FOTENN

1081 Carling Avenue, Ottawa

Planning Rationale + Design Brief
Zoning By-law Amendment
September 2, 2021

FOTENN

Prepared for 1081 Carling Avenue 2019 Co-Tenancy

Prepared by Fotenn Planning + Design
396 Cooper Street, Suite 300
Ottawa, ON K2P 2H7

September 2021

1.0 Introduction

Fotenn Planning + Design ("Fotenn") has been retained by 1081 Carling Avenue Co-Tenancy ("the owner") to prepare a Planning Rationale and Design Brief in support of a Zoning By-law Amendment for the properties legally known as Lots 1280, 1282, 1284, 1286, 1295, 1297, 1299, and 1301, Registered Plan 157, City of Ottawa, and municipally known as 1081 Carling Avenue (the "subject site").

The intent of this Planning Rationale and Design Brief is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the site and compatible with adjacent development and the surrounding community.

The owner is seeking to redevelop the subject site with two residential towers with heights of 22 and 28 storeys each featuring six (6) storey podiums. The taller 28-storey tower has been located on the southeast corner of the subject site adjacent to Parkdale Avenue, while the shorter, 22-storey tower, is on the south-west corner of the subject site, adjacent to Hamilton Avenue South. Both towers are located along Carling Avenue and respond to the arterial roadway streetscape accordingly.

The subject site represents an important opportunity for intensification along a single-loaded portion of the Carling Avenue corridor which is intended to be served in the future by rapid transit (LRT) with a station located at the intersection of Parkdale and Carling, immediately adjacent to the subject site.

The proposed development will include a public parkland dedication equal to 10%, or 429 square metres, of the total site area. The proposed park is located along Parkdale Avenue at the north end of the site and is complemented by a landscaped open space on the southeast corner of the site, adjacent to the future transit station.

1.1 Purpose of the Application

The subject site is currently split zoned. The south half of the property is zoned "Arterial Mainstreet, Subzone 10, Exception 2196 (AM10[2196])" and the north half of the property is zoned "Arterial Mainstreet, Subzone 2, Maximum Height 11 metres (AM2 H(11))". The proposed Zoning By-law Amendment would amend the zoning of the entire subject site 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. A new site-specific zoning schedule would establish permitted building heights, and required setbacks and stepbacks, while the site-specific exception will provide the necessary relief from specific provisions of the current zone as detailed in Section 6.0 of this report.

A Site Plan Control Application for the proposed development will need to be submitted in the future to resolve site-specific design considerations such as landscaping and building materiality.

2.0
Subject Site and Surrounding Context

The subject site is located on the north side of Carling Avenue, between Hamilton Avenue South and Parkdale Avenue in the Civic Hospital neighbourhood of Ottawa. The property is marked by the address of 1081 (1077) Carling Avenue.

The property occupies an area of approximately 4,293 square metres on an irregularly shaped parcel with approximately 64 metres of frontage on Carling Avenue, 65 metres of frontage on Hamilton Avenue South, and approximately 70 metres of frontage on Parkdale Avenue. The subject site has a lot width of 63.44 metres and a lot depth of 70.3 metres.

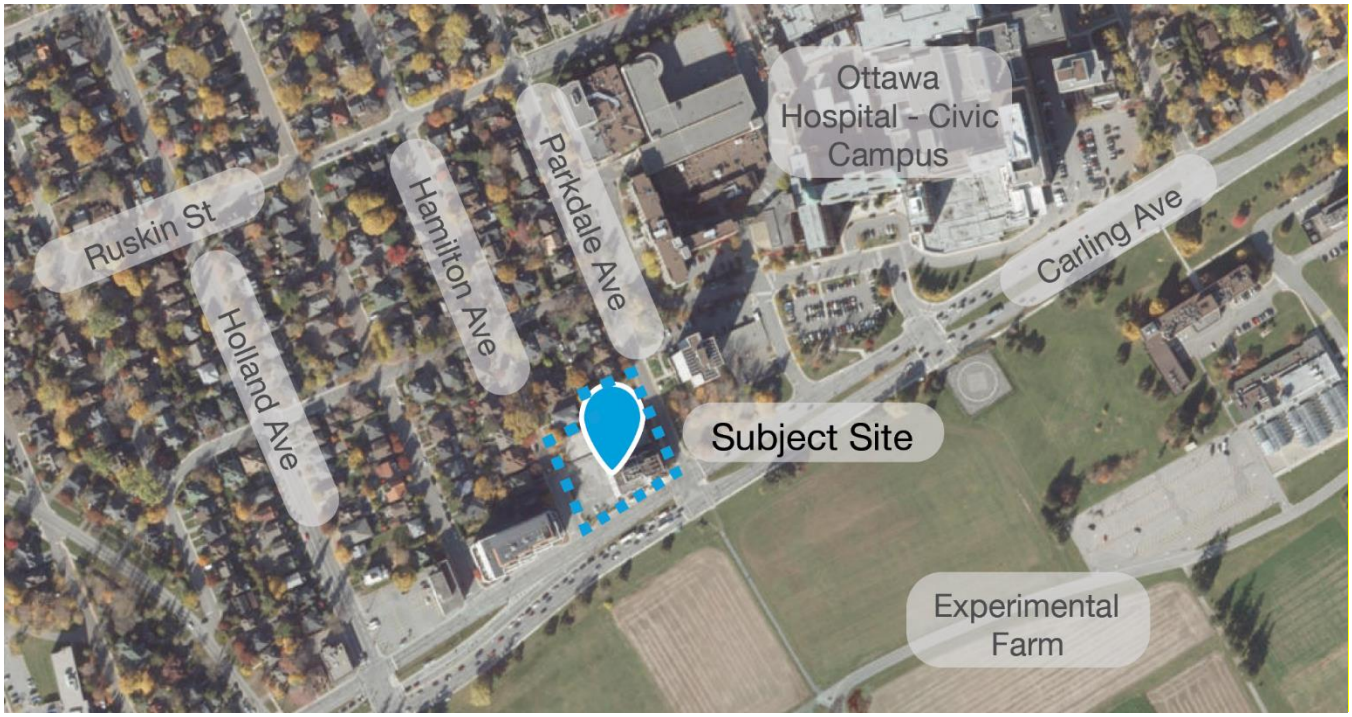


Figure 1: Site Location

North of the site is a five (5) metre, city-owned public laneway that has, over the years, been overtaken by landscaping and appears to be used by adjacent property owners.

The site is presently occupied by an eight (8) storey office building (ca. 1970s) with a two (2) storey parking deck at the rear, and a surface parking area along the west side, accessed via Hamilton Avenue south of the traffic barrier. An additional surface parking area is located north of the parking structure, along Parkdale Avenue.

A site visit was conducted by Fotenn Planning + Design on July 23, 2021; all photos shown in the report are from this date.

2.1 Area Context

The surrounding neighbourhood includes a variety of land uses, including residential, institutional, agricultural, and commercial. The subject site is defined by its location on Carling Avenue, a six-lane arterial road.

Figure 2: Subject site looking northwest from the south side of Carling Avenue just east of Parkdale Avenue.

Figure 3: Neighbourhood Photo Key

The following land uses are in the area surrounding the subject site:

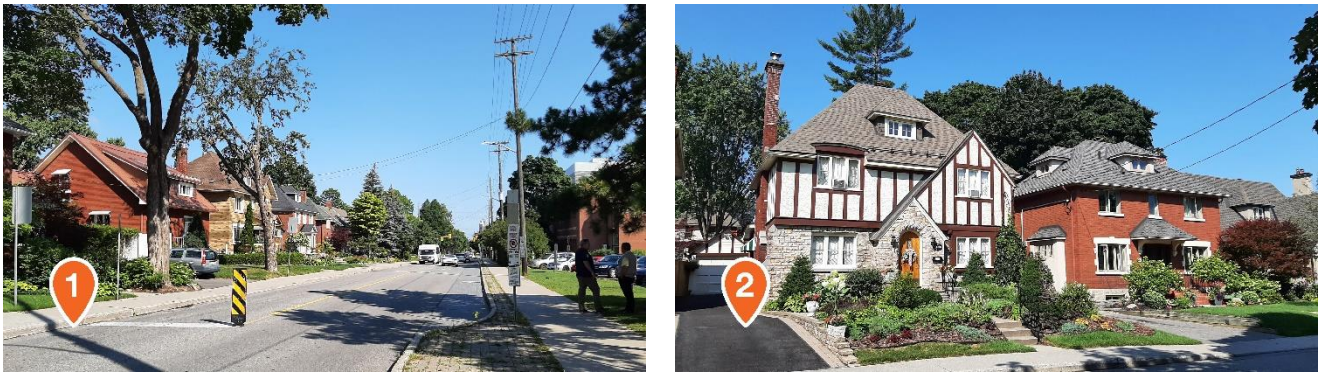


Figure 4: Properties to the north of the subject site

North
To the immediate north of the subject property is a mature neighbourhood characterized by pre-war, low-rise homes, both single and semi-detached. The neighbourhood is bounded to the north by Highway 417, which runs east-west.

Figure 5: Properties to the east of the subject site

East
To the east of the subject property is the Ottawa Hospital Civic Campus; a 93.5-hectare property which acts as a primary hub for health care services and research in the Ottawa area. Notably, a 15- storey residential building associated with the hospital abuts Parkdale, facing the subject property.

Figure 6: Properties to the south of the subject site

South
Immediately south of the subject property, on the south side of Carling Avenue, is the Central Experimental Farm; established in 1886 for agricultural research and now designated as a National Historic Site of Canada.

Figure 7: Properties to the west of the subject site

West
To the west of the subject property is the Duke of Devonshire, a six (6) storey retirement residence fronting onto Carling Avenue. The remainder of the block is comprised of pre-war residential development in both single and semi-detached forms. Hamilton Avenue South is closed just north of the driveway access to the subject property to prevent through-traffic.

2.2 Transportation Network

The subject site is designated Arterial Mainstreet on Schedule B of the City of Ottawa Official Plan, as shown in Figure 8, below. The subject site is well-served by the urban road network, with direct frontage on Carling Avenue and Parkdale Avenue, designated arterial roads. Parkdale Avenue provides access to Highway 417, a provincial highway, approximately 900 metres north of the site. Arterial roads are major roads that carry large volumes of traffic over the longest distances. Also nearby are Holland Avenue, a major collector, Island Park Drive, a federally owned road, and Fisher Avenue, a collector.

The subject site is located adjacent to a future LRT rapid transit station, as depicted in Schedule D – Rapid Transit and Transit Priority Network in the City of Ottawa Official Plan and shown below in Figure 9. Carling Avenue is identified as a future Light Rail Transit (LRT) corridor with at-grade crossings. A station is planned for the corner of Parkdale Avenue and Carling Avenue, immediately adjacent to the site. The potential for LRT is currently post-2031, with Carling Avenue shown as a “Transit Priority Corridor – Continuous Lanes” in the 2031 Affordable Rapid Transit and Transit Priority Network Concept (Map 5) of the 2013 Transportation Master Plan.

The city is presently implementing transit priority measures along Carling Avenue between Lincoln Fields Station and Bayswater Avenue in both the eastbound and westbound curb lanes. Construction commenced in summer 2021 and is anticipated to be completed in fall 2021. Improvements include revised pavement marking and signage, minor modifications to reallocate the existing outside (third) lane to a bus-only lane and cycling treatments at signalized intersections. A bus and bike lane is planned to be constructed on the east half of the site’s southern façade, with a right turn lane planned thereafter until Hamilton Avenue South.

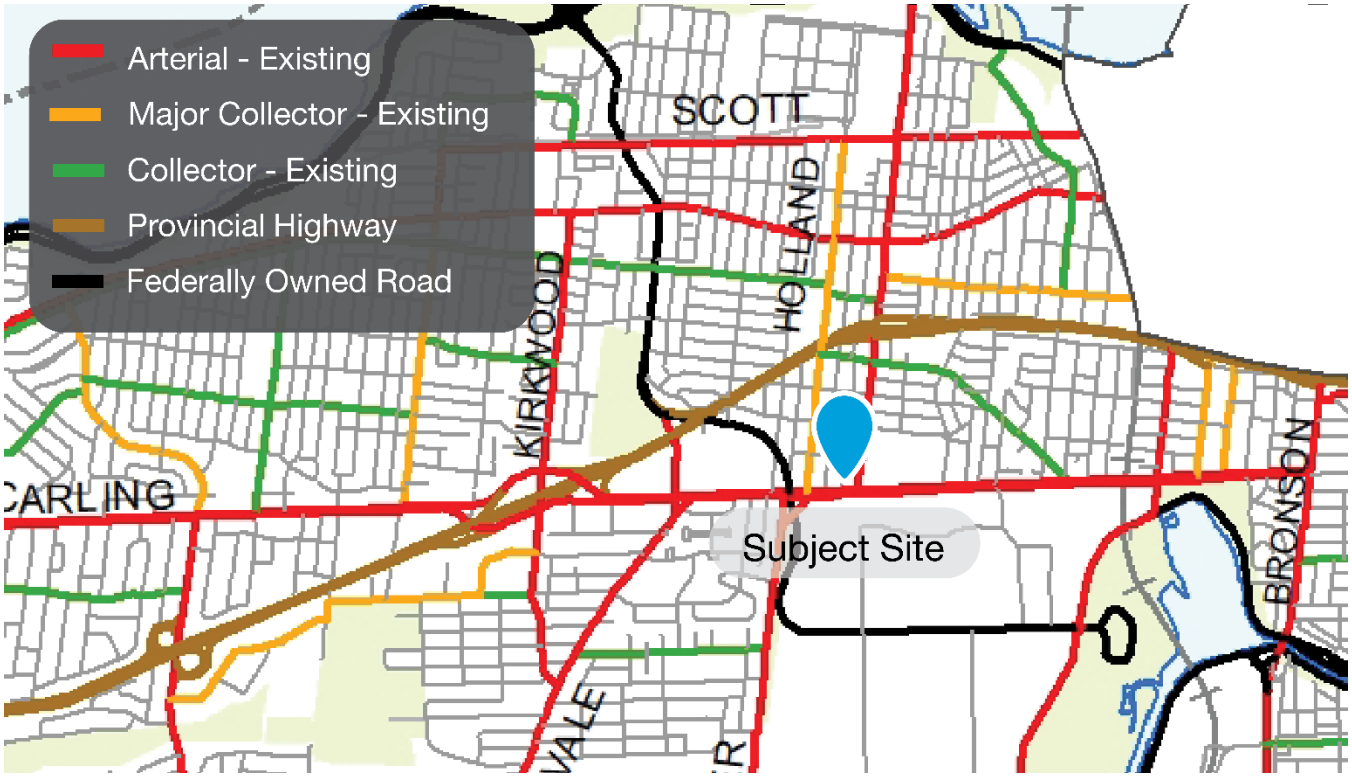


Figure 8: Schedule E - Urban Road Network (Ottawa Official Plan)

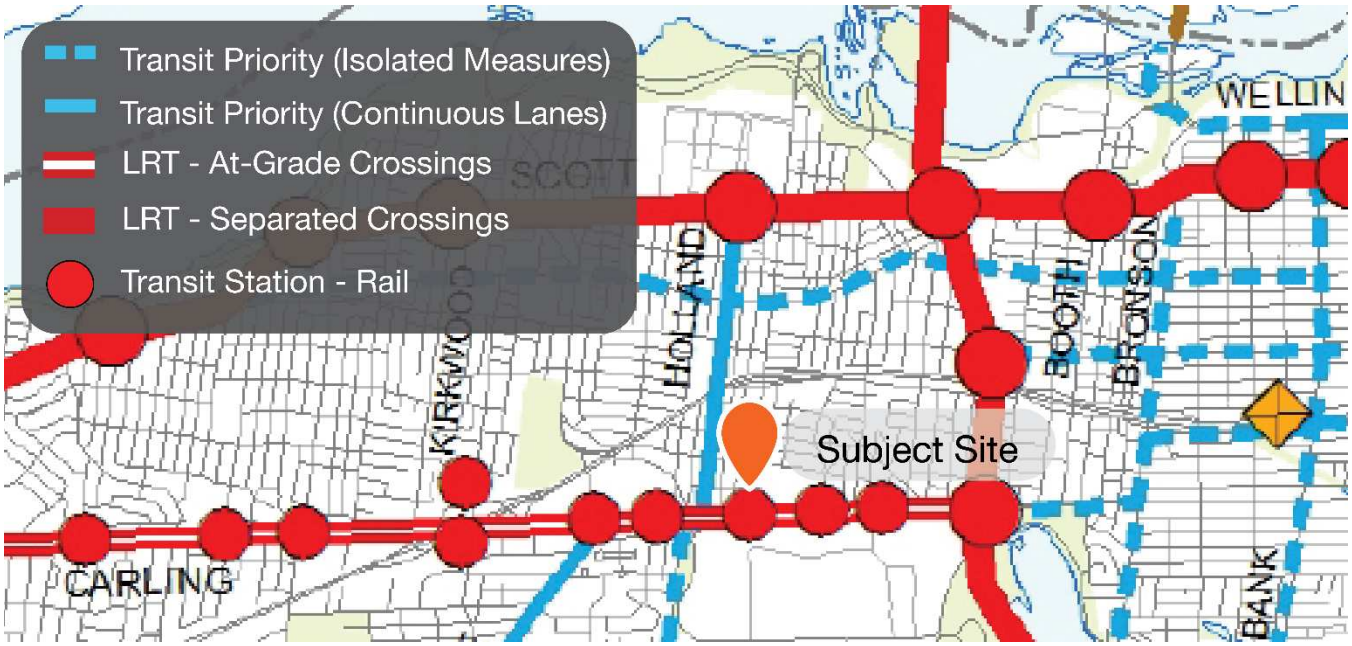


Figure 9: Schedule D – Rapid Transit and Transit Priority Network (Ottawa Official Plan)

The subject site is currently well-served by public transit, with eight (8) bus routes providing service, as shown in Figure 10, below. The site is served by both Frequent and Local OC Transpo buses. Frequent routes provide reliable, high

frequency bus service along major roads and Local routes provide custom routing to local destinations and/or serve destinations that are not on a Rapid or Frequent route.

Figure 10: OC Transpo Bus Network

The subject site is located on a cycling spine route on Carling Avenue, as shown in Schedule C – Primary Urban Cycling Network in the City of Ottawa Official Plan and shown in Figure 11, below. The subject site is also located near a second spine route on Holland Avenue.

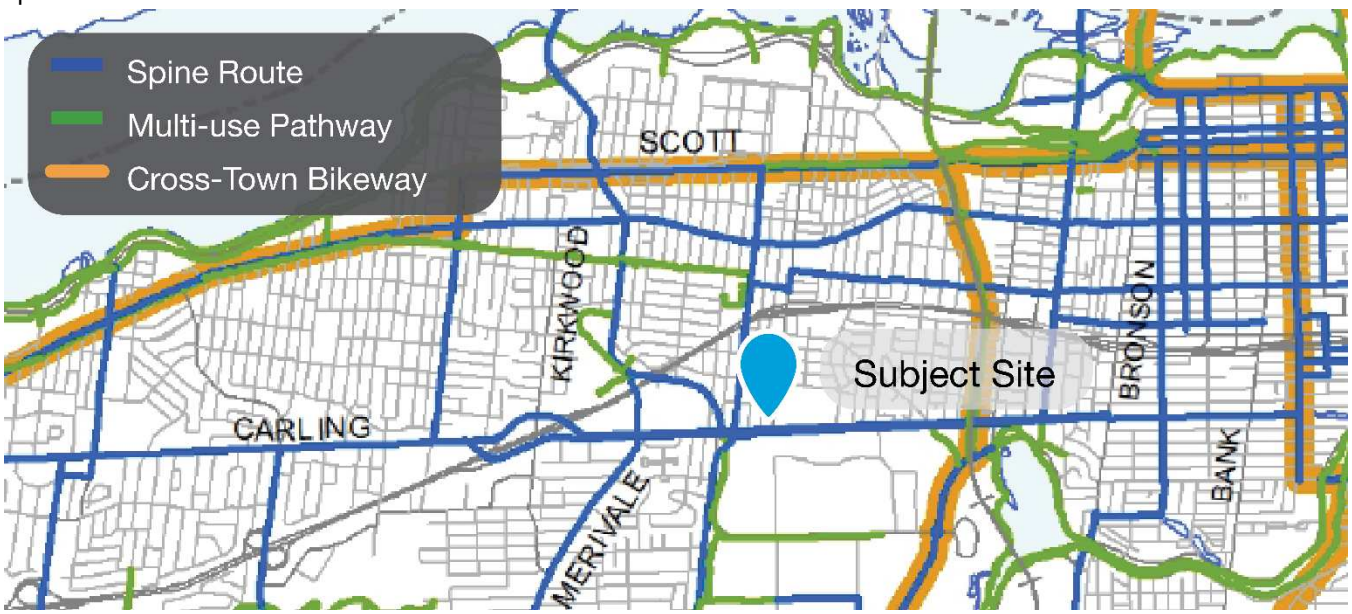


Figure 11: Schedule C – Primary Urban Cycling Network (Ottawa Official Plan)

3.0
Proposed Development

The owner has retained Hobin Architecture to prepare development concepts, which propose the construction of two (2) towers on Carling Avenue at the corners of Hamilton Avenue South and Parkdale Avenue. The existing building and parking structure is proposed to be demolished.

Figure 12: Contextual view looking northeast of the proposed development (prepared by Hobin Architecture)

The development proposes two (2) towers, with total heights of 22 and 28 storeys respectively, and each featuring a six (6) storey podium on the 4,293 square metre subject site. The proposed development orients the 28-storey tower ("east tower") adjacent to Parkdale Avenue – which like Carling Avenue is classified as an arterial road in the Official Plan – and orients the 22-storey tower adjacent to Hamilton Avenue South ("west tower").

The existing site is underutilized, with a surface parking lot, two-storey above-ground parking structure, and an eight-storey building. The proposed development utilizes one of the few remaining large parcels of land on Carling Avenue. Between Highway 417 and Preston Street, opportunities for redevelopment are limited: on the north side of the street, large land parcels are utilized by hospitals and a shopping centre already being redeveloped, RioCan's Westgate Shopping Centre. The remaining property parcels are generally small and would require complex, significant land assembly to develop, as they are primarily single-detached residential homes. On the south side of Carling Avenue is the Experimental Farm which will not be developed and therefore this portion of Carling Avenue is a single-loaded corridor with potential development only on the north side.

Two outdoor spaces are proposed as part of the development: a public park in the northeast corner of the site along Parkdale Avenue and an open, landscaped space at the southeast corner of the site adjacent to the future transit station. The proposed park is being provided as a public parkland dedication with an area equivalent to 10% of the subject site, resulting in a park area of 429 square metres. The landscaped open space will welcome visitors to the site and create a comfortable pedestrian environment at the ground level, adjacent to the future transit station.

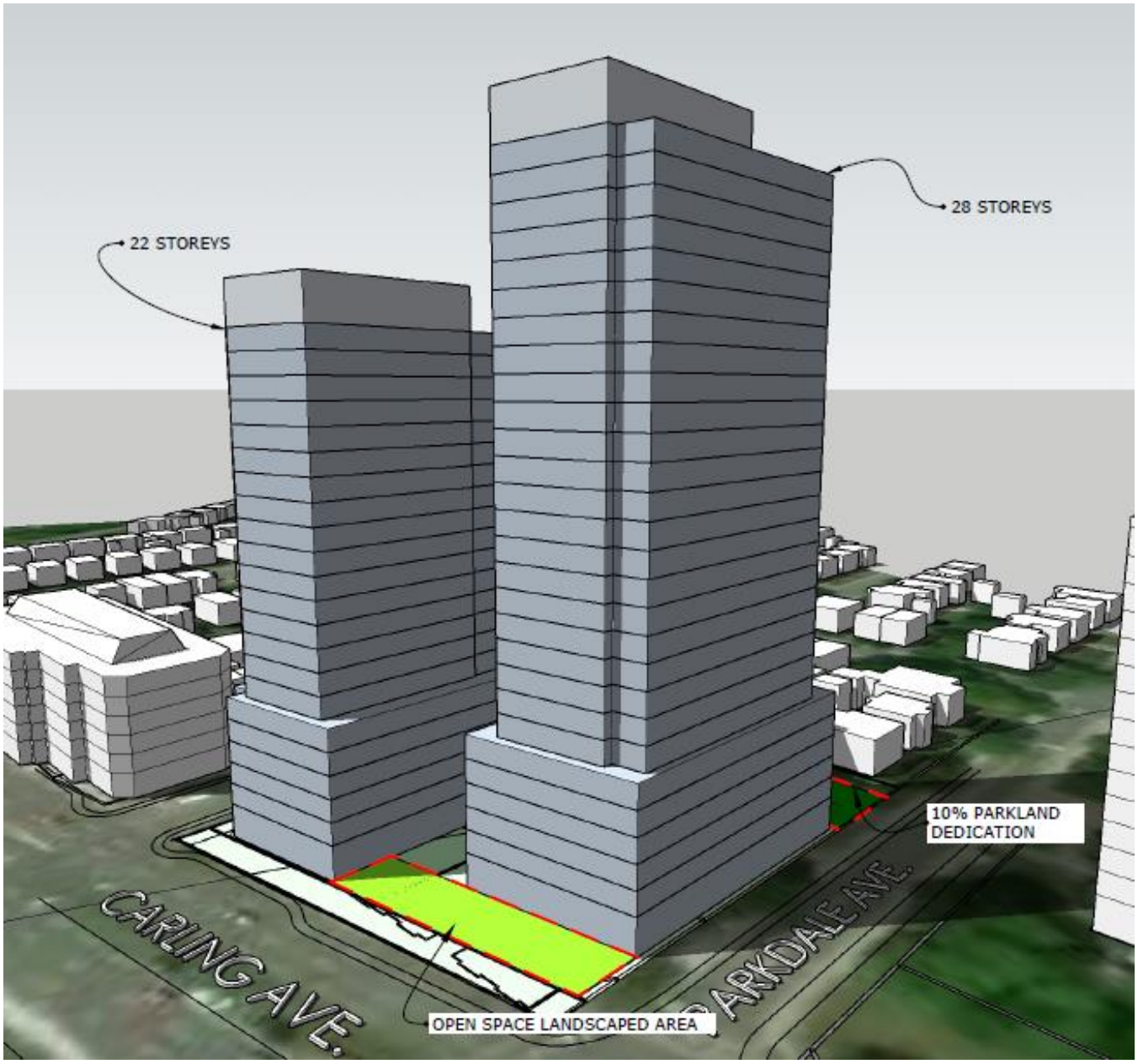


Figure 13: Proposed development, with open space landscaped area and proposed 10% parkland dedication shown (prepared by Hobin Architecture)

The development proposes 462 total units, with 204 units and 16,950 square metres of gross floor area for the west tower as well as 258 units and 21,437 square metres of gross floor area for the east tower. The combined gross floor area for the proposed development is 38,387 square metres and would include a mix of studio, one- and two-bedroom and one- and two-bedroom plus den apartments. The average size of the apartments is 67.4 square metres.

The development proposes a total of 340 vehicular parking spaces located within the four (4) storey underground parking garage and 342 bicycle parking spaces. The total vehicular parking spaces would include 293 residential spaces (0.63 spaces/unit) and 47 visitor parking spaces (0.1 spaces/unit). The single parking garage access is provided via Hamilton Avenue South, on the south side of the road closure and accessed via the existing right-in/right-out

intersection with Carling Avenue. The 342 bicycle parking spaces are proposed within the podium, at-grade outdoors, and within the parking garage.

Figure 14: Entrance to the loading area (left) and parking garage (right) shown, located on the west side of the site along Hamilton Avenue South (prepared by Hobin Architecture)

A loading zone is proposed in the northwest corner of the subject site from Hamilton Avenue South to service the two towers via the east and west podiums. The loading area is proposed to be accessed from Hamilton Avenue South so that loading uses occur behind the west tower and to ensure that the west tower's height is oriented toward the south side of the site, along Carling Avenue. The loading area will have limited traffic and will be accessed via Hamilton Avenue South, on the north side of the dead-end, whereas the parking garage will be accessed from the south side, off Carling Avenue.

3.1 Building Design

The development has been carefully designed to orient the two towers toward the south of the site to create a transition to the adjacent residential neighbourhood to the north and places the 28-storey east tower adjacent to Parkdale Avenue so that it is at the corner of two arterial roads. The design of the buildings and the podiums responds to the width of Carling Avenue. The building heights of 22 and 28 storeys are appropriate given the arterial nature of both Carling Avenue and Parkdale Avenue and the subject site's proximity to the Experimental Farm. Adding height adjacent to open space can help to frame the open space, particularly given that the proposed development is on the opposite side of the street to the farm.

3.1.1 Building Massing and Transition

The subject site's location on two arterial roads, existing and future transit, and as one of the few sites large enough to accommodate redevelopment makes it a prime candidate for added density and infill. The proposed development has two towers, with heights of 22 storeys (70 metres) and 28 storeys (89 metres) in a residential building with 462 units

between the two towers. Each tower has a six-storey podium and for the upper portion, there is a 20-metre tower separation to adjacent low-rise.

For the 28- storey East tower, the six-storey podium is setback 15 metres from the rear property line and the tower portion is setback an additional 4 metres (total 19 metres) from the rear property line, and approximately 24 metres from the north side of the public laneway. The East tower's podium floor area is approximately 912 square metres and the East tower's typical tower floor area is 726 square metres.

For the 22-storey West tower, the six-storey podium is setback 12.4 metres from the northerly property line and the tower portion is setback an additional 6.7 metres (total 19 metres) from the rear property line (shared with 425 Hamilton). The West tower's podium floor area is approximately 1,010 square metres and the West tower's typical floor area is 681 square metres.

The development has been oriented primarily toward Carling Avenue, with consideration given toward Parkdale Avenue. The landscaped open space at the southeast corner of the site provides a comfortable transition from the public to private space and helps to provide an entry point to the site adjacent to the future transit station from Parkdale Avenue while maintaining its prominence on Carling Avenue.

Figure 15: The proposed landscaped open space shown at the southeast corner of the site (prepared by Hobin Architecture)

Figure 16: Proposed parkland, right, in the foreground and the proposed east tower, left (prepared by Hobin Architecture)

3.1.2 Views

The proposed development will be an attractive focal point on Carling Avenue. To the east, it will complement the seven-storey Civic Hospital building at 1053 Carling Avenue and the 16-storey residence building at 751 Parkdale Avenue. To the west, it will complement the Duke of Devonshire building at 1095 Carling Avenue and the office building at 1105 Carling Avenue to begin defining a more urban streetscape and contribute to the development of a street wall.

Figure 17: Looking northwest along Carling Avenue with the proposed development shown in context (prepared by Hobin Architecture)

3.1.3 Pedestrian Experience and Public Realm

The entrance to the east tower faces south toward Carling Avenue and is oriented at the southeast corner of the building. A landscaped open space at the southeast corner is an entry point to the site and will help to inform the transition from public to private space on the site. It continues the current pattern of greenspace on the north side of

Carling Avenue and relates to the open space located at the southwest corner of Carling Avenue and Parkdale Avenue. The ground floor of the east tower will include a gym, lobby/ lounge, work lounge, amenity space, bike room with 32 bike stalls and tune up area, and dog wash area with two washing areas.

The west tower has two entrances: one that faces west toward Hamilton Avenue and one that faces east and is located approximately midway between the building. This has been done to create space for the proposed amenity area in the southeast corner of the building, which will help to animate the public realm. The ground floor of the west building will include a gym, reading room, bike room with 38 bike stalls and tune up area, and dog washing room with two washing areas.

Figure 18: The pedestrian experience of the tower, with a highly transparent ground floor (prepared by Hobin Architecture)

The density, height, and tower orientation of the proposed development is highly contextual and appropriate given the following factors:

- Carling Avenue as a single-loaded corridor, where density can only be achieved on the north side of the street, while also framing and defining the urban edge adjacent to Experimental Farm;
  The subject site is within a Major Transit Station Area and will be the site of future transit improvements;
- There are currently two OC Transpo bus stops on the subject site and it is presently well-served by transit;
- The site is designated as an arterial mainstreet, which contemplates additional density and height, particularly given Carling Avenue's wide right-of-way, and the future of the street is that of an arterial mainstreet;
- The pending relocation of the Civic Hospital campus means that the lands directly to the east of the subject site will be redeveloped in the future and would be an ideal location for added height, density, and towers. The proposed redevelopment of the subject site is oriented toward the future of the Carling Avenue corridor;
- The laneway to the north of the subject site and 425 Hamilton Avenue and the proposed public park provides a natural break between the height and density proposed on the site and the adjacent low-rise residential neighbourhood to the north; and
- The subject site is one of few remaining large land parcels along Carling Avenue between Highway 417 and Preston Avenue that can accommodate major redevelopment and intensification to support the future rapid transit route without land consolidation.

4.0
Design Statement

The following Design Statement was prepared by Hobin Architecture, project architect.

4.1 Historical Context

1081 Carling Avenue is in the heart of the Civic Hospital – Central Park neighbourhood, an Ottawa community, containing various building typologies and landscapes. The site is situated between the extensive Central Experimental Farm to the south, residential neighbourhoods to the north and west, and the Ottawa Hospital's Civic Campus to the east. This valued location sits near nature via walking and cycling paths reaching Dow's Lake, Ottawa's Dominion Arboretum, the Rideau Canal, and Rideau River. Simultaneously, 1081 Carling Avenue's adjacent infrastructure, such care facilities, retail, community gardens, and schools, provide urban living essentials.

The Civic Hospital-Central Park neighbourhood was settled at the beginning of the nineteenth century. By 1907, the community, formerly known as Bayswater, was annexed by Ottawa. The sprawling territory contains numerous residential pockets. The homes comprising the majority of The Civic Hospital -Central Park neighbourhood are primarily clad in brick. Many of the homes built between 1939 and 1947 were designed by David Younghusband and belong to the Arts and Crafts movement. This urban fabric dissipates as the residential portions of the neighbourhood begins to sprawl and merge with the expansive Civic Hospital Campus, and Central Experimental Farm.

The site is currently occupied by an eight-story office tower containing retail space at the ground level. The tower, built between the late 1960's and early 1970's is surrounded by at-grade parking. Prior to this condition, the site was divided into smaller parcels for residential dwellings, and a larger lot for along Carling Avenue.

This south edge of the site meets the public along one of Ottawa's busiest thoroughfares and faces the 427-hectare Experimental Farm. The east portion of the site provides access to the Ottawa Hospital's Civic Campus. Concurrently, the north and west frontages have maintained a cohesive relationship with the single-family residences. The site, historically and currently, has acted as a bridge between the varied typologies of space within the Civic Hospital—Central Park neighbourhood.

Therefore, the redevelopment of this site seeks to continue this set of varied associations and connections between buildings and landscape typologies. 1081 Carling Avenue aims to maintain this status as the intersection between these zones while further enhancing the experience of the site and contextual fabric of the Civic Hospital – Central Park neighbourhood.

4.2 Proposed Development

The proposed redevelopment, consisting of two residential high-rise buildings and a pedestrian plaza and thoroughfare, intends to activate the encompassing streetscapes surrounding the site. The redevelopment of this site will require the demolition of the existing office tower, and its adjacent surface parking lot.

The proposed towers, one comprised of 28 stories, and the other of 22 stories, both encompass six story podiums. The podium's consistent datum lines and brick cladding, not dissimilar to that of the bordering residential neighbourhood and Ottawa Hospital's Civic campus, aims to maintain a sense of scale and materiality with their surrounding architecture.

The ground levels of the building's podiums will house amenity spaces, a reading lounge, gym, and bicycle storage. The utilization of these permeable spaces and services by future residents and visitors will result in a consistently vibrant relationship between the interior and exterior spaces at grade. To enhance this relationship further, the ground level will be primarily glazed to allow for an activated street front along Carling Avenue, Parkdale Avenue, and Hamilton Avenue.

This lively duality between interior and exterior, public and private, will be continued around the interior facades of the ground floor. The porosity at ground level will emphasize the relationship between the two tower towers at grade. Primary entrances diagonally opposing each other within the interior courtyard form an interactive space for residents of each building. Curved landscaping features paralleling the architectural intent of this space result in a vivid and lush common gathering space.

Figure 19: Southeast corner of the site, with the landscaped open space in the foreground (Prepared by Hobin Architecture)

The west tower's ground floor level, recessed along Carling Avenue, and the east tower's ground floor level, recessed along Carling Avenue and Parkdale Avenue, express the remainder of the podium above as a separate entity. This entity is conveyed as if it is floating above the primarily glazed ground level. The recessed and porous ground level, articulated to accessible and interactive, in turn acts as a wayfinding clue, indicative of primary entrances and amenity spaces. Additionally, the extra frontage along Carling Avenue and Parkdale Avenue allows for greater landscaping to buffer traffic, noise, and wind, while creating safe and enjoyable designated zones for OC Transpo bus service users.

Ease of access to the site is further reinforced by the siting of the two towers, and the landscaping at grade. The site is serviced by OC Transpo bus routes along Carling Avenue and Parkdale Avenue and is within walking distance of the Carling Station of the O-Train Trillium Line. Additionally, the site is accessed by vehicular traffic, pedestrians, and cyclists. The staggered building masses, and curvature of the site landscaping aids in funneling users on foot into and through the site, towards entrances, and outdoor amenity spaces. The entrance to the parking garage is located on Hamilton Avenue, along the west façade of the west tower.

Each tower's "back-of house" services, such as move-in rooms and waste removal facilities will be accessed by a separate vehicular entrance along Hamilton Avenue. Opaque materiality of the building at grade where these services are located aids in the distinction between user's lively amenity spaces and user's service areas. The parcel of land directly to the north of the east tower is a city-owned and operated park, an active green space near the site for future residents.

Continuing upwards, the towers, expressed once again as separate entities from the glazed ground levels, and remaining podium levels, provide density to the neighbourhood, as they contain a total of 462 units. These unit's views benefit from the varied landscape and topography of the city. To the south, units will have an unobstructed view of the Central Experimental Farm, while along the west and north facades, residents will see Ottawa's sunsets and beyond, the Gatineau hills. To the north-east, residents will view the city's downtown core.

The phased development will be completed with four levels of underground parking, containing +/- 340 parking spaces, resulting in a ratio of 0.63 parking spaces for residences and 0.1 for visitors. Additionally, +/- 342 bicycle stalls are

included, along with additional bicycle storage at grade, encouraging residents to travel via a sustainable method of transportation.

4.3 Built Form and Urban Fabric

The building massing for the two towers is comprised of three designated components: the porous and recessed ground level, the more opaque remainder of the podium floating above, and the towers, elongated by vertical bands of masonry and glazing drawing one's eye towards the sky. The architectural expression of each of these three components require demonstrating a sensitivity to the abutting neighbourhood, and a sense of stateliness for the development's future residents. The buildings themselves, acting as sisters, as opposed to identical twins, follow the same design principles, while individually addressing the needs of their location on the site, orientation, and internal spaces.

At grade, the street and interior courtyard space is activated for a dynamic experience. At five meters in height, this level, sheltered by the above podium, reflects the neighbourhood scale. Wide, unobstructed sidewalks, large planters containing trees, bench seating, and varied paving materials continue this concept forward, allowing pedestrians to weave through the site leisurely. The inner courtyard space between the towers, protected by taller planters and mature trees, results in a designated zone to be used primarily by residents. The sidewalks parallel to Parkdale Avenue and Hamilton Avenue will contain mature tree planters and varied landscaping pavers to create pleasant entry points to the site.

Levels two through six of the podiums, designated as more private, are punctuated by a variety of windows, encapsulated by masonry, and expansive balconies floating above grade. The slender towers present the third and final condition of the building as they emerge from the heavier podium level. The narrowness of the floorplates is further emphasized by the vertical components demarcating glazed sections of the facades. The mechanical penthouse is encapsulated by the materiality of the towers for an uninterrupted form. Both towers are terraced along the north to provide a less daunting relationship between the residential neighbourhood and the site. This stepped form also allows for rooftop amenity or private terrace space with idealistic views. Outdoor spaces are continuous throughout the tower, as a variation of projecting, recessed, and juliette balconies aid in activating the tower facades.

These three primary components individually and collectively address the task of maintaining the site's unique location. This redevelopment aims to provide a residential hub for the Civic Hospital – Central Park neighbourhood, while embracing its greater role within the city of Ottawa, as an intersectional link between a variety of building and landscape typologies.

5.0
Policy & Regulatory Framework

5.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters "shall be consistent with" policy statements issued under the Act.

The PPS emphasizes intensification in built-up areas to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion. To achieve this goal, planning authorities are to identify and promote opportunities for intensification and redevelopment. The relevant policy interests to the subject application are as follows:

1.1.1 Healthy, liveable and safe communities are sustained by:

a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

c) avoiding development and land use patterns which may cause environmental or public health and safety concerns; promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

1.1.3.1 Settlement areas shall be the focus of growth and development;

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

a) efficiently use land and resources;

b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;

e) support active transportation; and

f) are transit-supportive, where transit is planned, exists or may be developed;

1.3.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.

1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

The proposed development is located within the urban boundary, on a serviced lot, along a future rapid transit (LRT) corridor immediately adjacent to a planned station. As a site directly abutting an Arterial Mainstreet and on the edge of an established neighbourhood, the site presents an opportunity for the efficient use of land in proximity to existing amenities and services including parks, schools, employment, retail, and transit.

The proposed development will contribute to the mix of housing types sizes to accommodate a variety of family and tenant compositions. New parkland will be dedicated to the City and constructed as part of the proposed development, increasing parkland in the neighbourhood, and supporting healthy communities.

The subject site is an appropriate location for development that promotes opportunities for transit-supportive development along an identified transit priority corridor. The proposed development will provide a significant supply and range of housing options through intensification and redevelopment.

1.3.1 Planning authorities shall promote economic development and competitiveness by:

a) providing for an appropriate mix and range of employment, institutional, and
b) broader mixed uses to meet long-term needs; b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
c) facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment; and
d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4;

The current and proposed zoning for the subject site permits mixed-use development and the proposed development includes ground-floor space for employment uses that will help to support liveable and resilient communities.

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

b) permitting and facilitating:
    1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
    2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and
e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

The proposed development, which is on an existing underutilized lot within the urban boundary, will contribute to achieving residential intensification in an appropriate location to make use of existing services, including infrastructure and existing and planned transit.

1.5.1 Healthy, active communities should be promoted by:

a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;

b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;

1.6.7.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.

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

The proposed development encloses the street edge with an at-grade facade that feature large amounts of glazing and active entrances to the sidewalk. The development also provides convenient cycling facilities to encourage cycling. Furthermore, the proposed development will support the creation of a more consistent street wall and improved the pedestrian environment for Carling Avenue, which is undergoing transit improvements and will see future transit and cycling improvements, thereby creating more space for pedestrians, transit users, and cyclists in the public realm. Finally, the proposed development is located immediately adjacent to a planned rapid transit (LRT) corridor and future station at the intersection of Parkdale/Carling.

1.6.1 Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:

a) financially viable over their life cycle, which may be demonstrated through asset management planning; and

b) available to meet current and projected needs.

1.6.6.1 Planning for sewage and water services shall:

b) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:

1. municipal sewage services and municipal water services; and
2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;

d) integrate servicing and land use considerations at all stages of the planning process; and

e) be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5. For clarity, where municipal sewage services and municipal water services are not available, planned or feasible, planning authorities have the ability to consider the use of the servicing options set out through policies 1.6.6.3, 1.6.6.4, and 1.6.6.5 provided that the specified conditions are met.

1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

1.6.6.7 Planning for stormwater management shall:

a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;
b) minimize, or, where possible, prevent increases in contaminant loads;
c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;
d) mitigate risks to human health, safety, property and the environment;
e) maximize the extent and function of vegetative and pervious surfaces; and
f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.

Development is proposed on a site that is presently serviced and therefore represents an efficient form of land use and servicing. The servicing study has confirmed that sufficient capacity exists in the system to accommodate the proposed development.

1.7.1 Long-term economic prosperity should be supported by:

b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce

The proposed development provides additional residential opportunities within the urban boundary and enhances the vitality of the nearby residential community and an existing Arterial Mainstreet. The design of the development promotes an improved sense of place along Carling Avenue by creating a continuous street wall and intensifying lands in proximity to transit and active transportation networks.

1.8 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

(a) promote compact form and a structure of nodes and corridors;
(b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas; and
(e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

The proposed development provides additional residential intensification within an existing walkable community, and adjacent to a planned rapid transit corridor and station. The proposed building is located on an infill site and will have environmental benefits as it will reduce development pressure on outlying areas which, in turn, helps to safeguard lands that serve important ecological functions and reduce the amount that people drive, improving air quality and reducing greenhouse gas emissions.

2.1.1 Natural features and areas shall be protected for the long term.

The proposed development will not have any impact on natural features and areas.

In summary, through providing residential intensification on a serviced lot that is currently underutilized along a future rapid transit corridor and immediately adjacent to a future station, the proposed development is consistent with the objectives and intent of the Provincial Policy Statement.

5.2 City of Ottawa Official Plan (2003, as amended)

The City of Ottawa Official Plan provides a vision for the growth of the city and a policy framework to guide its development to the year 2036. All development applications must conform to the policies of the Official Plan. The City plans to meet Ottawa's growth and development by managing it in ways that support liveable communities and healthy

environments. Objectives and policies direct the creation of 'complete' communities where residents can live, work and play.

Ottawa's population is projected to grow by up to 30 percent by 2031. At the same time, it is anticipated that the number of people per household will decline resulting in the need for approximately 145,000 new homes in Ottawa by 2031. One third of housing growth is anticipated to occur within the Greenbelt with much of the demand for new housing being in the form of smaller units such as apartments.

The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. In other words, the City is striving to create complete communities in which residents do not need to drive for everyday activities and where jobs, shopping, recreation and social activities lie within walking or cycling distance.

5.2.1 Strategic Directions

The Official Plan outlines existing and planned growth patterns for the entire City of Ottawa and contemplates that areas inside the greenbelt will increase in population from 562,000 in 2021 to 591,000 by 2031 and that the number of households in the urban area will increase from 258,000 in 2021 to 278,000. The city will seek to "meet the challenge of growth by managing it in ways that support liveable communities and healthy environments", including (s. 2.1):

1) pursuing a mix of land uses and a compact form of development to support a high-quality transit service and make better use of existing roads and other infrastructure rather than building new facilities;
2) support liveable, sustainable communities based on an underlying commitment to conserving the natural environment and will result in reduced consumption of land and other resources outside of the urban boundary;
3) manage growth to ensure that Ottawa's communities are eminently liveable through a focus on community design and a concern for people and the quality of the spaces they occupy;
4) manage growth by directing it to the urban area where services already exist or where they can be provided efficiently;
5) direct growth to existing designated urban areas where it can be accommodated with compact and mixed-use development, and served with quality transit, walking, and cycling facilities; and
6) ensure that infill and redevelopment will be compatible with the existing context or planned function of the area and contribute to the diversity of housing, employment, or services in the area.

The proposed development contributes to the Official Plan goals of encouraging development within the existing urban area, in a compact form. The subject site is located adjacent to a future LRT line and is presently well-served by transit, walking, and cycling facilities. The new public park will provide additional amenities for the new and existing residents of the community. Further, the proposed height and density will support the existing and future transit network.

5.2.2 Managing Growth

The Official Plan seeks to manage growth within Ottawa, including the urban area and village boundaries, managing intensification, and employment area policies. It is proposed that 90% of the City's growth in population, jobs, and housing is proposed to be accommodated within the urban boundary to best utilize existing facilities and services and ensures that new development can be provided with urban facilities and services in the most efficient manner possible (s. 2.2). The Plan outlines the following policies with respect to intensification within the urban area (s. 2.2.2):

1. Residential intensification means the development of a property, building or area that results in a net increase in residential units or accommodation and includes:
   (a) Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities) […]
   (b) The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification.

The proposed development represents the intensification of the subject site as defined by the Official Plan.

5.2.3 Minimum Density Targets

The Official Plan establishes density targets in Target Areas throughout the urban area with the intent of accommodating more jobs and housing and increasing public transit usage. Target Areas are identified as locations with the highest potential of developing a moderate and high level of density in a compact form. Relevant policies include (s. 2.2.2):

3. Target areas for intensification are the Central Area, Mixed Use Centres, Mainstreets, and Town Centres defined on Schedule B, and the Community Core in Riverside South. These areas are located on the Rapid Transit and Transit Priority Network as defined on Schedule D.
4. The City's target for residential intensification, as defined in Policy 1, is the minimum proportion of new residential dwelling units and accommodation based upon building permit issuance by calendar year in the urban area. The target will be: 38% in 2012-2016; 40% in 2017-2021; 42% in 2022-2026; and 44% in 2027-2031.
5. Minimum density targets, expressed in jobs and people per gross hectare, are set out in Figure 2.3 and applied to those target areas with the greatest potential to support the Rapid Transit and Transit Priority Networks.

Table 1: Selected Minimum Density Targets (Figure 2.3 in the City of Ottawa Official Plan)

Designation	2012 Density*	Density Target*
Carling	133	200

*people and jobs per gross hectare

6. All new development within the boundaries of the intensification target areas listed in Figure 2.3 will be required to meet the minimum density targets. […]

The proposed development is located on an Arterial Mainstreet, which is a target area for intensification with a density target of 200 people and jobs per gross hectare. Assuming a household size of 1.62 people per apartment dwelling, the proposed development would exceed the minimum density target.

10. Intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. Building heights and densities for different areas may be established through this plan or a secondary plan and will be implemented through zoning […]
11. The distribution of appropriate building heights will be determined by:
    a. The location in a Target Area for Intensification identified in policy 4 [3] above or by proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights being located closest to the station or corridor; and
    b. The Design and Compatibility of the development with the surrounding existing context and planned function, as detailed in Section 4.11, with buildings clustered with other buildings of similar height.
12. Building heights are classified in Figure 2.4 and will be used for establishing appropriate height limits in community design plans, secondary plans, the Zoning By-law and other policy plans, in land use designations in Section 3 and when considering amendments to this Plan. The corresponding storey height for a residential use is generally three metres, and for other uses is generally four metres, while at-grade uses may have higher storey heights. An amendment to the Zoning By-law will be required for any increase in height within that height class.

Table 2: Building Heights (Figure 2.4 in the City of Ottawa Official Plan)

Classification	**Maximum Building Height (residential storeys)**
Low-Rise	4 storeys or less
Mid-Rise	5 to 9 storeys
High-Rise	10 to 30 storeys

Classification	Maximum Building Height (residential storeys)
High-Rise 31+	31 storeys and more

Permitted building heights are generally prescribed by the land use designation policies of Section 3 of the Official Plan (discussed below). Greater or lesser heights may be prescribed through a Secondary Plan.

5.2.4 Land Use Designation

The subject site is designated Arterial Mainstreet on Schedule B of the City of Ottawa Official Plan, as shown in Figure 20, below. Arterial Mainstreets are characterized by larger lots and buildings, varied setbacks, and lower street-level densities than Traditional Mainstreets. Arterial Mainstreets are also more automobile-oriented, typically built with four (4) or more lanes. Over time, it is anticipated that these streets will evolve into more transit-supportive, pedestrian-friendly Mainstreets that support the neighbouring community. A broad range of uses is permitted on Arterial Mainstreets, including retail and service commercial uses, offices, residential and institutional uses. Uses may be mixed in individual buildings or occur side by side in separate buildings.

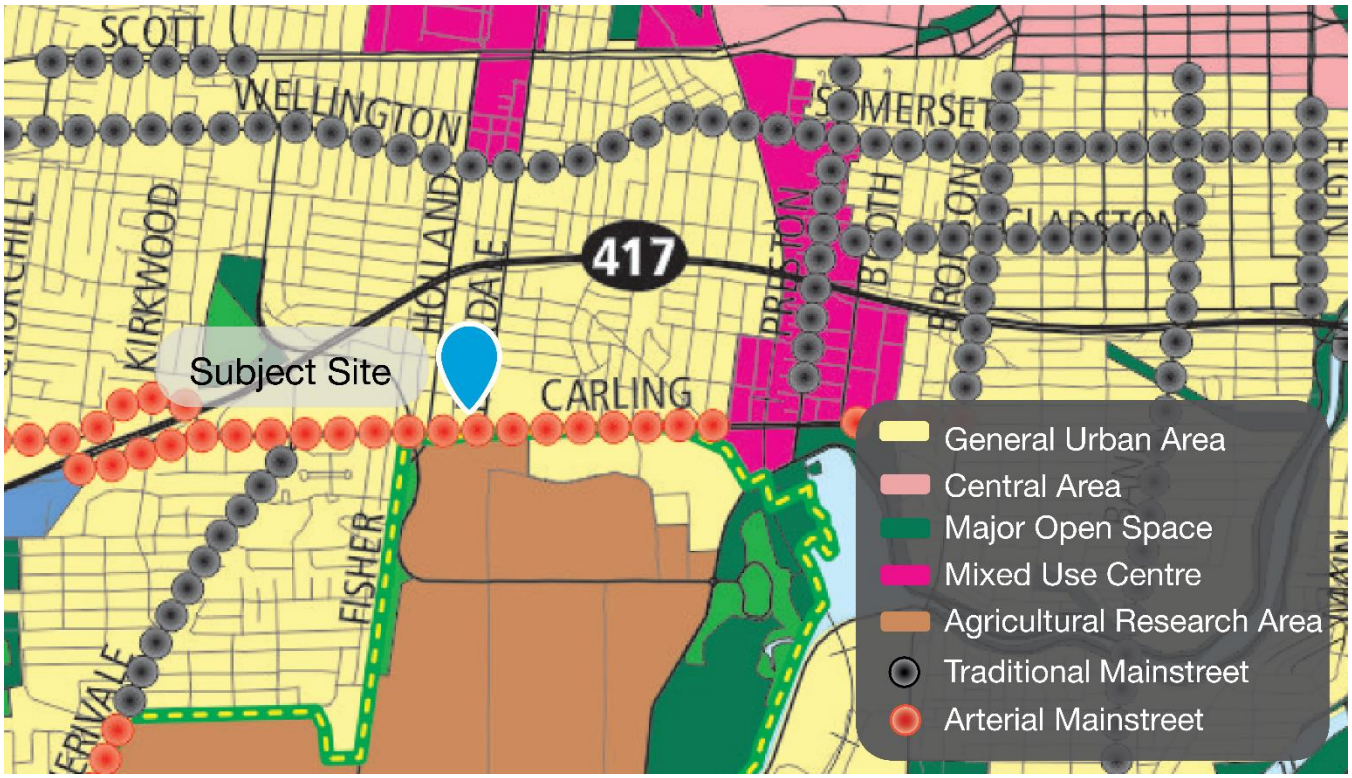


Figure 20: Schedule B – Urban Policy Plan (City of Ottawa Official Plan)

The Arterial Mainstreet designation generally applies to the whole of those properties fronting onto the road, however, for very deep lots, the designations will generally be limited to a depth of 400 metres from the Arterial Mainstreet.

Redevelopment and infill are encouraged on Arterial Mainstreets to optimize the use of land through intensification, in a building format that encloses and defines the street edge and provides direct pedestrian access to the sidewalk.

Arterial Mainstreets inside the Greenbelt are designated in the Official Plan and the Transportation Master Plan as supplementary rapid transit corridors. As such, the intent of the Official Plan is to guide their development toward

denser and more urban forms that will support frequent transit service and prepare them for the high level of transit that is planned for Supplementary Rapid Transit corridors in the future.

Per policy 12, on Arterial Mainstreets, unless a secondary plan states otherwise, building heights up to 9 storeys may be permitted as-of-right. High-rise buildings may only be permitted subject to a Zoning By-law Amendment and where the building will be located at one or more of the following nodes:

- Within 400 metres walking distance of a Rapid Transit Station on Schedule D of the Official Plan; or
- Directly abutting an intersection of the Mainstreet with another Mainstreet or a Transit Priority Corridor on Schedule D of the Official Plan; or
- Directly abutting a Major Urban Facility;

and where the development provides a community amenity and adequate transition is provided to adjacent low-rise.

The subject site is located within 400 metres of a rapid transit station planned for the intersection of Parkdale and Carling as shown on Schedule D of the Official Plan and is also abutting a Major Urban Facility in the Civic Hospital campus. The proposed development will provide community amenity in the form of a public park and provides transition to the adjacent low-rise residential as discussed below.

5.2.5 Building Liveable Communities

The Official Plan describes the basics of liveable communities – good housing, employment, ample greenspace, and a sense of history and culture – and proposes to create more liveable communities by focusing on community design and collaborative community building (s. 2.5.1). Community design engages with the details of how buildings and landscapes relate. Section 2.5.1 of the Official Plan provides objectives and policies for achieving compatibility between form and function when introducing new development into existing areas. Compatible development means development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists without causing undue adverse impact on surrounding properties; it “fits well” within its physical context and “works well” among those functions that surround it.

The proposed development responds to the design objectives of Section 2.5.1 in the following ways:

1. Enhances the sense of community by creating and maintaining places with their own distinct identity
   - The proposed development will help to define the character of Carling Avenue as an Arterial Mainstreet. Presently, Carling Avenue does not have a distinct identity beyond institutional uses, predominantly hospitals and related uses. However, the proposed development will help to define a consistent street wall and add to the mix of uses along the corridor.
   - The architectural design has two appropriately scaled podiums that are six storeys in height at street level and two towers, which will help to frame the street. The design of the buildings reflects the brick materiality of the wider Civic Hospital neighbourhood to the north. The two towers will be designed so that they are complementary, but not identical, to create visual interest and avoid monotony. The cladding will help establish the site as being at the edge of a mature residential neighbourhood and at the forefront of a developing arterial main street.
   - The proposed development will enhance the sense of community by locating a new building facade along three public roads: Carling Avenue, Parkdale Avenue, and Hamilton Avenue.
   - The landscaped open space adjacent to the intersection will improve the public realm along the street and will fit well with the future transit station at this location.

2. Defines quality public and private spaces through development
   - The proposed development has been designed carefully to transition public to private spaces with an open, landscaped area at the southeast corner. The East tower has been pushed back from Carling Avenue to provide an entry point into the site. As well, the site has been designed with two separate six-storey podiums, which improves the walkability, allowing filtration between the two towers at street level.

- The introduction hard and soft landscaping materials in the landscaped open space will create a quality private outdoor space that can be shared and enjoyed by all users, including residents and visitors, of the proposed development. The landscaped open space will provide a comfortable buffer between the proposed development and the bus stop that is located approximately 28 metres west of Parkdale Avenue on the north side of Carling Avenue and the south side of the site. In the future when this becomes an LRT stop, the landscaped open space will continue to provide an important buffer between the boarding and alighting of the LRT.
- A 429.3 square metre park is proposed at the northeast corner of the site to help transition the 28-storey tower to the adjacent residential neighbourhood. The park will be an explicitly public space as it will be dedicated to the City of Ottawa for construction and management.

3. Creates places that are safe, accessible and easy to get to, and move through
   - The proposed development has been designed with active lobby spaces and large floor-to-ceiling windows along the podium's southern façades, which will maximize overlook into the surrounding public spaces and support the notion of 'eyes on the street'.
   - The proposal includes the introduction of 342 bicycle parking spaces and two (2) bicycle tune-up areas, one (1) in each tower, which will make it easier for residents to repair their bicycles. The subject site is located near existing pedestrian, cycling, and transit facilities encouraging active transportation and transit use.

4. Ensures that new development respects the character of existing areas
   - The development proposal creates a sense of human scale through architectural massing and careful placement of towers. The 28-storey east tower is oriented close to Parkdale Avenue and pushed back slightly from Carling Avenue to ensure that it does not loom over the intersection. The 22-storey west tower is located closer to Carling Avenue to avoid overpowering the adjacent low-rise residential neighbourhood to the north.
   - The two podiums are proposed at heights of six (6) storeys, which will create a comfortable pedestrian experience and consistent street wall along the wide Carling Avenue arterial road.
   - The materiality has been selected to match the existing colour palette of the surrounding environment, which has many low-rise residential red brick buildings. The Civic Hospital is also characterized by its red brick exterior and is punctuated with light stone detailing and ornamentation. The development proposes a dark brown brick exterior, complemented with predominantly white cladding, and accented with dark grey cladding.
   - The proposed development is set back further from the road compared to the Duke of Devonshire building at 1095 Carling Avenue to the west but is set closer to the road compared to the residence at 751 Parkdale Avenue and the Civic Hospital Campus at 1053 Carling Avenue to the east. In this way, the proposed development helps create a transition in setbacks between the two developments. The setback is appropriate given Carling Avenue's designation as an arterial main street.
   - The proposed development continues the pattern of landscaping along Carling Avenue with the landscaped open space at the southeast corner of the site reflecting the landscaping at the southwest corner of Carling Avenue and Parkdale Avenue.
   - The proposed development provides an appropriate separation from the low-rise residential uses to the north and west through setbacks and stepbacks.

5. Considers adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice
   - The proposed development will introduce compact infill development on a site that presents a unique development opportunity.
   - The development accommodates the needs of people within a broad range of income brackets and life stages.

6. Understands and respects natural processes and features in development design
   - Proposed landscape features, including soft landscaping in the rear yard and front yard, allows for natural water absorption into the ground, reducing stormwater runoff and the heat island effect.

- / The proposal incorporates stormwater management infrastructure to properly collect and discharge surface runoff.

7. Maximizes energy efficiency and promotes sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment
   - / The subject site is well-located in a neighbourhood that is highly supportive of transportation via public transit, cycling, walking, and other forms of active and e-mobility.
   - / 342 bicycle parking spaces are proposed to encourage a reduction in automobile trips and promote active transportation. Bicycle parking is proposed on the ground floor and within the parking garage in addition to 15 spaces provided at-grade, outside the building.
   - / Landscape elements, shrubs, and trees are proposed in the landscaped open space and will contribute to soil permeability and a reduced urban heat island effect.

Arterial Mainstreets are designated Design Priority Areas in the Official Plan (s. 2.5.1). In coordination with Section 2.5.1, Section 4.11 sets out requirements for urban design. These criteria pertain more specifically to the mitigation of adverse impacts on surrounding properties resulting from intensification.

The proposed development is of a compatible form and typology.

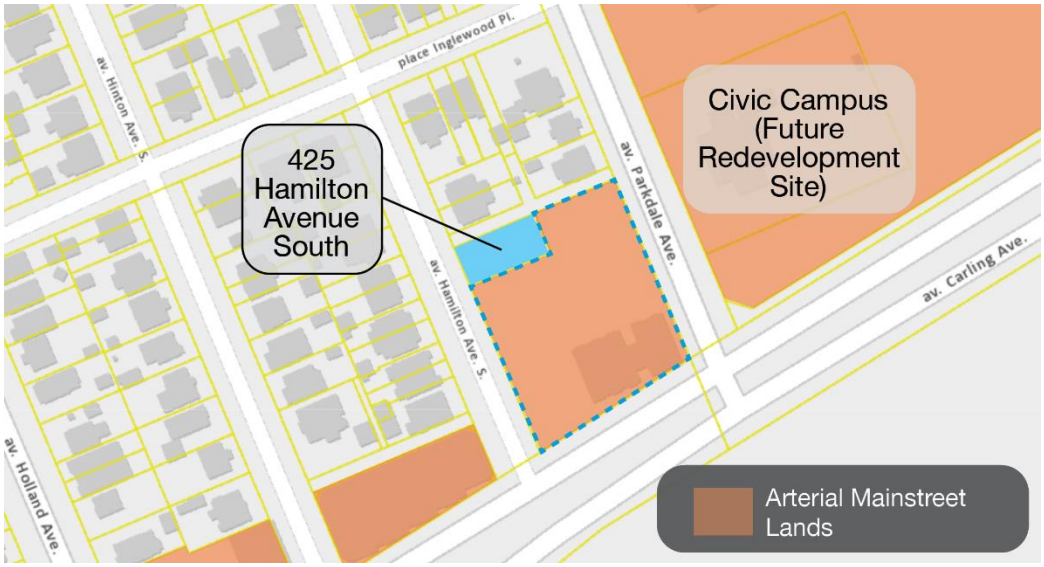
5.2.6 Urban Design and Compatibility

The Official Plan emphasizes the importance of compatibility and scale when mitigating design impacts of intensification. Section 4.11 outlines a set of criteria that can be used to objectively measure the compatibility of a development proposal. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, and amenity space, among others, are key factors for assessing the relationship between new and existing development. Table 2, below, provides an analysis of how the proposed development meets the applicable policies of Section 4.11. Further detail on how each of these criteria is achieved would be provided through a future Site Plan Control application.

Table 3: Proposed development design responses to Official Plan Policies related to Urban Design and Compatibility (Section 4.11)

Policy	Proposed Development
Design Brief	An integrated design brief is provided by assessing the applicable design guidelines as they relate to proposal throughout this document.
Views	The proposed development does not impact any protected view planes of the Official Plan. Further, the proposed development does not obstruct or interfere with any protected, or historically significant views.
Building Design	The proposed development has two six-storey podiums and high-rise 22- and 28- storey tower form that is compatible with the existing and planned context along Carling Avenue and recognizes this street as an edge condition to the Civic Hospital neighbourhood to the north. For the East tower, the six-storey podium is setback 15.0 metres from the rear property line and the tower portion is setback an additional 4.1 metres (total 19.1 metres) from the rear property line, and 24.0 metres from the north side of the public laneway. For the West tower, the six-storey podium is setback 12.4 metres from the property line and the tower portion is setback an additional 6.7 metres (total 19.0 metres) from the rear property line, and 39.1 metres from the north side of the public laneway. Impacts from the building are mitigated by the large rear yard setbacks and mid-rise podiums which transition from the scale of the neighbourhood up to the Mainstreet corridor.

Policy	Proposed Development
	The development has been oriented primarily toward Carling Avenue, with consideration given toward Parkdale Avenue as well. Main building entrances are located facing Carling Avenue (East Tower) and at the corner of Hamilton and Carling (West Tower). The landscaped open space at the southeast corner of the site provides a comfortable transition from the public to private space and helps to provide an entry point to the site from Parkdale Avenue while maintaining its prominence on Carling Avenue. Landscaping of the open space has been developed to accentuate the main building entrances. Servicing and loading are proposed in the northwest corner of the site to the podiums of both the west and east towers. The entrance to the loading area is unique and will not be shared by the parking garage entrance proposed south of the traffic barrier on Hamilton Avenue, both to ensure that the majority of vehicle traffic occurs south of the road closure on Hamilton Avenue and also to minimize conflicts between parking and loading uses. The rooftop mechanical equipment has been incorporated into the conceptual building design.
Massing and Scale	The proposed development contributes to developing a consistent street wall along Carling Avenue. As well, the 22 and 28-storey towers will help frame the Experimental Farm open space to the south. The primary area for the consideration of transition is along the north edge of the subject site where it directly abuts the neighbourhood to the north. The subject site also abuts the residential to the west and provides a setback in addition to the road right-of-way as separation from the adjacent low-rise dwellings. A public laneway north of the subject site and 425 Hamilton Avenue South provides a natural, albeit narrow (4.9 metres), break between the properties to the south and north. Along the south edge of this laneway, the proposed public park provides additional separation to the detached dwellings along Parkdale Avenue resulting in a total separation of 20 metres to the podium and 24 metres to the east tower. On the west half of the laneway, the subject site abuts 425 Hamilton Avenue South, a two-storey detached dwelling. In reviewing the context of the area, and the policies of the Arterial Mainstreet, it's our opinion that the property at 425 Hamilton Avenue South should be considered as a part of the Arterial Mainstreet parcel, together with the balance of the lands south of the public laneway. This would then represent a logical stepping of the Arterial Mainstreet designation depth from the relatively shallow depth to the west into the future redevelopment site that is the Civic Hospital Campus which, under current policies, would be entirely within the Arterial Mainstreet Designation and could redevelop with a mix of high-rise buildings. In addition to the Arterial Mainstreet policies, it's also important to consider the policies for the General Urban Area, which would apply to the balance of the lands within the neighbourhood to the north. Given the proximity to the rapid transit station (within 800 metres of the future station), these lands are recognized as an area where buildings greater than 4 storeys would be considered appropriate. The site at 425 Hamilton Avenue South, given its relative disconnection from the adjacent neigbourhood, would represent an appropriate location for a mid-rise redevelopment in the future.

Policy	Proposed Development
	For these reasons, the proposed west tower is setback slightly less, approximately 12.35 metres for the podium and 19 metres for the tower above. The east tower is also set back approximately 10.46 metres from the property line shared with 425 Hamilton Avenue South.  Figure 21: 425 Hamilton Avenue South Policy Context Given the planned context for 425 Hamilton Avenue South, it is, in Fotenn's opinion, appropriate to consider the transition into the neighbourhood on the north side of the lane, rather than to 425 Hamilton Avenue South. The proposed separation of the towers (24 metres for the east tower and 39 metres for the west tower) from the adjacent low-rise neighbourhood is appropriate for the context.
High-Rise Buildings	As discussed above, the planned context for the subject site and the surroundings, the proposed tower setback, the orientation of the two towers along Carling Avenue, and proposed public park mitigates the impacts of the high-rise buildings on the surrounding area. The design encourages views towards Carling Avenue and Experimental Farm and away from the side yards of properties to the north, facing Parkdale Avenue and Hamilton Avenue. The design of the two towers has been developed with a defined base, middle, and top. The base of the buildings is the two six (6)-storey podiums. Both podiums have a highly transparent first floor, with floor-to-ceiling windows facing Carling Avenue and extending slightly north on both Parkdale Avenue and Hamilton Avenue. As the podium nears the adjacent residential neighbourhoods, the transparency at ground level decreases and the ground floor is made up of dark grey cladding, with windows placed above eye level to reduce overlook into the adjacent properties. The second through sixth floors of the podium are dark grey brick with large windows. At the corners of Carling Avenue and Hamilton Avenue and Parkdale Avenue, the corner units in the buildings feature floor-to-ceiling windows to maximize sunlight and views. Storeys six (6) and up have a narrower tower form extending up to the 22nd and 26th storeys. The tower portion of the buildings are predominantly defined by their white cladding, dark

Policy	Proposed Development
	grey cladding, which is carried through from the ground floor, large windows, and transparent balconies. The mechanical penthouse is encapsulated by the materiality of the towers for an uninterrupted form. Both towers are terraced along the north to provide a less daunting relationship between the residential neighbourhood and the site. This stepped form also allows for rooftop amenity or private terrace space with idealistic views. The submitted wind study has assessed impacts to pedestrian comfort and usability and makes recommendations for implementation through a future Site Plan Control application to ensure the comfort and safety of pedestrians in and around the proposed buildings. The site remains porous at ground level, encouraging pedestrian movement between the towers to access amenity and open spaces. The landscaped open space provides a comfortable and attractive entry point to the site at the southeast corner and the park provides a public space at the northwest corner. Along with the treed traffic barrier to the west of the site, this creates three open spaces that remain open to pedestrians. The proposed 20 metre tower separation is less than the preferred 23 metres but will still provide sufficient separation between the towers to maintain sky views, privacy between the towers and does not result in any significant microclimate impacts.
Outdoor Amenity Area	No undue overlook impacts are anticipated resulting from this development. The design of the proposed development has been oriented to locate the building lengthwise along Hamilton Avenue and Parkdale Avenue, which ensures that the portions of the tower facing north and toward the low-rise residential neighbourhood to the north have the fewest number of windows, thereby minimizing overlook to adjacent properties' private amenity spaces. Outdoor amenity space is provided in the form of the landscaped open space at the southeast corner of the site. Through a future site plan control application, it's anticipated that rooftop amenity terraces would also support the future building residents.
Design Priority Area	Arterial Mainstreets are designated as design priority areas. The proposal has been designed to meet high design standards, including building materials, continuous building lines, articulation, and fenestration, while helping to define and improve Carling Avenue. Sidewalks and landscaping are provided adjacent to the building. The massing and scale of the proposed development is designed to define and enclose public and private spaces. The proposal will be subject to the Urban Design Review Panel.

The proposed development conforms to the policy direction of Section 4.11. The impacts of the high-rise built form have been mitigated and careful attention has been paid as to how the proposed development will fit into the surrounding context.

5.2.7 Road Right-of-Way Protection

Per Annex 1 of the City of Ottawa Official Plan, Carling Avenue has a right-of-way protection of 44.5 metres between Holly Acres Road and Bronson Avenue. A future road widening would result in a loss between approximately 2.69 and 3.59 metres across the Carling Avenue frontage of the property. Given the context of the site, with the existing retirement home to the west built right up to the sidewalk, and the Experimental Farm to the south, no widening has been accounted for in the proposed development concept.

5.3 City of Ottawa Draft Official Plan (November 2020)

The City of Ottawa is currently undertaking a comprehensive review of their Official Plan, which will result in a brand-new Official Plan that will plan for a 25-year time horizon (2021 to 2046). The timeline for this review is detailed below:

- The first draft of the new Official Plan was released in November 2020. The updated draft is being released at the writing of this report, through July and August 2021.
- The new Official Plan is to be considered by the Planning Committee and the Agriculture and Rural Affairs Committee at a multi-day meeting beginning October 14, 2021 and by full City Council on October 27, 2021.
- Once adopted by Council, the Ministry of Municipal Affairs and Housing will review/approve the document (with or without modifications). The Ministry's review could take several months, which could extend into 2022. When the new Official Plan is approved, the current Official Plan will be repealed.

The proposed development supports the intensification target put forward for the new Official Plan in proximity to rapid transit and transit priority corridors. The intensification at this location contributes to a land use pattern that is consistent with a 15-minute neighbourhood. Given the current application will be submitted prior to the adoption of the new Official Plan, the Zoning By-law Amendment will be subject to the policies of the current Official Plan, discussed above.

5.4 Transit-Oriented Development Guidelines (2007)

In September 2007, City Council approved design guidelines to address Transit-Oriented Development. The guidelines apply to all development throughout the City that is within 600 metres walking distance of a rapid transit stop or station and provide guidance for the proper development of these strategically located properties. The guidelines address six elements of urban design including land use, layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and environment.

The proposed development meets the following applicable design guidelines:

- Provides transit supportive land uses, mixed use development including high-density residential uses, within a 600-metre walking distance of a rapid transit stop or station (Guideline 1);
- Discourages non transit-supportive land uses that are oriented primarily to the automobile and not the pedestrian, cyclist or transit user (Guideline 2);
- Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community, with proposed amenity space at the ground floor of the west tower (Guideline 3);
- Lays out new pedestrian connections, permitting pedestrian movement throughout the site (Guideline 4);
- Locate buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit (Guideline 7);
- Locate the highest density and mixed uses immediately adjacent and as close as possible to the proposed transit stop, with the density concentrated adjacent to Carling Avenue and Parkdale Avenue (Guideline 8);
- Orient buildings towards transit stations and provides direct pedestrian access that minimizes conflict with vehicles, with buildings oriented toward Carling Avenue and pedestrian entrances facing east and into the site for the west tower and south toward Carling Avenue for the east tower, compared to the vehicular access points via Hamilton Avenue to the west and Parkdale Avenue to the east (Guideline 10);
- Set large buildings back between 3.0 and 6.0 metres from the front property line, and from the side property line for corner sites, in order to define the street edge and to provide space for pedestrian activities and landscaping, with the west tower set back approximately 5 metres and the east tower set back 14 metres to permit landscaping (Guideline 13);
- Reduce or limit grade separated pedestrian connections: the ground level of the site will be one consistent grade (Guideline 18);

- Design ground floors to be appealing to pedestrians, with proposed amenity space at grade (Guideline 28);
- Provides underground parking rather than surface parking (Guideline 39);
- Locates loading areas off the street and behind the buildings (Guideline 43); and,
- Locates garbage and recycling containers in the interior of the east tower to screen it from view (Guideline 54).

The proposed development responds to the relevant approved Design Guidelines to create a high-quality building and site plan that fosters a positive pedestrian realm and supports alternative mode uses, including transit.

5.5 Urban Design Guidelines for High-rise Buildings (2018)

The City of Ottawa's Urban Design Guidelines for High-rise Buildings (the "Guidelines") were approved by City Council on May 23, 2018 and provide recommendations for urban design and guidelines to be used during the review of development proposals. As stated on page 2 of the Guidelines, they are not intended to be used as a checklist for evaluating a proposal and not all of the guidelines are applicable to every site. As the Guidelines note, the given context of a site will inform the development and that each site will have its own opportunities and challenges.

The proposed development responds to the guidelines in the following ways:

- The proposed development does not impact any views or angular planes in the Central Area and the vicinity to protect the visual integrity of the Parliament Buildings and other important national symbols (Guideline 1.2);
- The proposed development considers important views and vistas (Guideline 1.6);
- The proposed development is a background building, as it enhances existing views and vistas through the placement of the building, height transitions, setbacks, and landscaping and because it enhances the overall character of the existing and planned fabric (Guideline 1.9);
- The base of the building defines the street wall context along Carling Avenue (Guideline 1.12);
- The lot is an irregular shape; however, the parkland dedication has been designed to create a more regular-shaped lot to permit effective transition measures (Guideline 1.14);
- The site abuts the public realm on three sides: on Carling Avenue, Parkdale Avenue, and Hamilton Avenue. Further, the proposed development includes a parkland dedication in the northeast corner of the site, which will allow the site to abut public realm on three and a half sides (Guideline 1.15);
- The site is of a sufficient size, 4,293 square meters, which exceeds the 1,350 square metre minimum guideline for corner sites. This makes it possible an appropriate site for a high-rise building (Guideline 1.16);
- The lot is sufficiently sized to accommodate a high-rise building with appropriate transition to the low-rise area to the north through setbacks and stepbacks. As discussed above, 425 Hamilton Avenue South has been considered as a redevelopment parcel given the current OP policies and the proximity to a future rapid transit station. The proposed development is within an "emerging downtown district" given its transit corridor and therefore a 20-metre separation to adjacent low-rise is used as a measure of appropriate transition. As noted, the proposed development provides 20+ metres of separation to the north side of the public laneway adjacent to the low-rise community to the north (see Figure 22) (Guideline 1.17);
- The proposed development enhances the overall pedestrian experience in the immediate surrounding public realm two well-designed podiums and a pedestrian-scale entrypoint at the landscaped open space (Guideline 2.1);
- The proposed building enhances and creates the image of a community and a city through the design of the upper portion of the building that creates views and landmarks and enhances the skyline (Guideline 2.2);
- The proposed building has been designed with a distinctive base, middle, and top, with floor-to-ceiling windows and dark grey cladding on the ground floor and dark grey masonry for the base, white and dark grey cladding for the middle, and a slender mechanical penthouse for the top, wholly clad in white materials (Guideline 2.3);
- The proposal places the bases of the two building to form a building edge along Carling Avenue and Parkdale Avenue, which will help to establish a street wall and reflect the adjacency of the building to the west (Guideline 2.13);
-

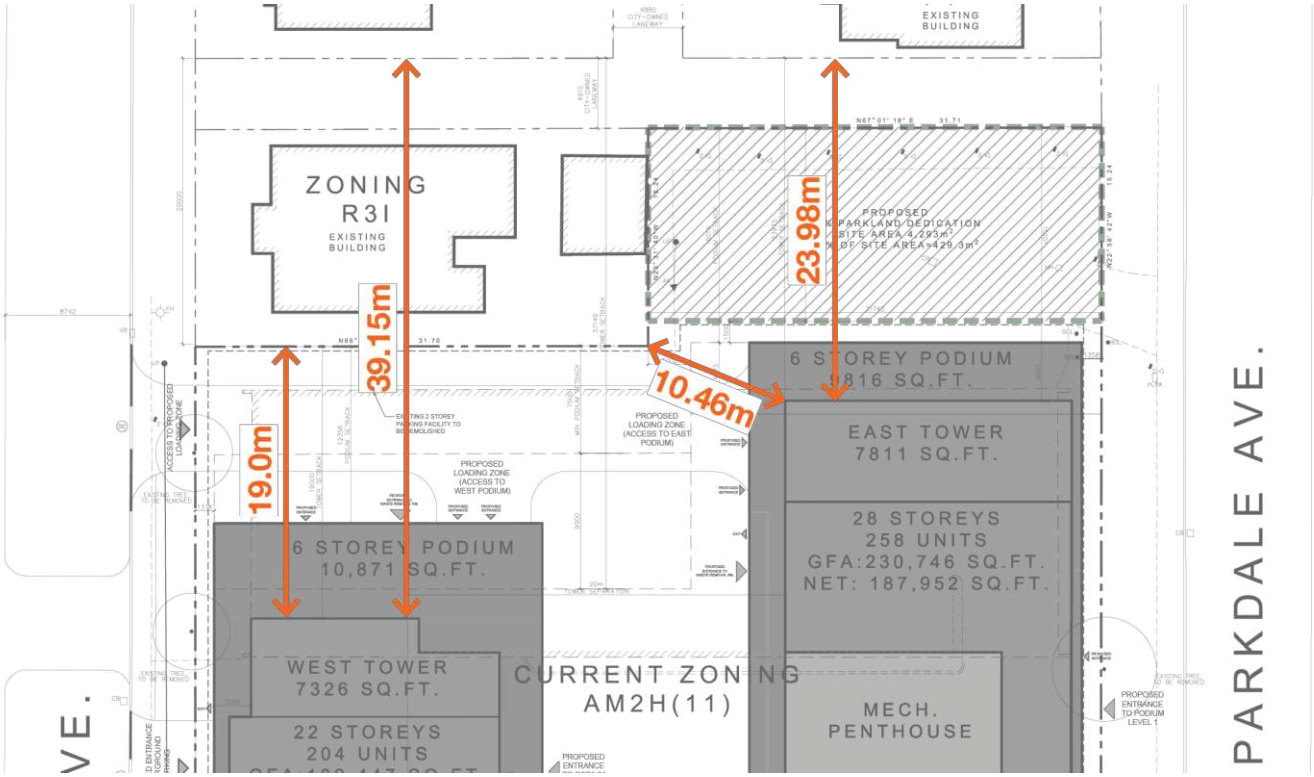


Figure 22: Proposed Tower Transition to Adjacent Low-Rise

- The podium height (6 storeys) provides enclosure along Carling Avenue at an appropriate scale, given the road width of approximately 28 metres (Guideline 2.15);
- The base of the building has a height of six storeys, greater than the recommended minimum of two storeys and appropriate for the Carling Avenue arterial (Guideline 2.17);
- The six-storey podiums and towers represent a beneficial contribution to the public realm along Carling Avenue and Parkdale Avenue that improves the existing edges. The podium materiality, significant glazing, and multiple active entrances help to promote an improved scale and rhythm to Carling Avenue. The facade is broken up with two buildings to create a finer grain built form context (Guideline 2.20);
- The proposed design uses high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the facade (Guideline 2.21);
- The bird-friendly guidelines will be utilized at the Site Plan Control stage of this process (Guideline 2.22);
- The ground floor of the base has been designed to be animated and transparent (Guideline 2.23);
- The proposed average tower floorplate are approximately 681 square metres for the west tower and 726 square metres for the east tower. These floorplates minimize shadow and wind impacts, loss of sky views, and allow for the passage of natural light into the established neighbourhood (Guideline 2.24);
- No blank wall facades are proposed (Guideline 2.28);
- The podium is well articulated and designed with stepbacks to the towers occurring above the sixth storey (Guideline 2.29);
- The tower location and floorplate has been oriented and shaped to minimize shadow and wind impacts on the public and private spaces (Guideline 2.31);
- Fenestration, colour, and texture on the façades reflect the surrounding context (Guideline 2.33);
- The mechanical penthouse has been integrated into the design and massing of the top storey (2.36);

- The top of the building top fits into the overall character and contributes to the harmony of the city skyline (Guideline 2.37);
- The base of the west building is set back from Carling Avenue by 3 metres and set back 1.3 metres from Hamilton Avenue. The base of the east building is set back 1.3 metres from Parkdale Avenue and 13.5 metres from Carling Avenue. Appropriate hard and soft landscaping will be implemented within landscaped open space in front of the buildings to improve on the interface between the public and private realm. The setback of 13.5 metres from Carling Avenue is provided for the east tower due to its location at a future transit stop and anticipated high pedestrian volumes (Guidelines 3.1 and 3.2);
- A mid-block pedestrian connection will be possible north of the towers, connecting Hamilton Avenue and Parkdale Avenue with an east-west at-grade route (Guideline 3.8);
- The main pedestrian entrances to at-grade residential uses are linked with a seamless connection to the sidewalk along Carling Avenue and Hamilton Avenue (Guidelines 3.10);
- Parking is located underground and accessed via Hamilton Avenue, away from the primary pedestrian realm. Loading, servicing, and utilities are internalized and access via the rear of the site, from the northwest at Hamilton Avenue (Guidelines 3.14, 3.16, 3.18);
- The proposed development will improve on the existing condition and provide a building podium the improves the pedestrian experience through framing the ROW and provide landscaping and parkland for visual amenity. The proposed development will implement the city's streetscape design standards (Guideline 3.23);
- A pedestrian level wind study was undertaken as part of the proposed development. The study concluded that conditions around the site at grade level are acceptable for their intended uses throughout the year (Guideline 3.26); and,
- A Shadow Study was undertaken and shows that shadows move quickly through the site as is expected within an urban context (Guideline 3.27).

The proposed development achieves the objectives of the applicable Urban Design Guidelines for High-Rise Buildings.

5.6 Urban Design Guidelines for Development along Arterial Mainstreets (2006)

Approved by Council in May 2006, the Urban Design Guidelines for Development along Arterial Mainstreets provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development along Arterial Mainstreets. The proposed development achieves several of the guidelines by:

- Locates the new buildings along the public street edges (Guideline 1);
- Provides an unobstructed 2.0-metre-wide pedestrian sidewalk (Guideline 2);
- Uses buildings and landscaping to create a continuous streetscape (Guideline 4);
- Provides streetscape elements, such as trees, decorative paving, benches, and bicycle parking between the building and the curb (Guideline 5);
- Sets the buildings back between 0 and 3 metres: the west building is set back approximately 5 metres from the front property line and will be set back 2.3 metres if Carling Avenue is widened. The west building is set back approximately 1.7 metres from the side lot line. The east building is set back approximately 13.5 metres from the front property line and will be set back 10.1 metres if Carling Avenue is widened. The east building is set back 0.97 metres from the site lot line (Guideline 6);
- Provides architectural landscaping features at the corner of Carling Avenue and Parkdale Avenue to emphasize the public streets and enhance the streetscape (Guideline 8);
- Bases new development on an internal circulation pattern that allows for logical movement through the site (Guideline 10);
- Create intensified, mixed-use development, incorporating public amenities such as bus stops and transit shelters, at nodes and gateways by concentrating height and mass at these locations (Guideline 11);
- Design the built form in relation to the adjacent properties to create coherent streetscapes (Guideline 12);
- Ensures buildings occupy most of the frontage and situates the building at the lot line with the entrance at the corner (Guideline 13);

- Orients the front façade to face the public street and locate front doors to be visible, and directly accessible, from the public street (Guideline 17);
- Uses clear windows and doors to make the pedestrian level façade of walls, facing the street, highly transparent. Locate active uses along the street at grade (Guideline 18);
- Connects pedestrian walkways between properties to facilitate pedestrian circulation between the two buildings (Guideline 19);
- Provides direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrances (Guideline 20);
- Provides site furnishings such as benches, bike racks and shelters, at building entrances and amenity areas. Ensures that these locations do not conflict with pedestrian circulation (Guideline 24);
- Orient car parking spaces to minimize the number of traffic aisles that pedestrians must cross (Guideline 29);
- Uses continuous landscaping to reinforce pedestrian walkways within parking areas (Guideline 31);
- Selects trees, shrubs and other vegetation considering their tolerance to urban conditions, such as road salt or heat. Give preference to native species of the region of equal suitability (Guideline 32);
- Plants trees away from the curb next to private property when the boulevard is narrower that 4.0 metres (Guideline 33);
- Coordinates tree planting with below-grade utilities (Guideline 34);
- Landscapes areas between the building and the sidewalk with foundation planting, trees, street furniture, and walkways to the public sidewalk (Guideline 40);
- Shares service and utility areas between different users, within a single building or between different buildings, to maximize space efficiencies (Guideline 49);
- Encloses all utility equipment within buildings (Guideline 50);
- Design lighting so that there is no glare or light spilling onto surrounding uses (Guideline 51); and
- Provides lighting that is appropriate to the street character and mainstreet ground floor use with a focus on pedestrian areas (Guideline 52).

The proposed development meets several of the Urban Design Guidelines for Development along Arterial Mainstreets.

5.7 City of Ottawa Comprehensive Zoning By-law (2008-250)

The subject site is split zoned with the front (south) half of the property zoned “Arterial Mainstreet, Subzone 10, Special Exception 2196 (AM10 [2196])” and the rear (north) half zoned “Arterial Mainstreet, Subzone 2, Maximum Height 11 metres (AM2 H(11))”. The AM zone is intended to accommodate a broad range of uses including retail, service commercial, offices, residential, and institutional uses in mixed-use building or side-by-side in separate buildings and to impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.

Figure 23: City of Ottawa Zoning By-law

The AM10 subzone was adopted in 2015, introducing a new maximum building height of "30 metres, but in no case greater than nine (9) storeys, or as shown on the zoning map". The AM10 subzone also introduces "Active Street Frontage" provisions in order to meet the design objectives of OPA 150. These new provisions are designed to:

- Locate buildings with 'active entrances' at or close to the front and corner side lot lines;
- Provide for a minimum amount of transparent glazing and active customer and residential entrances at-grade;
- Require that phased developments develop lands abutting the street first; and,
- Provide greater separation to abutting residential uses.

Urban Zoning Exception 2196 prohibits specific uses, including: amusement centre, amusement park, bar, cinema, funeral home, museum, nightclub, recreation and athletic facility, sports arena, and theatre. The AM2 subzone also prohibits these uses on the north half of the property.

The subject property is also subject to the Mature Neighbourhoods Overlay. Under Section 139 of the By-law, this results in additional controls upon the development of low-rise (four (4) or fewer storeys) residential buildings. However, as the proposed development exceeds four storeys, the provisions will not be considered in this analysis.

5.7.1 Zone Provisions and Analysis

Table 4, 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 would rezone 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 are noted with a red 'x' (✗).

Table 4: 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	0 metres	West tower: 3 m East tower: 13.5 m	✓
Minimum Corner Side Yard Setback	0 metres	West tower: 1.3 m East tower: 1.3 m	✓
Minimum Interior Side Yard Setback	North half of the property (AM2 H(11)): Abutting a residential zone: 7.5 metres All other cases: No minimum	West tower: 12.4 m East tower: n/a	✓
	South half of the property (M10 [2196]): minimum interior side yard setback from a lot line abutting a residential zone is: 7.5 metres	West tower: 12.4 m East tower: n/a	✓
Frontage Along Front and Corner Lot Line	At least 50% of the frontage must be occupied by building walls located within 4.5 metres of the frontage	72%	✓
Minimum Rear Yard Setback	Any building wall within 20 metres of a lot line abutting a public street: 3.0 metres All other cases: 7.5 metres	West tower: 12.3 m East tower: 15 m	✓
Maximum Building Height	In any area up to and including 20 metres from a property line abutting a R1, R2 or R3 residential zone: 11 metres In all other cases: 30 metres	89 m	×
Minimum Building Height	7.5 metres Must contain at least two storeys	89 m 28 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 metres of the front lot line or corner side lot line must include: one active entrance from each individual occupancy located immediately adjacent to the front lot line or corner side lot line in the case of non-residential uses	East tower: ground floor entrance faces corner side lot line West tower: 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 metres, facing a public street must be comprised of transparent glazing		✓

Zoning Mechanism	Requirement	Provided	Compliance
Minimum Parking (Area Y on Schedule 1A)	Residential: 462 units at 0.5/unit, excluding the first 12 units = 231 spaces Visitor: 462 units at 0.1/unit, excluding the first 12 units, maximum 30 spaces = 46 spaces Total = 277 spaces	340 spaces (293 residential + 47 visitor)	✓
Bicycle Parking	0.50/dwelling unit 0.5 * 462 = 231 bicycle parking spaces	342	✓
Amenity Area	Total amenity area: 6m^2 per dwelling unit 6m^2 * 462 dwelling units = 2,700 m^2	2,771 m^2	✓
	Communal amenity area: A minimum of 50% of the required total amenity area 50% * 2,700 m^2 = 1,350 m^2	1,386 m^2	✓
	Layout of communal amenity area: Aggregated into areas up to 54 m^2, and where more than one aggregated area is provided, at least one must be a minimum of 54 m^2	Minimum of 54 m^2	✓
Parking Space Dimensions	Minimum width: 2.6 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 in a garage with at least 20 spaces and are identified for small cars	Spaces are 2.6mx5.2m <40% of spaces are reduced width to 2.4m	✓
Drive Aisle Width	6m for parking garage	6 m	✓
Driveway Width	Single traffic lane: 3 m Double traffic lane: 6 m	6.8 m	✓
Bicycle Parking Access	Minimum aisle width: 1.5 m	>1.5m	✓
Loading	None required	2 spaces	✓
Outdoor Loading, Permitted Location	Permitted in all locations other than in a required front yard or required corner side yard, or in a required yard abutting a residential zone	Rear yard abutting a residential zone	×

As demonstrated in the table above, the proposed development complies with the general intent and most provisions of the zone. The proposed Zoning By-Law Amendment would address the areas in which relief will be sought through a site-specific zoning schedule and site-specific exception. The proposed amendment is outlined in section Error! Reference source not found. **of this report.**

5.7.2 Corner Sight Triangle

Pursuant to Section 57, corner sight triangles will need to be maintained at both Hamilton Avenue South and Parkdale Avenue where they intersect with Carling Avenue. The area required for each setback will be determined through consultation with City staff during the Site Plan Control process.

As part of the proposed redevelopment, the following corner sight triangles are proposed:

- Carling Avenue and Parkdale Avenue: 5 metre by 5 metre corner sight triangle
- Carling Avenue and Hamilton Avenue: 3 metre by 3 metre corner sight triangle, reduced from requested 5 metre by 5 metre corner sight triangle

The proposed reduction to the corner sight triangle at the intersection of Carling Avenue and Hamilton Avenue South reflects the existing condition on the west side of the intersection and recognizes the function of the intersection as a right-in/right-out access that serves primarily the subject site.

5.7.3 High-Rise Zoning Provisions

In September 2019, City of Ottawa Council adopted new High-Rise Zoning provisions, however, these provisions were appealed and remain under appeal as of the writing of this report. A comparison of the provisions and the proposed development are presented in the table below as a reference.

Table 5: Proposed Provisions for High-rise Buildings Inside the Greenbelt (excluding the MD zone), Proposed High-rise Zoning Provisions, September 26, 2019

Proposed Provision	Mechanism	Proposed	Compliance
Rear yard setback above 9 storeys	10 m	West tower: 19 m East tower: 24 m	✓
Tower separation, two towers on one lot	20 m	20 m	✓
Minimum lot area for a corner lot	1,150 m^2	4,293 m^2	✓

The proposed development complies with the proposed high-rise zoning provisions.

6.0
Proposed Zoning By-Law Amendment

The zoning by-law amendment is proposed to amend the zoning of the subject site to "Arterial Mainstreet Subzone 10, Exception XXXX, Schedule YYY (AM10[XXXX] SYYY)". A new site-specific schedule will establish permitted building heights, required setbacks and required stepbacks while the site-specific exception will provide the necessary relief from specific provisions of the current zone as detailed in Section 5.7 of this report.

The proposed zoning amendment will provide consistent AM10 zoning to the entire site while respecting and promoting the intent of the Zoning By-law to accommodate a broad range of uses and to foster and promote compact, pedestrian-oriented development while ensuring that scale and character is maintained.

Apartment Dwelling, High Rise
The land use "Apartment Dwelling, High Rise" is proposed to be added to the list of permitted land uses in the exception.

Building Height
As described throughout this report, the proposed building height is supported by the policies of the Arterial Mainstreet designation given the subject site's location adjacent to a future rapid transit station.

The building has been designed as a high-rise tower responding to the City's design objectives of Section 2.5.1 of the Official Plan, the compatibility criteria of Section 4.11 of the Official Plan and advancing several of the City's Urban Design Guidelines for High-rise buildings and Arterial Mainstreets. As discussed throughout this report, the proposed development provides appropriate transition to the adjacent low-rise areas through the use of a 20-metre separation give the site's location along a major transit corridor. Further, the massing of the building responds to the immediate context and width of Carling Avenue to create an appropriate scale along the street. The property at 425 Hamilton Avenue South could redevelop in the future with a mid-rise building per the City's policies which would be appropriate and strengthen the transition of the proposed development into the community.

Loading Location
Loading is proposed in the rear yard abutting a residential zone. This location has been selected to minimize conflicts between parking garage traffic and loading or servicing traffic and impacts on Carling Avenue or Parkdale Avenue. Traffic generated by loading and servicing needs is anticipated to be lower than daily parking garage traffic and therefore, it has been proposed in the northwest corner of the site, north of the traffic barrier on Hamilton Avenue South. Given the context of 425 Hamilton Avenue South, it is Fotenn's opinion that the proposed amendment is appropriate to permit the loading in this location.

7.0
Supporting Studies

7.1 Site Servicing and Stormwater Management Report

J.L. Richard & Associates Ltd. prepared a site Servicing and Stormwater Management Report and Functional Servicing, Grading and Erosion Control Plan entitled *Assessment of Adequacy of Public Services* and dated August 27, 2021. The report outlined the following findings and recommendations:

- **Water servicing**: a water service is proposed lateral for the east tower to connect to the existing Parkdale Avenue 305 mm diameter watermain. Given the population and associated demands, a dual water service lateral is proposed with an isolation valve to provide a redundant supply to the buildings. This connection is consistent with the existing condition. Existing water service lateral to be re-used, if the condition is acceptable and sufficient in size to meet the pressure constraints. The service laterals will be sized to provide domestic and sprinkler system supply. The west tower shall be supplied from the east tower.
- **Wastewater**: Proposed sanitary lateral for the east tower to connect to the existing Parkdale Avenue 375 mm diameter sanitary sewer. Proposed sanitary lateral for the west tower to connect to the existing Hamilton Ave 300 mm diameter sanitary sewer.
- **Storm**: Runoff generated from site to be directed towards the existing 600 mm diameter sewer on Parkdale Ave and existing 300 mm diameter sewer on Hamilton Ave. On-site storage and controls to be implemented to respect the storm discharge design criteria.

7.2 Pedestrian Level Wind Study

GradientWind Engineers & Scientists prepared a Pedestrian Level Wind Study dated August 27, 2021. The Study outlined the following findings and recommendations:

All grade-level areas within and surrounding the subject site are predicted to be acceptable for the intended pedestrian uses throughout the year. Specifically, wind conditions over the surrounding sidewalks along Carling Avenue, Parkdale Avenue, and Hamilton Avenue South, as well as in the vicinity of the bus stops along Carling Avenue and Parkdale Avenue, adjacent to most building access points, and within the proposed landscape open area to the immediate south of the East Tower, are considered acceptable for the intended pedestrian uses throughout the year. Exceptions are as follows:

- The ground floor area between the West and East Towers. Moderately strong winds are predicted within the area flanked by the West and East Towers. During the typical use period, defined as May to October, inclusive, conditions are predicted to be suitable mostly for standing. Conditions are also predicted to be suitable for sitting for at least 60% of the time during the typical use period, where the criterion is 80%. The simulation model did not include planned landscape elements, which is an industry standard practice. The omission of trees and other landscaping elements produces slightly more conservative (i.e., windier) wind speed values. While the central 50% of the plan area will be provided with seating integrated with hard and soft landscape features, wind barriers, such as glazed vertical wind screens with a minimum solidity ratio of 80%, would be required to increase comfort levels to achieve the sitting comfort criterion.
- The proposed parkland dedication to the immediate north of the East Tower. Conditions during the typical use period are predicted to be mixed between sitting and standing. For most of the areas that do not achieve the sitting comfort class, per the wind criteria in Section 4.4, conditions are predicted to be suitable for sitting for at least 75% of the time during the typical use period.
- Further to items (a) and (b) above, to achieve the 80% criterion for sitting during the typical use period, mitigation will be required in the form of vertical wind screens integrated with hard and soft landscape elements. Mitigation strategies will be developed in collaboration with the design team and confirmed for the Site Plan Control submission.

Wind conditions within the common amenity terraces serving the West Tower atop its podium (Level 7) and atop the tower component (Level 23), as well as those serving the East Tower atop its podium (Level 7) and atop the tower component (Level 29), are predicted to be moderately windy during the summer season, becoming windy during the remaining three colder seasons. Conditions during the typical use period are predicted to be mixed between sitting and standing within most areas, while some areas within the amenity terraces serving the West Tower are also predicted to receive strolling conditions.

For those roof areas that do not achieve the sitting comfort class, per the wind criteria in Section 4.4, conditions are predicted to be suitable for sitting for at least 60-70% of the time for the West Tower and 65-70% of the time for the East Tower during the typical use period. To achieve the 80% criterion for sitting, mitigation will be required in the form of tall, glazed vertical wind screens around the perimeter of the various roofs. Mitigation inboard of the perimeters may also be required depending on the programming of the spaces. Mitigation strategies will be explored in collaboration with the design team and confirmed for the Site Plan Control submission.

Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no pedestrian areas within and surrounding the subject site were found to experience conditions that could be considered dangerous.

7.3 Noise Study

GradientWind Engineers & Scientists prepared a Roadway Traffic Noise Feasibility Assessment dated August 27, 2021. The assessment outlined the following findings and recommendations:

The exterior noise levels predicted due to roadway traffic exceed the criteria listed in Section 4.2 for upgraded building components. Therefore, upgraded building components will be required where exterior noise levels exceed 65 dBA, to attenuate noise for acceptable indoor levels. Furthermore, the building will require central air conditioning, allowing occupants to keep windows and doors closed and maintain a comfortable living environment. Warning clauses will be required in all Lease, Purchase and Sale agreements.

Noise levels at the Outdoor Living Areas (OLA) range between 52 and 56 dBA during the daytime period. Mitigation is recommended where OLA noise levels exceed 55 dBA, as is technically and administratively feasible. OLA noise levels are expected to marginally exceed 55 dBA at the north side level-7 amenity terrace of the East Tower. If the need arises for OLA noise mitigation, solutions can be further explored at the time of site plan approval. In general, the proposed OLAs are well protected from roadway noise by building massing.

The building's proposed HVAC equipment has potential for noise impacts on surrounding buildings and the study building itself. Typically, noise levels can be controlled by judicious selection and placement of the equipment and the introduction of silencers or noise screens where needed. A stationary noise study will be performed once mechanical plans for the proposed building become available. This study will include recommendations for any noise control measures that may be necessary to ensure noise levels fall below ENCG limits.

The surrounding area was evaluated for sources of stationary noise impacting the proposed development. No significant stationary noise sources were identified, therefore, impacts are expected to be minimal.

A detailed roadway traffic noise study will be required at the time of site plan approval to determine specific noise control measures for the development.

7.4 Geotechnical Investigation

Paterson Group prepared a Geotechnical Investigation dated June 30, 2021. The objective of the geotechnical investigation was to: determine the subsoil and groundwater conditions at this site by means of test holes and provide geotechnical recommendations pertaining the design of the proposed development including construction considerations which may affect the design.

The report concluded that from a geotechnical perspective, the subject site is suitable for the proposed development. The proposed building is recommended to be founded on conventional spread footings placed on clean, surface sounded bedrock. Bedrock removal will be required to complete the underground parking levels. Line drilling and controlled blasting is recommended where large quantities of bedrock need to be removed. The blasting operations should be planned and completed under the guidance of a professional engineer with experience in blasting operations.

7.5 Environmental Site Assessment

7.5.1 Phase I - Environmental Site Assessment

Paterson Group prepared a Phase I - Environmental Site Assessment dated June 8, 2021. The report found that, according to the historical information reviewed, the Phase I Property was first developed for residential purposes circa 1928. The southeastern portion of the Phase I – Property was developed with a gasoline service station in the mid 1940s and the current commercial office building was constructed circa 1967. One Potentially Contaminating Activity (PCA) that results in an Area of Potential Environmental Concern (APEC) on the Phase I – Property was identified in the form of a historical gasoline service station with two USTs formerly present in the southeastern portion of the property.

Fill material of unknown quality was encountered during a previously completed subsurface investigation by Pinchin Environmental on the Phase I – Property. The Paterson Group offered the opinion that the quality of the fill material was not adequately assessed, and as a result, is considered to represent a PCA that results in an APEC on the Phase I – Property.

The neighbouring properties consist primarily of residential dwellings, commercial office space and the Ottawa Civic Hospital Campus is located to the northeast of the Phase I – Property, across Parkdale Avenue. Three historical PCAs were identified within the Phase I – Study Area in the form of a gasoline service station, medical equipment and supplies manufacturer and activities associated with the Ottawa Civic Hospital Campus. Based on their separation distances as well as their cross or down gradient orientation with respect to the subject site, the identified PCAs are not considered to result in APECs on the Phase I – Property.

Following the historical review, a site inspection was conducted. The Phase I – Property is currently occupied by an eight-storey commercial office building located in the southeastern portion of the property and an underground parking garage located in the northern portion of the property. No PCAs were identified with respect to the current use of the Phase I - Property.

The surrounding land use consists primarily of residential dwellings and commercial office space with the Ottawa Civic Hospital Campus located to the northeast, across Parkdale Avenue.

Based on the results of this assessment, it was Paterson Group's opinion that a Phase II - Environmental Site Assessment was required for the property.

7.5.2 Phase II – Environmental Site Assessment

Paterson Group prepared a Phase II - Environmental Site Assessment dated July 7, 2021. The purpose of the Phase II ESA was to address two potentially contaminating activities (PCAs) that were identified during the Phase I ESA and were

considered to result in areas of potential environmental concern (APECs) on the Phase II - Property. The subsurface investigation consisted of drilling five boreholes, four of which were completed as groundwater monitoring wells.

Based on the findings of the Phase II ESA, the soils and groundwater on the Phase II – Property are in compliance with MECP Table 3 Standards.

The report indicates that it is expected that the groundwater monitoring wells will be abandoned in accordance with O.Reg.903, at the time of construction excavation. Paterson Group recommends that the integrity of the monitoring wells be maintained, prior to future construction, for possible further groundwater monitoring purposes.

7.6 Transportation Impact Assessment

Parsons prepared a draft Transportation Impact Assessment (TIA) Step 4 Strategy Report dated August 31, 2021. The Step 4 TIA is a draft and will be updated once comments are received on the Step 3 TIA.

The TIA screening form confirmed the need for a TIA Report based on the site meeting the trip generation, location, and safety triggers. The trip generation trigger is met due to the number of person trips anticipated to be generated by the development exceeding 60 person trips per hour. The location trigger is met due to the proposed access to a Spine Route and site location in a Design Priority Area. The safety trigger is met due to the documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development.

In existing conditions, the following traffic operations are noted:

- Study area intersections ‘as a whole’ operate at a LOS ‘D’ or better during peak hours.
- The critical SBT movement at the intersection of Holland/Carling was determined to operate at capacity during both peak hours. This is the result of SBT traffic being delayed by SBL traffic in their shared lane. In reality, SBT traffic will bypass SBL traffic to avoid these delays. Notably, the SBL traffic volume is relatively low (up to 34 vehicles during peak hours).

In the projected conditions, the following traffic operations were anticipated:

- Using the Carling Avenue Transit Priority Measures Study (WSP, June 2017), the following changes to
- traffic volumes have been applied:
  - For horizon year 2023, a decrease of 10% has been applied to the general traffic in the peak direction and an increase of 5% has been applied in the off-peak direction.
  - For horizon year 2028, a decrease of 15% has been applied to the general traffic in the peak direction and an increase of 10% has been applied in the off-peak direction.
- Changes to lane configurations along Carling Ave were accounted for in Synchro analysis, along with modifications to the traffic volumes. The resulting total projected 2023 and 2028 traffic operations are similar to existing conditions.
- The maximum total projected 2028 traffic volume along Hamilton Ave S is approximately 51 veh/h, which does not exceed the 120 veh/h threshold of a local road set by the TIA Guidelines. The maximum total projected 2028 traffic volume along Holland Ave is approximately 617 veh/h, which slightly exceeds the 600 veh/h threshold of a major collector road set by the TIA Guidelines.

The report concludes that the adjacent road network is expected to accommodate anticipated development traffic in the future. Therefore, the proposed development is recommended to proceed from a transportation perspective.

7.7 Tree Conservation Report

CSW Landscape Architects prepared a Tree Conservation Report dated August 2021. The report indicates that the proposed development requires the removal of seven (7) trees and a total of 40 new trees are proposed to be planted. Tree proposed to be removed include a one (1) Freeman Maple, three (3) Norway Maples, one (1) Sugar Maple, one (1) Austrian Pine, and one (1) Honey Locust.

8.0
Public Consultation Strategy

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities have already been undertaken in preparation of this application submission or will be undertaken in the following months after the application has been submitted.

- Pre-Application Consultation Meeting
  - A pre-application consultation meeting was held with city staff and the applicant team on June 30, 2021.
- Notification of Ward Councillor, Councillor Jeff Leiper
  - The Ward Councillor has been notified of the application and has been invited to discuss the proposed development. A meeting was held between the project team and the councillor on September 2, 2021.
- Community “Heads Up” to local registered Community Associations
  - The Civic Hospital Neighbourhood Association (CHNA) has been invited to discuss the proposed development. A meeting is currently being coordinated between the project team and the CHNA.
  - A ‘heads up’ notification to local registered community associations will be completed by the City of Ottawa during the application process
- Community Information Session
  - If requested by the Ward Councillor, a community information session will be held to discuss the proposed development.
  - It is anticipated that, due to current COVID-19 restrictions, the community information session would be held in an online webinar format organized and moderated by the Ward Councillor and their staff members.
- Planning Committee Meeting Advertisement and Report Mail out to Public
  - Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
- The statutory public meeting will take place at the City of Ottawa Planning Committee

9.0
Conclusion

It is our professional planning opinion that the proposed Zoning By-law Amendment Application represents good planning and is in the public interest for the following reasons:

- The proposed development is consistent with the intent of the Provincial Policy Statement, proposing the intensification of a property within the built-up area where existing infrastructure and public service facilities are available, and where active transportation and transit will be supported and encouraged;
- The proposed development conforms to the City of Ottawa Official Plan policies regarding intensification, managing growth, and the land use policies for the Arterial Mainstreet designation;
- The proposed development conforms to urban design objectives and compatibility criteria established in Sections 2.5.1, and 4.11 of the Official Plan, respectively;
- The proposal advances several of the City's Urban Design Guidelines for High-Rise Buildings, Transit-Oriented Guidelines, and Arterial Mainstreets; and,
- The proposed development complies with the general intent of the Zoning By-law, subject to the proposed site-specific Zoning By-law Amendment.

Tamara Nahal
Planner

Paul Black, MCIP RPP
Associate