

**Subject: Official Plan Amendment and Zoning By-law Amendment – 1330,
1344, 1346 Bank Street and 2211 Riverside Drive**

File Number: ACS2022-PIE-PS-0081

Report to Planning Committee on 25 August 2022

and Council 31 August 2022

**Submitted on August 15, 2022 by Derrick Moodie, Director, Planning, Real Estate
and Economic Development**

Contact Person: Jean-Charles Renaud, Planner II, Development Review Central

613-580-2424 x27629, Jean-Charles.Renaud@ottawa.ca

Ward: Capital (17)

**Objet : Modification du Plan officiel et modification du *Règlement de zonage*
– 1330, 1344 et 1346, rue Bank; 2211, promenade Riverside**

Dossier : ACS2022-PIE-PS-0081

Rapport au Comité de l'urbanisme

le 25 août 2022

et au Conseil le 31 août 2022

**Soumis le 15 août 2022 par Derrick Moodie, Directeur, Direction générale de la
planification, des biens immobiliers et du développement économique**

**Personne ressource : Jean-Charles Renaud, Urbaniste II, Examen des demandes
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Quartier : Capitale (17)

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve the following:**
 - a. An amendment to the Official Plan, Volume 2a, Bank Street
Secondary Plan, for 1330, 1344, 1346 Bank Street and 2211 Riverside
Drive, with site-specific policies to permit a 29-storey residential**

high-rise and a 27-storey mixed-use building, as detailed in Document 2a;

- b. An amendment to the New Official Plan, Volume 2A, Bank Street South Secondary Plan, as detailed in Document 2b, for 1330, 1344, 1346 Bank Street and 2211 Riverside Drive, with site-specific policies to permit a 29-storey residential high-rise and a 27-storey mixed-use building; and
 - c. An amendment to Zoning By-law 2008-250 for 1330, 1344, 1346 Bank Street and 2211 Riverside Drive to permit a 29-storey residential high-rise and a 27-storey mixed-use building, as detailed in Document 3.
2. That Planning Committee recommend Council direct staff to incorporate the Amendments to the Official Plan, Volume 2a, as detailed in Document 2b, into the new Official Plan and the Bank Street South Secondary Plan as part of the new Official Plan being considered for approval by the Ministry of Municipal Affairs and Housing.
 3. That Planning Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* 'Explanation Requirements' at the City Council Meeting of August 31, 2022," subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de l'urbanisme recommande au Conseil municipal d'approuver ce qui suit :
 - a. la modification du volume 2a du Plan officiel (Plan secondaire de la rue Bank) pour le 1330, 1344 et le 1346, rue Bank ainsi que pour le 2211, promenade Riverside, en adoptant des politiques propres au site pour autoriser l'aménagement d'un immeuble résidentiel de grande hauteur de 29 étages et d'un immeuble polyvalent de 27 étages, selon les modalités précisées dans la pièce 2a;

- b. la modification du volume 2A du nouveau Plan officiel (Plan secondaire de la rue Bank), selon les modalités précisées dans la pièce 2b, pour le 1330, 1344 et le 1346, rue Bank ainsi que pour le 2211, promenade Riverside, en adoptant des politiques propres au site pour autoriser l'aménagement d'un immeuble résidentiel de grande hauteur de 29 étages et d'un immeuble polyvalent de 27 étages;
 - c. la modification du Règlement de zonage no 2008-250 pour le 1330, 1344 et le 1346, rue Bank ainsi que pour le 2211, promenade Riverside, en adoptant des politiques propres au site pour autoriser l'aménagement d'un immeuble résidentiel de grande hauteur de 29 étages et d'un immeuble polyvalent de 27 étages, selon les modalités précisées dans la pièce 3.
- 2. Que le Comité de l'urbanisme recommande au Conseil d'ordonner au personnel d'incorporer les modifications au Plan Officiel, volume 2a, tel que détaillé dans le document 2b, dans le nouveau Plan Officiel et le plan secondaire de la rue Bank Sud dans le cadre du nouveau Plan Officiel dont l'approbation est envisagée par le ministère des Affaires municipales et du Logement.
- 3. Que le Comité de l'urbanisme approuve l'intégration de la section Détails de la consultation du rapport dans la « brève explication » du Résumé des mémoires déposés par écrit et de vive voix, à rédiger par le Bureau du greffier municipal et à soumettre au Conseil municipal dans le rapport intitulé « Résumé des mémoires déposés par écrit et de vive voix par le public sur les questions assujetties aux "explications obligatoires" de la *Loi sur l'aménagement du territoire* à la réunion tenue par le Conseil municipal le 31 août 2022 », sous réserve des mémoires qui seront déposés entre la publication de ce rapport et la date à laquelle le Conseil municipal rendra sa décision.

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site location

1330, 1344, 1346 Bank Street and 2211 Riverside Drive

Owner

Capital City Shopping Centre Limited & 2155965 Ontario Inc.

Applicant

Cushman & Wakefield (c/o Bruno Bartel)

Architect

Hobin Architecture Incorporated (Doug Van Den Ham)

Description of site and surroundings

The property is located within the Billing's Bridge community, south-west of the intersection of Bank Street and Riverside Drive North. The L-shaped site is made up of four abutting parcels, with approximately 104 metres of frontage along Bank Street, 78 metres of frontage along Riverside Drive North and an area of approximately 5,432 square metres. The site currently consists of asphalt parking areas, soft landscaping, as well as three buildings.

The Billings Bridge Shopping Centre and the RA Centre are located to the south of the site. A mix of uses including residential, commercial and offices are located nearby and along Bank Street. Residential and institutional uses are located along Riverside Drive to the north-east. The Rideau River is located to the north-west.

Description of proposed development

The proposal seeks to accommodate the future development of a 27-storey mixed use building as well as a 29-storey high-rise apartment dwelling. Parking is to be located primarily below grade and a parkette is proposed near the Bank Street and Riverside Drive North intersection. A Site Plan Control application has not yet been submitted and the design details remain conceptual in nature.

The City of Ottawa's Municipal Design and Construction division is proposing a new capital works project for this area, referred to as the Bank Street Renewal Project. Construction for this project is currently being forecast for 2023, pending City council approval. Staff have been working with the project team throughout the Planning review process and will continue to do so throughout the forthcoming Site Plan Control review process.

Summary of requested Official Plan Amendment

The Official Plan Amendment seeks to amend policies in the Bank Street Secondary Plan to achieve the following:

- 1.4 Built Form Policy 3: To remove the requirement for maximum Floor Space Index of 2.0 (FSI).
- 1.4 Design Policy 1: To reduce the percentage of building wall required to be located along the Bank Street frontage to 40%.
- 1.4 Design Policy 2: To permit building setbacks only being located at the fourth, fifth or sixth storey of a high-rise building.
- 1.4 Parking and Access Policy 1: To permit surface parking to be located within the site, but no closer than 24 metres from Bank Street and 15 metres from Riverside Drive.
- 1.5.1 Built Form Policy 2: To allow a maximum building height of 96 metres.

An amendment to the new Official Plan, Volume 2A, Bank Street South Secondary Plan, would add site-specific policies within Sections 2 and 3 similar to the above.

Summary of requested Zoning By-law Amendment

The site in question consists of a land assembly having frontage on both Bank Street and Riverside Drive. All properties are currently zoned AM8 (Arterial Mainstreet, Subzone 8). The site is proposed to be rezoned to AM8[xxxx]-h (Arterial Mainstreet, Subzone 8, Exception xxxx, holding symbol). The following site-specific provisions are proposed:

- Maximum Height: 90 and 96 metres.
- The lot line abutting Bank Street to be considered as the front lot line.

- Maximum front yard setback for mixed-use buildings along Bank Street: no maximum
- Minimum front, corner, interior and rear yards: no minimum
- A 1.5 metre stepback is required at the fourth, fifth or sixth storey of a high-rise building having frontage on Bank Street.
- A 2.4 metre stepback is required at the fourth, fifth or sixth storey of a high-rise building having frontage on Riverside Drive.
- Minimum percentage of building façade to be located along Bank Street: 40%
- Minimum width of landscaped area around a parking lot: 0m
- Minimum setback from watercourse: 15m
- Maximum number of towers: 2
- Maximum total Gross Floor Area: 48,000 square metres

Brief history of proposal

The original proposal included a total of three high-rise towers on the site, at 24, 19 and 16 storeys. Following discussions with staff, the community and the Ward Councillor, the proposal was refined to include only two towers, at 34 and 31 storeys, as well as a privately owned, publicly accessible space (POPS) close to the Bank Street and Riverside Drive intersection. Upon further discussions with staff, the height of the towers was reduced to 29 and 27 storeys, with the POPS remaining.

DISCUSSION

Public consultation

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for Development Applications.

A community consultation was held virtually by the Ward Councillor on March 29, 2021. Approximately 90 participants were in attendance, and concerns related to height, shadowing, traffic and affordable housing were raised.

A second community consultation was held virtually by the Ward Councillor on January 25, 2022. Similar concerns were raised.

For this proposal's consultation details, see Document 4 of this report.

Official Plan designation(s)

Current Official Plan

According to Schedule B of the Official Plan, the property is designated as Arterial Mainstreet. The site is also located within the Bank Street Secondary Plan's "Node 1" designation on Appendix A.

New Official Plan

The subject site is located within the Inner Urban Transect of the new Official Plan. Bank Street is identified as a Corridor – Mainstreet and the immediate area is identified as a Hub as well as an Evolving Neighbourhood.

The Inner Urban Transect is generally planned for mid- to high-density development. It speaks to maintaining and enhancing an urban pattern of built form, prioritizing walking and cycling, and providing direction to hubs, corridors and neighbourhoods. The recommended Official Plan and Zoning By-law Amendments satisfy the new OP by adding residential intensification within an area designed as 15-minute neighbourhood, and a built form design that is compatible and fits within its surroundings.

The Corridor – Mainstreet policies allow heights up to a high-rise on arterial roads such as Bank Street where the parcel is of sufficient size to allow for a transition in built form massing.

The Hub policies allow heights beyond 41+ storey tall high-rise buildings where permitted by the Secondary Plan and where a property is located within a 300 metre radius from a rapid transit station. While the site is located at around 360 metres from the Billings Bridge transit station, these policies are indicative of the consideration for taller buildings within the new Official Plan.

Other applicable policies and guidelines

The Urban Design Guidelines for Development along Arterial Mainstreets apply to this development. The purpose of these guidelines is to provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development along Arterial Mainstreets.

The Transit-Oriented Development Guidelines apply to this development. The purpose of these guidelines is to provide guidance to assess, promote and achieve appropriate

Transit-Oriented Development throughout the City, and apply to properties located within 600 metres walking distance to a transit station. The Urban Design Guidelines for High-Rise Buildings apply to this development. These urban design guidelines are to be used during the review of development proposals to promote and achieve appropriate high-rise development.

Urban Design Review Panel

The property is within a Design Priority Area and the Official Plan Amendment and Zoning By-law Amendment applications were subject to the Urban Design Review Panel (UDRP) process. The applicant presented their proposal to the UDRP at a formal review meeting on July 9, 2021, which was open to the public. The panel was successful in aiding in the implementation of the following:

- Improved proposed courtyard/plaza area in order to emphasize the pedestrian experience through better placement of parking areas, reduced asphalted areas and improved connectivity.
- Reduction in parking at grade.
- General comments for future consideration at the detailed design stage as it relates to tower sculpting, simplification of tower articulations, materials used and overall aesthetics.

The panel recommendations are included in Document 7.

Planning rationale

Official Plan

The Official Plan (OP) designates this site as Arterial Mainstreet (Section 3.6.3), an area that encourages more dense and mixed-use development that supports, and is supported by, increased walking, cycling and transit use, along with a built form that emphasizes street level animation and a pedestrian-friendly environment with active frontages.

While the Arterial Mainstreet designation generally limits heights to nine storeys, high-rise buildings may be permitted within 400 metres of a Rapid Transit Station, and where the development provides a community amenity and adequate transition is provided to adjacent low-rise areas. The property is located approximately 360 metres from the Billings Bridge Rapid Transit Station and the proposal includes a privately owned, publicly accessible space (POPS) close to the intersection of Bank Street and Riverside

Drive. The site benefits from a unique location inside a road loop, which effectively acts as a buffer to nearby low-rise residential areas. This, as well as the nearby Rideau River, helps lessen the proposal's impacts on its surroundings.

Additionally, the City is committed to the development of Mainstreets and considers them as priority locations for the assembly of land for redevelopment and community improvement purposes. The Department supports the land assembly of 1330, 1344, 1346 Bank Street and 2211 Riverside Drive, which has resulted in a land parcel of sufficient size for development on an Arterial Mainstreet that allows for intensification through a high-rise built form that fits and implements appropriate built form relationship, setbacks, and yard treatments.

Policy 3.6.3.3 states that Mainstreet designations generally apply to the whole of those properties fronting on the road, however, for very deep lots, the designations will generally be limited to a depth of 400 metres from an Arterial Mainstreet. This same policy also states that the designation may also include properties on abutting side streets that exist within the same corridor. In the case of this development, the depth of the lot assembly is measured at just over 75 metres and is therefore entirely affected by the Arterial Mainstreet designation.

Designs for the Bank Street Renewal program are being worked on and helping inform the proposed development of this site, as identified under Official Plan Policy 3.6.3.14. These updates include expanding the right of way along Bank Street to ensure adequate space for updated underground utilities and services, as well as adequate above ground space for improved sidewalks, cycle track, transit facilities and street trees.

Section 2.5.1 is broad in nature with design objectives such as defining quality spaces, ensuring safety and accessibility, respecting the character of the community, considerations on the adaptability of space in a building, and sustainability. New design and innovation co-existing with existing development without causing undue adverse impacts on surrounding properties is also considered. Since its initial submission, the proposal has evolved to include lower heights as well as an overall refined massing. The proposal includes a five-storey podium along Bank Street as well as a 4-storey podium along Riverside Drive, providing a human scale appropriate for a Mainstreet designation. While part of the relief being sought is to reduce the amount of building façade along Bank Street, this is to allow for the introduction of a POPS, which will offer a generous amenity area available to the entire community. As discussed previously,

the proposal's unique location within a roadway loop creates distance from nearby residential areas, thereby reducing undue adverse impacts on surrounding properties.

Section 4.11 further references the compatibility of new buildings with their surroundings through setbacks, heights, transitions, colours and materials, orientation of entrances, location of parking and service areas, and podium design. The proposed development results in quality architecture and an enhanced public realm with active entrances, sidewalks, and a POPS.

Bank Street Secondary Plan

The property is located within the "Node 1" land use designation on Appendix A of the Bank Street Secondary Plan. Nodes are concentrated areas of mixed-use intensification that accomplish the Official Plan's objectives for intensification along arterial mainstreets as well as transit-oriented development. Nodes are within walking distance of existing and future higher-order transit service for taller mixed-use development. The location at the north end of Node 1 allows design and architectural elements to communicate its prominent gateway location into the area. The secondary plan identifies the properties along the east side of Bank Street as an appropriate location for a mid to high-rise building, with a maximum height of 50 metres (approximately 16 storeys).

The requested Secondary Plan Amendment to increase the building height to 96 metres is considered appropriate as the proposal represents the reconfiguration of the allowable density for the site (16 storeys over the majority of the site) to create a built form which helps mitigate issues related to massing, shadow and wind impacts, and allow for access to natural light by creating a more attractive point-tower-on-podium built form. This reconfiguration of density also creates open space close to the street intersection, which allows for the incorporation of a POPS. Arterial Mainstreet designations encourage more dense and mixed-use developments that support increased walking, cycling, and transit. The site is on a Transit Priority Corridor and is in close proximity to the Billings Bridge Rapid Transit Station, allowing for an increased share of residents to use transit.

The requested Secondary Plan Amendment also includes the removal of the maximum Floor Space Index (FSI) requirement. While the proposed zoning amendment does not include a "shrink-wrapped" zoning schedule, a maximum Gross Floor Area of 48,000 square metres will be included, which will limit the scale of the proposal (in addition to the height requirement).

An amendment is requested to allow setbacks to be located at the fourth, fifth or sixth storey of a high-rise building, whereas the Secondary Plan requires them to be located at the second, third or fourth storey. This amendment is considered minor and will result in building articulations and a podium element conducive to a human scale.

An amendment is required to allow surface parking to be located within the site, whereas the Secondary Plan requires parking to be located behind buildings that front Bank Street either in surface lots, structures or underground. While the vast majority of parking spaces will be located underground, some parking spaces are proposed at the surface to accommodate short term visitors and deliveries. Through the review process, staff have worked with the applicant in order to reduce the number of surface parking spaces as much as operationally possible, while ensuring that they are arranged in a manner which reduces their prominence. Furthermore, the amendment would include wording which limits surface parking spaces to be located no closer than 24 metres from Bank Street and 15 metres from Riverside Drive.

Out of an abundance of caution, an amendment is also requested to the percentage of building required to be located along the Bank Street frontage. The Secondary Plan states that, for Nodes, at least 70% of the lot width along Bank Street should be occupied by one or more building wall(s). The reduction to 40% is deemed appropriate given the trade-off represented by the introduction of an open space close to the intersection, which furthers the site's role as a gateway site.

Recommended Zoning Details

As detailed in Document 2, the proposed Zoning By-law Amendment has the effect of rezoning the site into a Arterial Mainstreet zone with site specific provisions. The following summarizes the site-specific zoning provisions and planning rationale:

- The entire lot assembly is proposed to be rezoned from AM8 (Arterial Mainstreet, Subzone 8) to AM8[xxxx]-h (Arterial Mainstreet, Subzone 8, Exception xxxx, holding symbol). Bank Street will be considered to be the front lot line for the purposes of determining setbacks. Furthermore, the number of towers will be limited to two, and the maximum Gross Floor Area will be limited to 48,000 square metres in order to reflect the proposed Site Plan.
- Maximum Height requirement will be set to 90 metres for the easternmost building and 96 metres for the westernmost building.

- Minimum front, corner, interior and rear yards will be allowed to have no minimum requirement. It is important to note that this reduction is included to reflect specific pinch-points along the perimeter of an oddly-shaped lot assembly where most of the lot lines are either not straight, or not perpendicular to the overall grid. Furthermore, particularly as it relates to the front and corner yards, this reduction reflects the setbacks after the Right-of-Way protection is secured. Furthermore, the AM8 zone requires a maximum front yard setback for mixed-use buildings along Bank Street of 3 metres. While the proposed westernmost building is currently identified as a residential building, relief from this provision is being requested in the event that ground-floor commercial is added to this building.
- A stepback will be required at the fourth, fifth or sixth storey of a high-rise building, similar to the Secondary Plan requirements. In order to reflect the proposed design, a 1.5 metre stepback is required along Bank Street and a 2.4 metre stepback is required along Riverside Drive.
- Similar to the requirements of the Secondary Plan, the minimum percentage of building façade to be located along Bank Street is proposed to be reduced to 40%. As stated previously, the reduction is deemed appropriate given the trade-off represented by the introduction of an open space close to the intersection, which furthers the site's role as a gateway site.
- A reduction to the minimum width of landscaped area around a parking lot to 0 metres is requested to reflect the proposed parking spaces being located at the rear of the westernmost building, underneath the 1st-floor canopy. This reduction is perceived as being minor, considering the abutting neighbour being the Billings Bridge Pumping Station.
- The minimum setback from a watercourse is proposed to be reduced to 15m, whereas the Zoning By-law would require a 30-metre setback to the normal high-water mark of any watercourse or waterbody, or 15 metres to the top of the bank of any watercourse or waterbody, whichever is the greater. Using the normal water's edge included on City maps, the closest building is slightly beyond 30 metres. However, the normal high-water mark would likely be closer, particularly where the new Multi-Use Pathway floods under the bridge. The applicant's preference was to include a reduction, perhaps in an abundance of caution, to 15 metres, which is approximately the width of the Riverside ROW at that location. The Rideau Valley Conservation Authority (RVCA) has reviewed the proposal, as

well as the associated Geotechnical Investigation. While the RVCA recognizes that a small portion of the proposal is within the 30-metre setback from the watercourse, it notes that there is a retaining wall which separates the upper and lower portions of the bike path located on the south side of the river and the north side of Riverside Drive West. The report has concluded that the proposed structure should not affect the stability of the retaining wall. The RVCA has no objection to the proposal.

- A Holding Symbol is being proposed to ensure that detailed elements related to servicing, stormwater management, soil composition, environmental site assessments and contaminants are reviewed and addressed to the satisfaction of the General Manager of Planning, Real Estate and Economic Development prior to Site Plan approval. While the holding symbol will not be lifted until such time as servicing capacity is demonstrated, it should be noted that any additional capacity needs generated by development would need to be upgraded by the developer should this occur.

Section 37

Official Plan Policy 5.2.1.11. outlines the application of Section 37 of the *Planning Act*, which may authorize the increase of height and density of development above levels otherwise permitted by the Zoning By-law in return for community benefits. The applicant is requesting an increase in the allowable height for the site, which represents a reconfiguration of as-of-right density of the site. The proposal does not increase the density of the site from the current as-of-right allowance. Due to this, Section 37 does not apply to this proposal.

National Capital Commission

The National Capital Commission (NCC) has reviewed the proposal. In tandem with the forthcoming Site Plan Control application, a Federal Land Use, Design and Transaction Approval (FLUDTA) will be required. The NCC will remain involved throughout the Site Plan Control process and intends on paying close attention to elements such as trees, staging, elevations, cycling, pedestrian safety and stormwater management.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

ASSET MANAGEMENT IMPLICATIONS

It remains to be confirmed that there is sufficient capacity in the existing water, wastewater and stormwater infrastructure systems to accommodate the proposed development. Servicing capacity requirements to be confirmed at time of site plan.

Assets acquired through development of these lands will add to City's inventory for operations and maintenance, as well as lifecycle renewal and replacement in the long term.

COMMENTS BY THE WARD COUNCILLOR

Councillor Menard provided the following comments.

"This file has come a long way since the initial proposal. After multiple consultations with our office and the community the applicant has made several positive revisions to the proposal in response to the feedback provided and has agreed to sign a Memorandum of Understanding. The applicant adjusted the human scale of the two towers; changed the podium from 6 to 5 storeys to allow for a better urban design; they increased the setback of an underground garage to help ensure preservation of mature trees; several changes were made to the plaza outside of the building, and to the bank street frontage, to make it more pedestrian and cyclist friendly. The privately owned public space was part of the initial proposal, but it should also be noted that this is a feature that is appreciated by our office and the community.

We continue to be concerned with the importance of adhering to the secondary plan, which already allows for more modest high-rise development at this site, due to its proximity to the river, and which plans for high-rise development of the height proposed here to be realized just south of this site, in closer proximity to the existing transit station. For their part, the applicant argues that the density that could otherwise be realized here with lower heights under the secondary plan is better realized vertically to allow for a more robust plaza and privately owned public space. The argument has merit, but we continue to believe that secondary plans should be adhered to, or otherwise amended through a public-driven process, as they are one of the only tools we have to democratically plan our built environment.

In acknowledgement of the gravity of this concern, and of the dissatisfaction of many neighbouring residents, and in an effort to give back to the community, the applicant has worked with our office and with community members in good faith to see community benefits realized here that would otherwise not be required as this application does not meet the density threshold to trigger a section 37 agreement.

This collaboration has led to voluntary commitments by the applicant, to be formalized by a Memorandum of Understanding (MOU), to provide several community benefits to existing and future residents, including

- the provision of affordable housing (either 10% of leasable area, or a \$250,000 contribution);
- a commitment to continue good faith negotiations with Senior's Watch Old Ottawa South for the realization of "Abbeyfield house" style accommodations on site;
- a minimum 5% of dwelling units to have 3 bedrooms or more;
- an additional 10% of units to be set up with accessible features, beyond the 15% required under the Ontario Building Code, to promote aging in place;
- a transit fare incentive to be provided to tenants of the potential affordable housing units expected to equate to one year of free transit;
- a conditional commitment to a one time contribution to traffic calming in the amount of \$50,000; and
- a commitment to provide public seating and some form of animating infrastructure as part of the Privately Owned Public Space

Given the changing policy context we are currently in as a city, this site may be subject to new policies under the site plan control application stage, such as the new Community Benefits Charge framework that is in the process of replacing section 37 agreements. In that sense this MOU has proven to be a presage of the direction that the city is heading in. We need community minded developers that are willing to collaborate and to contribute to the commonwealth. I will be supporting this application.

I want to thank the applicant team, and members of Capital Ward communities for engaging in a meaningful consultative process. We have all taken some water in our wine to get where we are now, but I think this is a model for how the development community and the public can work together to ensure residents benefit from, and maintain a say over, the changing built environment where they live."

LEGAL IMPLICATIONS

There are no legal implications associated with the report recommendations.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications associated with this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

The new building will be required to meet the accessibility criteria contained within the Ontario Building Code. Staff will review elements such as accessibility in common entrances, corridors and amenity spaces during the forthcoming Site Plan Control Review. Staff have no concerns about accessibility. The Accessibility Advisory Committee will be circulated during Site Plan.

ENVIRONMENTAL IMPLICATIONS

A Phase I and a Phase II Environmental Site Assessment were prepared in order to address areas of potential environmental concerns. A holding symbol is included in the proposed zoning, requiring the applicant to provide additional documents such as a detailed Geotechnical report as well as a Record of Site Condition within the context of the forthcoming Site Plan Control application.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification
- Thriving Communities

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-20-0093) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to delays in the preparation and submission of supporting documents, as well as delays between submissions.

SUPPORTING DOCUMENTATION

Document 1	Location Map
Document 2a	Details of Recommended Official Plan Amendment
Document 2b	Details of Recommended Official Plan Amendment (New Official Plan)
Document 3	Details of Recommended Zoning
Document 4	Consultation Details
Document 5	Proposed Site Plan
Document 6	Proposed Renderings
Document 7	Urban Design Review Panel Recommendations

CONCLUSION

The proposed development introduces intensification through a pair of high-rise buildings in a manner which conforms to the Official Plan and Bank Street Secondary Plan and is consistent with the relevant design guidelines. The proposed development incorporates quality architecture in a built form that reduces impacts on its surroundings, enhances the public realm and creates a new plaza space, while providing a mixed-use development on an Arterial Mainstreet. The development fits within the existing and planned context and is a compatible use. The Official Plan and Zoning By-law amendments are recommended for approval.

DISPOSITION

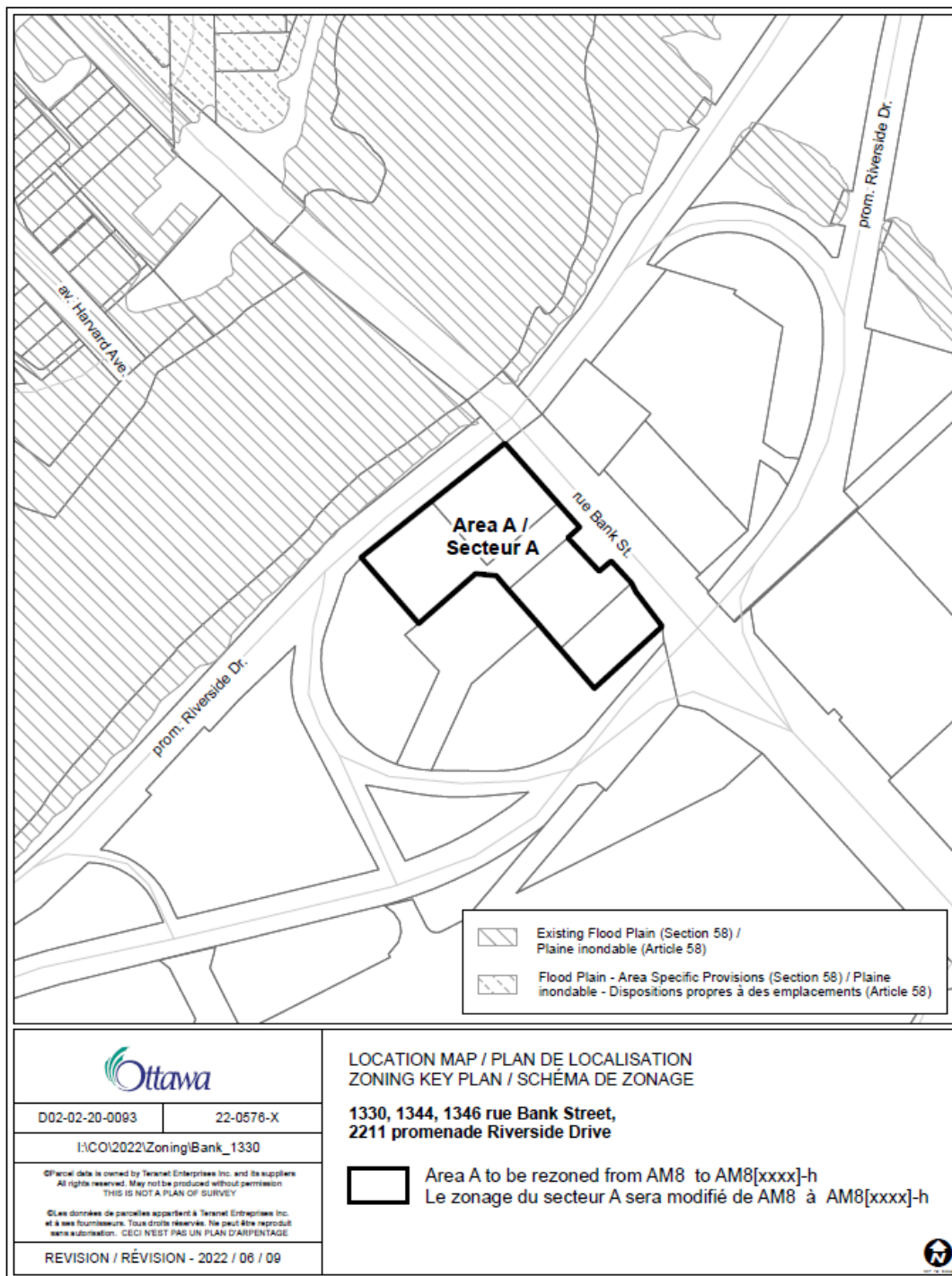
Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.

Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.

Document 1 – Location Map



For an interactive Zoning map of Ottawa visit [geoOttawa](https://geoottawa.ca)

Location map of the subject property at the south-east corner of the Bank Street and Riverside Drive intersection.

Document 2a – Details of Recommended Official Plan Amendment

**Official Plan Amendment XX to the
Official Plan for the
City of Ottawa**

INDEX

THE STATEMENT OF COMPONENTS

PART A – THE PREAMBLE introduces the actual amendment but does not constitute part of Amendment No. XX to the Official Plan for the City of Ottawa.

PART B – THE AMENDMENT constitutes Amendment XX to the Official Plan for the City of Ottawa.

PART A – THE PREAMBLE

Purpose

Location

Basis

Rationale

PART B – THE AMENDMENT

Introduction

Details of the Amendment

Implementation and Interpretation

PART A – THE PREAMBLE

1. Purpose

The purpose of this amendment is to amend the Bank Street Secondary Plan, specific to 1330, 1344, 1346 Bank Street and 2211 Riverside Drive, by adding site-specific policies to address elements related to floor space index, percentage of building wall along a street frontage, stepbacks, location of parking and maximum building height. The summary of proposed amendments and changes to the Bank Street Secondary Plan made through this amendment area as follows:

- a. Site specific policy to remove the requirement for maximum Floor Space Index (FSI).
- b. Site specific policy to reduce the percentage of building wall required to be located along the Bank Street frontage to 40%.
- c. Site specific policy to permit building stepbacks only being located at the fourth, fifth or sixth storey of a high-rise building.
- d. Site specific policy to permit surface parking to be located within the site, but no closer than 24 metres from Bank Street and 15 metres from Riverside Drive.
- e. Site specific policy to allow a maximum building height of 96 metres.

2. Location

The proposed Official Plan amendment includes changes only applicable to 1330, 1344, 1346 Bank Street and 2211 Riverside Drive. The subject lands are located at the south-east corner of Bank Street and Riverside Drive.

3. Basis

The amendment to the Official Plan was requested by the applicant in order to build a 27-storey mixed use building as well as a 29-storey high-rise apartment dwelling.

4. Rationale

The proposed Official Plan amendment to the Secondary Plan represents good planning as the amendments will allow for a mix of uses, in a location where the proposal will have limited impacts on the surrounding neighbourhood. The

development, in manner consistent with policy, will allow for a range of housing choices and add residential intensification within an existing community with access to amenity and active transportation. The development achieves compatibility through elegant built form and by providing stepbacks and landscaping. The amendment is consistent with broader goals of the Official Plan and represents quality city building and good planning.

PART B – THE AMENDMENT

1. Introduction

All of this part of this document entitled Part B – The Amendment consisting of the following text and the attached Schedule constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

2. Details

The City of Ottawa Official Plan, Volume 2a, Bank Street Secondary Plan, is hereby amended as follows:

- 2.1 by adding a new policy in Section 1.4 Built Form, as follows:

“Despite the provisions of Section 1.4, there is no maximum Floor Space Index requirement for the property municipally known as 1330, 1344, 1346 Bank Street & 2211 Riverside Drive.”

- 2.2 by adding a new policy in Section 1.4 Design, as follows:

“Despite the provisions of Section 1.4, the percentage of building wall required to be located along the Bank Street frontage for the property municipally known as 1330, 1344, 1346 Bank Street & 2211 Riverside Drive is 40%.”

- 2.3 by adding a new policy in Section 1.4 Design, as follows:

“Despite the provisions of Section 1.4, a setback is required at the fourth, fifth or sixth storey of a high-rise building for the property municipally known as 1330, 1344, 1346 Bank Street & 2211 Riverside Drive.”

- 2.4 by adding a new policy in Section 1.4 Parking and Access, as follows:

“Despite the provisions of Section 1.4, a surface parking lot is permitted to be located within the site, no closer than 24 metres from Bank Street and 15 metres from Riverside Drive for the property municipally known as 1330, 1344, 1346 Bank Street & 2211 Riverside Drive.”

- 2.5 by adding a new policy in Section 1.5.1 Built Form, as follows:

“Despite the provisions of Section 1.5.1, the maximum building height is 29 storeys for the property municipally known as 1330, 1344, 1346 Bank Street and 2211 Riverside Drive.”

3 Implementation and Interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

Document 2b – Details of Recommended Official Plan Amendment (New Official Plan)

**Official Plan Amendment XX to the
New Official Plan for the
City of Ottawa**

INDEX

THE STATEMENT OF COMPONENTS

PART A – THE PREAMBLE introduces the actual amendment but does not constitute part of Amendment No. XX to the Official Plan for the City of Ottawa.

PART B – THE AMENDMENT constitutes Amendment XX to the Official Plan for the City of Ottawa.

PART A – THE PREAMBLE

Purpose

Location

Basis

Rationale

PART B – THE AMENDMENT

Introduction

Details of the Amendment

Implementation and Interpretation

PART A – THE PREAMBLE

5. Purpose

The purpose of this amendment is to amend the Bank Street South Secondary Plan, specific to 1330, 1344, 1346 Bank Street and 2211 Riverside Drive, by adding site-specific policies to address elements related to floor space index, percentage of building wall along a street frontage, stepbacks, location of parking and maximum building height. The summary of proposed amendments and changes to the Bank Street Secondary Plan made through this amendment area as follows:

- a. Site specific policy to remove the requirement for maximum Floor Space Index (FSI).
- b. Site specific policy to reduce the percentage of building wall required to be located along the Bank Street frontage to 40%.
- c. Site specific policy to permit building stepbacks only being located at the fourth, fifth or sixth storey of a high-rise building.
- d. Site specific policy to permit surface parking to be located within the site, but no closer than 24 metres from Bank Street and 15 metres from Riverside Drive.
- e. Site specific policy to allow a maximum building height of 96 metres.

6. Location

The proposed Official Plan amendment includes changes only applicable to 1330, 1344, 1346 Bank Street and 2211 Riverside Drive. The subject lands are located at the south-east corner of Bank Street and Riverside Drive.

7. Basis

The amendment to the Official Plan was requested by the applicant in order to build a 27-storey mixed use building as well as a 29-storey high-rise apartment dwelling.

8. Rationale

The proposed Official Plan amendment to the Secondary Plan represents good planning as the amendments will allow for a mix of uses, in a location where the proposal will have limited impacts on the surrounding neighbourhood. The

development, in manner consistent with policy, will allow for a range of housing choices and add residential intensification within an existing community with access to amenity and active transportation. The development achieves compatibility through elegant built form and by providing stepbacks and landscaping. The amendment is consistent with broader goals of the Official Plan and represents quality city building and good planning.

PART B – THE AMENDMENT

3. Introduction

All of this part of this document entitled Part B – The Amendment consisting of the following text and the attached Schedule constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

4. Details

The City of Ottawa Official Plan, Volume 2a, Bank Street South Secondary Plan, is hereby amended as follows:

- 3.1 by adding a new policy in Section 2.2 Built Form, as follows:

“Despite the provisions of Section 2.2, there is no maximum Floor Space Index requirement for the property municipally known as 1330, 1344, 1346 Bank Street and 2211 Riverside Drive.”

- 3.2 by adding a new policy in Section 2.3 Design, as follows:

“Despite the provisions of Section 2.3, the percentage of building wall required to be located along the Bank Street frontage for the property municipally known as 1330, 1344, 1346 Bank Street and 2211 Riverside Drive is 40%.”

- 3.3 by adding a new policy in Section 2.3 Design, as follows:

“Despite the provisions of Section 2.3, a setback is required at the fourth, fifth or sixth storey of a high-rise building for the property municipally known as 1330, 1344, 1346 Bank Street and 2211 Riverside Drive.”

- 3.4 by adding a new policy in Section 2.4 Parking and Access, as follows:

“Despite the provisions of Section 2.4, a surface parking lot is permitted to be located within the site, no closer than 24 metres from Bank Street and 15 metres from Riverside Drive for the property municipally known as 1330, 1344, 1346 Bank Street and 2211 Riverside Drive.”

- 3.5 by adding a new policy in Section 3.1.5 Built Form, as follows:

“Despite the provisions of Section 3.1.5, the maximum building height is 29 storeys for the property municipally known as 1330, 1344, 1346 Bank Street and 2211 Riverside Drive.”

4 Implementation and Interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

Document 3 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 1330, 1344, 1346 Bank Street & 2211 Riverside Drive are as follows:

1. Rezone the lands as shown in Document 1.
2. Amend Section 239, Urban Exceptions, by adding a new exception [xxxx] with provisions similar in effect as follows:
 - a. In Column II, Applicable Zoning, add the text "AM[xxxx]-h"
 - b. In Column V, include provisions similar in effect to the following:
 - i. The Bank Street frontage is considered to be the front lot line.
 - ii. Maximum building height of the easternmost tower: 90 metres
 - iii. Maximum building height of the westernmost tower: 96 metres
 - iv. Minimum percentage of building façade along Bank Street measured at a 4 metre setback: 40% of the lot width
 - v. Maximum front yard setback along Bank Street for non-residential and mixed use buildings with the front wall facing Bank Street: 3 metres
 - vi. Minimum front yard setback: 0 metres
 - vii. Minimum corner yard setback: 0 metres
 - viii. Minimum interior yard setback: 0 metres
 - ix. Minimum rear yard setback: 0 metres
 - x. A 1.5 metre stepback from the nearest street facing façade is required at the fourth, fifth or sixth storey of a high-rise building having frontage on Bank Street
 - xi. A 2.4 metre stepback from the nearest street-facing facade is required at the fourth, fifth or sixth storey of a high-rise building having frontage on Riverside Drive

- xii. Minimum width of landscaped area around a parking lot: 0 metre
- xiii. Minimum setback from watercourse: 15 metres
- xiv. Maximum number of towers: 2
- xv. Maximum total Gross Floor Area: 48,000 square metres
- xvi. The holding symbol applies to all uses and may not be removed until such time as:
 - 1. A Servicing Design is approved, to the satisfaction of the General Manager of Planning, Real Estate and Economic Development, either within the context of the Bank Street Renewal Project, or, in absence of the Bank Street Renewal project, by the applicant's engineering consultant independently within the context of a Site Plan Control application.
 - 2. A detailed Stormwater Management Report is approved, to the satisfaction of the General Manager of Planning, Real Estate and Economic Development, to be reviewed within the context of a Site Plan Control application, which addresses concerns related the storm system's capacity.
 - 3. A Geotechnical Report is approved, to the satisfaction of the General Manager of Planning, Real Estate and Economic Development, including information about permit to take water, borehole depths beyond excavation depth, etc., to be reviewed within the context of a Site Plan Control application.
 - 4. A Phase One Environmental Site Assessment and a Phase Two Environmental Site Assessment, in accordance with the current O.Reg.153/04, are approved, to the satisfaction of the General Manager of Planning, Real Estate and Economic Development, to be reviewed within the context of a Site Plan Control application.

5. Issues related to off-site contaminants are addressed to the satisfaction of the General Manager of Planning, Real Estate and Economic Development.
 6. A Record of Site Condition is completed in accordance with the O. Reg. 153/04 and acknowledged by the Ministry of Environment.
 7. The Site Plan Control Application for the proposal is approved.
- xvii. Despite the holding symbol, buildings existing as of the date of Council approval, may continue to be used and/or converted into permitted uses and are not subject to the holding symbol.

Document 4 – Consultation Details

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for Development Applications.

A community consultation was held virtually by the Ward Councillor on March 29, 2021. Approximately 90 participants were in attendance, and concerns related to height, shadowing, traffic and affordable housing were raised.

A second community consultation was held virtually by the Ward Councillor on January 25, 2022. Similar concerns were raised.

General:

- The proposal ignores the letter and spirit of the Secondary Plan (SP) developed in consultation with the community. Why should there be any deviation from the plan which already allows for a very tall building on the lot? This does not benefit the community.
- The pandemic has shown us that building high-rises can help spread viruses.
- There are already too many towers in this City that there can't possibly be enough demand for all this housing.
- More than doubling of the height limit for these towers demands significant concessions from the developer.
- Where is the provision to incorporate low-income housing, which Ottawa badly needs and Council has made a priority?
- It is not acceptable that developers can apply for relief from the maximums in the Secondary Plan or eliminate them completely without compelling planning reasons.

Staff Response:

Staff's review of the proposal has revealed that the intent of the Secondary Plan is being met. Staff are not in a position to comment on the relationship between high-rise living and the pandemic. That being said, the site features a generous outdoor amenity area, as well as private balcony spaces, which promotes access to fresh air. The number of towers within the City does not factor in Planning staff's review of a development application. The applicant has been in discussion with the Ward Councillor regarding

the inclusion of affordable housing within the proposal. These types of details will be discussed further at the Site Plan Control stage. The application submission was accompanied by a Planning Rationale, which lays out the applicant's justification for the requested relief, based on Planning policies.

Urban Design

- The proposed buildings are too tall. I believe the project should be limited to the current height restrictions.
- There must be adequate setback from the sidewalks to allow for comfortable pedestrian traffic and any future cycling infrastructure.
- I think a 5-storey podium is too high. It is not at a human scale.

Staff Response:

Staff are of the opinion that the proposed height is appropriate for its location. The Site Plan Control process will include a Right-of-Way protection, which will ensure appropriate public realm space. The proposed podium height is considered to be appropriate for an Arterial Mainstreet environment.

Proposed Plaza Space

- There should be consideration for ground cover that will stand up to winter and salt. Efforts should be made to ensure trees planted can survive. Tree species diversity should be considered in the selection of what trees to plant (and avoid Norway maples).
- The proposed POPS is of little to no benefit as a community amenity. There is no shortage of parks or public spaces in the area. It is hard to imagine that the community/public would choose to lounge on a hardscape plaza at a busy road intersection over the adjacent riverfront park spaces. Nice for the building residents, but not needed for the community.

Staff Response:

Staff agree to have trees, shrubs and ground cover that are robust and will survive. Such details will be discussed at the Site Plan Control stage. The POPS is seen as an asset to the site, as well as to the community at large.

Environmental:

- There are no buildings this close to the Rideau River along Riverside drive due to the sub-watershed. This is dangerously close. Waterflow can reach quite near the edge of the bridge and the buildings already in the vicinity suffer water damage.
- The pollution associated with the increase in vehicular traffic will have negative impacts on the aquatic life of the Rideau River.
- The proposed buildings should feature things like a green roof, net-zero GHG emissions, many trees, composting and recycling, etc.

Staff Response:

The proposal was reviewed by the Rideau Valley Conservation Authority (RVCA), who expressed no concerns, due to Riverside Drive being located between the river and the proposal. Elements related to the environmental friendliness of the proposed building will be considered at the Site Plan Control stage.

Traffic:

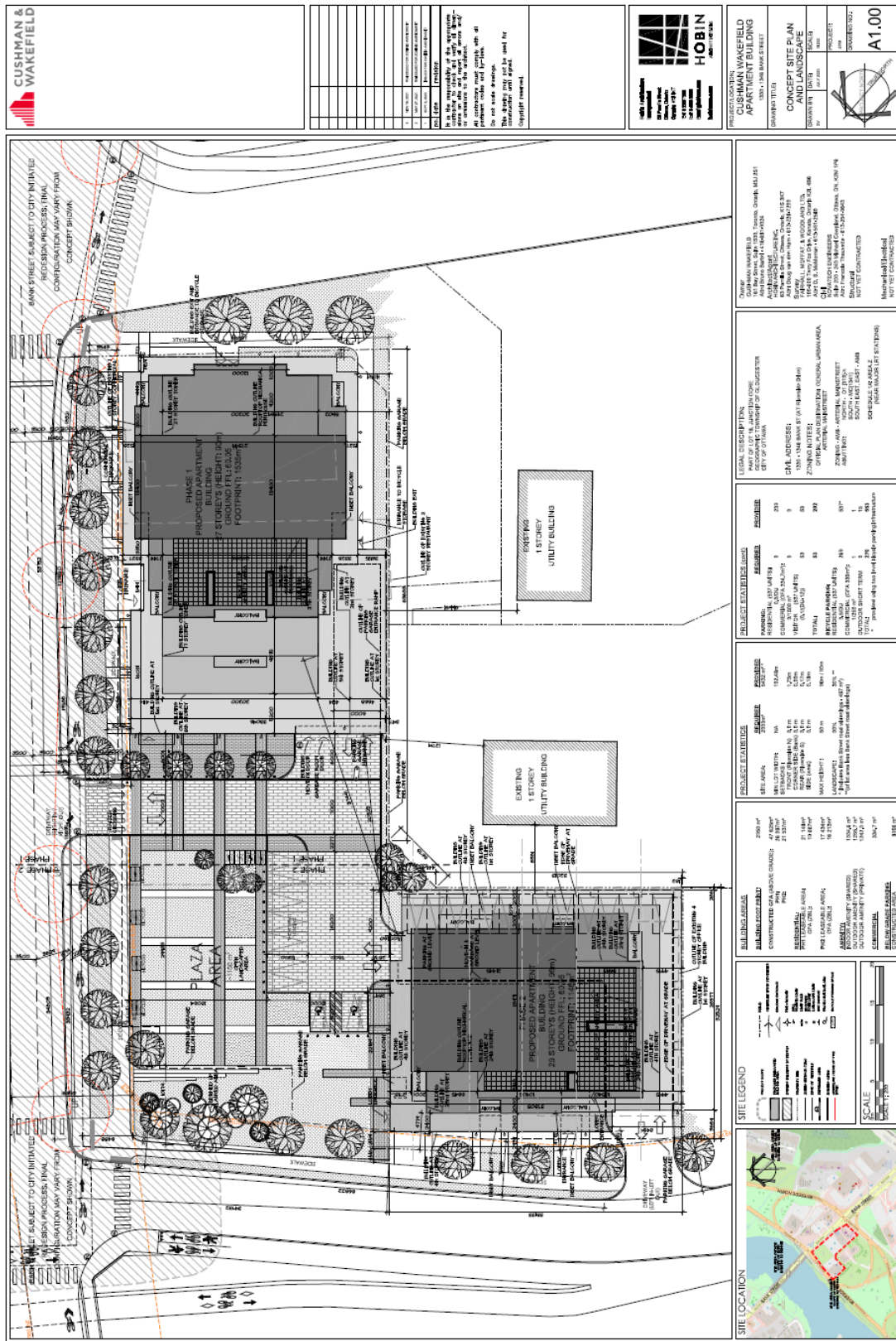
- Bank and Riverside is already a dangerous intersection with a lot of backup at the traffic lights. The Bank Street bridge is a small bridge barely accommodating cyclists, pedestrians, and the increase in traffic since Lansdowne's development. This proposal will only make things worse. While residents may, and do take OC Transpo to work, on week-ends and for many other reasons, they prefer to drive.
- The proposed access from Bank Street to the site is a significant disruption to pedestrian and cycling traffic and presents a very real health and safety risk for both.
- The two legs of Riverside Drive should be combined into one.

Staff Response:

A Transportation Impact Assessment was prepared by the applicant and reviewed by staff. The report concluded that 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. Staff were satisfied with these findings. The site currently includes multiple vehicular accesses along the frontage, some of which are rather expansive. The reduction down to a single access from Bank

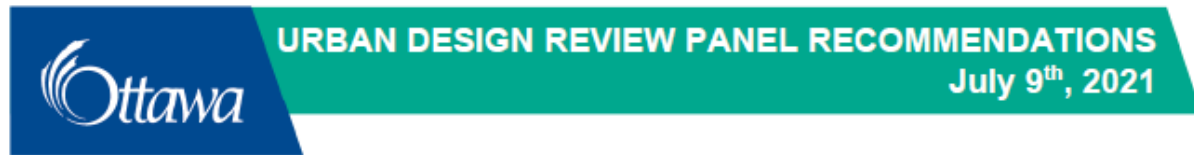
Street represents a significant improvement to pedestrian and cycling safety, as well as to the street-level experience in general. The combination of the two legs of Riverside Drive is outside the scope of these development applications.

Document 5 – Proposed Site Plan

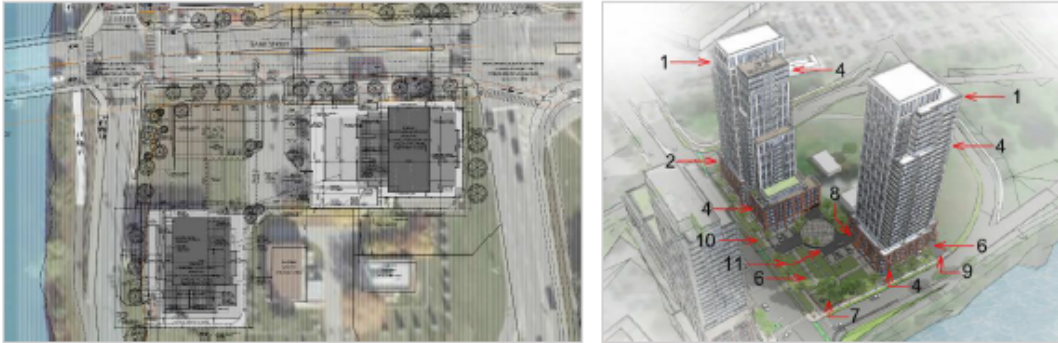


Document 6 – Proposed Renderings

Document 7 – Urban Design Review Panel Recommendations



1330 – 1346 BANK STREET | Formal Review | Official Plan and Zoning By-law Amendment, and Site Plan Control Application | Cushman & Wakefield; Hobin Architecture



Summary

- The Panel thanked the proponent for the changes made to date, and support was expressed for this project.
- The Panel recommended simplifying some of the articulation and the overall tower expression. It is recommended that one element of the façade expression be chosen and applied to all sides to create continuity.
- The Panel noted that the courtyard should emphasize the pedestrian experience, by creating spaces that pedestrians and vehicles can share.
- The Panel recommended removing parking from the Bank Street edge and exploring the potential for retail uses at the corner.

Tower Expression

- The Panel appreciates the tower sculpting and noted it is an improvement to the previous design iteration. It was suggested that one design aesthetic be chosen and applied to both towers to emphasize the sculpting, terracing, and the buildings' 3-dimensional quality and to distinguish them from the proposed tower across the street. It was also suggested that the amount of dark material be reduced.
- The Panel expressed some concern for the stepping of the plate sizes and the overall effect of potentially making the towers appear bulkier. A slenderer tower-to-podium relationship was suggested.

**Plaza**

- The Panel noted that the plaza is an important pedestrian space and recommended a uniform treatment that is not asphalt, so that it appears less vehicular oriented.
- There was a suggestion to remove the turning circle and allow movement to occur through the site instead.
- The proponent should incorporate a vehicular drop-off integrated with a landscape that creates a comprehensive design approach. Explore additional programming opportunities to animate the area fronting on the plaza with retail that can spill into the space and relocate the garbage and recycling areas.
- If a bus stop exists or is planned next to the site, it should be integrated into the proposal.

Parking

- The Panel recommended increasing the landscape area at the entrance on Bank Street by removing parking spaces on the south side of the north building, to create a more pedestrian-friendly treatment of the public realm.

Sustainability

- The Panel suggests enhancing sustainability, introducing more trees and white or green roofs, reducing asphalt, and considering stormwater management techniques.