

Planning Rationale Addendum No. 1

1081 Carling Avenue, Ottawa

October 24, 2022

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Via Email: kimberley.baldwin@ottawa.ca

**RE: 1081 Carling Avenue, Ottawa
Planning Rationale Addendum No. 1
Zoning By-Law Amendment (D02-02-21-0093)**

Ms. Baldwin,

Fotenn Planning + Design ('Fotenn') previously prepared a Planning Rationale, dated September 2, 2021, to support a Zoning By-law Amendment application for the lands known as 1081 Carling Avenue in the City of Ottawa (the 'subject property').

This report is an addendum to the September 2021 Planning Rationale and is intended to summarize the changes to the development since the original submission and to address outstanding comments from the review of the application.

This Addendum should be read in conjunction with the original September 2021 Planning Rationale. All opinions and findings of the original report remain valid, except as otherwise described below.

1.1 Summary of the Application

In September 2021, Fotenn, on behalf of Taggart Realty Management, submitted a Zoning By-law Amendment application (file no. D02-02-21-0093) to redevelop the subject property with two (2) high-rise residential apartment buildings with a height of 22 and 28 storeys, respectively. The redevelopment included a public parkland dedication equal to 10% of the total site area along Parkdale Avenue. The Zoning By-law Amendment application sought to rezone the entirety of the subject property to "Arterial Mainstreet, Subzone 10, Exception XXX, Schedule YYY (AM10[XXX] S(YYY))" to permit the proposed development, including to permit the use of Apartment Dwelling, High Rise.

1.2 Changes to the Proposed Development

The following changes have been made to the originally proposed redevelopment of the lands in response to the comments received from the technical review and feedback from public engagement events:

- / **Building Heights** have been reduced from 22 and 28 storeys to 16 and 25 storeys;
- / **Podium heights** have been reduced from six (6) storeys to four (4) storeys;
- / **Rear (north) Setbacks** have been adjusted as follows:
 - The west building has been set back 11.5 metres from the north property line compared to the 12.4 metres originally proposed; and,
 - The east building has been set back 3.3 metres from the future park compared to the 1.5 metres originally proposed.



- / The **East Tower** has been pulled closer to Carling Avenue, removing the previously proposed open space at the corner of Parkdale and Carling while preserving a 5-metre setback to provide ample sidewalk space;
- / **Stepbacks** have been added: each tower now has two (2) stepbacks from the north instead of the originally proposed one (1) stepback. Changes are summarized in the table below (for the sake of consistency, all are shown as setbacks from the northern property line):

West Tower				
	Original Proposal		Current Proposal	
	Setback	Floors	Setback	Floors
Podium	12.4 m	1 to 6	11.5 m	1 to 4
Tower, plate 1	19.0 m	7 to 20	20.0 m	5 to 12
Tower, plate 2	25.9 m	21 to 22	22.7 m to 26.2 m	13 to 16

East Tower				
	Original Proposal		Current Proposal	
	Setback	Floors	Setback	Floors
Podium	15.0 m	1 to 6	16.8 m	1 to 4
Tower, plate 1	19.1 m	7 to 26	20.0 m	5 to 12
Tower, plate 2	26.2 m	27 to 28	27.1 m	13 to 25

- / **Tower separation** has been increased from 20 metres to 21 metres;
- / **Bicycle parking** has increased from 342 spaces (0.74 spaces/ dwelling) to 399 spaces (0.96 spaces/ dwelling).
- / **Garbage/ move-in lane** has been slightly reconfigured.

1.3 Policy and Regulatory Framework

The findings of the September 2021 Planning Rationale prepared by Fotenn remain valid. The revised development measures setbacks and angular plane excluding 425 Hamilton Avenue South, at the boundary of the current Arterial Mainstreet zoning.

The City's New Official Plan was adopted by Council on November 24, 2021 and is awaiting a decision from the Ministry of Municipal Affairs and Housing. As the current applications were submitted prior to adoption of the new Official Plan, it is evaluated for conformity with the current Official Plan (2003, as amended).

1.3.1 Zoning By-law

The zoning table has been revised to reflect the various changes to the design of the proposed development. As well, the definitions for the yards have been revisited and some of the statistics have been updated to reflect the new definitions. Figure 1, below, shows the proposed yard based on the definition in the zoning by-law for the site as it exists today. Once the parkland is dedicated, the rear yard would move south to the property line dividing the subject site from the new park.

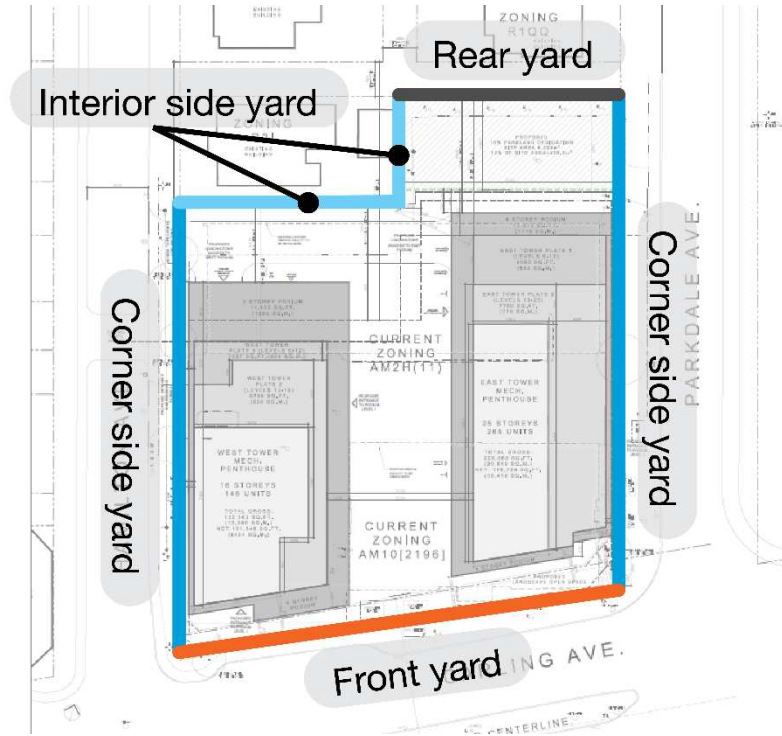


Figure 1: Yard definitions for subject site

Table 1, below, provides a summary of the Arterial Mainstreet, Subzone 10, Special Exception 2196 (AM10 [2196]) as detailed in Zoning By-law 2008-250. The proposed development continues to propose a rezoning of the entirety of the site to AM10 with revised exceptions. The table demonstrates how the development meets the provisions. Areas of compliance are noted with a green checkmark (✓) and areas of non-compliance which are subject to the proposed amendment are noted with a red 'x' (✗).

Table 1: Zoning Evaluation

Zoning Mechanism	Requirement	Provided	Compliance
Minimum Lot Area	No minimum	4,293 m ²	✓
Minimum Lot Width	No minimum	63.44 m	✓
Minimum Front Yard (Carling)	Minimum setback: 0 m	<u>Without road widening:</u> West building: 3.1 m East building: 4.9 m	✓
		<u>With road widening:</u> West building: 0.23 m East building: 1.57 m	✓
	Minimum frontage: At least 50% of the frontage along the front lot line and corner side lot line must be occupied by building walls located within: / 4.5 m of the frontage for a Residential use building 3.0 m for Mixed use buildings	<u>Without road widening:</u> 72.8%, 3.1 m and 4.9 m of road	✗
	<u>With road widening:</u> 72.8%, within 0.23 m and 1.57 m of road	✓	

Zoning Mechanism	Requirement	Provided	Compliance
Minimum Corner Side Yard Setback (Hamilton/Parkdale)	Minimum setback: 0 m	West building: 1.2 m East building: 1.2 m	✓
	Minimum frontage: At least 50% of the frontage along the front lot line and corner side lot line must be occupied by building walls located within: / 4.5 m of the frontage for a Residential use building / 3.0 m for Mixed use buildings	Hamilton: 73.5%, within 1.5m Parkdale: 66%, within 1.5m	✓
Minimum Interior Side Yard Setback	Abutting a residential zone: 7.5 m	West tower: 11.47 m East tower: 7.5 m	✓
Minimum Rear Yard Setback	7.5 m	<u>Before parkland dedication:</u> East building: 16.8 m	✓
		<u>After parkland dedication:</u> East building: 3.4 m	✗
Maximum Building Height	North half of the lot: 11 metres South half of the lot: 30 metres	77 m	✗
Minimum Building Height	Any portion of a building located within 10 m of a front or corner lot line must have a minimum building height of 7.5 m and must contain at least two storeys	14 m / 4 storeys	✓
Maximum Floor Space Index	None	N/A	✓
Active Entrances on the Ground Floor Facade	A ground floor facade facing a public street of a building located within 4.5 m of the front or corner side lot line must include a minimum of one active entrance in the case of a residential use building	East building: ground floor entrance faces corner side lot line	✓
		West building: ground floor residential entrance faces front lot line	✓
Transparent Glazing	A minimum of 50% of the surface area of the ground floor façade, measured from the average grade up to a height of 4.5 m, facing a public street must be comprised of transparent glazing and active entrances	Minimum of 50% glazing will be provided	✓
Amenity Area	6m ² per dwelling unit = 2,484 m ² A minimum of 50% of the required total amenity area must be communal: 1,242 m ²	4,229 m ² 1,900 m ² communal	✓
Minimum Parking (Area Y on Schedule 1A)	Residential: 414 units at 0.5/unit, excluding the first 12 units = 201 spaces Visitor: 414 units at 0.1/units = 41 spaces	322 spaces (280 residential + 42 visitor)	✓

Zoning Mechanism	Requirement	Provided	Compliance	
	Total = 242.4 spaces All parking located below grade, required parking reduced by 20 spaces = 222 spaces			
Parking Space Dimensions	Minimum width: 2.6 m – 3.1 m Minimum length: 5.2 m Up to 40% of the required and provided parking spaces may be reduced to a minimum width of 2.4 metres and a minimum length of 4.6 metres where they are identified for small cars	Spaces are 2.6 m x 5.2 m <40% of spaces are reduced width to 2.4m	✓	
Drive Aisle Width	Residential	6 m	✓	
	Non-residential	6.7 m	✗	
Driveway Width	6 m	6.8 m	✓	
Bicycle Parking	0.50/dwelling unit 0.5 * 414 = 201 bicycle parking spaces	394 spaces	✓	
	At least 50% of the spaces must be horizontal spaces at floor level 0.5 * 201 = 100.5 horizontal spaces required	198 (50% of spaces required) are horizontal spaces	✓	
	Where required number of spaces exceeds 50, minimum: 25% of spaces indoors	96% of spaces are indoors	✓	
Bicycle Parking Space Dimensions	Horizontal	0.6 m wide (0.37 m for stacked spaces) x 1.8 m long Stacked: 0.37 m	0.6m x 1.8m	✓
	Vertical	0.6 m wide x 1.5 m long	0.5m x 1.5m	
Bicycle Parking Access	Minimum aisle width: 1.5 m	> 1.5m	✓	
Loading	None required	None provided	✓	

1.4 High Rise Zoning Provisions

The City of Ottawa Council adopted new High-Rise Zoning Provisions (HRZP) in September 2019, but they were still under appeal at the time of the first submission. Since then, the HRZP was resolved at the OLT under case number OLT-22-002384. Per a decision dated August 23, 2022, the HRZP are now in force and effect. As shown in Table 2, below, the proposed development complies with all the HRZP, including the minimum tower separation for two towers on one lot, which is a minimum of 20 metres.

Table 2: Provisions High-rise Buildings Inside the Greenbelt (excluding the MD zone) (Area A, Schedule 402, per s. 77)

Proposed Provision	Requirement	Proposed	Compliance
Rear yard setback above 9 storeys	10 m	West tower: m East tower: m	✓

Proposed Provision	Requirement	Proposed	Compliance
Tower separation, two towers on one lot	20 m	21 m	✓
Minimum lot area for a corner lot	1,150 m ²	4,293 m ²	✓

1.5 Proposed Zoning By-law Amendment

Relief will be sought from the following zoning by-law performance standards:

- / **Apartment Dwelling, High Rise:** Add “Apartment Dwelling, High Rise” to the list of permitted land uses.
- / **Maximum Building Height:** Permit the maximum building heights and establish a site-specific schedule to identify where these heights are permitted
- / **Minimum Rear Yard Setback:** In the interest of considering the setbacks both before and after land is dedicated to the city, we will seek relief from the minimum 7.5 metre rear yard setback after parkland is dedicated and instead permit 3.4 metres for the east tower. Prior to dedication, the east building has a rear yard setback of 16.8 metres, far exceeding the required minimum.
- / **Minimum Front Yard Setback:** due to the wording of the performance standards, relief will be sought from the minimum front yard setback because the provision requires that 50% of the frontage along the front lot line be occupied by building walls within 4.5 metres of the frontage for a residential use building and 3.0 metres for a mixed-use building, with 50% of the frontage. This performance standard would be simplified and reflected in a schedule to show the minimum permitted front yard setback and so that a future conversion to mixed-use does not require a minor variance. A minimum front yard setback is proposed to be:
 - Without road widening:
 - West tower: 3.1 m
 - East tower: 4.9 m
 - With road widening:
 - West tower: 0.2 m
 - East tower: 1.6 m
- / **Drive Aisle Width for Non-Residential Uses:** Permit a drive aisle width of 6.0 metres for non-residential uses rather than the required 6.7 metres in anticipation of a potential future mixed-use scenario.

In the original Planning Rationale, relief was sought from the following provisions, but have since been removed:

- / **Outdoor Loading, Permitted Location:** In the original Planning Rationale, we proposed to seek relief from the loading location, which was an overly cautious approach. Upon further review, the loading would not be required because in the future the ground floor is converted for commercial uses, up to 1,999 square metres of commercial space can be provided without requiring a loading space. Moreover, a formal loading space is not being provided, but rather, more of a laneway for garbage and move-ins. With these considerations in mind, relief is no longer being sought for the permitted location of an outdoor loading space.

1.6 Response to Comments

The following responses are provided to the planning-related comments provided in the first review comments letter dated November 8, 2021.

1.6.1 General Comments

1.1 Transition: Staff have concerns that the proposed development does not provide adequate transition to the adjacent low-rise residential neighbourhood. Transition should be measured from the south side of the 425 Hamilton Avenue property, not from the public lane that is further to the north. It should also be measured based on the existing and planned context of the adjacent low-rise community.

Transition has been addressed and improved through a combination of decreased podium heights, increased setbacks, new stepbacks, decreasing the building heights, and revisions with consideration of the angular plane. Specifically, the following changes were made to improve transition:

- / Reducing the podium heights from six (6) to four (4) storeys;
- / Increasing the rear yard setback for the east building from 1.5 metres to 3.3 metres from the future park (see also Figure 5 for a comparison of the setbacks and stepbacks of the original and current proposed development)
- / Reducing the front yard setbacks to push the east building further south:
 - Reduced from 13.5 metres to 5.0 metres (before road widening) for the east building;
- / Adjusted the tower stepbacks and setbacks:
 - For the west tower:
 - Increased stepback for the podium from 6.7 metres to 8.5 metres;
 - Increased the setback of tower plate 1 from 19.0 to 20.0 metres (from the tower to the northern property line);
 - Increased the setback of tower plate 2 from 25.9 to 22.7–26.2 metres (from the tower to the northern property line);
 - For the east tower:
 - Decreased stepback above the podium from 4.1 metres to 3.2 metres to fit more of the podium in the angular plane;
 - Increased the setback of tower plate 1 from 19.1 to 20.0 metres (from the tower to the northern property line);
 - Increased the setback of tower plate 2 from 26.2 to 27.1 metres (from the tower to the northern property line);
 - Increased the number of floors in tower plate 2:
 - From 27th to 28th floors to the 13th to 25th floors in the east tower;
 - From 21st to 22nd floors to the 13th to 16th floors in the west tower;
- / Revisions to the building design place more density within the angular plane and focus the density towards Carling Avenue; and
- / Decreasing building heights from 22 to 16 storeys for the west tower and 28 to 25 storeys for the east tower, a decrease of six (6) and three (3) storeys respectively.

Also recall that a publicly-owned laneway runs from Hamilton Avenue South to Parkdale Avenue, north of 425 Hamilton Street South and north of the proposed public park. This provides an additional 4.9-metre buffer between the proposed development and the broader low-rise residential community.



Figure 2: Transition from the subject site to the low-rise community to the north, looking west on Parkdale Avenue

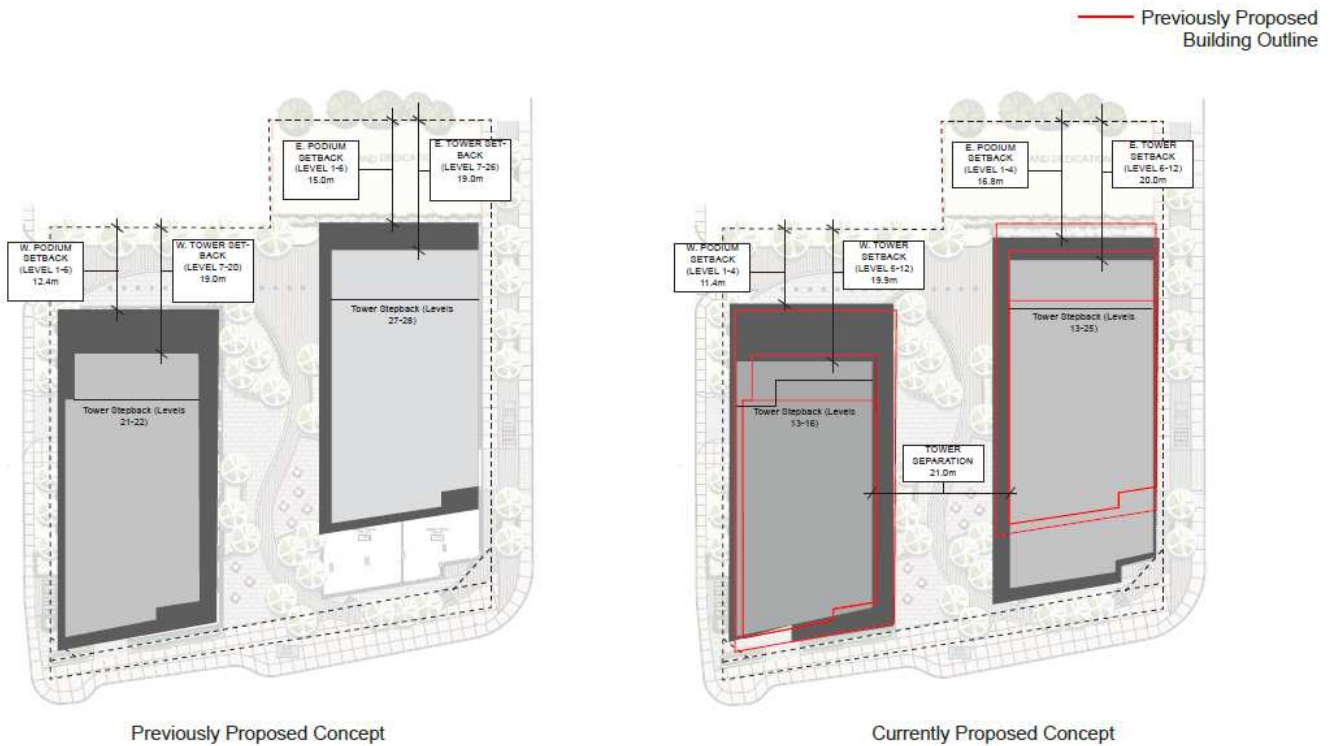


Figure 3: Comparison of the original and revised design showing the changes to the setbacks and stepbacks

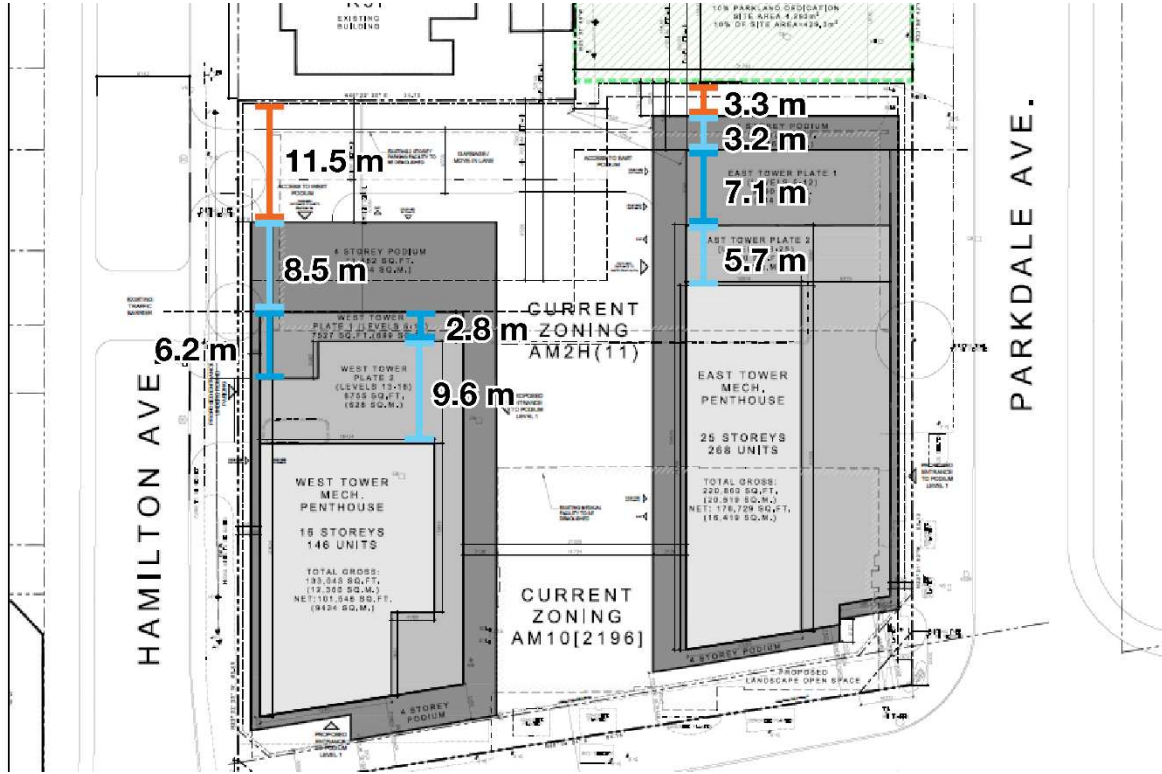


Figure 4: Setbacks and stepbacks from the rear yard

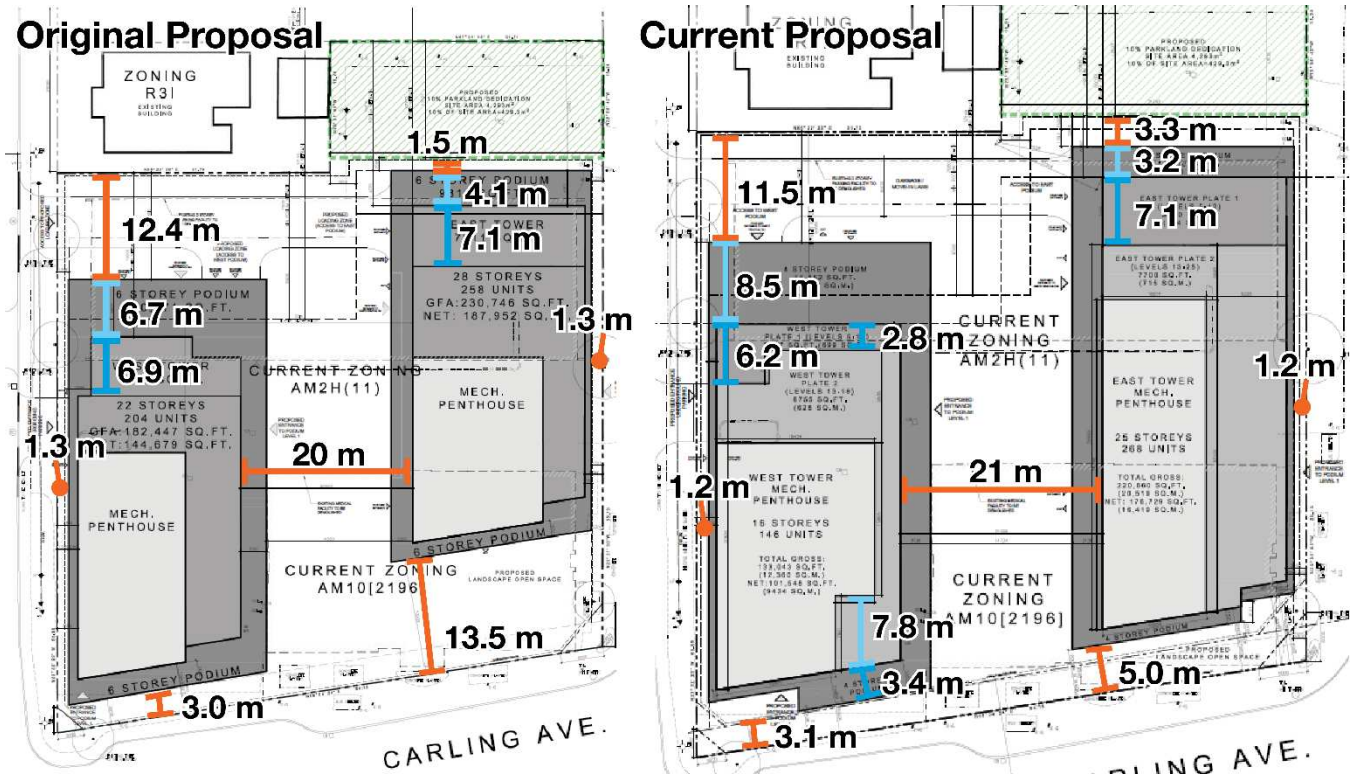


Figure 5: Comparison of setbacks (in orange) and stepbacks (in two shades of blue) for the original and current proposed development

1.2 Community Amenity: As per OP Policy 12 of Section 3.6.3, a community amenity is to be provided on site. This community amenity should be separate from the proposed parkland, as the park is being provided to satisfy a parkland dedication requirement.

The development team proposes providing a cash contribution to the city for enhancement of the public park. The contribution would be above and beyond the City's typical budget for park construction and would allow for enhanced or additional elements within the park space. The cash contribution can allow for enhancements that integrate well with the proposed development, such as plantings, furnishings, and layout. The development team is interested in working with the city to help construct the park and looks forward to the enhancements that will be possible to this space as a result of this contribution.

Feedback from the public consultation indicated that there was not interest in a the previously proposed landscaped open space at the corner of Carling Avenue and Parkdale Avenue.

1.3 Built Form/Tower Separation: Staff are not convinced that this site is appropriate for two towers. Please explore alternate development concepts for the site.

The City has adopted the high-rise zoning provisions (section 77 of the Zoning By-law) which represent the regulatory implementation of the design guidelines for high-rise buildings. These provisions require 20 metres separation between towers on the same site and stipulate the minimum site area that is appropriate for high-rise buildings. The subject property exceeds the minimum site area and provides more than 20 metres of separation between the two towers, all while respecting the maximum tower floorplates and the setback requirements along the public street frontages. By the City's adopted zoning regulations, the site is appropriate for two (2) high-rise buildings.

With respect to tower separation, 20 metres is a commonly accepted tower separation in the City, on similar projects. Within the entirety of Centretown, the minimum separation is 20 metres everywhere. Centretown has many similar sites to 1081 Carling, where 20 metre separation is appropriate. The City has recently approved projects with 20 metres of separation including 1376 Carling Avenue (Travelodge Hotel) where Phase 2 would include two (2) high-rise buildings with 20 metres of separation, and 1655 Carling Avenue where two (2) towers are approved with 20 metres separation.

The development team reviewed the site's ability to accommodate a single tower. A single tower causes multiple issues, including:

- / In order to maintain transition to the abutting neighbourhood, this scheme resulted in a greater tower height than the proposed development
- / Sun and shadow impacts are more significant as the taller tower casts a longer shadow across more of the neighbourhood; and
- / A one-tower scheme does not permit for phased development and the client has advised us that the market is unable to absorb approximately 400 units at once. In comparison, a two-tower scheme allows for project phasing strategy for better market absorption.

When initially analyzing the subject site, a set of criteria was developed to measure the viability of each potential development strategy, which included:

- / Contribution to urban form;
- / Thoughtful transition and sensitivity to the abutting neighbourhood;
- / Massing and building separation;
- / Achieving adequate yield for the building typology;
- / Selecting an optimal location required 10% parkland dedication;
- / Phasing considerations; and
- / Market absorption rates.

A range of alternate massing schemes were analyzed but not selected to be developed further as they did not meet one or of more of these criteria. The alternate two tower schemes were compared to the proposed development and were not selected for reasons such as a lack of adequate tower separation, scarcity of park space, inappropriate location for a park, little to no buffer provided between the neighbourhood and proposed massing, oversized building footprints, and absence of transition. Many of these alternative options required a change in scale, height, location, and orientation to become

optimal for the site. These alternate options were therefore deemed inappropriate for the site conditions as they did not meet the criteria set out to achieve an overall successful strategy.

The current two-tower redevelopment proposal is shown below in Figure 6 and the one-tower option that was explored is shown in Figure 7 below.

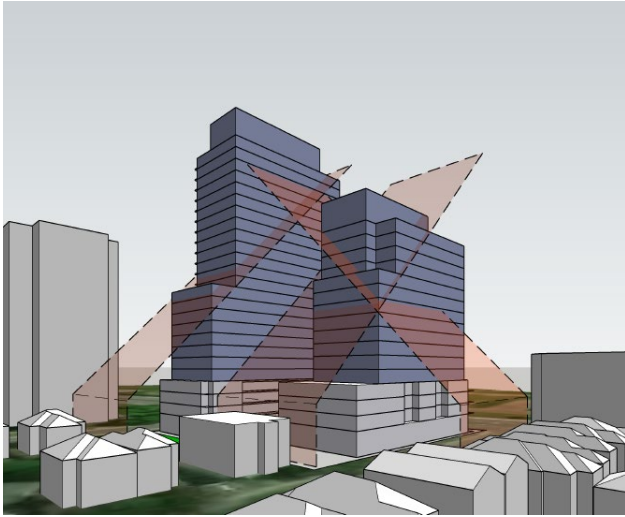


Figure 6: Current two-tower redevelopment proposal

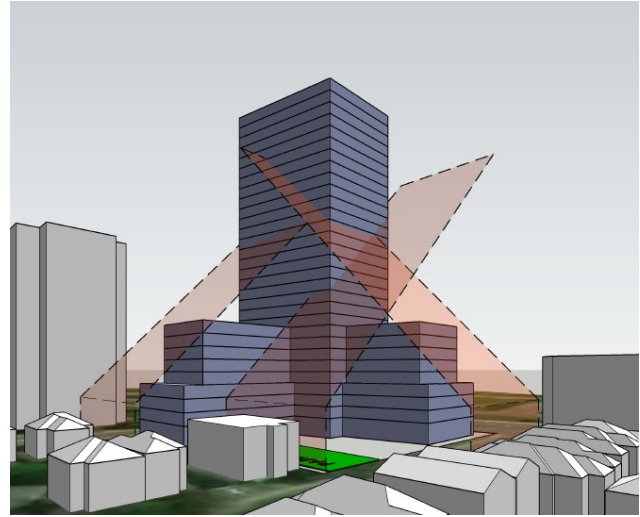


Figure 7: One tower concept developed

Pursuing the project as a two-tower design permits phasing, both in terms of the development and for market absorption of the new units. Significant changes to the height, setbacks and setbacks of the building have resulted in an improved transition to the neighbourhood and maintained the required separation of towers.

1.4 Proposed Public Park: The location, programming and size of the proposed park needs further analysis.

Based on conversations with Parks staff, it has been concluded that the public park's proposed location presents the best benefit to the proposed development and existing community with opportunities for future expansion and connection into the neighbourhood. We recognize the challenges that have been raised related to size, shadow, and programming.

With regards to shadows, the revised shadow study demonstrates that in the shoulder seasons (March/September) the park will be in sun in the late afternoon (3pm onwards). In the summer, the park will be in full sun from roughly 1pm onwards. In the winter, the park will be in shade. The provision of shade within parks is not always a negative as it can provide relief on warm days.

The programming of the park will be determined through the City's design process at a future date.

1.5 Hamilton Avenue Traffic Barrier: Further discussions are needed regarding the most suitable location for this barrier – should it remain in its current location or be relocated? Consult with staff, the Ward Councillor and the local community on this item.

The development team has discussed this with municipal staff. However, the relocation of this barrier is not a critical element of the project and failing to change its location would not preclude development from proceeding; therefore, we will commit to discussing and investigating this option further at the Site Plan Control phase. Relocation of the traffic barrier will only be undertaken if City staff feel that this would improve the outcome of the project.

1.6 Proposed Land Uses: While staff appreciate that the ground floor level of each building consists of transparent glazing, staff recommend providing commercial uses at the ground level and/or a mix of uses within the buildings.

The Owner has experienced through the performance of the existing building that commercial uses are not currently viable at this location. However, the Owner is completely open and hopeful to find a commercial tenant for this space in one or both towers.

The spaces are currently being shown as amenity area for the building residents. These spaces have a taller floor-to-ceiling height (5 metres) which would allow them to be converted to retail in the future should the market allow it. Relief has been sought in multiple locations in the zoning by-law amendment to ensure that the zoning does not preclude this future conversion.

1.7 Loading Area: Please reconsider the design and location of the loading area. Consider internalizing the loading within the proposed building to mitigate the impact on the adjacent low-rise community and to improve pedestrian safety throughout the site. There should be clear and safe areas for pedestrians to pass through in areas that do not compete with loading zones.

It should be noted that no loading spaces are proposed as part of the development consistent with the requirements for a residential building. The service area at the back of the building will be accessed intermittently for garbage collection and move-ins/outs. All parking garage access will be from Hamilton Avenue, south of the traffic barrier.

A clear pedestrian/cycling path is proposed to be delineated through landscaping and bollards, with further detail to be resolved as part of a future Site Plan Control application.

1.8: Carling Avenue Infrastructure Projects: Ensure the proposed development aligns with current roadway improvement currently underway as well as future LRT – staff are concerned the proposal does not account for any road widening as noted in the Official Plan.

The required 22.25 metres from the centreline of the constructed road was previously and continues to be provided for in the proposed development. The ongoing transit priority measures do not alter curb lines in proximity to the proposed development and will simply convert the existing outside land adjacent to the site to a bus-only lane.

1.9 Trees: Please consider retaining mature trees that currently exist around the perimeter of the site.

Unfortunately, the trees along Parkdale, Carling, and Hamilton are planted very close or on the property line and will not survive the construction process. The new development is proposing 38 new trees to replace the existing seven (7) trees that need to be removed, with a replacement ratio of 1:5.4.

1.10 Cultural Heritage Impact Statement Required: In accordance with the City's Official Plan, Subsection 3.4(4), a Cultural Heritage Impact Statement (CHIS) must be prepared to ensure that the proposed development does not compromise the Farm's heritage value. Furthermore, Subsection 4.6.1(11) provides that the applicant must demonstrate that the proposal is compatible with listed heritage properties located across the street.

A Cultural Heritage Impact Statement has been prepared and forms part of this resubmission.

1.6.2 Planning Comments

2.1: Consider setting the proposed development further back from Hamilton Avenue South and/or Parkdale Avenue as a means of transition to the adjacent low-rise community.

The proposed development is consistent with the provisions of the Arterial Mainstreet, Subzone 10 (AM10) provisions of the Zoning By-law which sets a minimum setback of 0 metres for all buildings along the front and corner side lot lines. Through the service access and the proposed park, there will be transition between the Arterial Mainstreet properties and the residential neighbourhood to the north.

2.2: Please also consider providing a greater setback for the towers to help achieve a comfortable human scale.

The proposed east and west towers step back 1.5 metres and 3.3 metres along Carling Avenue, respectively to reinforce the human scale along the busy mainstreet. Along Hamilton and Parkdale the tower steps back 0.85 metres above the podium. The proposal has been significantly revised at the north side, with additional step backs above the 12th storey introduced, in addition to the previously proposed step back above the podium (now above level 4). Together with the conceptual materiality of the towers, the scale of the podium will be appropriate for the public realm adjacent to the site.

2.4: Please also explain how the built form of the podium relates to the adjacent low-rise neighbourhood to the north (along Hamilton Ave S and along Parkdale Avenue) in this section of the [Planning Rationale and Design Brief].

The podium form and façade have been developed to replicate the scale, texture, and rhythm of the adjacent neighbourhood. The stacked soldier course brick detail provides a fine grain texture and a three-storey height, while narrow and deep-set window bays break up the mass of the building and create a familiar experience of the street in relation to the detached homes nearby. The east façade of the east building is shown in Figure 8, below, and a closeup of the materials proposed on the podium is shown in Figure 9, below.

The height of the podium has been decreased in the revised plans to reflect the low-rise neighbourhood to the north. The revised podium has a height of approximately 14 metres whereas the R1QQ zone on the north side of the proposed park and public laneway permits a height of 8.5 metres and the adjacent property at 425 Hamilton would permit up to 10 metres.



Figure 8: East elevation of the east building, with the west building shown behind, left



Figure 9: Materiality of the podium of the proposed east building

2.5 Tower Separation to adjacent low-rise community:

a. Pg. 11 notes that there is a 20-metre tower separation to the adjacent low-rise neighbourhood. It's unclear how this separation is measured to/from.

The tower separation is measured from the north property line (i.e. south edge of the public lane) to the 10th storey of the building (which is consistent from levels 5 through 12). The separation in the revised proposal is 20 metres.

2.6 Policy 12 of Section 3.6.3 of the Official Plan:

Pg 24 references Policy 12. In addition to the node criteria, the policy also states that buildings greater than 9 storeys in height may only be considered "where the development provides a community amenity and adequate transition is provided to adjacent low-rise". In this section of the report, please address how the proposal aligns with this policy, specifically:

a. What is the community amenity to be provided? (Note that the park is being provided as required by the parkland dedication bylaw.)

The proposed community amenity would be a cash contribution to enhance the public park to be built on the subject property. This contribution would be over and above what the City would typically spend on an urban park and would allow for enhanced elements and features within the public park space.

2.6.b. How is adequate transition provided to the adjacent low-rise?

As discussed throughout the September 2021 Planning Rationale and this Addendum, transition is being achieved through setbacks, stepbacks (now above the 4th and 12th storeys), materiality and podium design, and the application of an angular plane to inform the built form. Additional separation and stepbacks have been introduced in the revised proposal, together with a reduced podium height, to improve the transition to the neighbourhood.

2.7 References to Section 4.11 Policies in the Official Plan

a. Building Design

2.7.a.i. As per Policy 8 of the Official Plan please consider internalizing the loading areas within the proposed buildings, to mitigate impact on the adjacent properties. If this is considered, could the loading area(s) be provided in the underground parking level so as not to further remove space for active uses on the ground floor?

As noted, no loading areas are proposed for the residential building. The garbage will be stored internally and only accessed when being emptied. This will be intermittent and for short periods. Move-ins/outs will involve a truck accessing the site, unloading to the move-in room, before leaving the site. Garbage collection and move-in/out cannot occur feasibly within the parking garage.

2.7.a.ii. As per Policy 8 of the Official Plan please consider internalizing the loading areas within the proposed buildings, to mitigate impact on the adjacent properties. If this is considered, could the loading area(s) be provided in the underground parking level so as not to further remove space for active uses on the ground floor?

As noted, no loading areas are proposed for the residential building. The garbage will be stored internally and only accessed when being emptied. This will be intermittent and for short periods. Move-ins/outs will involve a truck accessing the site, unloading to the move-in room, before leaving the site. Garbage collection and move-in/out cannot occur feasibly within the parking garage.

2.7.b.i: Please expand on how the proposal is compatible with and transitions to the surrounding area, with references to Policy 10, 12 and 13. On Pg 27, the report notes “425 Hamilton Avenue South should be considered as a part of the Arterial Mainstreet parcel” Planning staff disagree with this statement. Respectfully, it is staff’s opinion that 425 Hamilton Avenue South is a privately-owned property, in a low-rise residential neighbourhood, with no sign of re-development. As such, General Urban Area policies apply to 425 Hamilton Avenue South. Staff recommend that the description of the existing and planned context attributed to 425 Hamilton Avenue South and neighbourhood transition be revised.

Noted regarding 425 Hamilton Avenue South. The revised design evaluates transition from the south lot line of the property.

2.7.b.ii: Please explain how shadow impacts have been minimized or avoided, with references to Policies 11 and 14, and references to the submitted Shadow Analysis.

Per policy 11 of section 4.11, a Sun and Shadow Study was included as part of Submission 1 and has been revised to reflect adjustments made to the design for Submission 2. They are both shown below as Figure 10 and Figure 11. The building has been designed to minimize shadow impacts to the surrounding private dwellings and public sidewalks and roads. A point tower, rather than a bar building, is proposed to minimize shadow impacts. Plate 2 of the west tower has a footprint of 628 square metres and plate 2 of the east tower has a footprint of 715 square metres, both of which are lower than the recommended maximum tower floorplate of 750 square metres. Both buildings utilize stepbacks to create a slim profile. For the west tower, plate 1 has stepbacks of 2.8 and 6.2 metres and for the east tower, plate 1 has a 7.1-metre stepback. As well, the low-rise podium height of four (4) storeys ensures that shadow impacts from the podium are minimized. A taller podium would cast larger shadows.

Shadow impacts have been minimized in the latest revisions to the site plan and building design. The revised building design results in fewer shadow impacts due to the decreased height and multiple step backs. The revised design has more slender towers with smaller tower floorplates, minimizing the long shadows cast by the development. As well, the podium on both buildings have been reduced from six (6) to four (4) storeys, which mitigates shadow impacts in the immediate surroundings, including for the adjacent residential neighbourhood. The revised shadow study has been included as part of this resubmission.

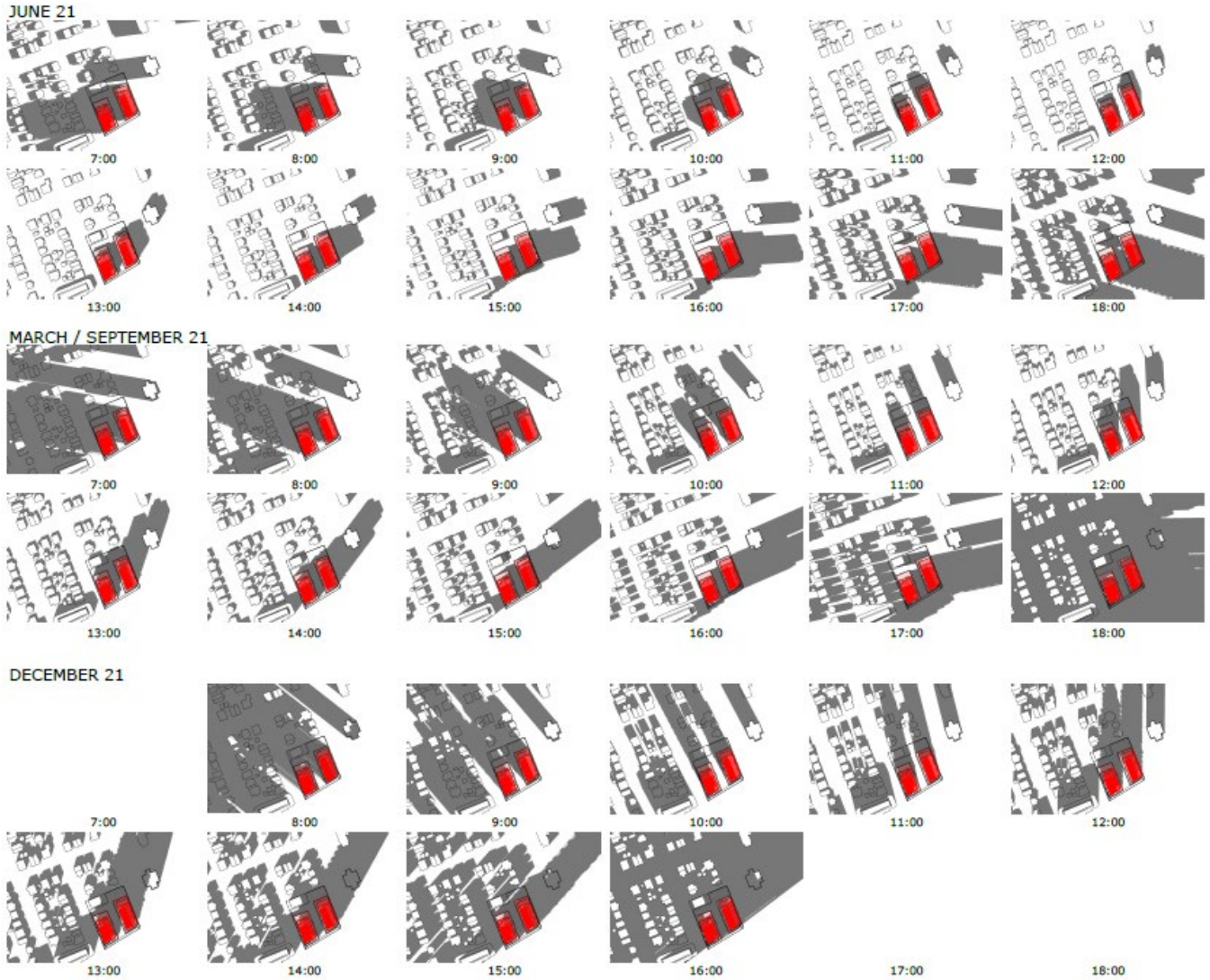


Figure 10: Revised Sun and Shadow Study for the revised proposal

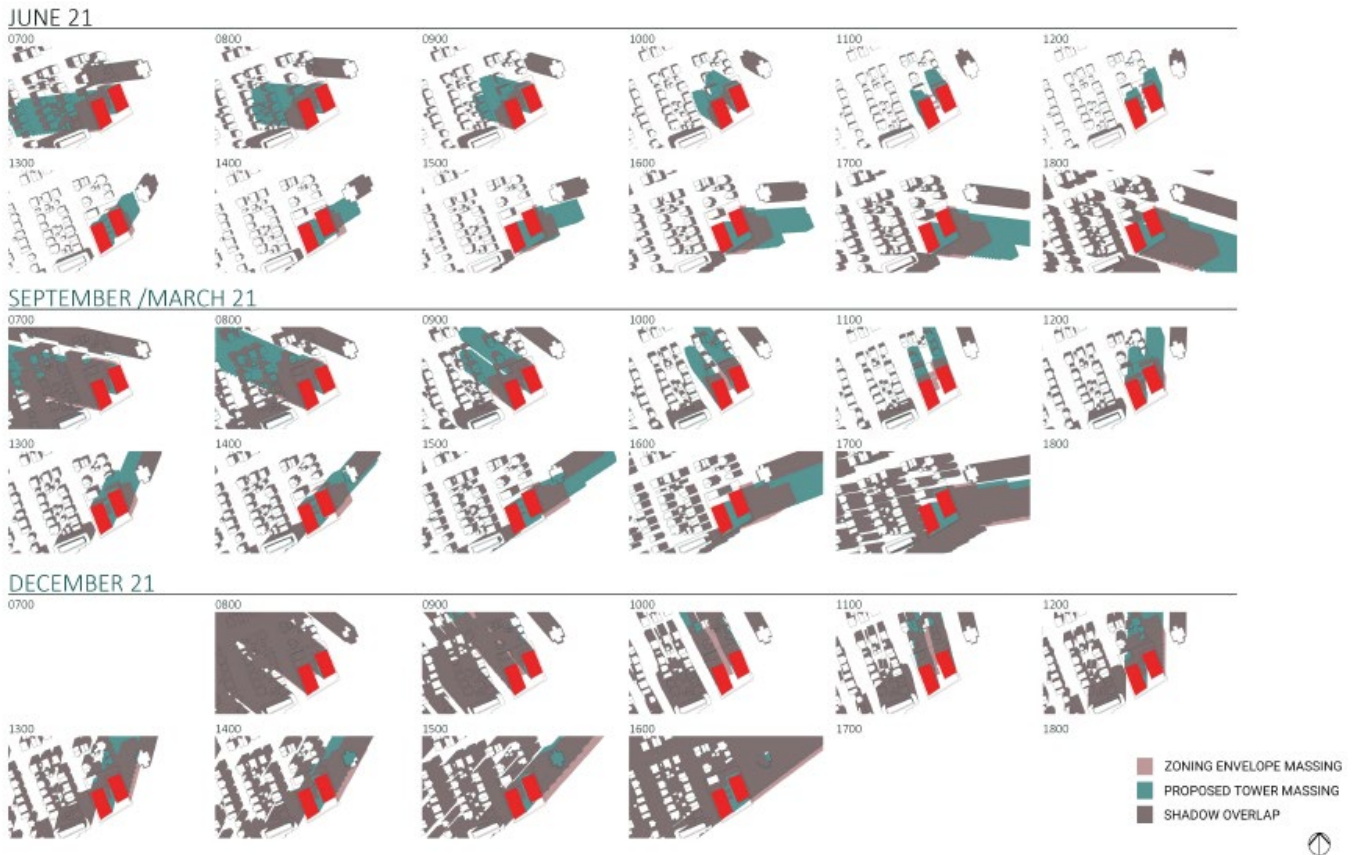


Figure 11: Original Sun and Shadow Study from Submission 1

Comment 2.7.c: As noted in the rationale, the proposal provides less than the preferred 23 metre separation distance between towers. In this context, the site may be too small to accommodate two towers. See Urban Design Guidelines for High-Rise Housing for more guidance.

The City has adopted the high-rise zoning provisions (Section 77 of the Zoning By-law) which represent the regulatory implementation of the design guidelines for high-rise buildings. These provisions require 20 metres separation between towers on the same site and stipulate the minimum site area that is appropriate for high-rise buildings. The subject property exceeds the minimum site area and provides more than 20 metres of separation between the two towers all while respecting the maximum tower floorplates and the setback requirements along the public street frontages. By the City's adopted zoning regulations, the site is appropriate for two (2) high-rise buildings.

Comment 2.7.d: Public Art – As per Policy 21, please consider providing public art as part of this development.

The proponent will consider including some public art into the landscape design. This will be further contemplated during the more detailed Site Plan Control application.

Comment 2.8: Provide additional perspectives/building views to visually demonstrate how the proposed buildings provide adequate transition to the adjacent low-rise residential community along Hamilton St S and Parkdale Avenue.

Noted. Site section/elevations will be provided to show the revised scheme provides a greater transition to the neighbourhood along Hamilton and Parkdale Avenue.

Comment 2.9.a: Staff have concerns with the underground parking garage directly abutting the property line of the future park. Please provide a setback between the proposed park and the proposed development.

A 0.28 metre buffer has been proposed between the proposed park and the proposed underground parking structure. A 3.3m buffer between the proposed park and podium of the East Building is indicated on the site plan. In our opinion, this setback is sufficient and will not impact the park.

Comment 2.9.b: The parking is shown in phases. Please explain how/when the parking phases will be constructed.

The client is exploring constructing the parking garage as one phase. This would be further refined through the future Site Plan Control application.

Comment 2.9.c: If a mix of uses are considered for this development, and some parking is attributed to commercial parking, note that the required minimum and maximum drive aisle width is 6.7 m (Section 107 (1) (c) (i))

Thank you for noting this. This has been added to our zoning by-law amendment; we will seek relief from this zoning performance standard.

Comment 2.10: Please consult with utility company to see if burying the hydro line is possible.

The Owner has corresponded with a representative from Hydro Ottawa and confirmed that burying the hydro lines at this location is feasible. Final designs and agreements will be completed through the future Site Plan Control application when the detailed building designs are prepared.

Comment 2.11: When the time comes, consult with Planning staff, the Ward Councillor and the Community about the monetary and/or non-monetary Section 37 benefits to be secured through the Zoning By-law Amendment process.

Section 37 was replaced by the Community Benefits Charge (CBC) on September 18, 2022.

The CBC By-law includes a transition clause which does not apply to the subject lands and therefore CBC would be payable upon building permit issuance. The charge would be equivalent to 4% of the subject property's land value. CBCs collected are used to complete identified projects in accordance with the By-law.

1.7 Conclusion

Considering the comments received from the City's circulation of the from the Zoning By-law Amendment application for the property located at 1081 Carling Avenue, it is still Fotenn's professional opinion that these applications represent good land use planning and are in the public interest

Having reviewed the resubmission package against the applicable planning framework, what is being proposed remains appropriate for the site, and is in the public interest for the following reasons:

- / The proposed development conforms to the City of Ottawa Official Plan policies by proposing an intensification of the subject property in an area identified to accommodate growth;
- / The proposed development will add to the diversity of housing types and built form; and
- / The proposed development generally complies with the AM10 zone and relief requested aligns with the intent of the zone and aligns with the broader OP policies directing land use planning for the area.

Should you have additional questions or require clarification on any of the information provided herein, please do not hesitate to contact the undersigned.

Sincerely,



Paul Black, MCIP RPP
Associate



Tamara Nahal, MPI
Planner