PUBLIC SERVICES REPORT**

An adequacy of public services review was prepared by Novatch, dated July 31 2020. Through the coordination process and preparation of submission requirements, it was identified that there are servicing constraints for watermains in the wider context of this location to which the City acknowledges and meetings have been held to discuss the matter. A coordinated effort between City staff and development teams has been established to identify and detail a proposed solution. The constraint noted is restricted to perceived versus actual fireflow capacity in modelling as well as watermain redundancy. Both components will be address through coordinated efforts with City staff.

The report by Novatech also details the adequacy of services for sanitary and stormwater, both of which are able to adequetly serviced for this development, in accordance with the details identified in the report.

## 9.0 CONCLUSION

The proposed development of a 20-storey tower high-rise rental apartment building on top of 6-storey podium base requires an Official Plan Amendment and a Zoning By-law Amendment. These applications seek to permit a high-rise residential apartment building of 86 metres (26 storeys) whereas 50 metres (16 storeys) is currently permitted.

The context of the surrounding area along with overall provincial and official plan policy direction support the proposed applications for amendments. Further, the proposal is consistent with the policy direction regarding intensification surrounding major transit stations and where a high degree of connectivity is available. We note that this location has a walkability score of 89 and a cycling score of 98.

It is notable that the residential rental apartment development is looking into offering affordable rental options as part of the proposed development.

The proposed development has been thoroughly reviewed against the PPS 2020 policies, the City of Ottawa Official Plan policies, the Bank Street Secondary Plan, and the Urban Design Guidelines for High-Rise buildings. Though these proposed applications seek 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. Further, the project offers significant enhancements to the existing public realm experience through the provision of active frontages and animated facades.

Following thorough 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 the applications for Official Plan Amendment and Zoning By-law Amendment are recommended for approval.

**Prepared by :**



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A handwritten signature in black ink, consisting of the initials 'CM' in a cursive, flowing style.



## **9.0 APPENDICES**

**APPENDIX A - SURVEYS**

**APPENDIX B - SITE PLAN AND ARCHITECTURAL PACKAGE**

**APPENDIX C - ROW DESIGN RATIONALE**

## **APPENDIX A – SURVEYS**

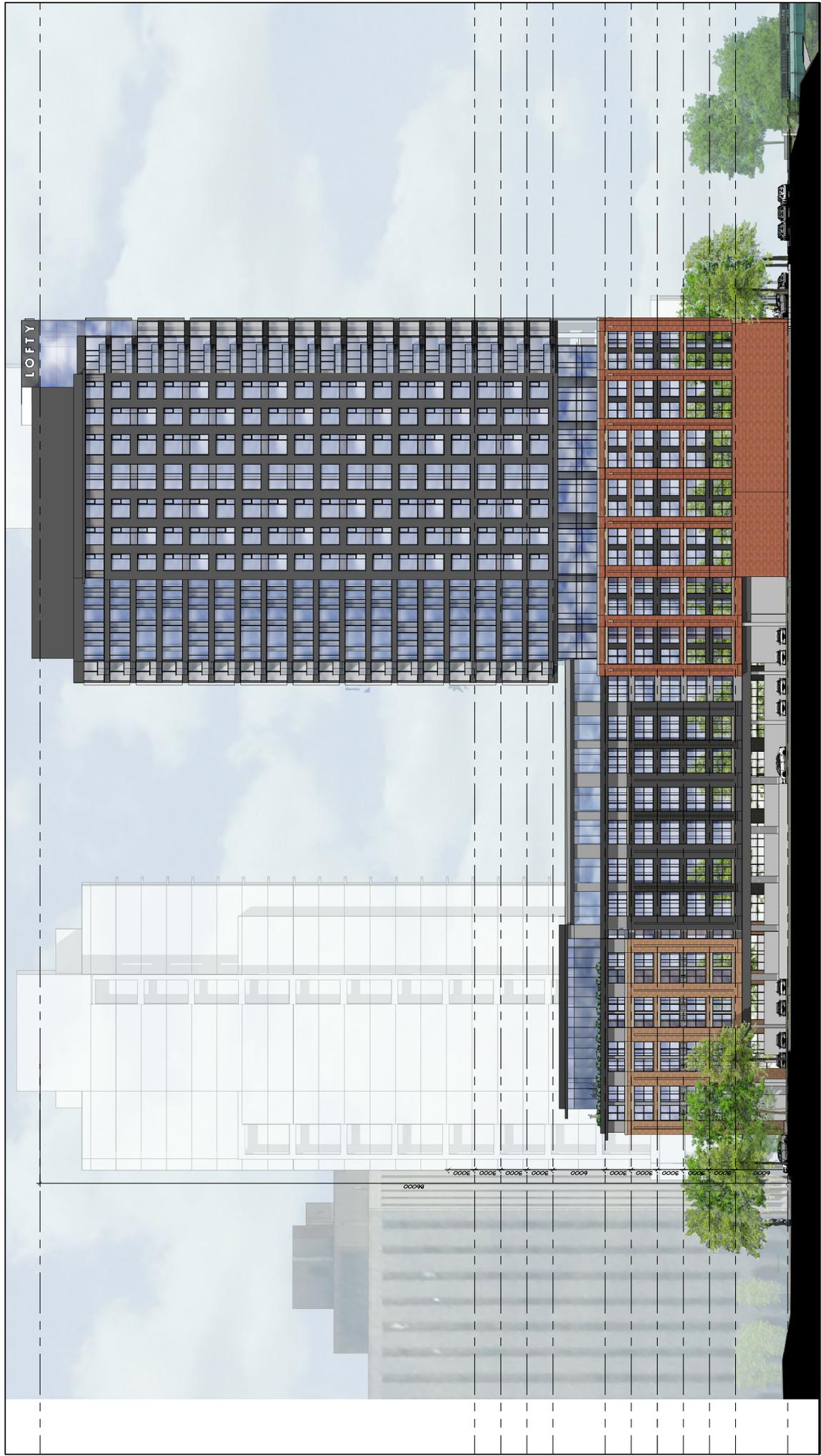




**APPENDIX B – SITE PLAN AND ARCHITECTURAL  
PACKAGE**



APPENDIX B-1 ELEVATIONS

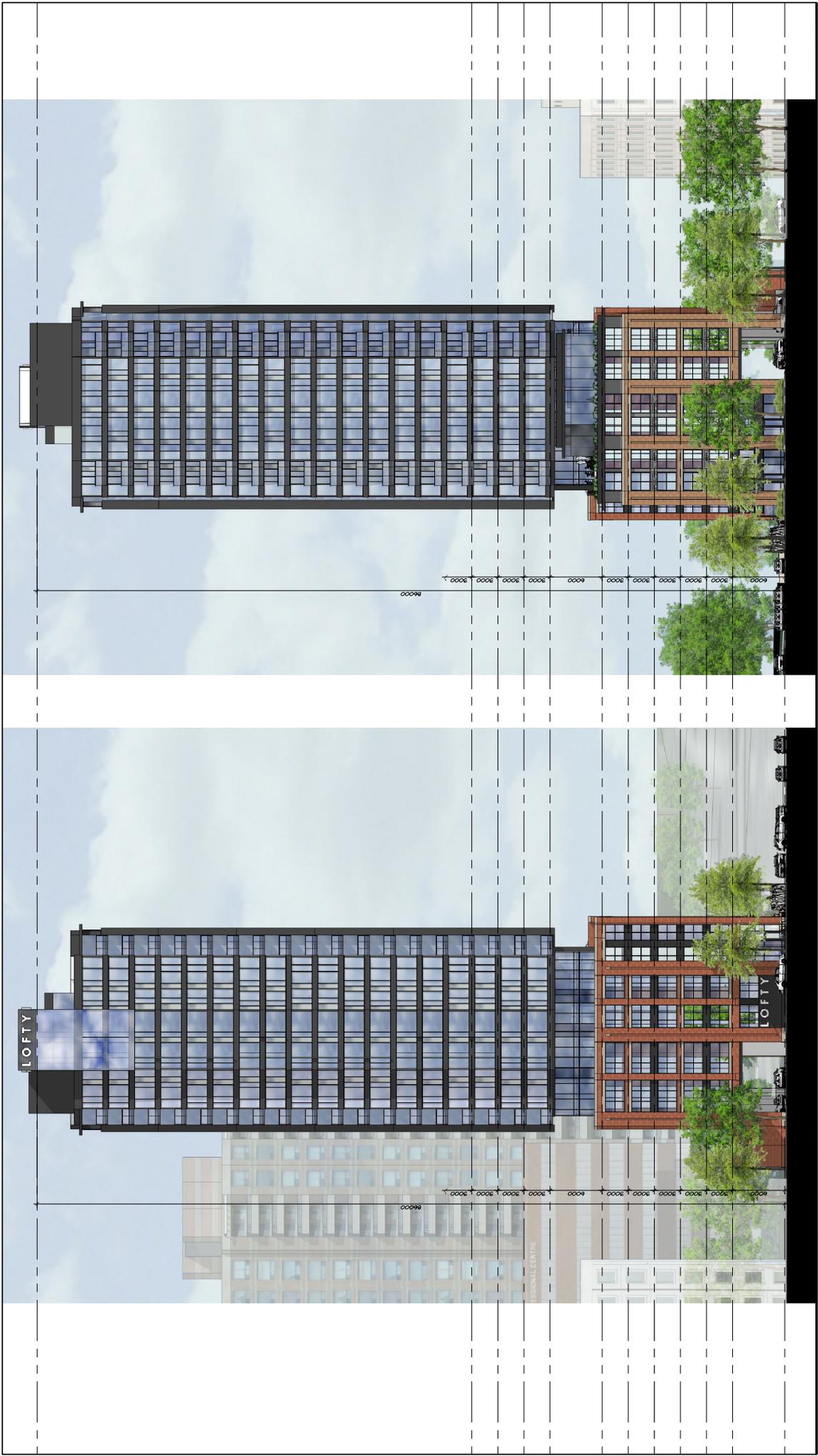


**LOFTY**



EAST ELEVATION  
1335 - 1345 BANK STREET, OTTAWA  
ZONING & OFFICIAL PLAN AMENDMENT - JULY 31, 2020  
1 : 400

APPENDIX B-2 ELEVATIONS



NORTH AND SOUTH ELEVATIONS  
1335 - 1345 BANK STREET, OTTAWA  
ZONING & OFFICIAL PLAN AMENDMENT - JULY 31, 2020  
1 : 400

**LOFTY**

APPENDIX B-3 ELEVATIONS



**LOFTY**



WEST ELEVATION  
1335 - 1345 BANK STREET, OTTAWA  
ZONING & OFFICIAL PLAN AMENDMENT - JULY 31, 2020  
1 : 400

## **APPENDIX C – ROW DESIGN RATIONALE**



June 10 2020

Kelby Lodoen Unseth, MCIP RPP  
Development Review South, PIEDD  
City of Ottawa

Attention: Mr. Kelby Lodoen Unseth

Dear Mr. Lodoen Unseth

Re: 1335 and 1339 Bank Street - ROW Design Rationale

On behalf of our client, Lofty Riverside GP, we have prepared a comprehensive Right-of-Way (ROW) Design Rationale for the proposed project at 1335 and 1339 Bank Street. This proposal represents the collective input from various disciplines in order to establish a successful ROW design that is functional, safe, and user-friendly for all modes of transportation.

The proposed ROW has been reviewed from all relevant components. The following sets out our detailed rationale. This proposed ROW will be represented in our planning applications submission that is to follow subsequently.

### City of Ottawa Requirements

In preparing the design components for the ROW, it was necessary to establish a balance between the City's functional requirements and the project's requirements for a viable development.

ROW Component	City Guidelines	Proposed ROW (varies per sections)	
	As per No. 4 Arterial Road Cross-Sections Narrow Boulevard	13.75 Section	15.25 Section
Vehicle Lanes	3.25-3.5 m	3.5 m	3.5 m
Median	0 m	1.5 m	1.5 m
Cycle track	1.8 m	2.0 m	2.0 m
Buffer / Planting Area	1.2 m + 2.0 m (3.2 m)	0.5 m + 1.2 m (1.7m)	0.5 m + 1.2 m (1.7m)
Pedestrian Area	2.0 m	2.3 m	3.8 m (with plantings)
TOTAL ROW WIDTH	13.75 m	13.75 m	15.25 m



As per the table above, our proposed ROW design either meets or exceeds the approved Arterial Road Cross-Sections for narrow boulevards, with the only exception being the buffers and planting areas. Considering the existing distance from centreline is less than proposed, this section of Bank Street is unquestionable a narrow boulevard. The proposed ROW, and the development of this project serves to improve the current condition of Bank Street between Riverside north and south.

The approved arterial road design guidelines does not recommend a centre median, though given the City's request we have included a median but note that if the median were reduced or eliminated, the additional space could be transferred to buffer and planting areas.

With no access from Bank Street into the subject site, the median is not required to restrict cross-road movement. Further it is our opinion, and other transportation experts in literature that while medians can provide calming, they may increase traffic speeds by reducing perceived friction or conflict between opposite directions of traffic flow.

**Depictions of Proposed ROW**

The following presents representations of the proposed ROW for 1339-1339 Bank Street.





## Functional Implications for City and Developer

As previously communicated, the direct implications for the developer is that this site is in a prominent location and should be designed to the highest standards because it will be a focal point. Further, the proposed ROW represents the minimum space remaining for the project to produce a functional efficient design.

As per Section 7, Annexes, Annex 1 - Road Classifications and Rights-of-Way, Policy 2 (3) it states that: *"Under certain situations the City may decide to reduce or waive the requirements shown in this plan for the acquisition of lands for a road widening from adjacent properties. This may be done to reflect site constraints,"* etc ... *"Decisions to possibly vary right-of-way requirements will be based on consideration of such matters as:*

*(c) Recent road designs – Where the detailed design for new or recently completed road segments accommodates rights-of-way identified in previous official plans or environmental assessments and adequately takes into consideration the best practices to promote walking, cycling and transit use; provides adequate space for services and utilities; and creates an attractive landscaped public area."*

As noted above, the City has approved ROW designs for arterial roads with narrow boulevards. At a current width of 20m - 30m for this segment (or 10m - 15m per side), this Bank Street section is undoubtedly a narrow width. It is our intention to increase the west side width to a range of 13.75 m to 15.25 m. Given the approved narrow arterial ROW design of 13.75 m from centreline, our proposal is in line with City recommendations.

*"(d) Potential effect on site development – Where the potential for the protected ROW to render a property virtually non-developable according to the applicable zoning by-law standards and for which a rezoning or minor variance may not be able to resolve the difficulty."*

This proposal needs sufficient space to provide safety, development efficiency, and basic functionality. Due to the narrow depth of the lot, any reduction has significant and potentially crippling impacts on the development. These are the smallest (shallowest) lots in this node, and there is very little ability to reduce them further without creating major implications for the viability of development.

There are also important safety considerations with the development of this site. In order to eliminate traffic entering and exiting the site from Bank Street, which is not a desirable situation, the project requires a through aisle from either end of Riverside Drive. This requires a certain width. Convenience parking for visitors and users of the non-residential spaces is needed off of this aisle as well, requirement inflexible measurements for parking spaces sizes.

Although the purchase of 1339 Bank Street added more area to the overall site, the depth of the lots are small are requires functional aspects of the building to be designed with only a limited number of options that work.

Unfortunately, as per (d) of Policy 2(3), a zoning amendment or minor variance is not feasible to fix those inflexible components of a functional design. Such as, aisle widths necessary for garbage trucks, moving, reversing from spaces, etc.

In addition to those components, a ramp is required for access to some below grade parking, and functional and successful non-residential uses are needed to provide animation and vitality to the Bank Street frontage. This is very important urban design component that would suffer severely should the ROW be increased further.

As the City contains approved Right-of-Way designs for these specific situations (e.g. narrow situations), and considering that our proposed design meets in some sections and exceeds in others the approved design, it is our professional and combined opinion that this proposed ROW be accepted so that the development processes can move forward.

In an assessment of comparable impacts to the developer or the City, given that the City has an approved 13.75 m width from centreline design for arterial roads, there is less functional impact to the City in going with the recommended 13.75 m than the impact to the developer in having to reduce the lot depth further where the viability of a functional and successful ground floor would be at risk.

### **Building Specific Implications - Below and Above Grade**

Regarding the City's below grade infrastructure, there were multiple discussions with various sub-groups at the City on this matter for the first approval and we were able to determine that there was enough space for the below grade components.

A 5x5 site triangle is being provided, same as previously approved. In fact, this proposal offers more space because the previous proposal had some encroachments at the corner and these are not being proposed for this project.

If the ROW is increased to 17.5 m, the entire section of units along the west-facing (front) side of the building would have to be removed, making for an incredibly inefficient building. On this basis, the pro forma has significant chance of failure. Further, this would make the non-residential at-grade space unleaseable, as space is needed for the animated amenity components, the mail room, other residential uses, as well as the non-residential components such as retail, cafe, bar etc.

If the ROW is increased to 15.25 m, there are major impacts to the below grade parking, and would really pinch the at and above grade areas for hallways, stairwells, and elevators (especially for the north part of the building). The constraints below grade (and on the ground floor) are guided by basic and inflexible measurements such as: aisle width and parking space length. Even with the current assumption of a 13.75 m width from centreline, the parking in P2 had to be angled as the depth was simply not available.

A massive amount of work has gone into ensuring efficiency, safety, and functionality in the below grade parking and the ground floor, and any reductions will create a situation where the building is no longer economically efficient, and if it were still viable, would end up with a fair amount of awkward design and conflict of movement between pedestrian and vehicles. It is the intention of this current design to ensure the safest design that offers as much successful non-residential animated uses at grade as possible.

## Landscaping

There are many landscaping options to be considered that standard in-soil street trees are not the only available option. Our previous approval provided curbed planting areas only, which were approved.

Other options are above-grade concrete planters, and street trees in below-grade soil cells. All this to say that there is the ability to be flexible and varied with landscaping to ensure that a workable and safe design can proceed.

Further, our landscape architect has prepared a street tree strategy with recommends street trees with below-grade soil cells. This has been used in other street renewal projects in the City with success, as depicted in their letter. Bank Street, with its narrow environment, is a suitable candidate for this style of urban landscaping.

## ROW Design Rationale

In the collective review of this design, it was determined that some flexibility was workable for other segments of the ROW. This enabled the proposed width to start at 13.75 and increase to 15.25. The north corner site, 1335 Bank Street, is the deeper of the two lots and therefore the bulk of site components are situated here (bank of main elevators and stairwells, cafe/bar space, rental office, and mail room, etc.)

The ground floor space is only 360 m<sup>2</sup>, as such the ROW in this location of 13.75 m needs to be maintained to ensure a viable leasable space for the non-residential components.

These components situated in the north parcel also necessitate that we retain the previously approved Riverside Drive setback. The previous approval had a setback from the property line of 2.8 m. The curb line is irregular to the property line and results in a varying setback. As noted on the plans, the new request of 7 m from curb causes issues notably below grade and since the impact on Riverside is no different than the previously approved site plan, it is imperative that the 2.8 m be maintained. Further, the necessary space results from the basic components of parking space length, driveway aisle width, and other inflexible measurements. Losing even a tiny amount of space throws the entire design off-course and jeopardizes the viability of a functional project. Hence the request for a reduced ROW based on the policies of the Official Plan.

As such we note, that the reduced ROW being requested should not entirely be considered a reduction because Bank Street design is being redone, and the current proposal is an increase over the existing situation and matches approved arterial road designs produced by the City. This requested ROW is therefore reasonable and acceptable.

We note that once the ROW progresses beyond the non-residential spaces / amenity areas plus the bank of main elevators and stairwells (in other words, beyond 1335 Bank), an increased ROW to 15.25 m will work. However, some below-grade encroachments for the parking garage are required. It is our opinion, in this area, that there would be no conflict with any of the City's below grade infrastructure.

At the south end of the building, where there is the parking garage ramp instead of parking spaces, the workable ROW can be 15.25 m with zero encroachments. If it is the intention of the City, either through staff or through the comments received via the Urban Design Review Panel to increase Bank Street facing animated space at this end, the ramp will need to be relocated or redesigned which will impact other spaces on the ground floor. This will be looked into but we cannot conclusively say if it is feasible or would be desirable depending on how it changes the other ground floor spaces.

## Conclusion

We would like to stress that this site, as is, is not an easy site to work with, but it is in a great location for a prominent high-rise building — close to multi-use connections, close to shopping and employment areas, and within 500 m of a Rapid Transit Station. With the City's recent approval to expand the urban boundary, it is imperative that higher-density projects be located in areas that are suitable to accommodate such density. That being, on an arterial road and in close proximity to transit.

A significant amount of work has already gone into ensuring the site is developed efficiently and safely, our efforts here are to ensure that this proposal is viable, functional, safe, and will ultimately offer a great focal point in this area.

Lastly, we offer the following materials in support of our proposal.

- ⟨ Detailed architectural plans and renders prepared by Hobin Architects
- ⟨ Street Tree Strategy prepared by qualified Landscape Architect
- ⟨ Conceptual ROW design cross-sections prepared by Parsons
- ⟨ Transportation Memo from Parsons in support of the proposed ROW design.

We kindly request that the ROW design, as presented, be approved in principle in order for the development approval applications to be submitted and processed without further risk and delay to the client.

Yours truly,



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