

Planning Rationale Addendum No. 2

1081 Carling Avenue, Ottawa

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March 10, 2023

Ms. Colette Gorni
Planner II
Development Review, Central Services
Planning, Infrastructure and Economic Development Department
City of Ottawa
110 Laurier Avenue West
Ottawa, ON K1P 1J1

Via Email: colette.gorni@ottawa.ca

**RE: 1081 Carling Avenue, Ottawa
Planning Rationale Addendum No. 2
Zoning By-Law Amendment (D02-02-21-0093)**

Dear Ms. Gorni,

Fotenn Planning + Design ('Fotenn') previously prepared a Planning Rationale, dated September 2, 2021, to support a Zoning By-law Amendment application for the lands known as 1081 Carling Avenue in the City of Ottawa (the 'subject property'). A subsequent Planning Rationale Addendum No. 1 dated October 24, 2022 was prepared to respond to technical circulation comments and address changes to the building design.

This Addendum should be read in conjunction with the original September 2021 Planning Rationale and the October 2022 Planning Rationale Addendum No. 1. All opinions and findings of the original report remain valid, except as otherwise described below.

This report is intended to address key outstanding comments from the review of the application.

1.1 Summary of the Application

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

Submission 2 in October 2022 reduced the tower heights to 16 and 25 storeys, reduced the podium heights from six (6) to four (4) storeys, adjusted rear yard setbacks to the north, adjusted building massing by moving the East Tower closer to Carling Avenue, added stepbacks to both the East and West Towers, increased the tower separation from 20 to 21 metres, increased bicycle parking from 342 spaces (0.74 spaces/ dwelling) to 399 spaces (0.96 spaces/ dwelling), and reconfigured the garbage/move-in lane to address comments received.

This resubmission, Submission 3, has built upon these changes and implemented further revisions in response to comments from the second circulation.

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1.2 Changes to the Proposed Development

In response to the second round of comments received, the proposed development has been revised, primarily to improve the transition to the north. The east tower has been revised to step back above the fourth and ninth storeys where it previously stepped back above the fourth and 12th storeys. The northwest corner of the tower portion of the building has also been revised to provide a full 20 metres of separation to the shared property line with 425 Hamilton Avenue North. The height of the east tower has been revised from 25 to 27 storeys. The west tower has been revised to simplify the step backs and maintains the previously proposed height of 16 storeys.

As a result of the new Official Plan, the previous requirement to provide a community amenity as part of a high-rise development along an Arterial Mainstreet no longer exists. The proposed development would be subject to a Community Benefits Charge (CBC) as part of the redevelopment.

1.3 City of Ottawa Official Plan (2022)

1.3.1 Strategic Directions

Ottawa will grow by 402,000 people from 2018 to 2046. This growth presents significant challenges in terms of how to provide choice in housing types and prices, how to reduce our greenhouse gas emissions and how to design a transportation system that will move people efficiently and sustainably. It also presents incredible opportunities to shape Ottawa in a way that promotes healthy, vibrant and walkable 15-minute neighbourhoods.

The Official Plan provides guidance for major strategic directions and focuses on intensification and diversifying housing options in section 2.2.1 as follows:

Policy Intent **i) Direct residential growth within the built-up urban area to support an evolution towards 15-minute neighbourhoods**

Ensuring that by 2046, 60% of all new dwelling units are constructed in existing neighbourhoods as opposed to undeveloped greenfield lands. This Plan envisions directing residential intensification towards Hubs, Corridors and surrounding Neighbourhoods.

Policy Intent **ii) Provide housing options for larger households**

There needs to be opportunities in residential Neighbourhoods within a short walking distance to Hubs and Corridors to build dwelling units with enough floor space to accommodate larger households within buildings typologies that increase densities on existing lots. This will provide more choices for housing with three or more bedrooms within the developed built-up portions of the urban area. Smaller dwelling units in the form of one- and two-bedroom apartments will continue to be located adjacent to transit stations, within commercial clusters, along corridors with transit stops and commercial services and within Neighbourhoods.

Policy Intent **iii) Improve public amenities and services**

To achieve the goal of directing 60% of all new development to existing neighbourhoods by 2046, the City will direct residential intensification to residential Neighbourhoods within a short walking distance of those Hubs and Corridors and help Neighbourhoods evolve towards being inclusive, walkable, 15-minute neighbourhoods that will provide the public and private amenities that will attract new residents.

The city's goals for intensification and diversification of housing options generally seek to develop in the existing built-up area. The subject site's location on a Mainstreet Corridor, within the built-up urban area, and on a street identified for public transit and active transportation improvements indicate that this development will contribute to creating a 15-minute neighbourhood. The proposed unit mix is appropriate given the goal of densifying Mainstreet Corridors and intent to direct smaller dwelling units adjacent to transit stations.

1.3.2 Transect, Designation, and Overlay

The subject property is designated “Mainstreet Corridor” in the “Inner Urban Transect” on Schedule B2 of the Official Plan.

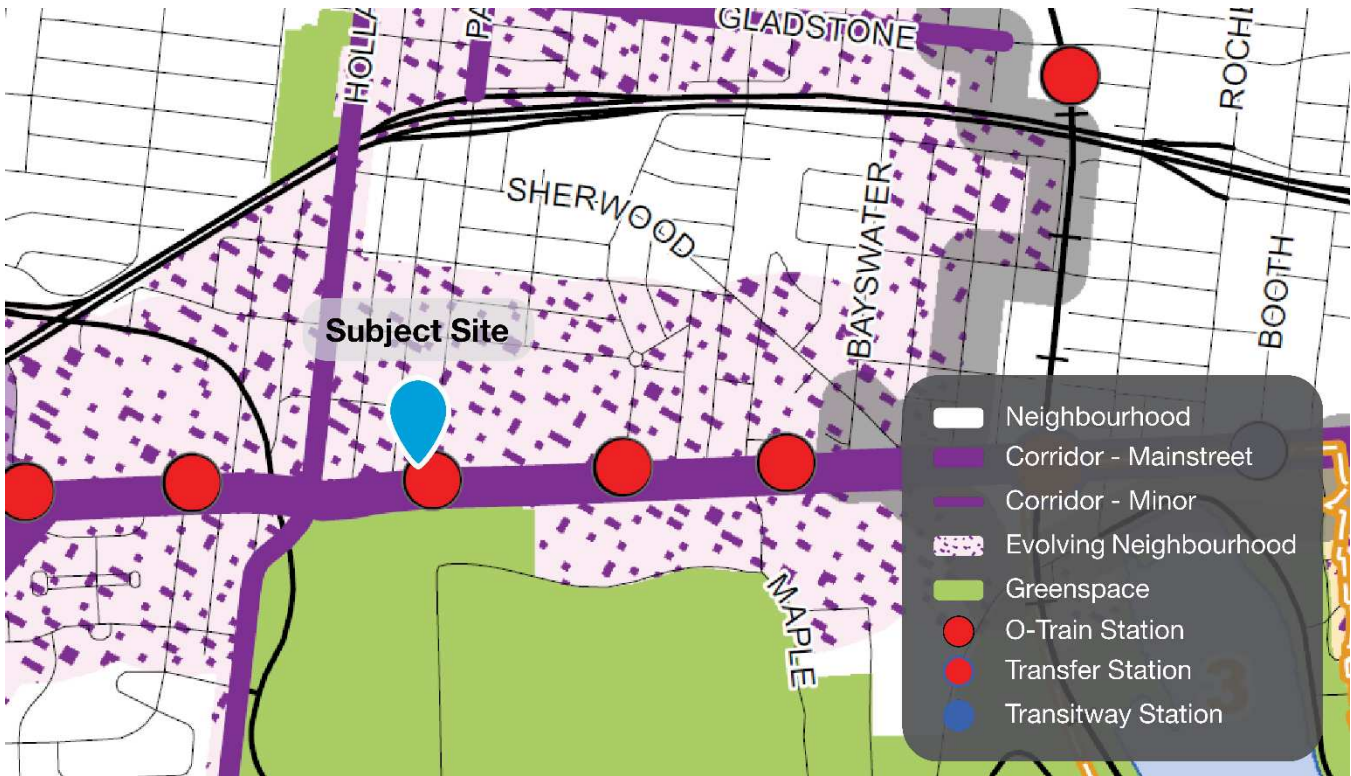


Figure 1: Schedule B2 – Inner Urban Transect (City of Ottawa Official Plan, 2022)

The Inner Urban Transect includes the pre-World War II neighbourhoods that immediately surround the Downtown Core, and the earliest post-World War II areas directly adjacent to them. Generally, the older neighbourhoods reflect urban built form characteristics, while the post-war neighbourhoods reflect suburban characteristics. The intended pattern of the Transect is urban. The Inner Urban Transect is generally planned for mid- to high-density development, subject to:

- / Proximity and access to frequent street transit or rapid transit;
- / Limits on building heights and massing, as per the underlying functional designation, and the separation of tower elements; and
- / Subject to servicing constraints.

The Inner Urban Transect shall continue to develop as a mixed-use environment, where:

- / Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods; and,
- / Increases in existing residential densities are supported to sustain the full range of services noted in the first bullet point above.

The transportation network for the Inner Urban Transect shall:

- / Prioritize walking, cycling and transit; and
- / Accommodate motor vehicle access and movement provided doing so does not erode the public realm nor undermine the priority of pedestrians, cyclists, and transit users.

Corridors are planned to facilitate higher density of development, greater degree of mixed land-use and an increased level of street transit service than abutting neighbourhoods, with lower densities than nearby Hubs. The Mainstreet Corridor designation applies up to a maximum of 220 metres from the centreline of the street identified as a Mainstreet Corridor (in this case, Carling Avenue).

The Mainstreet Corridor designation permits, subject to appropriate height transitions and setbacks, maximum building heights between two (2) and 40 storeys for sites that front onto streets with a right-of-way width equal to or greater than 30 metres.

The subject site satisfies the locational criteria for high-rise buildings: Carling Avenue has a right-of-way greater than 30 metres. Carling Avenue also features existing transit routes and is identified in the Official Plan for future rapid transit. The proposed development would help prioritize cycling through the provision of useful and significant bike facilities within, transit given its proximity to the future LRT and existing frequent transit routes on Carling and walking by contributing densities to support a full range of services within the community. The development has been designed to accommodate potential future retail uses at-grade, should a market for these spaces exist in the future.

Motor vehicle access has been set off the side street, away from the busiest public realm areas and has been designed for safe and efficient movements on and around the site to maintain the priority for cyclists and pedestrians.

Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development:

- / Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;
- / May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;
- / Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require:
 - Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;
 - Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or
 - Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.

The proposed development concentrates the height and density of the redevelopment along Carling Avenue, and specifically to the southeast corner of the site at the corner of Carling and Parkdale. The revised design has integrated 20 metres of separation between the towers (above 9 storeys) from all adjacent low-rise areas to the north and continues to achieve transition through the use of setbacks at-grade from the north, and setbacks on the north facades of the building.

The proposed development provides space integrates within the dense, urban community planned for the Carling Avenue corridor, and protects for at-grade retail/commercial areas in the proposed Zoning By-law Amendment to provide services to the building and support the abutting residential community.

Unless otherwise indicated in an approved Secondary Plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:

- / Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and
- / Vehicular access shall generally be provided from the parallel street or side street.

The proposed vehicular site and service accesses continue to be located along Hamilton Avenue South. The development addresses Carling Avenue as the front yard of the proposed development.

1.3.3 Growth Management Framework

Ottawa's population is projected to grow by 40 per cent between 2018 and 2046 with 51% of that growth targeted to occur through intensification within the built-up areas of the City. This overall intensification target is anticipated to be achieved through a gradual increase in intensification over the life of the Official Plan (stepping from 40% in 2018 up to 60% by 2046).

Intensification is anticipated to occur in a variety of built forms and height categories, from Low-rise to High-Rise 41+ buildings, provided density requirements are met. The Official Plan defines four (4) height categories, including:

- / Low-rise: up to and including 4 storeys;
- / Mid-rise: between 5 and 9 full storeys;
- / High-rise: between 10 and 40 full storeys; and,
- / High-rise 41+: 41 full storeys or taller.

Residential intensification is permitted in all designations where development is permitted and should occur in a variety of dwelling unit sizes to provide housing choice (per policy 3.2.8). The Official Plan defines two broad dwelling size categories:

- / Small-household dwellings are units with up to 2 bedrooms and are typically within apartment-built forms; and,
- / Large-household dwellings are units with three or more bedrooms, or an equivalent floor area, and are typically within ground-oriented built forms.

Table 3a of the Official Plan sets out minimum densities and large dwellings requirements for Mainstreet Corridors. The minimum area-wide density requirement is 120 people and jobs per gross hectare while the minimum residential density requirement for intensification is 120 dwellings per net hectare. The minimum proportion of large household dwellings within intensification is a minimum of 5%, with a target of 10%.

The proposed development is characterized as a high-rise in the Official Plan. The proposed development includes a total of 410 dwelling units between the two towers. The proposed density exceeds the minimum targets for residential density along the Carling Avenue Corridor. Approximately 8% of the dwellings within the towers will be 2 bedroom units of a sufficient size to be counted as large dwellings (over 1,000 square feet in area), therefore meeting the targets of the Official Plan.

1.3.4 Housing

Section 4.2 of the Official Plan outlines policies to promote the provision of housing and affordable housing throughout the city. The Official Plan strives to facilitate a diversity of housing options.

In Section 4.2.1, Policy 1 indicates that a diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:

- / Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
- / Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure;

The proposed development introduces new unit sizes, form, and tenure options to the Civic Hospital neighbourhood, which is presently dominated by single detached dwellings.

1.3.5 Urban Design

Section 4.6 outlines policies related to Urban Design. Policy 4.6.5 provides the following direction for development of Mainstreet Corridors:

- / Development throughout the City shall demonstrate that the intent of applicable Council approved plans and design guidelines are met.
- / Development along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.
- / Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

- / Development shall demonstrate universal accessibility, in accordance with the City's Accessibility Design Standards. Designing universally accessible places ensures that the built environment addresses the needs of diverse users and provides a healthy, equitable and inclusive environment.

The proposed development responds to the applicable design guidelines of the Official Plan and other Council-approved design guidelines. As discussed above, the proposed development responds to the policies of the Inner Urban Transect and the Corridor designation. The proposed development frames the adjacent streets and focuses the tallest building and greatest density at the southeast corner of the site, adjacent to the Carling and Parkdale Avenue intersections and the future LRT station. Main entrances are highly visible and all loading and service areas have been moved to the back of the site, away from the public realm.

An internal plaza space will feature gathering areas and landscaping to increase the green space on the site. Other trees are proposed along the Carling and Parkdale frontages, within the right-of-way. The proposed parkland dedication at the back of the site will offer opportunities for large tree planting and other community amenities for existing and future residents. **The site will be universally accessible as no grade changes are proposed on the site plan.**

Section 4.6.6 outlines how the City intends to enable the sensitive integration of new development of low-rise, mid-rise and high-rise buildings to ensure Ottawa meets its intensification targets while also considering liveability.

To minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:

- / Between existing buildings of different heights;
- / Where the planned context anticipates the adjacency of buildings of different heights;
- / Within a designation that is the target for intensification, specifically:
 - Built form transition between a Corridor and a surrounding low-rise area should occur within the Corridor.

Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning Bylaw or by other means in accordance with Council-approved Plans and design guidelines.

As discussed above, the Inner Urban Transect and Mainstreet Corridor policies of the Official Plan support intensification and high-rise buildings on the subject property. In addition to the contextual/locational criteria for height, the Official Plan requires that proposed buildings achieve a suitable building transition to adjacent low-rise areas.

Consistent with the previous submissions, the proposed development utilizes a series of mechanisms to achieve transition from the corridor into the neighbourhood to the north. Most notably, all new development is set back from the shared property line. For the east tower, the building is set back 16.8 metres from the south side of the laneway to the north while the west tower is set back 11.4 metres from the property line shared with 425 Hamilton Avenue North. The large setbacks provide separation between the newer, higher densities along the corridor and the low-rise development to the north.

The proposed development also utilizes a series of step backs on both towers which further assist in transition to the neighbourhood. On the east tower, the building steps back on all sides above a four (4) storey podium. At the north end of the building this step back is 3.2 metres with a lesser setback along the other three sides. Above the ninth (9th) storey, the building steps back by an additional 7 metres. The result is a 27 metre separation for the high-rise portions of the building from the south side of the laneway.

To ensure appropriate transition to 425 Hamilton, located on the south side of the laneway, the building has a notch in the northwest corner of the building to achieve a minimum 20 metres of separation between the high-rise portion of the building and the shared property line.

On the west tower, the building steps back above the fourth floor on all sides again, including an 8.4 metre step back from the north. Above the 12th storey, the building steps back additional 2.7 metres for the balance of the building. The result is a minimum 20 metre separation for the high-rise portions of the building from the shared property line with 425 Hamilton Avenue North.

The design has also been guided by an angular plane to transition to the neighbourhood. Together with the separation and step backs, the proposed development achieves a suitable transition to the adjacent low-rise areas, while achieving the City's objectives for density and intensification along the Carling Avenue corridor.

Where two or more High-rise buildings exist within the immediate context, new High-rise buildings shall relate to the surrounding buildings and provide a variation in height, with progressively lower heights on the edge of the cluster of taller buildings or Hub.

The two high-rise buildings are proposed at different heights, with the greatest height proposed at the corner of Carling and Parkdale Avenues. The development integrates within the existing high-rise building in the context (located east of Parkdale) and considers the future context of Carling Avenue which anticipates tall buildings along the north side.

1.3.6 Road Right-of-Way (ROW) Protection

Per Schedule C16 of the City of Ottawa Official Plan, Carling Avenue has a right-of-way protection of 44.5 metres between Richmond Road and Bronson Avenue, measured as 22.25 metres from the centreline of the constructed roadway.

The ROW protection is shown on the Site Plan, which accommodates an approximate 3-metre road widening. The road widening would be taken through a future Site Plan Control application.

1.4 Zoning By-law

The zoning table has been revised to reflect the various changes to the design of the proposed development and clarify the requested amendments to the Zoning.

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

Table 1: Zoning Evaluation

Zoning Mechanism	Requirement	Provided	Compliance
Minimum Lot Area	No minimum	4,293 m ²	✓
Minimum Lot Width	No minimum	63.44 m	✓
Minimum Front Yard Setback (Carling)	0 m	West building: 3.1 m East building: 5.0 m	✓
Minimum Corner Side Yard Setback (Hamilton/Parkdale)	Minimum setback: 0 m	West building: 1.2 m East building: 1.2 m	✓
Minimum Interior Side Yard Setback (North boundary)	Abutting a residential zone: 7.5 m	West building: 11.5 m East building: 7.5 m	✓
Minimum Rear Yard Setback	7.5 m	16.8 m	✓
Minimum Building Height	Any portion of a building located within 10 m of a front or corner lot line must have a minimum building	14 m / 4 storeys	✓

Zoning Mechanism	Requirement	Provided	Compliance
	height of 7.5 m and must contain at least two storeys		
Maximum Building Height	North half of the lot: 11 metres South half of the lot: 30 metres	83 m	✘
Minimum Building Frontage	At least 50% of the frontage along the front and corner side lot lines must be occupied by building walls located within: / 4.5 m of the frontage for a Residential use building / 3.0 m for Mixed use buildings	Carling: >45% at 5 m Hamilton: >50% at 1.2 m Parkdale: >50% at 1.2 m	✘ ✓ ✓
Maximum Floor Space Index	None	N/A	✓
Active Entrances on the Ground Floor Facade	A ground floor facade facing a public street of a building located within 4.5 m of the front or corner side lot line must include a minimum of one active entrance in the case of a residential use building	East 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 facade, measured from the average grade up to a height of 4.5 m, facing a public street must be comprised of transparent glazing and active entrances	Minimum of 50% glazing will be provided	✓
Amenity Area	6m ² per dwelling unit = 2,460 m ² A minimum of 50% of the required total amenity area must be communal: 1,230 m ²	4,229 m ² 1,900 m ² communal	✓
Minimum Parking (Area Y on Schedule 1A)	Residential: 410 units at 0.5/unit, excluding the first 12 units = 199 spaces Visitor: 410 units at 0.1/units excluding the first 12 units = 40 spaces Total = 239 spaces All parking located below grade, required parking reduced by 20 spaces = 219 spaces	322 spaces (282 residential + 40 visitor)	✓
Parking Space Dimensions	Minimum width: 2.6 m – 3.1 m Minimum length: 5.2 m Up to 40% of the required and provided parking spaces may be reduced to a minimum width of 2.4	Spaces are 2.6 m x 5.2 m <40% of spaces are reduced width to 2.4m	✓

Zoning Mechanism	Requirement		Provided	Compliance
	metres and a minimum length of 4.6 metres where they are identified for small cars			
Drive Aisle Width	Residential	6 m	6 m	✓
	Non-residential	6.7 m		✗
Driveway Width	6 m		6.8 m	✓
Bicycle Parking	0.50/dwelling unit 0.5 * 410 = 205 bicycle parking spaces		382 spaces	✓
	At least 50% of the spaces must be horizontal spaces at floor level 0.5 * 205 = 103 horizontal spaces required		192 (>50% of spaces required) are horizontal spaces	✓
	Where required number of spaces exceeds 50, minimum: 25% of spaces indoors		367 (96%) of spaces are indoors	✓
Bicycle Parking Space Dimensions	Horizontal	0.6 m wide (0.37 m for stacked spaces) x 1.8 m long Stacked: 0.37 m	0.6m x 1.8m	✓
	Vertical	0.6 m wide x 1.5 m long		
Bicycle Parking Access	Minimum aisle width: 1.5 m		> 1.5m	✓
Loading	None required		None provided	✓

1.5 High Rise Zoning Provisions

As shown in Table 2, below, the proposed development complies with all the High-Rise Zoning Provisions (HRZP), including the minimum tower separation for two towers on one lot, which is a minimum of 20 metres.

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

Proposed Provision	Requirement	Proposed	Compliance
Rear yard setback above 9 storeys	10 m	West tower: 20 m East tower: 27 m	✓
Tower separation, two towers on one lot	20 m	21 m	✓
Minimum lot area for a corner lot	1,150 m ²	4,293 m ²	✓

1.6 Proposed Zoning By-law Amendment

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

- / **Apartment Dwelling, High Rise:** Add "Apartment Dwelling, High Rise" to the list of permitted land uses.

- / **Maximum Building Height:** Permit the maximum building heights and establish a site-specific schedule to identify where these heights are permitted
- / **Minimum Rear Yard Setback:** In the interest of considering the setbacks both before and after land is dedicated to the city, we will seek relief from the minimum 7.5 metre rear yard setback after parkland is dedicated and instead permit 3.3 metres for the east tower. Prior to dedication, the east building has a rear yard setback of 16.8 metres, far exceeding the required minimum.
- / **Minimum Front Yard Setback:** due to the wording of the performance standards, relief will be sought from the minimum front yard setback because the provision requires that 50% of the frontage along the front lot line be occupied by building walls within 4.5 metres of the frontage for a residential use building and 3.0 metres for a mixed-use building. This performance standard would be simplified and reflected in a schedule to show the minimum permitted front yard setback and so that a future conversion to mixed-use does not require a minor variance. A minimum front yard setback is proposed to be:
 - West building: 3.1 m
 - East building: 5.0 m
- / **Drive Aisle Width for Non-Residential Uses:** Permit a drive aisle width of 6.0 metres for non-residential uses rather than the required 6.7 metres in anticipation of a potential future mixed-use scenario.

1.7 Response to City Comments

General Comments

- 1.1(a) Please provide the required 10m rear yard setback from the new property line for the east tower where it abuts the parkette, as per Section 77(3)(c) of the Zoning By-law. Floors 10 to 12 currently have a setback of 6.4m, which does not comply.

The north façade of the east tower has been revised to lower the step back from above the 12th floor to above the 9th floor. As a result, the setback to the east tower is 27 metres from the north property line and 13.5 metres from the future park.

Note that, per Section 4(1) of the Zoning By-law, for the purposes of determining compliance with the by-law, the measurements are taken before conveyance of any lands. Measurements to the future park were shown for informational purposes only, as they are not taken into consideration when determining zoning compliance.

- 1.1(b) Consider increasing the rear yard setback from the east tower podium to the park block. This could be achieved by reducing the east tower floor plate to 750 square metres, as recommended in the City's Urban design Guidelines for High-rise Buildings (Section 2.24.a) and Policy 4.6.6(8) of the New OP.

Regarding the rear yard setback from the east tower, please see the response to comment 1.1(a).

Regarding the 750 square metre tower floorplate: the floorplate has been reduced to 683 square metres.

- 1.1(c) Consider opportunities to bring the proposed towers into closer conformity with 45-degree angular plane. **The Official Plan speaks to a range of ways to achieve transition. Utilization of an angular plane (45-degrees is suggested, not specified), is one tool, together with building setbacks and stepbacks. We have made modifications to the massing of the building, adjusted the building height, lowered the podium height, and carved a corner out of plate 2 in the East Tower so that there is an interior side yard setback and separation to adjacent low-rise properties, of 20 metres.**

The building heights have evolved throughout the resubmission process. In submission 2, the buildings were reduced in height from 22 to 16 storeys for the West Tower and from 28 to 25 storeys for the East Tower. Keeping the West Tower at a lower height to minimize its impact to the adjacent residential community has been a key focus to ensure that as much of the West Tower fits within the angular plane as possible. For this submission, emphasis has been placed on the separation between the high-rise towers and the low-rise community. With this in mind, the West Tower remains at 16 storeys and the setback remains at 20 metres generally conforming to a 45-degree angular plane.

The East Tower is now proposed at 27 storeys, but the setback has been increased from 20 metres to 27 metres to the high-rise form (floors 10+). The height of the East Tower has increased since the last submission, but so has the setback dimension. The East Tower is considered a more appropriate location for additional height given its location on the corner of the site, adjacent to the future transit station. The mass of the building is located as far away from the residential community as possible and also frames both Carling Avenue and Parkdale Avenue. While this the mass of the east building does extend beyond a 45-degree angular plane, the position of the building mass and the additional setback distance provided supports the proposed height at this location.

Overall, the multiple changes made in this resubmission seek to bring the proposed towers into closer conformity with the angular plane.

- 1.2 Staff are agreeable to further investigating the most suitable location for the traffic barrier at the time of Site Plan Control. Please note this requirement will be secured through a holding symbol.

Noted.

- 1.3 As per the Transportation comments, please clearly show the ROW protection and corner site triangle on the plans. Ensure that no portion of the building (including underground parking) encroaches into the ROW, corner site triangle, or parkland.

The site plan has been revised, noting the extent of the road widening easement and dimension to the centreline of the Carling Ave. A 5x5 m corner site triangle has been shown at both Carling/ Parkdale and Carling/ Hamilton.

It is also confirmed that no portion of the building extends into the widening, site triangles, or future parkland dedication.

Planning Comments

- 2.1 Staff have received direction that following Ministerial approval of the New Official Plan, all in-stream Zoning By-law Amendment requests are to be evaluated against the New Official Plan only. Please provide an evaluation of how the proposed development meets the policies of the New Official Plan in the next submission.

The new Official Plan has been discussed in this Planning Rationale Addendum No. 2.

- 2.2 Policy 5.2.3(2) of the New OP identifies that building heights up to high-rise may be permitted, subject to appropriate height transitions, stepbacks, and angular planes. Staff have concerns that appropriate transition to adjacent low-rise neighbourhood is not achieved.

Transition has been addressed and improved through a combination of decreased podium heights, increased setbacks, new stepbacks, revisions with consideration of the angular plane, and adjustments to the massing of the tower floorplate - particularly plate 2 of the East Tower.

Following further discussions with city staff, Plate 1 of the East Tower was reduced from 12 to nine (9) storeys. As well, a notch has been cut out of Plate 2 of the East Tower, which pushes the density further from the interior side yard abutting 425 Hamilton Ave N. This provides a 20 metre interior side yard setback between the tower and the adjacent property line. As a result of the revised design, a minimum 20-metre setback is provided between each tower and every adjacent residential property line.

These substantive changes to the building design have resulted in significant changes that we believe resolves the concerns regarding transition.

- 2.3 Policy 4.6.6(8) identifies that tower floor plates should be generally limited to 750 square metres. Please reduce floor plate of the east tower to 750 square metres.

The tower floorplate has been revised to a maximum of 698 square metres for the West Tower and 683 square metres for the East Tower.

1.8 Conclusion

It is still Fotenn's professional opinion that these applications represent good land use planning and are in the public interest. The proposed development is consistent with the direction and policies of the 2022 City of Ottawa Official Plan.

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

- / The proposed development conforms to the City of Ottawa Official Plan (2022) policies by proposing an intensification and building height in an area identified to accommodate growth, and by providing suitable transition within the corridor to the neighbourhood to the north;
- / The proposed development will add to the diversity of housing types, housing tenures, and built form; and
- / The proposed development generally complies with the AM10 zone and relief requested aligns with the intent of the zone and aligns with the broader Official Plan policies directing land use planning for the area.

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

Sincerely,



Tamara Nahal, M.Pl.
Planner



Paul Black, MCIP RPP
Associate, Planning