

2. Official Plan Amendment and Zoning By-law Amendment – 1335 and 1339 Bank Street

Modification du Plan officiel et du Règlement de zonage – 1335 et 1339, rue Bank

Committee recommendations

That Council approve:

1. an amendment to the Official Plan, Volume 2a, Bank Street Secondary Plan, for 1335 and 1339 Bank Street with site specific policies and increased building height, as detailed in Document 2; and
2. an amendment to Zoning By-law 2008-250 for 1335 and 1339 Bank Street to permit a mixed-use high-rise development as detailed in Document 3.

Recommandations du Comité

Que le Conseil approuve :

1. une modification du Plan officiel, Volume 2a, Plan secondaire de la rue Bank, visant les 1335 et 1339, rue Bank, assortie de politiques propres à l'emplacement et d'une hauteur de bâtiment accrue, comme l'expose en détail le document 2; et
2. une modification du Règlement de zonage 2008-250 visant les 1335 et 1339, rue Bank, afin de permettre la construction d'un immeuble polyvalent de grande hauteur, comme l'expose en détail le document 3.

For the information of Council

The Committee approved the following motion.

Motion N° PLC 2021-46/3

THEREFORE BE IT RESOLVED that Document 4 – Zoning Schedule be replaced with the attached revised Document 4 – Zoning Schedule (Revised)¹; and

BE IT FURTHER RESOLVED THAT pursuant to the *Planning Act*,

¹ See revised Document 4

subsection 34(17) no further notice be given.

Pour la gouverne du Conseil municipal

Le Comité a approuvé la motion suivante:

Motion N° PLC 2021-46/3

IL EST RÉSOLU QUE le document 4 soit remplacé par celui révisé² ci-joint; et

IL EST EN OUTRE RÉSOLU QU'aucun nouvel avis ne soit donné en vertu du paragraphe 34 (17) de la *Loi sur l'aménagement du territoire*.

Documentation/Documentation

1. Report from the Director, Planning Services, Planning, Infrastructure and Economic Development Department, dated June 24, 2021 (ACS2021-PIE-PS-0079)

Rapport de la Directrice, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 24 juin 2021 (ACS2021-PIE-PS-0079)

2. Extract of draft Minutes, Planning Committee, July 8, 2021

Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 8 juillet 2021

² Voir le document 4 révisé

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
8 July 2021 / 8 juillet 2021**

**and Council
et au Conseil
21 July 2021 / 21 juillet 2021**

**Submitted on 24 June 2021
Soumis le 24 juin 2021**

**Submitted by
Soumis par:**

**Lee Ann Snedden
Director / Directrice**

**Planning Services / Services de la planification,
Planning, Infrastructure and Economic Development Department / Direction
générale de la planification, de l'infrastructure et du développement économique**

Contact Person

Personne ressource:

**Kelby Lodoen Unseth, Planner, Development Review South / Examen des
demandes d'aménagement sud**

613-580-2424, 12852, Kelby.LodoenUnseth@ottawa.ca

Ward: ALTA VISTA (18)

File Number: ACS2021-PIE-PS-0079

**SUBJECT: Official Plan Amendment and Zoning By-law Amendment – 1335 and
1339 Bank Street**

**OBJET: Modification du Plan officiel et du Règlement de zonage – 1335 et
1339, rue Bank**

REPORT RECOMMENDATIONS

1. That Planning Committee recommend Council approve:
 - (a) An amendment to the Official Plan, Volume 2a, Bank Street Secondary Plan, for 1335 and 1339 Bank Street with site specific policies and increased building height, as detailed in Document 2,
 - (b) An amendment to Zoning By-law 2008-250 for 1335 and 1339 Bank Street to permit a mixed-use high-rise development as detailed in Document 3; and
2. 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 July 21, 2021," 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 d'approuver ce qui suit :
 - (a) une modification du Plan officiel, Volume 2a, Plan secondaire de la rue Bank, visant les 1335 et 1339, rue Bank, assortie de politiques propres à l'emplacement et d'une hauteur de bâtiment accrue, comme l'expose en détail le document 2,
 - (b) une modification du Règlement de zonage 2008-250 visant les 1335 et 1339, rue Bank, afin de permettre la construction d'un immeuble polyvalent de grande hauteur, comme l'expose en détail le document 3; et
2. Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations

orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes de la *Loi sur l'aménagement du territoire*, à la réunion du Conseil municipal prévue le 21 juillet 2021 », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

EXECUTIVE SUMMARY

Staff Recommendation

Planning staff recommend approval of the Official Plan and Zoning By-law amendments at 1335 and 1339 Bank Street to permit an 85-metre tall mixed-use building with a total of 391 units (including 65 hotel units and 326 apartment units), 142 parking spaces in two underground floors, and 269 bicycle parking spaces in a 2nd floor parking and storage area.

The Official Plan and Zoning By-law amendments align with applicable policies for this area, including Section 3.6.3 (Mainstreets), Section 4.3 (Walking, Cycling, Transit, Roads and Parking Lots), Section 4.11 (Urban Design and Compatibility), Section 5.2. (Implementation Mechanisms, by Authority under the *Planning Act*). The Bank Street Secondary Plan will require an amendment to allow for an increase in height from 50 metres to 85 metres.

Applicable Policy

The following policies support this application:

OP Section 3.6.3 (Mainstreets) states that focusing intensification on Mainstreets allows for less disruption and more convenient access for adjacent communities and more efficient use of transit.

OP Section 4.3 (Walking, Cycling, Transit, Roads and Parking Lots) supports the reduction of parking minimums for sites that are located within 600 metres of a rapid transit station.

OP Section 4.11 (Urban Design and Compatibility) outlines considerations for the compatibility of new developments in built up areas and provide direction for high quality urban design in all part of the city and design excellence in the design priority areas. Attention is paid to scale, massing, parking, access, shadowing and micro-climate conditions when assessing the relationships between new and existing development.

OP Policy 5.2. (Implementation Mechanisms, by Authority under the *Planning Act*) outlines authority of the municipality to implement interim control measures, such as Holding Zones, for sites that are considered premature for immediate development.

The Bank Street Secondary Plan identifies this site as the northern portion of Node 1, that is identified as an appropriate location for a mid to high-rise mixed-use buildings in a prominent gateway location.

Public Consultation/Input

Two public consultation meetings were held on September 29, 2020 and April 28, 2021, both meetings were held electronically over Zoom. The applicant, staff, and Ward Councillor were in attendance to discuss the proposal and application process with those in attendance. Comments and concerns are summarized in the report and included:

- Transportation Safety
- Proposed Density
- Public Realm
- Affordable Housing
- Bird-safe design guidelines
- Reduced Parking

RÉSUMÉ

Recommandation du personnel

Le personnel chargé de la planification recommande l'approbation des demandes de modification du Plan officiel et du Règlement de zonage visant les 1335 et 1339, rue Bank, afin de permettre la construction d'un grand immeuble polyvalent de 85 mètres abritant au total 391 unités (soit 65 chambres d'hôtel et 326 logements), assorti de 142 places de stationnement sur deux étages souterrains et de 269 places de stationnement pour vélos disposées dans une aire de stationnement au deuxième étage et dans l'aire d'entreposage.

Les modifications du Plan officiel et du Règlement de zonage correspondent aux politiques pertinentes pour ce secteur, notamment la section 3.6.3 (Rues principales), la

section 4.3 (Marche, cyclisme, transport en commun, routes et stationnements), la section 4.11 (Conception urbaine et compatibilité) et la section 5.2. (Mécanismes de mise en oeuvre utilisés par l'autorité en vertu de la *Loi sur l'aménagement du territoire*). Le Plan secondaire de la rue Bank devra faire l'objet d'une modification afin de permettre une augmentation de hauteur de 50 à 85 mètres.

Politique applicable

Les politiques suivantes sont favorables à cette demande :

La section 3.6.3 (Rues principales) du PO stipule que la densification des rues principales permet de moins interrompre les services et les rendre plus pratiques dans les collectivités adjacentes et de rendre l'utilisation du transport en commun plus efficace.

La section 4.3 (Marche, cyclisme, transport en commun, routes et stationnements) du PO soutient la réduction des exigences minimales de stationnement qui s'appliqueraient dans un rayon de 600 mètres d'une station du transport en commun rapide.

La section 4.11 (Conception urbaine et compatibilité) du PO décrit les considérations en matière de compatibilité des nouveaux aménagements dans les secteurs aménagés, et fournit une orientation pour un design urbain de grande qualité dans tous les secteurs de la ville et de normes d'excellence dans les secteurs prioritaires en matière de conception. Au moment d'évaluer le lien entre les aménagements nouveaux et existants, une attention est apportée à l'échelle, à la volumétrie, au stationnement, à l'accès, à l'ombrage et aux conditions microclimatiques.

La politique 5.2. (Mécanismes de mise en oeuvre utilisés par l'autorité en vertu de la *Loi sur l'aménagement du territoire*) du PO rappelle l'autorité de la municipalité au moment d'appliquer des mesures provisoires de contrôle, comme des zones d'aménagement différé, sur des emplacements où un aménagement serait jugé prématuré.

Le Plan secondaire de la rue Bank désigne cet emplacement comme constituant la partie nord du nœud 1, un endroit jugé approprié pour les immeubles polyvalents de hauteur moyenne à élevée construits à un point d'accès important.

Consultation et commentaires du public

Deux réunions publiques de consultation ont été organisées le 29 septembre 2020 et le 28 avril 2021, toutes deux sous forme électronique par le biais de Zoom. Le requérant, des employés de la Ville et le conseiller municipal du quartier étaient présents pour

discuter de la proposition et du processus de demande avec les participants. Les commentaires et les préoccupations émis, dont voici un aperçu, sont résumés dans le rapport :

- Sécurité en matière de transport
- Densité proposée
- Domaine public
- Logement abordable
- Lignes directrices de conception sécuritaire pour les oiseaux
- Réduction du nombre de places de stationnement

BACKGROUND

Site location

1335 and 1339 Bank Street

Owner

Lofty Riverside LP

Applicant

Christine McCuaig – Q9 Planning + Design

Description of site and surroundings

The subject properties are located on the east side of Bank Street in between Riverside Drive eastbound and westbound. The site was previously occupied by an auto repair and service operation, and a fast-food restaurant.

The site is in the Billings Bridge-Alta Vista neighbourhood, just south of the Rideau River. To the southwest of the site is the Billings Bridge Shopping centre, and the Billings Bridge Bus Rapid Transit (BRT) station. The immediate area surrounding the site is made up of two seven-storey commercial buildings, one on the adjacent property to the east and one on the south side of Riverside Drive eastbound. As well, there are also 20-storey and 17-storey high-rise apartment buildings to the south, within 100 and 150 metres of the site, respectively.

Proposed Development

The applicant proposes to develop a mixed-use high-rise tower of 26-storeys (85 metres) which is to include 326 residential apartment units, 65 limited service hotel units, at grade commercial units, a second floor co-working space, two levels of below grade parking totalling 142 parking spaces, 269 bicycle parking spaces within a designated bicycle parking and storage area on the second floor. The applicant is also proposing a space for a threecar layby on Bank Street, and a parkette adjacent to the south side of the building on NCC lands. A Site Plan Control application (D07-12-21-0031) for the proposed development has been received and is currently under review.

Summary of requested Zoning By-law Amendment and Official Plan Amendment

The current zoning for the site is Arterial Mainstreet, Subzone 8 (AM8), which is designed to accommodate a range of uses within mixed-use buildings, while promoting intensification that is compatible with surrounding uses. The zoning for the site includes a number of performance standards, including a maximum height of 50 metres (approximately 16 storeys). The requested Zoning By-law amendment is to increase the permitted height to allow for an 85-metre (26-storey) mixed-use tower, as well as a reduction in the minimum vehicle parking requirement from 0.5 spaces per dwelling unit to 0.3 spaces per dwelling unit (AM8[XXXX] H(85)-h).

The Bank Street Secondary Plan identifies a maximum height of 50 metres for this site. An amendment to the Secondary Plan is also being sought to increase the permitted building height to 85 metres.

Previous Application

A Site Plan Control application (D07-12-17-0101) was previously submitted for a 16-storey mixed use tower occupying 1335 Bank Street. This application was later withdrawn.

DISCUSSION

Public Consultation

Two public consultation meetings were held on September 29, 2020 and April 28, 2021, both meetings were held electronically over Zoom. The applicant, staff, and Ward Councillor were in attendance to discuss the proposal and application process with those in attendance. Additionally, property owners within 120m of the subject site were

notified through a direct mailing, and multiple signs were posted on the site. For this proposal's consultation details, see Document 5 of this report.

Official Plan designation(s) and policies

The site is located on Bank Street, which is defined as an Arterial Mainstreet on Schedule B of the Official Plan (OP). Arterial Mainstreets are corridors that traverse long areas of the City, connecting different communities, and include nodes of activity at various scales. Lands to the east of Bank Street are designated as General Urban Area, and to the west are Mixed Use Centre.

Schedule C of the Official Plan identifies this location along Bank Street as a Cycling Spine Route and a Cross Town Bikeway. Riverside Drive is also identified as a Cycling Spine Route, and a Multi-use Pathway runs along the Rideau River, which are all adjacent, or in close proximity, to the site.

Bank Street is also a Transit Priority corridor as noted on Schedule D. The Billings Bridge Bus Rapid Transit (BRT) Station is about 400 metres away from the site. Schedule E further defines Bank Street and Riverside Drive as Arterial roads.

Other applicable policies and guidelines

The site is within the Bank Secondary Plan, Former Ottawa Alta Vista / Faircrest / Riverview Park Secondary Plan, and the Bank Street Community Design Plan. The Bank Street Secondary Plan designates the site as the north part of "Node 1" and identifies a maximum height of 50 metres for this site. The proposal is for a 26-storey high-rise building and the City of Ottawa High-rise Urban Design Guidelines are also applicable.

Urban Design Review Panel

This site is within a Design Priority Area. The applicant has completed an informal and formal review of the proposal with the Urban Design Review Panel. The formal review meeting was held on May 6, 2021. The panel's recommendations from the formal review relate to the appropriateness of the site for a tower without securing a limiting distance agreement with the neighbouring landowner (2197 Riverside Drive), to ensure that when the neighbouring site is redeveloped, a high-rise tower will not be placed within 23 metres of this proposed tower. As well, the panel has suggested reducing the height of the podium, as well as improving the articulation of the podium so that it appears as three separate buildings. The panel appreciates that the tower is

architecturally different from the podium, and the substantial reveal element between the tower and the podium but have concerns regarding the colour of the panelling used for the tower. The panel recognizes the improvements made to the at-grade frontage of the building to help animate the ground floor, however the proponent is encouraged to introduce more street trees into the public realm. The implementation of the recommendations will be addressed through the Site Plan Control development review process.

Planning rationale

Built Form and building height

The Official Plan Schedule B designates the site as Arterial Mainstreet, which identifies streets that offer significant opportunities for intensification, including mixed-use development, along Transit Priority Corridors or are well served by transit. Policies within Official Plan Section 3.6.3 specifies that 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. The redevelopment of Arterial Mainstreets will see residential and employment uses introduced at higher densities over time and will be designed to improve walking and cycling as well as access to transit. To help facilitate the change to a more pedestrian friendly environment, the proposed development is setback minimally from the sidewalk with the inclusion of active frontages at grade.

Policy 3.6.3.12. of the Official Plan states that Arterial Mainstreet building heights of up to nine storeys may be permitted, but high-rise buildings may only be permitted subject to a Zoning By-law amendment and where the building will be located at certain criteria, including within 400 metres walking distance of a Rapid Transit Station on Schedule D. A portion of the property falls within a 400-metre radius of the Billings Bridge Bus Rapid Transit Station; however, the site is approximately 430 metres from the station in walking distance if walking along the public roads. The Billings Bridge Bus Rapid Transit Station is also accessible through the adjacent shopping mall resulting a walking distance of 360 metres through the mall entrance. Even though there is a discrepancy regarding the radius and walking distance between the site and the rapid transit station, the additional walking distance along public roads is considered minimal and should not be considered contrary to the intent of the policy.

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.

It is also noted under Official Plan Policy 3.6.3.15. the City may demonstrate its commitment to development on Mainstreets through means such as increased height provisions. The permitted as-of-right development within the current zoning will allow two 16-storey towers on both 1335 and 1339 Bank Street, or one larger 16-storey building if the two lots were joined. The owner has purchased both properties and through the reconfiguration of the as-of-right density and massing, the owner has proposed a point tower to create a form of intensification to improve the public realm while mitigating shadowing and wind impacts. The as-of-right gross floor area under the current zoning has been calculated at 32,137 square metres, however the development proposes 27,540 square metres of gross floor area. As the design continues to evolve, further details will be defined through the Site Plan Control review process.

Changes to the proposal since the original application submission through the Official Plan and Zoning By-law amendments review process include a reduction in the tower floor plate size from 821 square metres to 770 square metres, alteration to the parking garage allowing for more commercial space for at grade uses along Bank Street, the inclusion of a parkette on the south side of the building, and a reduction in size of the proposed layby from four to three spaces.

A zoning schedule has been included under Document 4, which represents the maximum building envelope proposed for the site. However, changes to the form of the building may still be completed through the Site Plan Control review process, which may include, but is not limited to, such items as reduction in podium height, or widening of right-of-way dedication.

Parking reduction

The Transportation Impact Assessment (TIA) submitted in support of the application outlines anticipated mode share by transportation type, as well as the change in traffic generation between the previous uses and the proposed uses. The TIA forecasted mode share anticipates that 65 per cent of trips to and from the site will be through transit, walking, or cycling, whereas 35 per cent of trips will be as either a vehicle driver

or passenger. The peak AM and PM auto trips generated per hour are anticipated to be 64, and 71 respectively. This results in a net increase of vehicle trips from the previous site uses of 62 vehicles per hour in the peak AM time period, and 34 vehicles per hour in the peak PM time period.

Section 4.3. of the Official Plan identifies scenarios where a development may reduce its parking minimum requirement if a site is located within 600 metres to a rapid transit stop, and where the need for on-site parking can be balanced with efforts to reduce reliance on the automobile. The site is within 600 metres of the Billings Bridge Bus Rapid Transit Station. As well, the proposal includes an increase to the bicycle parking rate per dwelling unit from 0.5 to 0.68 per dwelling unit, with a separate bicycle storage and parking area on the second floor. The applicant is also considering a car share program for residents of the building. For additional context, due to proximity to the Billings Bridge Rapid Transit Station, the properties immediately to the west across Bank Street from this site are not required to provide off-street parking as per Zoning By-law Section 101.2. The vehicle parking for the site is proposed to be reduced from 0.5 spaces per dwelling unit to 0.3 space per dwelling unit and due to the factors outlined above, is therefore considered supportable.

Section 4.3.7 states that a development abutting a Cross-Town Bikeway (as identified on Schedule C) will be designed such that vehicle access will not cross the cycling infrastructure, and vehicle access to the site should be located to a side street or rear lane where possible. The proposed development including both 1335 and 1339 Bank Street provides a one-way through lane to access drop off points, underground parking, and refuse pick-up. Access into the site is from Riverside Drive westbound and egress from the site is onto Riverside Drive eastbound, minimizing impacts between cyclists and vehicles accessing the site from Bank Street, as shown on Document 7.

Urban design and compatibility

Section 4.11 outlines considerations for the compatibility of new developments in built up areas. The immediate area surrounding the site is made up of low and mid-rise commercial buildings, as well as mid and high-rise residential buildings. Beyond the immediate area, the nearest low rise residence is approximately 150 metres to the south east. The majority of the low-rise residential in the area is separated from the site by arterial roadways, greenspace, the transit way to the south and east, and by the Rideau River to the north. The proposed 6-storey (21metre) podium height is intended to coordinate with the Pebb Building immediately east of the site located at 2197 Riverside Drive. The tower adheres to the floorplate size guidelines in the High-rise

Design Guidelines creating a point tower to help mitigate concerns related to sun shadowing and wind impacts. The ground level of the building proposes multiple entrances for pedestrians along Bank Street, as well as a pedestrian access from the south facing side where a parkette is proposed, and an patio on the northwest corner. Rooftop amenity space is proposed for both the podium roof as well as the tower roof.

The site falls within a Design Priority Area as outlined under Section 4.11. The proposal incorporates a number of elements, such as taller first storey, building façade parallel to the street and windows at grade. Further details will be defined through the Site Plan Control review process.

Section 37 of the *Planning Act*

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. The as-of-right gross floor area under the current zoning has been calculated at 32,137 square metres, however the development proposes 27,540 square metres of gross floor area. Due to this, Section 37 does not apply to this proposal. The maximum allowed floor space is incorporated into the Zoning By-law amendment as detailed in Document 3.

Holding Symbol

The site currently lacks adequate water servicing to address fire flow capacity and redundancy concerns, however, the water servicing constraints are anticipated to be addressed through the Bank Street Renewal program that is currently scheduled for capital works construction starting in 2022. A holding symbol (h), as outlined in Official Plan Policy 5.2.1.12, is being applied to the Zoning By-law amendment to ensure that development does not precede required servicing. The lifting of the holding provision may be completed once servicing adequacy is confirmed through the Site Plan Control review process.

The Bank Street Secondary Plan

The site is located within Node 1 of the Bank Street Secondary Plan. 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).

Public realm improvements are also envisioned for this part of Bank Street to include improved sidewalks, cycle tracks, street trees, and bus shelter. Should the Official Plan and Zoning By-law amendments be approved, right of way dedication shall be taken through the Site Plan Control application process, which will provide space for the public realm improvements noted above.

The requested Secondary Plan Amendment to increase the building height to 85 metres is considered appropriate as the proposal is to reconfigure the as-of-right density for the site to create a built form to help mitigate concerns related to shadow and wind impacts, maintain sky views, and allow for access to natural light by creating a point tower on podium form. Arterial Mainstreet designations, as applied to this site, 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 area within 150 metres of the site is made up of existing mid to high-rise buildings, including 17 and 20-storey residential towers to the south. The site is located within Node 1 of the Bank Street Secondary Plan and is identified as an appropriate location for a mid to high-rise mixed-use buildings in a prominent gateway location.

Former Ottawa Alta Vista / Faircrest / Riverview Park Secondary Plan

While the Alta Vista Secondary Plan includes this property within the boundaries of the plan area, the intent of the plan is to manage development compatible to the single detached housing in the internal area of the Secondary Plan, as well as the Health Sciences Centre. The policies within this secondary plan are not applicable to this site.

Bank Street Community Design Plan

Within the Bank Street Community Design Plan (CDP) the subject lands are identified as the Billings Bridge Gateway and Node 1. The lands within this area are defined as a distinct area created by the bounding conditions of the Transitway, its overpass above Bank Street, the rail line, and Sawmill Creek. The area is noted as a transition point between Old Ottawa South and the Bank Street corridor to the south. It is also stated that large parcels of land are relatively underdeveloped for the overall land area. The CDP provides direction to the Bank Street Secondary Plan regarding support for the placement of a mid to high-rise -mixed-use building at the north end of Node 1.

Additionally, it is stated that primary vehicular access to the properties between Riverside Drive North and South should not be from Bank Street.

High-rise Urban Design Guidelines

The proposed development follows the High-rise Urban Design Guidelines in many instances, such as Section 2.3, where a high-rise building that includes three distinctive and integrated parts (base, middle, and top) is generally accepted as a good approach to built form design. The base of the building is proposed to include transparent windows between the street and at grade uses as noted in Section 2.23. As well, the base of the building includes articulation to help break up the Bank Street side of the podium as to not appear as one long wall along the face of the building.

The design guidelines encourage small tower floor plates to minimize shadow and wind impacts, loss of skyline view, and allow for the passage of natural light into interior spaces. The guidelines state a maximum tower floor plate for a residential high-rise of 750 square metres, the proposal shows a tower floor plate of 770 square metres. The maximum floor plate of 750 square metres is intended to be a guideline. The additional 20 square metres on gross floor area on the tower is considered an acceptable variance and will not be perceivable at ground level.

The separation of towers is outlined under Section 2.25, and states that the minimum setback of towers should be 23 metres and provide a minimum 11.5 metre setback from side and/or rear property lines when abutting another high-rise building. The tower portion does not run parallel to the eastern property boundary of 1335 Bank Street due to the angle of the property boundary. The distance between the tower and the eastern property boundary varies from 2.3 metres at the northern part of the tower to 7.4 metres at the south part of 1335 Bank Street, and then reduces to 3.8 metres at the north part of 1339 Bank Street. The adjacent property to the east does not currently have a high-rise building, however, as a requirement of Site Plan Approval, a limiting distance agreement is suggested to be entered into between the two property owners to ensure that potential redevelopment of the neighboring property (2197 Riverside Drive) will maintain the minimum 23 metre separation distance between high-rise towers.

Section 2.29 outlines the stepback of the tower from the base of the building. Due to the narrowness of the lot, being less than 30 metres in depth, the step back is pronounced with architectural elements and changes in material to visually delineate the tower from the base.

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.

COMMENTS BY THE WARD COUNCILLOR

Councillor Cloutier provided the following comments:

“I am generally supportive of the application at 1335 and 1339 Bank Street but am compelled to raise some concerns about the site and surrounding area.

My primary concern is regarding traffic and how it relates to pedestrian and cycling safety on the corner of Bank and Riverside, and also on the Billings Bridge which crosses the Rideau River, just North of this application.

There is a history of concern and conflicts at this corner. It is my understanding staff are exploring options of re-aligning Riverside Drive to offer a better and safer connection at the Bridge. This would also affect some access and egress at this development, and I would like to ensure staff are communicating these possibilities with the applicant. It may change some designs of the application should a re-alignment be approved.

This site, along with the adjacent property at 1346 Bank St. are taking advantage of close proximity to transit and Ottawa's active transportation network. This will increase the number of pedestrians and cyclists in this area and, with them, further conflicts at the Billings Bridge. Staff should consider any and all opportunities to create a safer connection for all road users given the increase in population and usage of it.

I am supportive of the applications height and limited parking to bring more residents within the vicinity of the Billings Bridge transit hub and to encourage the use of both transit and active transportation. The applicant should be aware that messaging to future tenants should take this into account.”

LEGAL IMPLICATIONS

Should the recommendations be adopted, and the resulting official plan and zoning by-law be appealed to the Local Planning Appeal Tribunal, it is anticipated that a three to five-day hearing would be required. It is anticipated that this hearing could be conducted

within staff resources. In the event that the applications are refused, reasons must be provided. Should there be an appeal of the refusal, it would be necessary to retain an external planner and possibly a transportation engineer depending on the rationale for the refusal.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications.

ASSET MANAGEMENT IMPLICATIONS

There are risks associated with connecting these developments to the City's water, wastewater, and stormwater system. The risks can likely be mitigated through a planned capital project in the near future, as well as design of the proponent's site. Asset Management Branch has been working closely with Development Review on this file, and the proponents are aware of the risks and mitigation options.

FINANCIAL IMPLICATIONS

There are no direct financial implications associated with the report recommendations. In the event the zoning amendment is refused and appealed, it would be necessary to retain an external resource(s). This expense would be funded from within Planning Services' operating budget.

ACCESSIBILITY IMPACTS

Development of the subject property will require Site Plan Control review to ensure that the City of Ottawa Accessibility Design Standards are followed and building permits will ensure all buildings are constructed to the standards of the Ontario Building Code.

ENVIRONMENTAL IMPLICATIONS

The Bird-Safe Design Guidelines approved by Planning Committee and City Council in November 2020 will be implemented through the Site Plan Control application.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Integrated Transportation – the subject property is located on the corner of two arterial roadways. Bank Street is designated as a transit priority corridor, as well as cycling spine route and cross-town bikeway. Riverside Drive is also a cycling

spine route, and a Multi-use pathway runs along the Rideau River. The site is within 600 metres of the Billings Bridge Bus Rapid Transit Station.

- Sustainable Infrastructure – the site is currently underutilized and is not an efficient use of available servicing or transportation infrastructure.

APPLICATION PROCESS TIMELINE STATUS

These applications (Development Application Number: D01-01-20-0014 and D02-02-20-0077) were processed by the "On Time Decision Date" established for the processing of Official Plan amendment applications.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Proposed Official Plan Amendment

Document 3 Details of Recommended Zoning

Revised Document 4 Zoning Schedule

Document 5 Consultation Details

Document 6 Proposed Rendering

Document 7 Proposed Site Plan

Document 8 UDRP Recommendations

DISPOSITION

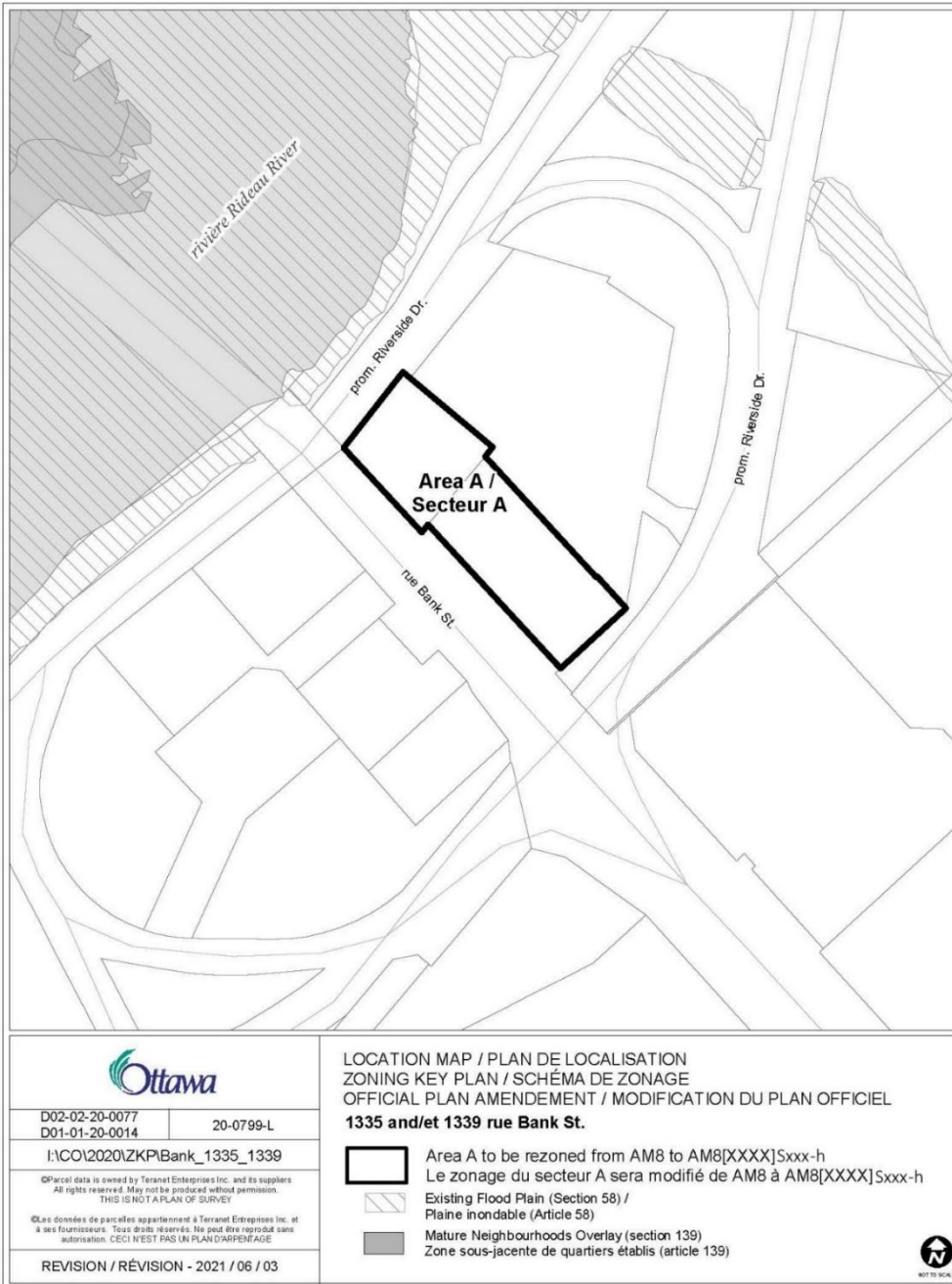
Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Krista O'Brien, Program Manager, Tax Billing and Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.

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



Document 2 – Proposed Official Plan Amendment

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

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THE STATEMENT OF COMPONENTS

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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

1. Purpose

The purpose of the proposed Official Plan amendment is to allow a maximum permitted height of 85 metres for a mixed-use building at 1335 and 1339 Bank Street, as shown in Document 1.

2. Location

The lands affected by this Amendment are located on the east side of Bank Street between Riverside Drive eastbound and Riverside Drive westbound.

3. Basis

The current secondary plan permits the two properties, known municipally as 1335 and 1339 Bank Street, a maximum building height of 50 metres. The owner is proposing a reconfiguration of the as-of-right density to create an 85-metre tower on 1335 Bank Street, with a maximum height of 27 metres on the 1339 Bank Street portion of the building.

Background

The site is zoned Arterial Mainstreet, Subzone 8 (AM8) which permits a wide range of uses to be accommodated within mixed-use buildings. The Bank Street Secondary Plan identifies these properties as part of Node 1, and is noted that mid to high-rise buildings located at the north end of Node 1 should have a signature architectural design given their visible and important location along the Rideau River and communicate their prominent gateway location into the area.

Rationale

The permitted as-of-right development yield could be two 16-storey towers on both properties, or one larger 16-storey building if the two lots were joined. Through the reconfiguration of the as-of-right density and massing, the owner has proposed a point tower to create a form of intensification to improve the public realm while mitigating shadowing and wind impacts. The as-of-right gross floor area under the current zoning has been calculated at 32,137 square metres, however the development proposes 27,540 square metres of gross floor area.

The proposal to reconfigure the as-of-right density of the site to permit a change in built form to a maximum height of 85 metres is considered appropriate.

PART B – THE AMENDMENT

1. Introduction

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

2. Details of the amendment

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

1. Amend the Bank Street Secondary Plan, Section 1.5.1 Node 1: Riverside Drive and Billings Bridge, Building Form, Policy 2 to allow a maximum permitted height of 85 metres at 1335 and 1339 Bank Street would change

From:

- “2. The maximum building height is 50 metres for development along the Bank Street frontage. Fifty metres is approximately a 16-storey mixed-use building.”

To:

- “2. The maximum building height is 50 metres for development along the Bank Street frontage. Fifty metres is approximately a 16-storey mixed-use building. For lands at 1335 and 1339 Bank Street, the maximum building height is 85 metres for a mixed-use building, but shall not exceed 32,137 square metres in gross floor area.”

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 3 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 1335 and 1339 Bank Street:

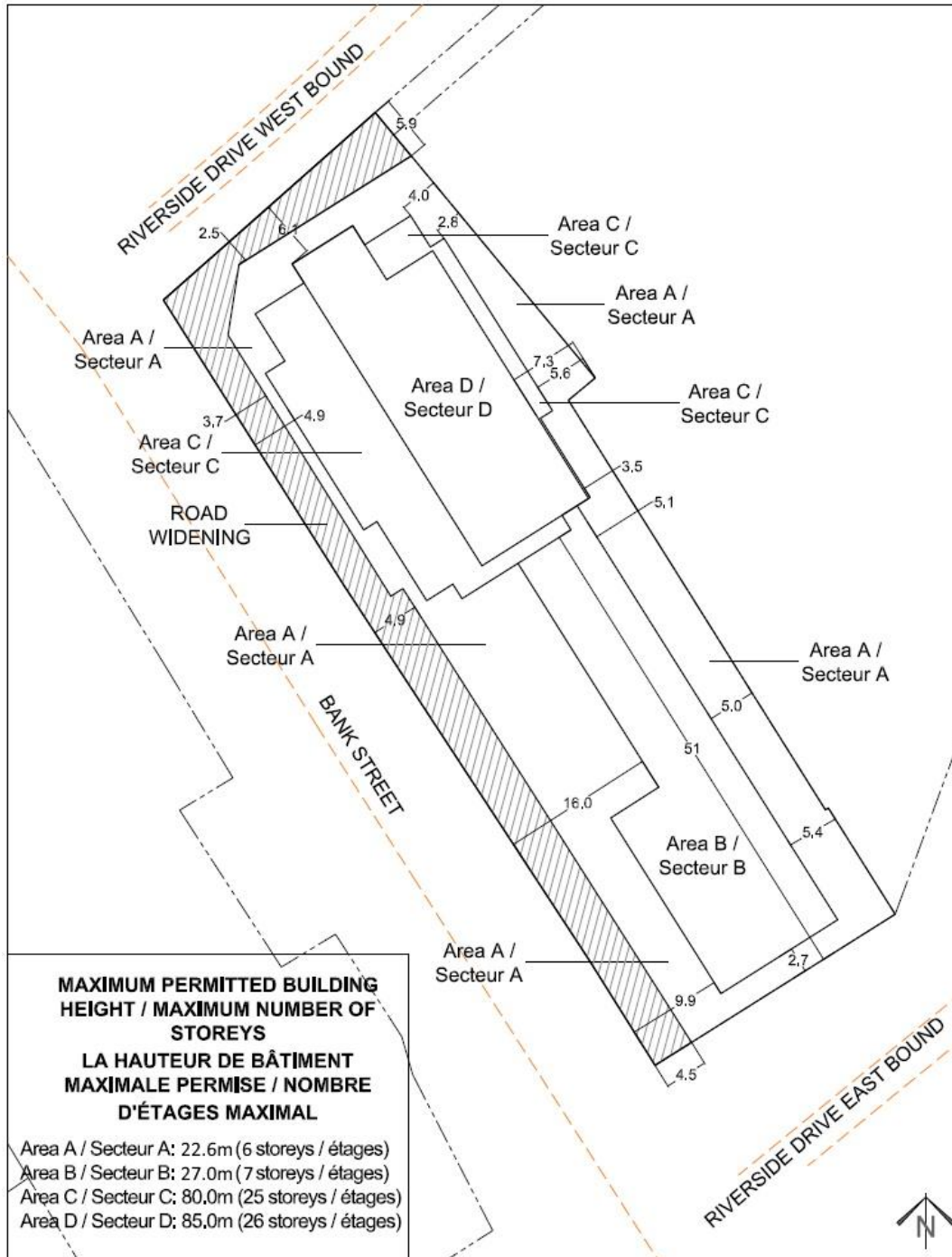
1. Rezone the lands as shown as Area A in Document 1:
 - a. Area A from AM8 to AM8[XXXX] Sxxx-h
2. Add a new exception, AM8[XXXX] Sxxx-h to Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - a. In Column II, add the text "AM8[XXXX] Sxxx-h"
 - b. In Column V, add the text:

“-minimum parking requirement: 0.3 spaces per dwelling unit”

“-the holding symbol may not be removed until adequate servicing is proven to be available for the site to the satisfaction of the City”

-Heights, setbacks and stepbacks as per Sxxx
3. Add a new schedule, Sxxx, to Part 17 as shown in Document 4

Revised Document 4 – Zoning Schedule (revised) (updated, per Motion N° PLC 2021-46/3)



Document 5 – Consultation Details

Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Official Plan amendments. Two public meetings were also held electronically over zoom.

Public Comments and Responses

1. Transportation Safety

There are concerns that the development will negatively affect transportation safety in the area, specifically identifying safety for pedestrians, cyclists, and vehicular traffic, with accidents noted at adjacent intersections.

Response:

The Transportation Impact Assessment (TIA) submitted in support of the application outlines anticipated mode share by transportation type, as well as the change in traffic generation between the previous uses and the proposed uses. The TIA forecasted mode share anticipates 65 per cent of trips to and from the site will be through transit, walking, or cycling, whereas 35 per cent of trips will be as either a vehicle driver or passenger. The peak AM and PM auto trips generated per hour are anticipated to be 64, and 71 respectively. This results in a net increase of vehicle trips from the previous site uses of 62 vehicles per hour in the peak AM time period, and 34 vehicles per hour in the peak PM time period.

Transportation details are still being reviewed and are a typically a component of the Site Plan Control review process. However, the Official Plan and Zoning By-law amendment applications have started the discussion on right of way improvements and the effect on the transportation network.

The proposed development is proposing a reduced parking amount per dwelling unit, which is a factor in encouraging multiple forms of transportation. The owner has proposed an increase in the required bicycle parking spaces from 0.5 to 0.68 per dwelling unit, and a separate bicycle parking and storage is proposed on the 2nd floor of the building. Additionally, the proximity of the site to the Billings Bridge Rapid Transit Station also supports a reduction in personal vehicle usage. The Bank Street Renewal Project has also identified right of way improvements

for pedestrians, cyclists, and transit users to also encourage other forms of transportation.

2. Proposed Density

Concerns were raised regarding the density proposed for the site.

Response:

The permitted as-of-right development yield could be two 16-storey towers on both properties, or one larger 16-storey building if the two lots were joined. Through the reconfiguration of the as-of-right density and massing, the owner has proposed a point tower to create a form of intensification to improve the public realm by mitigating shadowing and wind impacts. The as-of-right gross floor area under the current zoning has been calculated at 32,137 square metres, however the development proposes 27,540 square metres of gross floor area.

3. Public Realm

There are concerns related to the room provided for street trees. The concern is that the building would not provide enough room, prohibiting the placement of trees and landscaping. Further to the placement of the building, concerns were raised in regard to the building increasing the amount wind at ground level. Additional comments state that a lack of quality public space with poor connectivity with the River would create an inferior pedestrian experience.

Response:

Creating a high-quality public realm is an important part of developing this section of land and the final plans for the street level treatment will be completed through the Site Plan Control application review.

A wind study has been completed with the Site Plan Control application and reviews the sidewalk and bus stop areas, as well as building entrances and terraces, and these are considered acceptable for pedestrian uses throughout the year.

The site is to provide wider sidewalks, a cycle track, and proposed parkette on the south of the building, which represent improvements in connectivity to the River.

4. Affordable Housing

The area lacks space for families and children, but it was noted that the inclusion of 2-3 bedroom units, as proposed, will help draw families to the area.

Response:

The inclusion of mandatory affordable housing is not a requirement of the owner. The owner has stated that a portion of units will meet the CHMC's definition of affordable housing, in that housing is considered affordable if it costs less than 30 per cent of a household's before-tax income. The owner has also been supportive of the inclusion of 2-3 bedroom units. The number of 2-3 bedroom units will be defined through the Site Plan Control review process.

5. Hoteling Units

Questions were posed on how the hoteling units will be implemented into the project.

Response:

The owner has proposed the inclusion of 65 limited service hotel units. Further clarity will be provided within the Site Plan Control application review process.

6. LEED certification building standards

In regard to environmental concerns, how will LEED certification be committed to, and do you know which level of certification is being sought?

Response:

LEED certification is not a mandatory requirement of the owner, however various sustainability elements are being reviewed in the detailed design of the project. Staff has a willingness to support sustainability efforts should they be proposed.

7. Bird Safe Design Guidelines

Concerns have been raised regarding the placement, massing, and design of the building and how birds may be affected. With particular attention paid to the building in proximity to the Rideau River, the amount of glass on the exterior of the building, and height of the building.

Response:

The City has adopted bird-safe design guidelines and these measures will be implemented through the Site Plan Control process. The Applicant is currently working on details of their bird-safe plan, which will be implemented through the Site Plan Control application review process.

8. Site Flooding

Concerns related to flooding of the site were received, as well as discussed at the public engagement.

Response:

A detailed site servicing plan regarding the stormwater management has been prepared and determined that flooding of this site is not a concern. The building will ensure post-development stormwater runoff does not exceed that of the pre-development runoff amount. The building will be designed to a 1:100-year storm event such that stormwater runoff will be directed to an internal tank, and then a controlled release into the City's drainage system to prevent overloading. As well, the lands are not designated as a flood plain, or flood prone lands, and no concerns have been raised by the Rideau Valley Conservation Authority.

9. Effects of reduced parking

Reduced parking will result in people parking on neighbourhood streets such as Chalmers Road and Neil Way.

Response:

It is the City's current policy and Official Plan direction, as well as that of the Provincial Policy Statement, to limit reliance on automobiles and to reduce parking for developments that are adjacent to or close to major transit stations. As this site is in proximity to the Billings Bridge Transit Station, it is not considered good land use planning to provide an excess of parking. Tenants will be renting with the knowledge of whether they have parking or not.

10. Construction Coordination

How will the two projects along Bank Street be coordinated to mitigate impacts. Using greenspace for construction staging is a concern.

Response:

The coordination of all construction activities will be required between the City and private land owners. Staging areas have not been identified but will be reviewed further in the detailed design of the building.

11. Community Benefits

What benefit will the community see from this development?

Response:

The addition of rental apartments and housing helps to address needed housing. A parkette is proposed at the south end of the site with space designated for public art. The development will introduce the improvement of public realm/pedestrian space along this stretch of Bank Street, as well as pedestrian and cycling infrastructure. The influx of residents will be beneficial to area businesses.

12. Noise Impacts

How will noise from the roof top amenity space travel to adjacent neighbourhoods and down the river corridor?

Response:

Further review of the noise impacts of the development onto surrounding noise sensitive properties will be completed during the detailed design stage, as well as the mitigation of noise from HVAC equipment. The proposal currently shows rooftop mechanical equipment to be enclosed, which helps to reduce HVAC equipment noise.

Community Organization Comments and Responses

Alta Vista Community Association (AVCA)

“OVERARCHING CONCERNS

There are three overarching concerns that AVCA feels the City must address that are related to this application.

The first is the failure to adequately address traffic concerns around the Bank Street-Riverside Drive intersection and more broadly the Billings Bridge/ Riverside Drive

area.

The Bank Street/Riverside Drive Intersection remains one of the more complex intersections in Ottawa and one of the most dangerous. It is clear that there should be a major re-think of this intersection. AVCA pushed for this during the development of the Bank Street Community Design Plan but our proposals were rejected. Given the intensity of development proposed for Billings Bridge, AVCA urges that the City re-look at this intersection. If Riverside Drive were to be consolidated as one road on the south arm of the present road, then this would free up the river side from the present load of traffic and could lead to increasing amenities on the river. This would also be in keeping with present NCC policy to improve access to our waterways and AVCA feels certain that there could be a cooperative approach. It should then be possible to create local roads to access this proposed development and the proposed developments on the other side of Bank Street, making access much simpler and safer.

Our second concern relates to pedestrian and cycle travel across the Rideau River at Bank Street. This has been a bad bottleneck for years. We understand that the bridge is declared a heritage structure, complicating the situation. But there must be a solution, perhaps cantilevering off the bridge. Completing Bank Street as a complete street, encouraging and accommodating increasing levels of pedestrians and bicycles without addressing this bottle neck is counter-intuitive.

Our third concern relates to the lack of coordinated planning for parks and recreational space. If this development were to be approved, plus the proposed developments on the west side of Bank, an additional 700 dwelling units will be added to this "island".

Once the Pebb building is re-developed in a similar manner, there will be more than 2000 people living there. Yet there appears to be no plan for providing new parks and recreation facilities for this new population node.

SPECIFIC CONCERNS

AVCA has three specific concerns that need to be addressed.

Concern No. 1

We totally disagree with the applicant's interpretation of the zoning, re heights. The applicant argues that he could build a "big blob", respecting the various height and other restrictions and the maximum density limitations.

He then argues that this give him a set of "lego blocks", and that he is simply re-

arranging the “lego blocks” to present a building with 26 stories. While he does request re-zoning and official plan changes to “legitimize” his proposal, he never suggests he is exceeding the maximum height restrictions by more than 25 per cent and hence Section 37 must be invoked, and special community benefits must be granted.

AVCA believes that all the restrictions or maximums in zoning must be respected. In particular, the maximum height restrictions must be respected. Claiming that a proposal respects density limitations by some means does not justify violating height maximums. AVCA feels that the height should be limited to 16 stories, to do otherwise sets a dangerous precedent that undermines the intent of the Planning Act and zoning.

If the applicant does not accept this, he should be required to resubmit his proposal clearly indicating he is seeking to exceed the height limitations by more than 25 per cent and that he is willing to have Section 37 apply. AVCA stands ready to assist in defining the appropriate community benefits.

We also note that the proponents have stated that their proposal is vastly superior to their “as-of-right” (AOR) options for development, which include two 16 story towers or a single block spanning the whole site among others. They also state that the density for the proposed tower plus podium is in fact less than those AOR options. However, it is not clear that this is the case. It is certainly not true that the AOR design options and built form could be a fait accompli, and densities are based on building within the City’s protected ROW of 37.5 metres, or 18.75 metres from centreline of Bank Street.

Concern No. 2

AVCA opposes granting the applicant his requested lay by in front of his proposed building on Bank Street. AVCA was part of the multi year process that led to the Bank Street Community Design Plan in 2012. This plan defines all of Bank Street from Riverside Drive West (or South) to the railway bridge as a complete street with minimum rights of way, sidewalks, cycle lanes and street furniture. Subsequently we have been active participants in developing the functional design for Bank Street and now the process of preliminary design and detailed design. As recently as April 22, 2021, we participated in a public meeting that defined all of Bank Street as a complete street with minimum rights of way and with NO lay-bys.

There is no justification to deviate from this plan, especially in the section between the two arms of Riverside Drive where pedestrians and cyclists will be concentrating on making the transition from a complete street to the Rideau River Bridge. Passengers and deliveries crossing both the proposed reduced cyclist lanes and the reduced

pedestrian sidewalks are hazardous to all the users. The minimum right of way for the complete street must be respected with no lay-bys granted. The Urban Design Review Panel has stated the development is very "tight" within the property envelope and the AVCA agrees. In fact the proponent is proposing a ROW of only 13.5 metres at the north end of Bank and Riverside and 15.25 metres from mid-block to the south intersection of Bank and Riverside, 5 metres and 3.5 metres less respectively than the protected ROW of 18.75 metres from centreline (37.5 metres total). Maintaining the old "property line" in this case is completely unacceptable for the proposed change to zoning.

Without the protected ROW the design of the proposed building is monolithic and threatening rather than open and welcoming, the antithesis of the Gateway concept for the neighbourhood. Maintaining the ROW means any development will more closely align with the proposed development plan for the West side of Bank and Riverside.

Concern No. 3

Finally, AVCA believes that the applicant should be required to make a stronger commitment to affordable housing in the development. Affordable housing is now a priority for Ottawa and the new Official Plan is likely to make affordable housing mandatory for developments of this size.

Response:

Overarching Concerns

The owner has been engaged to help implement improvements to the Bank Street right of way that have been identified in the Bank Street Renewal Project. These improvements include wider sidewalks, cycle track infrastructure, improved transit space, however a property owner is not obligated to improve area roadways beyond their immediate property.

The road network layout for Bank Street and Riverside Drive had previously been suggested to be consolidated to free up lands closer to the Rideau River, however this project never moved forward. This discussion is on-going, however the Bank Street CDP states: "The CDP study examined alternative configurations of the two portions of Riverside Drive at the Bank Street intersection, including the possibility of combining the north and south roadway elements into one roadway. The concept has advantages for improving public space immediately adjacent to the Rideau River and improving access to lots on either side of Bank Street. However, under current conditions it would have a

detrimental impact on traffic operations at a crucial convergence of two major roads. It would significantly reduce traffic flow through the intersection. It would also necessitate additional dedicated left and right turn lanes and through lanes that would require widening of all intersection approaches. This would make it a less attractive pedestrian and cycling environment. Consequently, without a major change in the way traffic operates at a network level, the disadvantages outweighed the advantages.”

The changes and improvements related to Billings Bridge will need to be handled as a separate matter from the Official Plan and Zoning By-law amendments for the site as the condition of the bridge is not the responsibility of the owner.

The development of the site will be subject to cash-in-lieu of parkland dedication subject to the City of Ottawa Parkland Dedication By-law No. 2009-95.

Specific Concerns:

Concern No. 1

Section 37 requires both the height and density thresholds to be met in order to trigger the application of Section 37 to the site. As outlined in Section 5.2.1.11. the City may authorize increases in height and density above levels otherwise permitted by the Zoning By-law in return for the provision of community benefits. Section 37 applications must meet the following threshold:

- A proposed building of at least 7,000 square metres; and
- Where the requested density represents a minimum 25 per cent increase from the permitted as-of-right zoning.

This threshold avoids proposed building designs that increase the height by redistributing the as-of-right density in a way that is consistent with the City's Official Plan policies, secondary plan, CDP, and design guidelines.

The Official Plan also identifies site specific circumstances where the maximum height for a site may be increased, such as: proximity to transit station, adjacent to intersection of a mainstreet with another mainstreet or transit priority corridor or abutting a major facility. Policy 3.6.3.12. also states that such increases may be permitted where the development provides a community amenity and adequate transition is provided to adjacent low rise. The owner has included a parkette and public art space south of the building as part of the development, however community amenity details will be further discussed through the Site Plan Control process.

The as-of-right calculations were based on the proposed right of way width, not the current right of way boundary. The amount of land for the protected right of way is identified to accommodate a range of possible transportation and infrastructure facilities. Through more detailed design, it may be determined that the full right of way protection is not required based on site specific circumstances.

Concern No. 2

The owner has proposed the inclusion of a three-car lay-by in front of the building to help with those unfamiliar with the area roads to find a limited time parking space primarily for those utilizing the proposed hotel component. The primary pick-up and drop-off locations for the building will be housed internally to the building in the through lane connecting the access and egress points. Various groups have been engaged to ensure that all components identified in the Bank Street Renewal Program are included in the Bank Street right of way, such as wider sidewalks, cycle track inclusion, street trees, and updated underground services.

The proposal for the site shows a 13.75 metre right of -way measured from the centreline of Bank Street for 1335 Bank Street. The right of way measured from the centre line of Bank Street extends to 15.25 metres for 1339 Bank Street. This is an increase to the current right of way along the east side of Bank Street of 3.75 metres and 3.25 metres respectively. The protected right of way defined in the Official Plan was defined prior to more detailed work being completed on the space required for Bank Street upgrades and the full protected right of way may not be required to upgrade underground services and improve the public realm. As well, the subject site is relatively shallow which impacts the viability of placing at grade uses, and a balance must be found. The reduced right of way for 1335 Bank Street carried forward from a prior proposal on the site, however discussions on the appropriate right of way width are still ongoing and will be finalized through the Site Plan Control process.

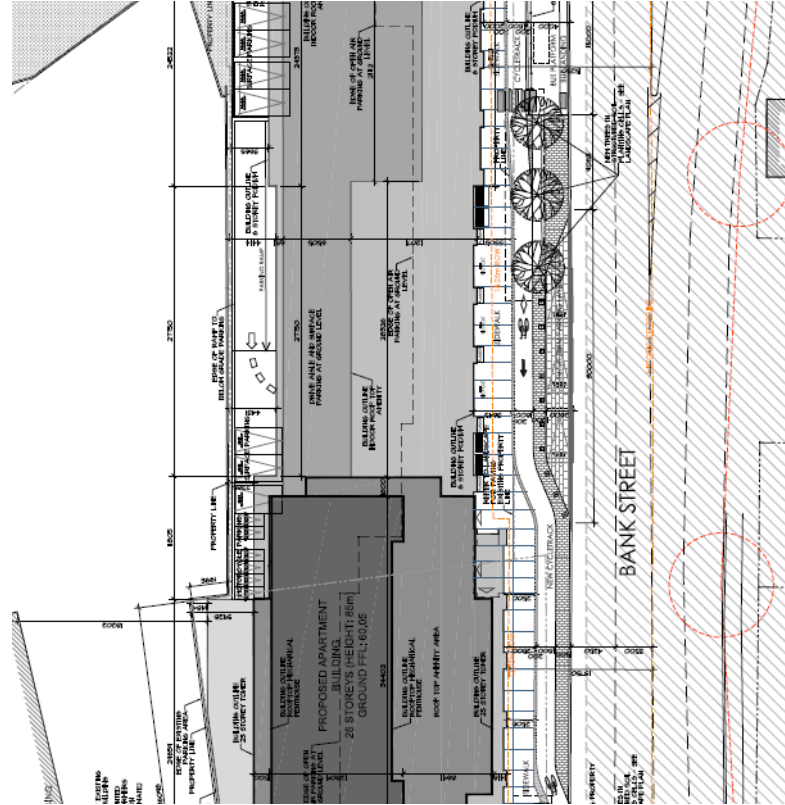
Concern No. 3

The inclusion of mandatory affordable housing is not a requirement of the owner. The owner has stated that a portion of units will meet the CHMC's definition of affordable housing, in that housing is considered affordable if it costs less than 30 per cent of a household's before-tax income. The owner has also been supportive of the inclusion of 2-3 bedroom units. The number of 2-3 bedroom units will be defined through the Site Plan Control review process.

Document 6 – Proposed Renderings

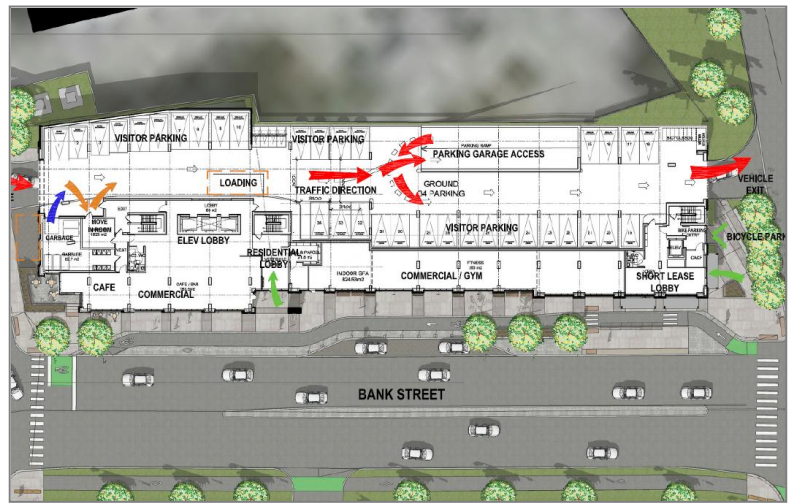


Document 7 – Proposed Site Plan



Document 8 – Urban Design Review Panel (UDRP) Recommendations

1335 and 1339 BANK STREET | Formal Review | Official Plan Amendment, Zoning By-law Amendment and Site Plan Control Application | Lofty Riverside GP Inc.;



Hobin Architecture; CSW Landscape Architects Ltd.

Summary

- The Panel thanked the proponent for making changes to the street frontage at grade since the last iteration but felt that in general the response to the previous recommendations was not sufficient and many of the more substantive concerns still remain unresolved.
- The Panel reiterated its reservations regarding the appropriateness of the site for a tower form, without securing a limiting distance, air rights or other type of legal agreement with the neighbouring landowner. This is to ensure that the quality of life for those that live in the proposed development can be maintained should the neighbouring site redevelop. The height of the tower and lack of separation distance remains the primary concern and the proposal cannot be supported as currently proposed.
- The podium of the project is overwhelming in scale. The volume should be reduced, and its expression further broken down.
- The proposal gives too little back in terms of its public realm contribution.

Massing

- While the Panel supports the single tower concept in principle, the primary concern with the proposal remains the lack of separation distance to the property to the east, which will have implications for livability of the units and will have costly technical implications (requirement for sprinklers). In the Panel's view, a limiting distance agreement is absolutely needed with the neighbouring landowner.
- The Panel feels that too much density has been packed onto this small site and having the building envelope fill the site from corner to corner places too much pressure on the surrounding public lands. The proposed density should be reduced and more should be given back in terms of public realm treatment.
- The Panel suggests that further coordination with the proposed development across the street would be beneficial. Its podium is lower, its tower is lighter, and the building mass is staggered.

- If built as proposed, the two projects will combine to create more of a bottleneck than a gateway.
- One Panel member suggested that shifting the tower to the south end of the site may help to improve potential proximity issues with the neighbouring site.

Podium

- The Panel strongly recommends reducing the scale of the eight-storey podium and further breaking down its expression. As proposed, it is overwhelming and will not have a comfortable relationship with the street.
 - Lower the height of the entire podium. Three or four storeys was suggested as an appropriate height.
 - Greater articulation is recommended for the tripartite division of the podium to have it read more as three separate buildings. Vary the heights of the volumetric expressions and enhance the reveals.
 - While the red brick portion of the base has clearer definition, the façade treatment of the two other portions of the podium look too much like superficial façade treatments.
- The Panel suggests that the solidity of the red brick portion of the podium is too eroded at the northwest corner. It would be preferable to have a solid corner in this location.

Tower

- While the Panel appreciates that the tower has a different architectural expression than the podium, the dark aesthetic is too strong and creates too bold a silhouette against the sky. The dark materials may also result in excessive heat gain.
- The Panel strongly recommends lightening the expression of the tower.
- The large reveal below the tower is appreciated.

Ground Floor and Public Realm

- The Panel thanks the proponent for the changes that have been made to the frontages at grade. The animation of the ground floor has improved.

- It was suggested that the garbage room should be further internalized so that it is not adjacent to the public realm.
- The Panel appreciates the efforts to negotiate an open space at the corner, but strongly encourages the exploration of additional means of giving more back to the public realm.
- The proponent is encouraged to introduce more trees into the public realm.

Sustainability

- The tightness of the site may make many sustainability measures difficult, but the proponent is encouraged to explore the integration of sustainable building technologies such as LEDs, etc.