

UDRP Report

1137 Ogilvie Road and 1111 Cummings Avenue

July 22, 2024

Kelly Livingstone

Planner III – Development Review, East
City of Ottawa
110 Laurier Ave West
Ottawa, ON K1P 1J1

Via Email : kelly.livingstone@ottawa.ca

**RE: UDRP Report
PC2024-0171
1137 Ogilvie Road and 1111 Cummings Avenue – Zoning By-law Amendment**

Dear Kelly Livingstone,

Fotenn is pleased to provide you with an updated UDRP Report, which reflects changes made as a result of UDRP recommendations. Additionally, responses to recommendations provided by the panel can be found included as part of this submission.

Included in the submission are the following documents:

- / Updated UDRP Report, prepared by Fotenn and RLA, dated July 18,2024; and
- / Response to UDRP recommendations, prepared by Fotenn and RLA, dated July 22, 2024.

Should you have any questions or require any additional information, please do not hesitate to contact the undersigned.

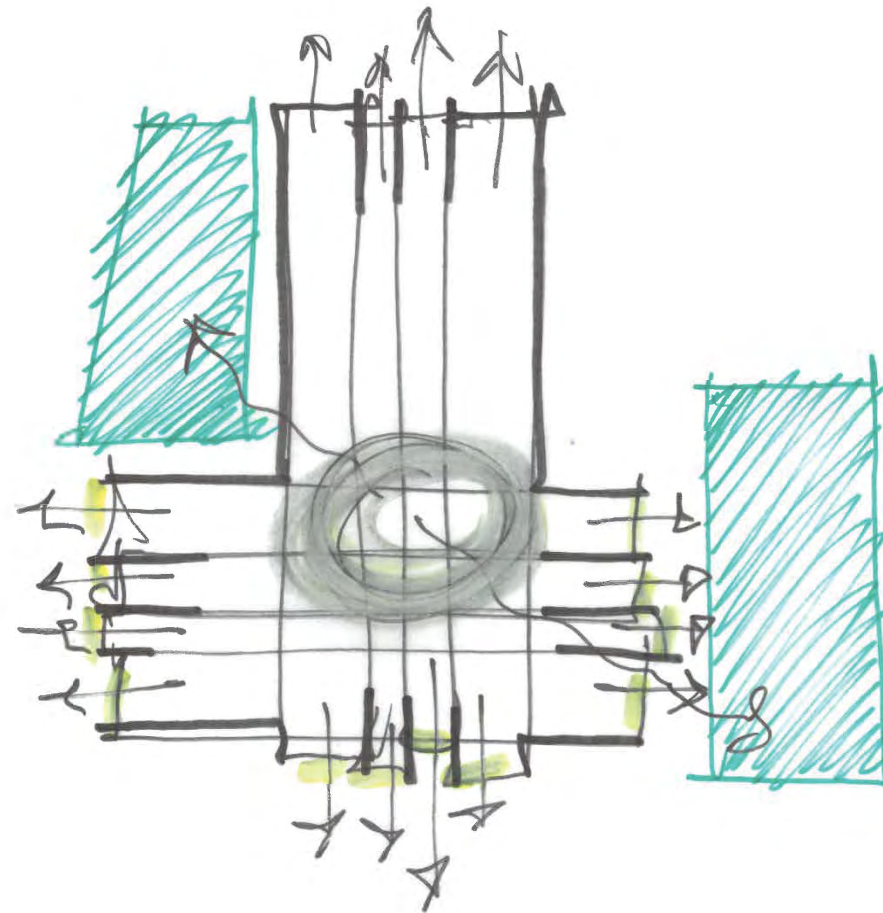
Sincerely,



Tyler Yakichuk, MCIP RPP
Planner



Lisa Dalla Rosa, MBA MCIP RPP
Associate



1137 Ogilvie Rd Architectural Design Report for Application for Rezoning 2024.07.18

rla/architecture

FOTENN
Planning + Design

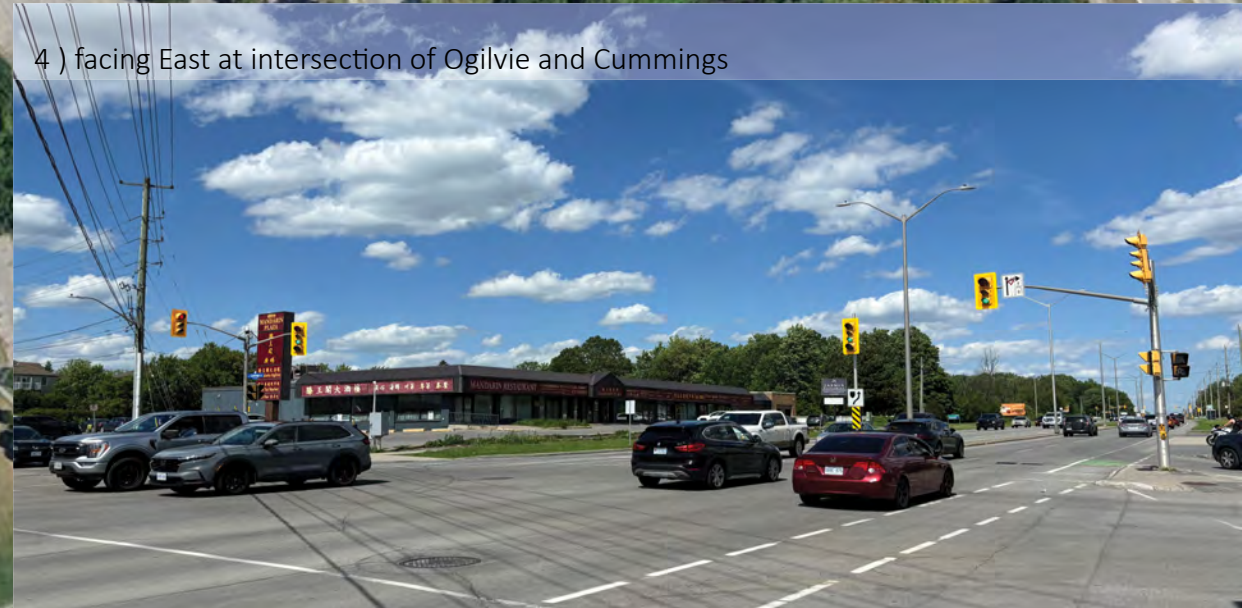
NAK ■
design strategies

TC
+U

CONTEXT aerial view of subject site 1137 Ogilvie. Subject site is highlighted. Ken Steele park is located east of subject site.



CONTEXT street views



SITE PART I site strategy, devising hemispheres of use and private and public spaces and development of P.O.P.s. sapce in the south east portion of the site.

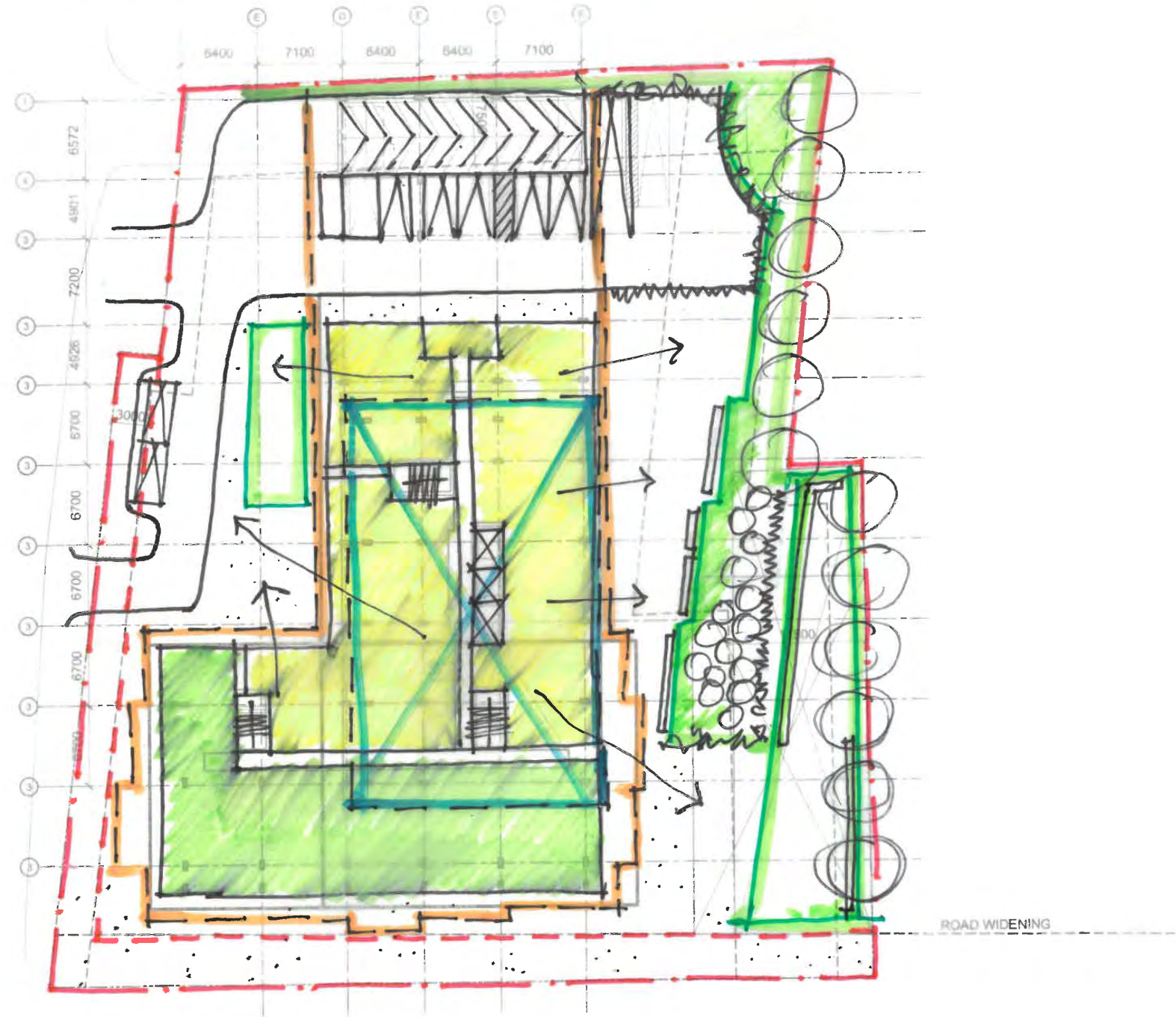
SCALE commensurate scale at opposite corners of evolving intersection



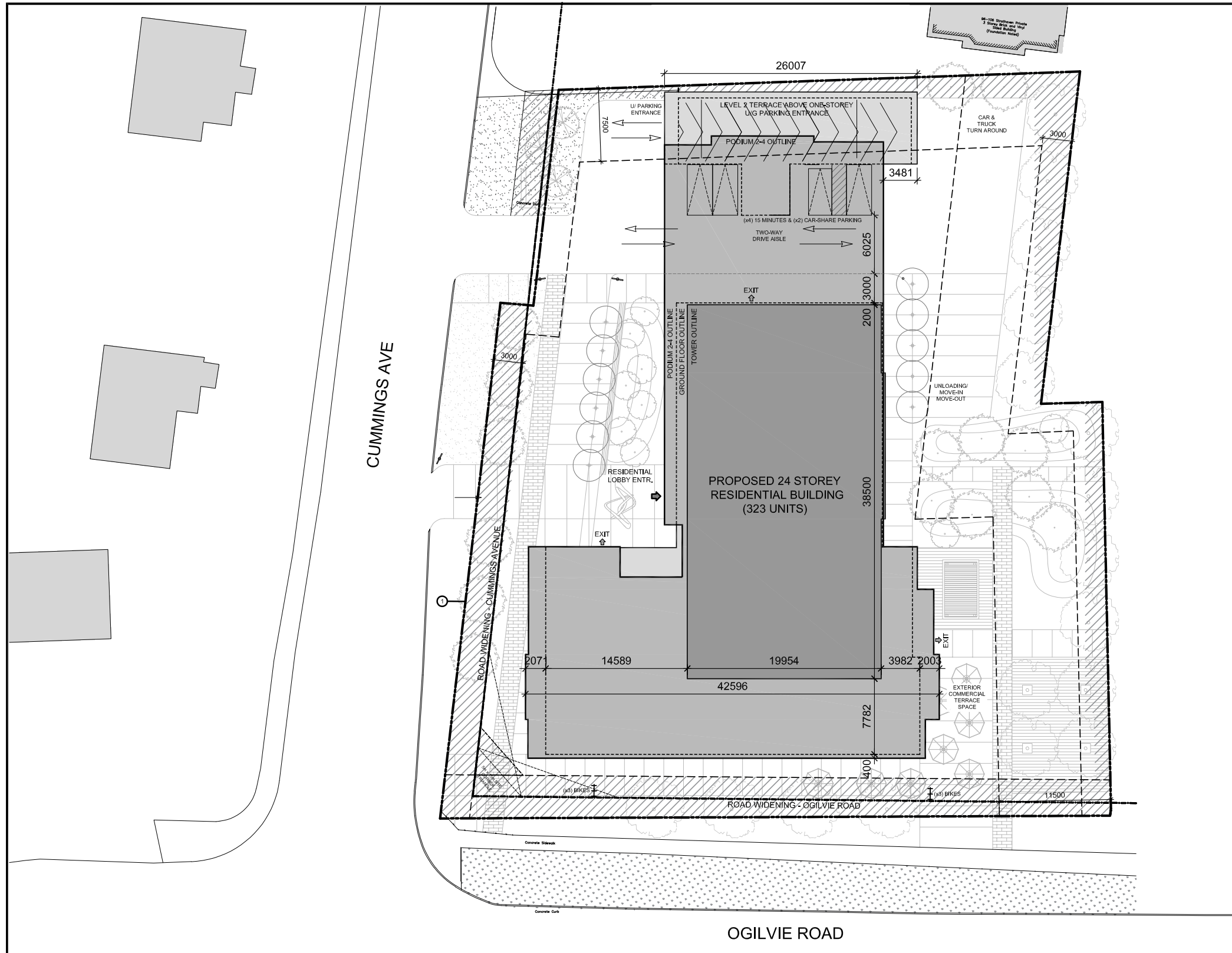
PUBLIC INTERFACE designing viable public space along Ogilvie road



SITE PLAN site partii sketch; gold indicates ground floor amenity uses, green indicates commercial/ retail spaces



SITE PLAN



DRAWING NOTES

- PROPERTY LINE
- EXISTING BUILDING
- HARD SURFACE PAVING. SEE LANDSCAPE PLAN FOR PATTERN AND TYPE
- SUPPRESSED CURB AND SIDEWALK TO CITY OF OTTAWA STANDARD DETAIL
- GROUND COVER IN CONCRETE PLANTERS
- RESERVED
- BICYCLE PARKING SPACES
- BRASSISE CONNECTOR @ GROUND FLOOR
- RESERVED
- EXISTING FIRE HYDRANT
- OUTLINE OF UNDERGROUND PARKING LEVELS
- EXISTING TREE TO BE REMOVED
- RESERVED
- RELOCATE EXISTING UTILITY POLE AND GLIDE CABLES
- RESERVED
- EXTENT OF GROUND FLOOR
- ENTRY DRIVEWAY TO U/G PARKING GARAGE
- EXISTING UTILITY POLE
- EXISTING 2 STOREY BUILDING TO BE REMOVED
- SPLASH PAD
- BOD AREA

SITE PLAN SYMBOLS

- HATCH PATTERN INDICATES AREA OF DEEP SOIL CONDITIONS
- CONCRETE UNIT PAVERS SURFACE
- PROPOSED CONCRETE SURFACE
- EXISTING CONCRETE CITY SIDEWALK
- SOFT LANDSCAPING
- BIKE RACK
- TWO WAY VEHICLE CIRCULATION
- MAIN COMMERCIAL ENTRANCE
- BIKE ROOM/RESIDENTIAL ENTRANCE
- FIRE EXIT
- PROPERTY LINE
- ZONING SETBACKS

PROJECT INFORMATION

EXISTING ZONING: LC6
 PROPOSED ZONING: TD3
 Zoning By-Law 2008-250

SITE AREA (AFTER ROAD WIDENING): 4,351 sq. m. (46,834) sq. ft.
 OPEN AREA: 41.5%
 1,860 sq. m. / (20,201) sq. ft.

BUILDING HEIGHT - VARIES: 77.90 M
 BUILDING HEIGHT: 24 STOREY - 77.90 M

PROJECT STATISTICS

GFA - AREAS (24 STOREY BLDG.)

PARKING LEVELS (2 LEVELS U/G): N/A
 GROUND FLOOR: 488 sq. m. (5,253) sq. ft.
 L2-4 TYP. FLOORS: 3 x 1,598 sq. m. (46,095) sq. ft.
 L3-124 TYP. FLOORS: 20 x 683 sq. m. (13,260) sq. ft.
 20 x (7,137) sq. ft. (142,731) sq. ft.

TOTAL AREA: 18,272 sq. m. (198,600) sq. ft.

UNIT STATISTICS

STUDIO UNIT	123	38%
1 BEDROOM UNIT	106	33%
1 BEDROOM + STUDY UNIT	27	8%
2 BEDROOM UNIT	46	14%
2 BEDROOM + STUDY UNIT	18	6%
3 BEDROOM	3	1%
TOTAL	323	

COMMERCIAL RETAIL AREA: 488 sq. m. (5,253) sq. ft.

CAR PARKING

REQUIRED BY ZONING BY-LAW

RESIDENCE	- 0.5 PER UNIT (323 UNITS) (AFTER 12 UNITS -10% FOR U/G)	162
VISITOR	- 0.1 PER DWELLING UNIT (AFTER 12 UNITS -10% FOR U/G)	30
COMMERCIAL RETAIL	- 0 UNDER 500 sq.m. PER UNIT	0
TOTAL		192

PROVIDED

2 LEVEL UNDER GROUND PARKING SURFACE (CAR SHARE)	180
6	6
TOTAL	186

BICYCLE PARKING

REQUIRED

RESIDENCE	- 0.5 PER UNIT (323 UNITS)	162
COMMERCIAL RETAIL	- 1.0 PER 250m² OF G.F.A.	1
TOTAL		163

PROVIDED

SURFACE	6
INDOOR ON P1 & P2 PARKING LEVELS	192
TOTAL	198

AMENITY AREA

REQUIRED

REQUIRED - 6.0M² PER UNIT (323) =	1,938 sq. m.
REQUIRED COMMUNAL @ 50% =	969 sq. m.

PROVIDED

EXTERIOR COMMUNAL AT GRADE	760 sq. m.
GROUND FLOOR LOBBY	54.35 sq. m.
GROUND FLOOR COMMUNAL AMENITY	446.5 sq. m.
PRIVATE AMENITY (LEVELS 2 & 5)	623 sq. m.
PRIVATE BALCONIES (LEVELS 2-4)	267 sq. m.
TOTAL AMENITY	2,150.85 sq. m.

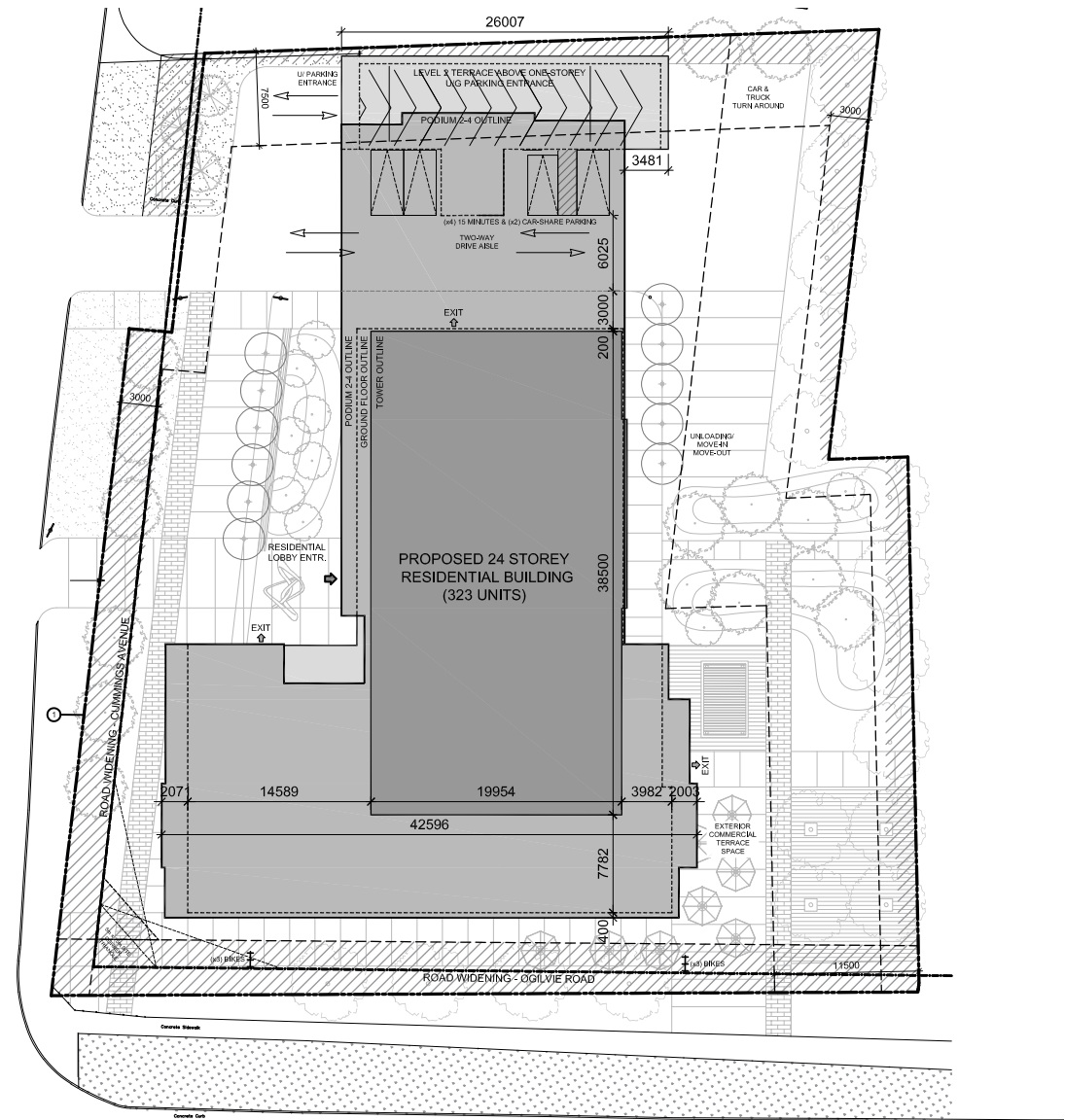
TOTAL COMMUNAL AMENITY: 1,266.85 sq. m.
 TOTAL PRIVATE AMENITY: 890 sq. m.

PROPERTY OWNER: _____
 LEGAL DESCRIPTION: _____
 SURVEYOR: _____
 URBAN PLANNER: **Fotern Consultants Inc.**
 223 McCord Street
 Ottawa, ON Canada, K2P 0Z8
 Tel: (613) 730-5709
 E-Mail: beed@fotern.com
 LANDSCAPE ARCHITECT: _____
 CIVIL ENGINEER: _____

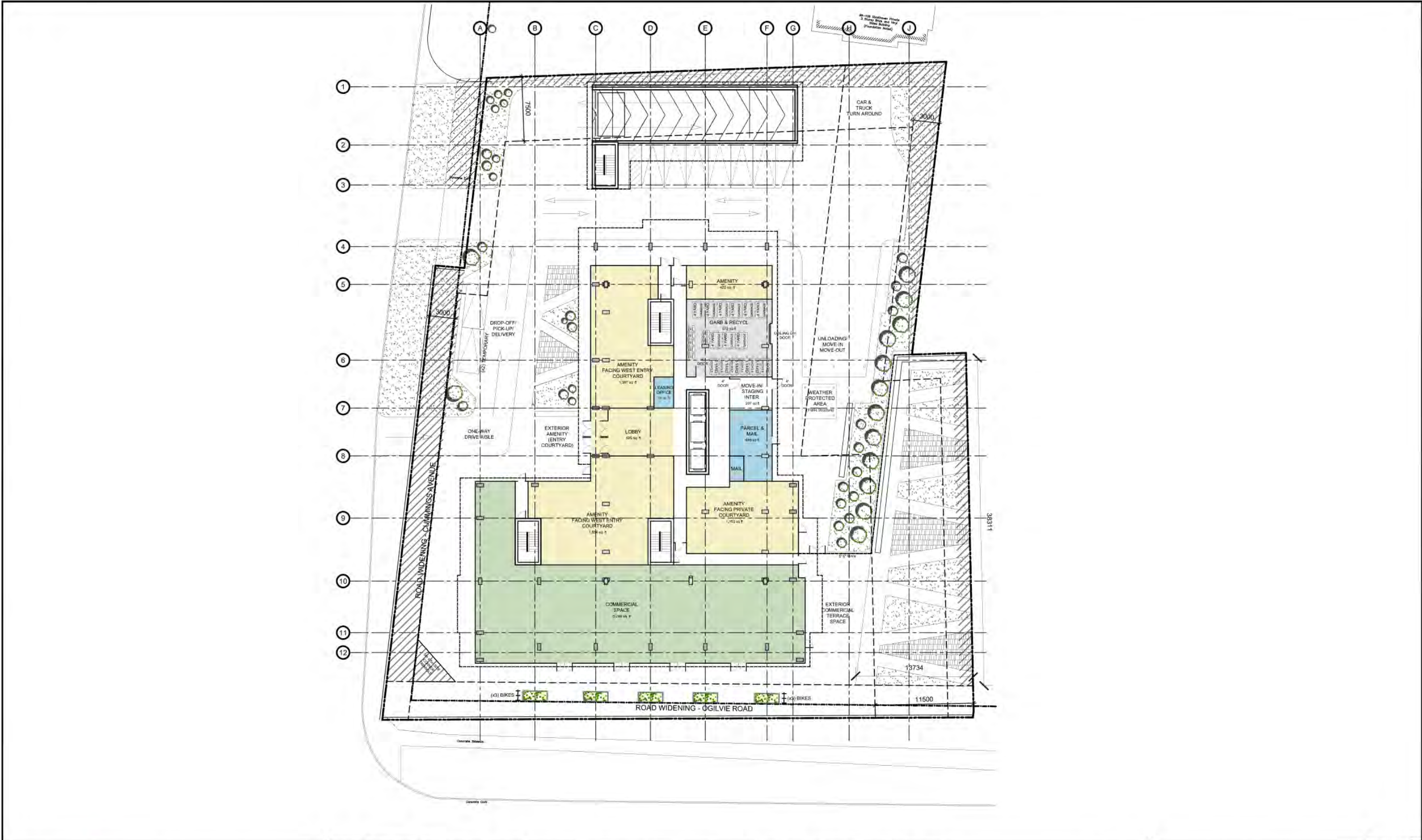
SITE PLAN COMPARISON left: site plan submitted for Pre-Con Application in October of 2023 Ground Floor area 27,497 sq ft (59% lot coverage)
 right: current proposed Ground Floor area 14,478 sq ft (31% lot coverage)



OGILVIE ROAD



OGILVIE ROAD



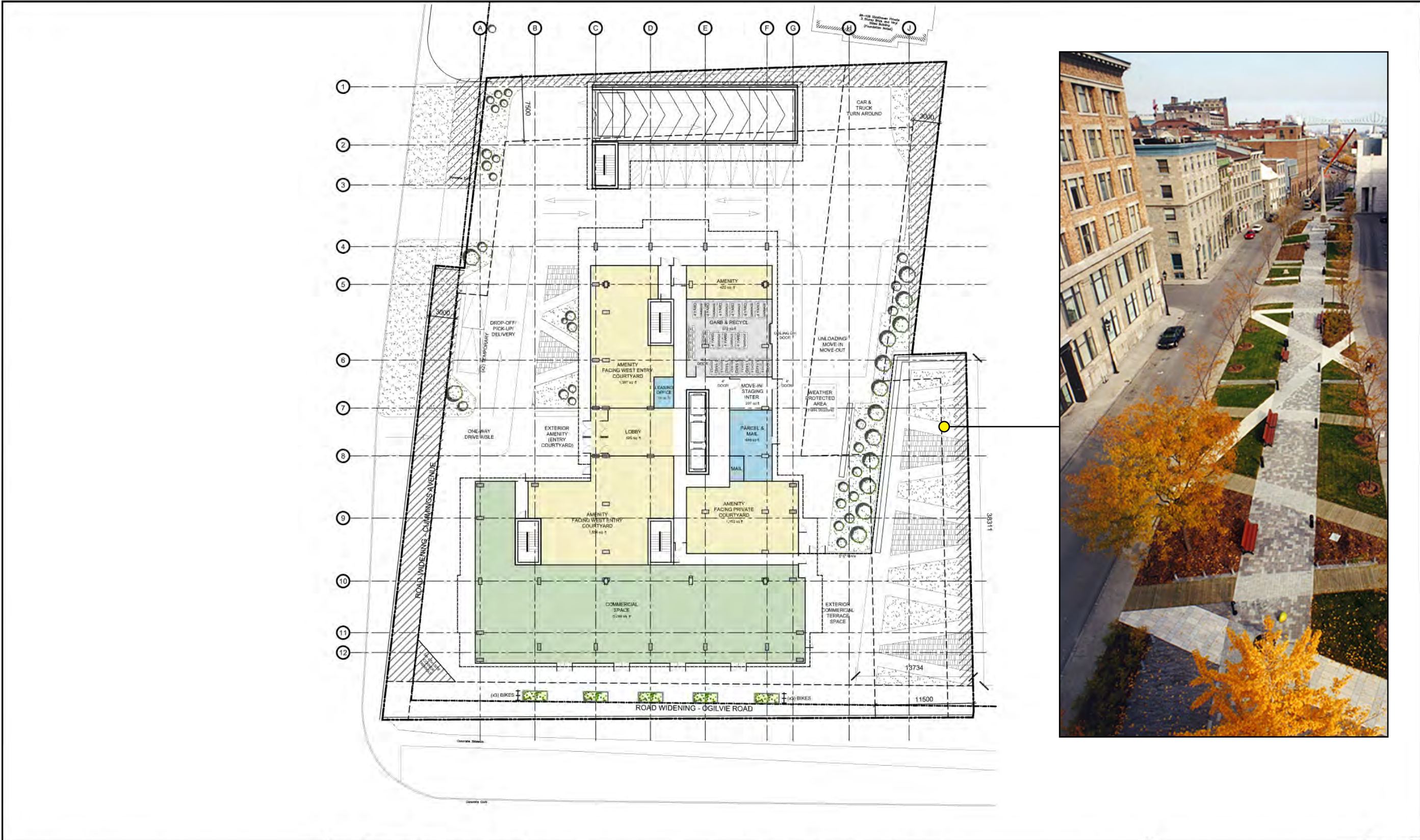
1137 Ogilvie Rd GROUND FLOOR
 SCALE: TO FIT PAGE
 PLOT DATE: May 7, 2024

Construction Area - 1,345 sq m/ 14,478 sq ft
 Commercial Area - 488 sq m/ 5,253 sq ft
 Parking - 2 Temp + 6 Short-term Spots



1137 OGILVIE
 OTTAWA, ONTARIO

SHEET #
04
 PROJ. # 2317



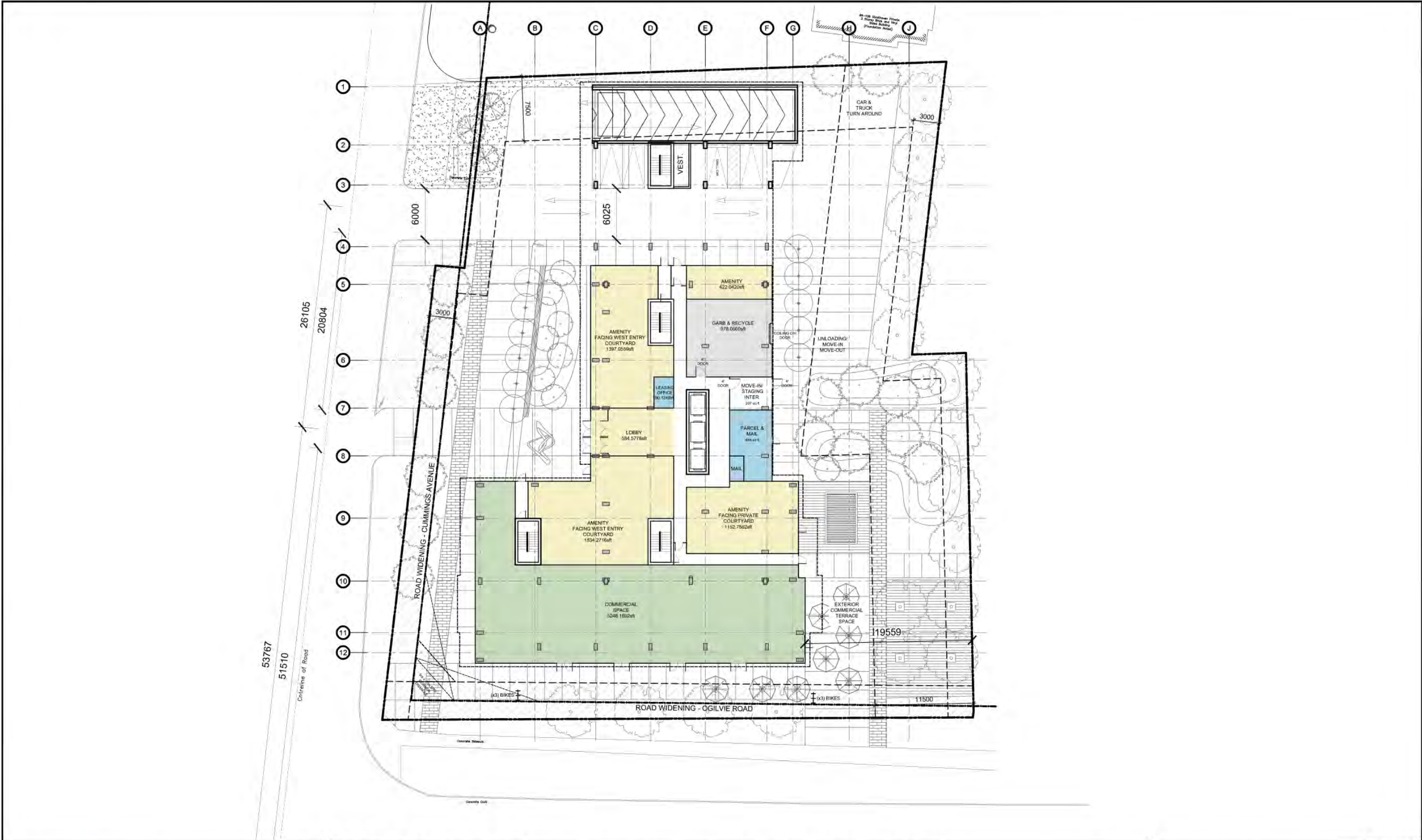
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1137 OGILVIE
 OTTAWA, ONTARIO

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 PROJ. # 2317



1137 Ogilvie Rd GROUND FLOOR
 SCALE: TO FIT PAGE
 PLOT DATE: July 4, 2024

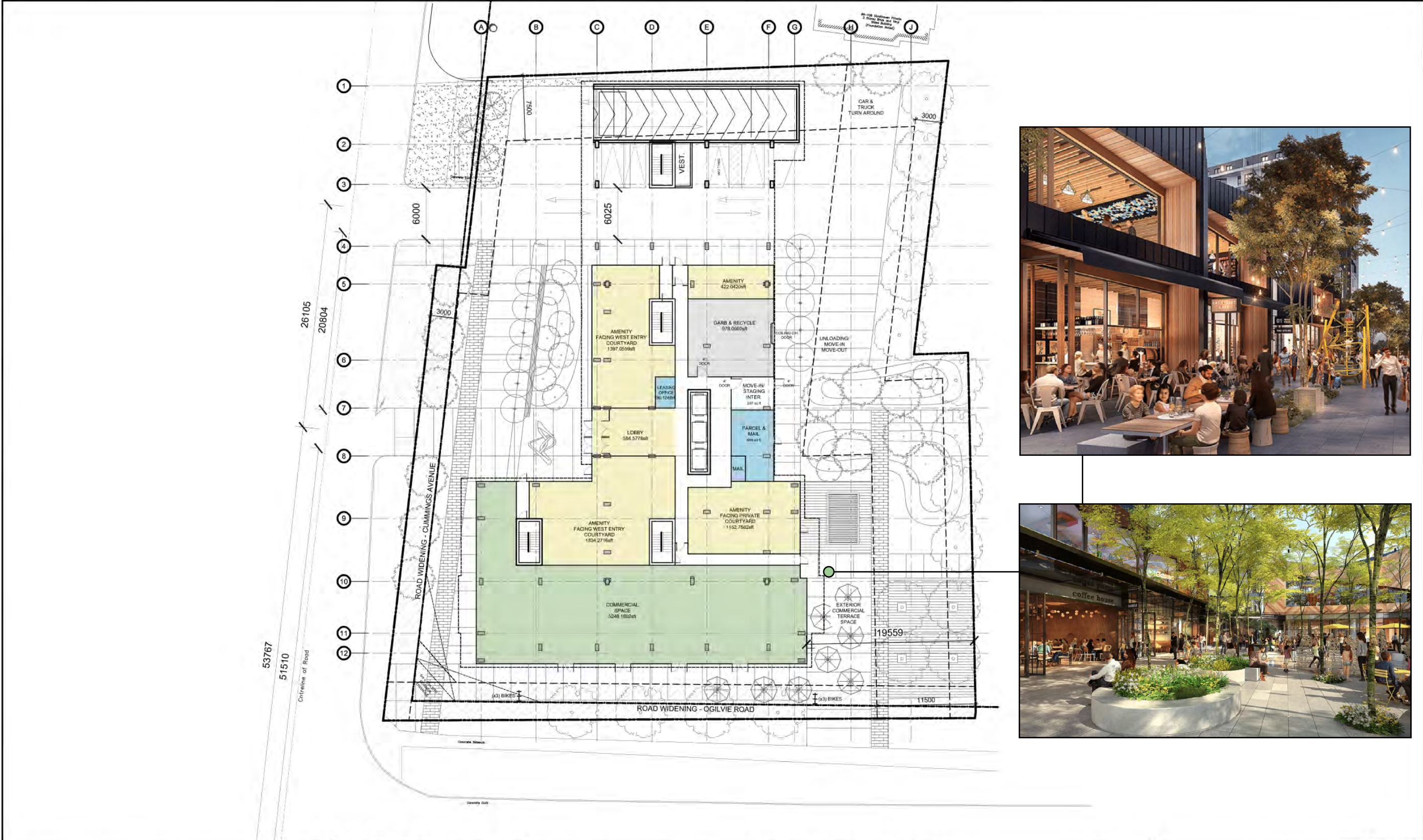
Construction Area - 1,524 sq m/ 16,404 sq ft
 Commercial Area - 488 sq m/ 5,253 sq ft
 Parking - 2 Temp + 4 Short-term Spots



1137 OGILVIE
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PLAN Ground Floor with Landscape Architect site concept- outdoor commercial terrace shown between building and P.O.P.S. space.



1137 Ogilvie Rd GROUND FLOOR
 SCALE: TO FIT PAGE
 PLOT DATE: July 4, 2024

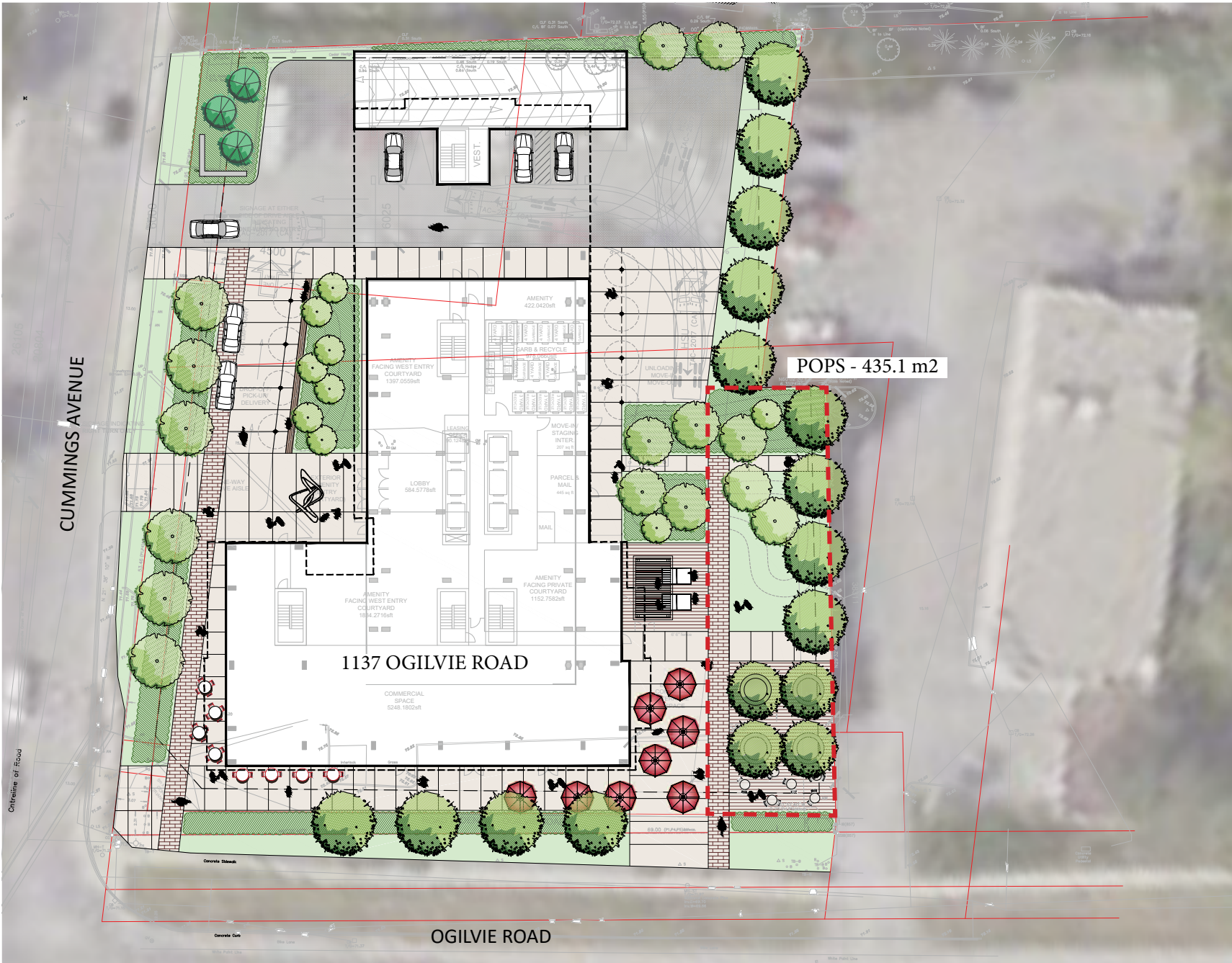
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1137 OGILVIE
 OTTAWA, ONTARIO

SHEET #
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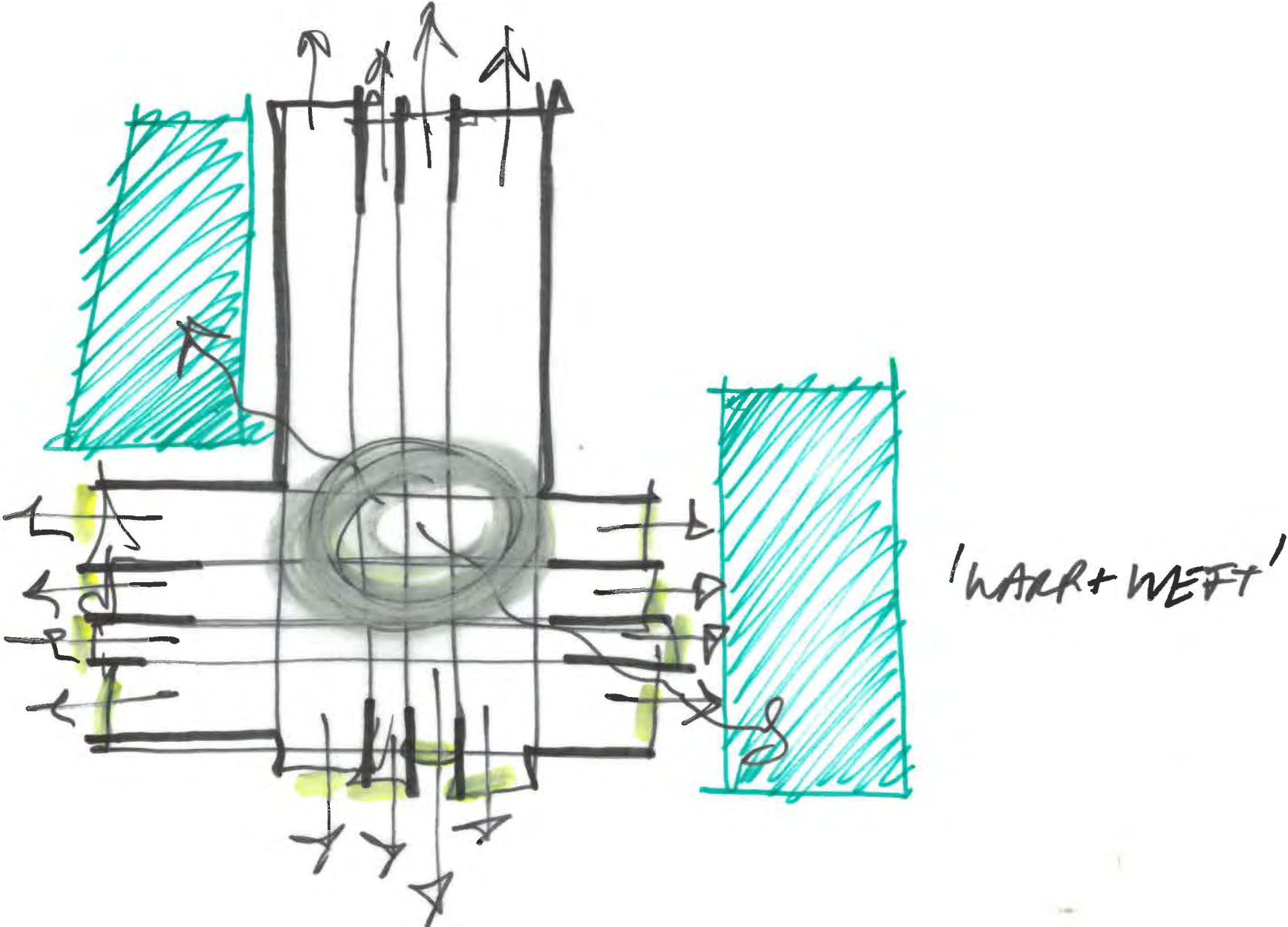




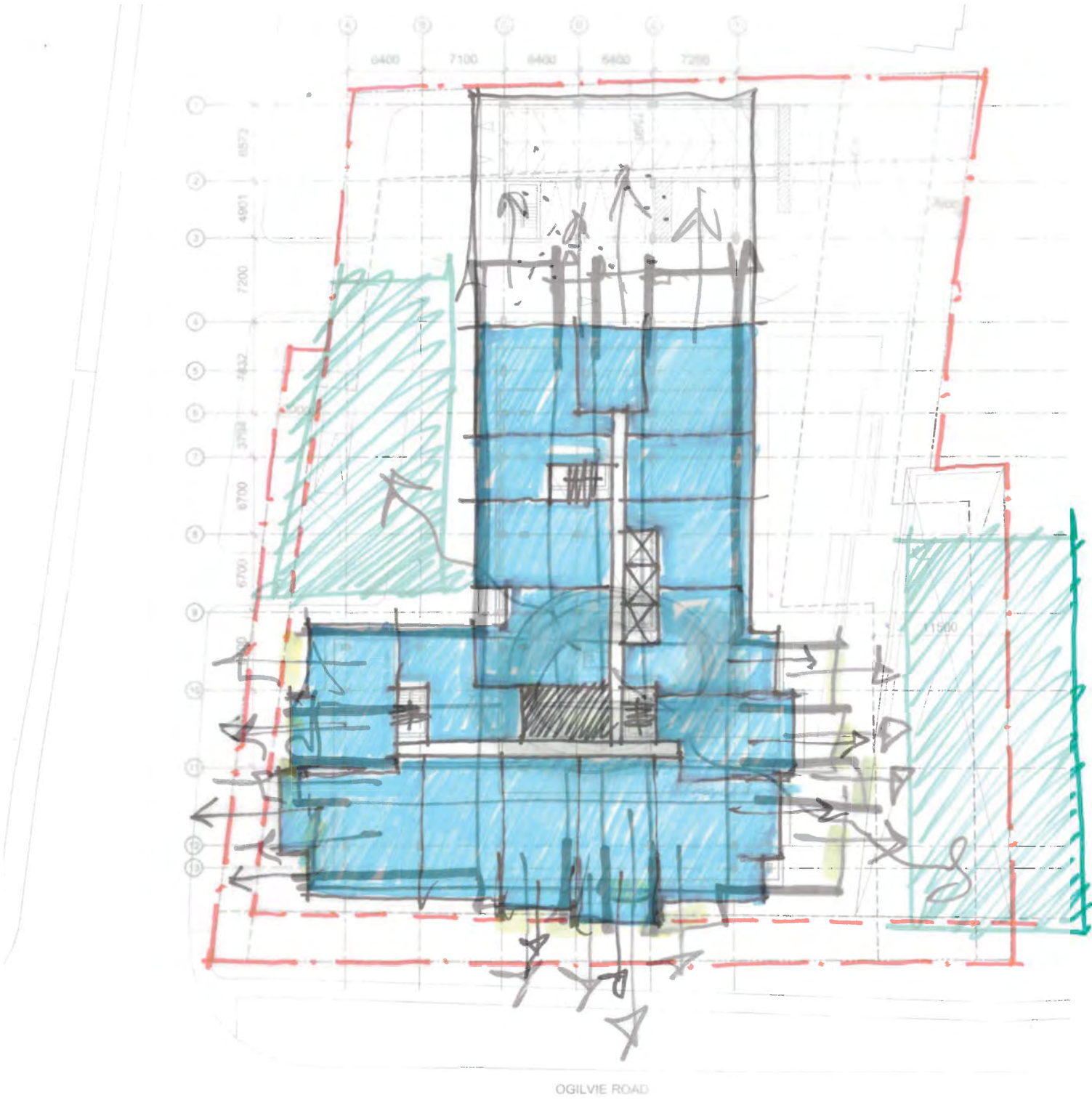


CITY OF OTTAWA
 Minimum soil volume requirements for
 tree planting:

TREE SOIL VOLUMES		
TREE TYPE/SIZE	SINGLE TREE SOIL VOLUME	MULTIPLE TREE SOIL VOLUME (m3/TREE)
ORNAMENTAL	15	9
COLUMNAR	15	9
SMALL	20	12
MEDIUM	25	15
LARGE	30	18
CONIFER	25	15



PODIUM ARTICULATION Plan concept and sketch overlay



'WARR+WEFT'

PLAN Podium Sketch





1137 Ogilvie Rd
L2 FLOOR PLAN
21 Residential Units
 SCALE: 1:400
 PLOT DATE: June 20, 2024

Construction Area - 1,723 sq m / 18,546 sq ft
 Gross Building Area - 1,508 sq m / 16,232 sq ft
 Private Amenity - 224 sq m / 2,412 sq ft
 Studio (1) + 1 Bed(2) + 1+Bed(9) + 2 Bed (2) + 2+Bed (6) + 3Bed (1)

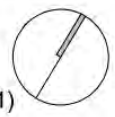
1137 OGILVIE
 OTTAWA, ONTARIO

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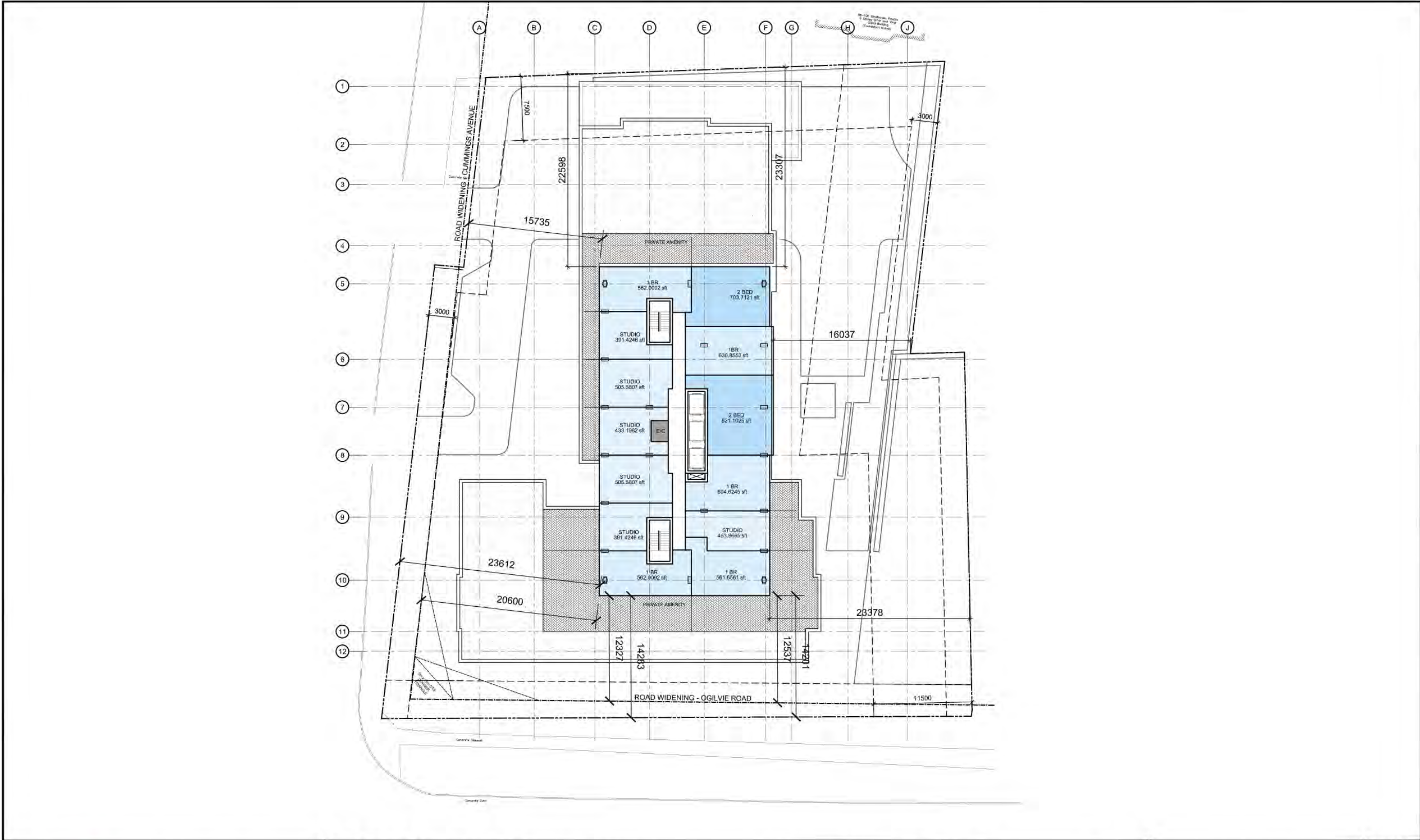
1137 Ogilvie Rd
L3-L4 FLOOR PLAN
21 Residential Units
(42 Units)
 SCALE: 1:400
 PLOT DATE: June 20, 2024

Construction Area - 1,723 sq m/ 18,546 sq ft
 Gross Building Area - 1,508 sq m/ 16,232 sq ft
 Private Amenity - 96 sq m/ 1,034 sq ft
 Studio (1) + 1 Bed(2) + 1+Bed(9) + 2 Bed (2) + 2+Bed (6) + 3Bed (1)



1137 OGILVIE
 OTTAWA, ONTARIO

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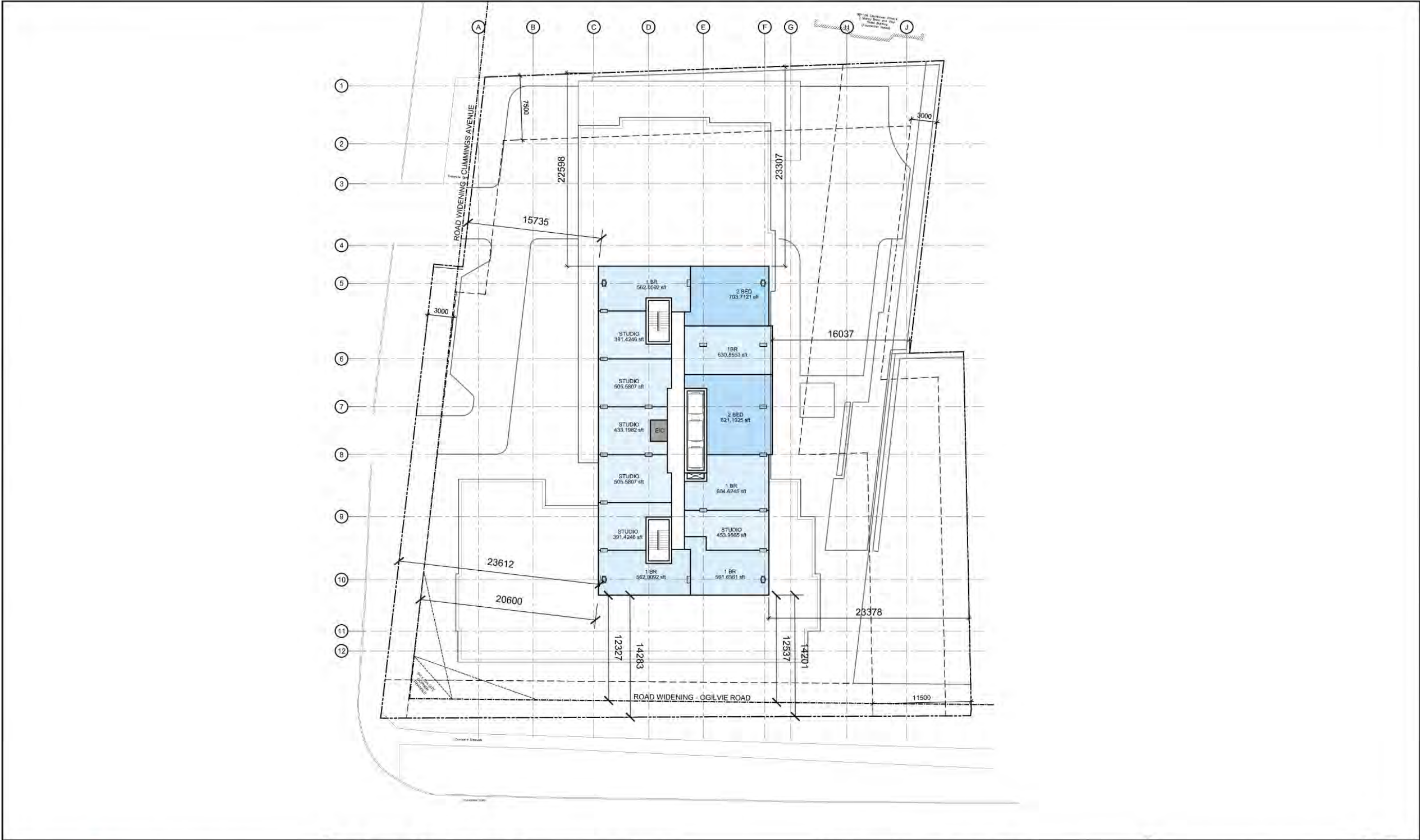
rla / architecture

1137 Ogilvie Rd L5 FLOOR PLAN
 SCALE: 1:400 13 Residential Units
 PLOT DATE: June 20, 2024

Construction Area - 775 sq m / 8,342 sq ft
 Gross Building Area - 663 sq m / 7,192 sq ft
 Private Amenity - 399 sq m / 4,295 sq ft
 Studio (6) / 1 Bed (5) / 2 Bed (2)



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 OTTAWA, ONTARIO
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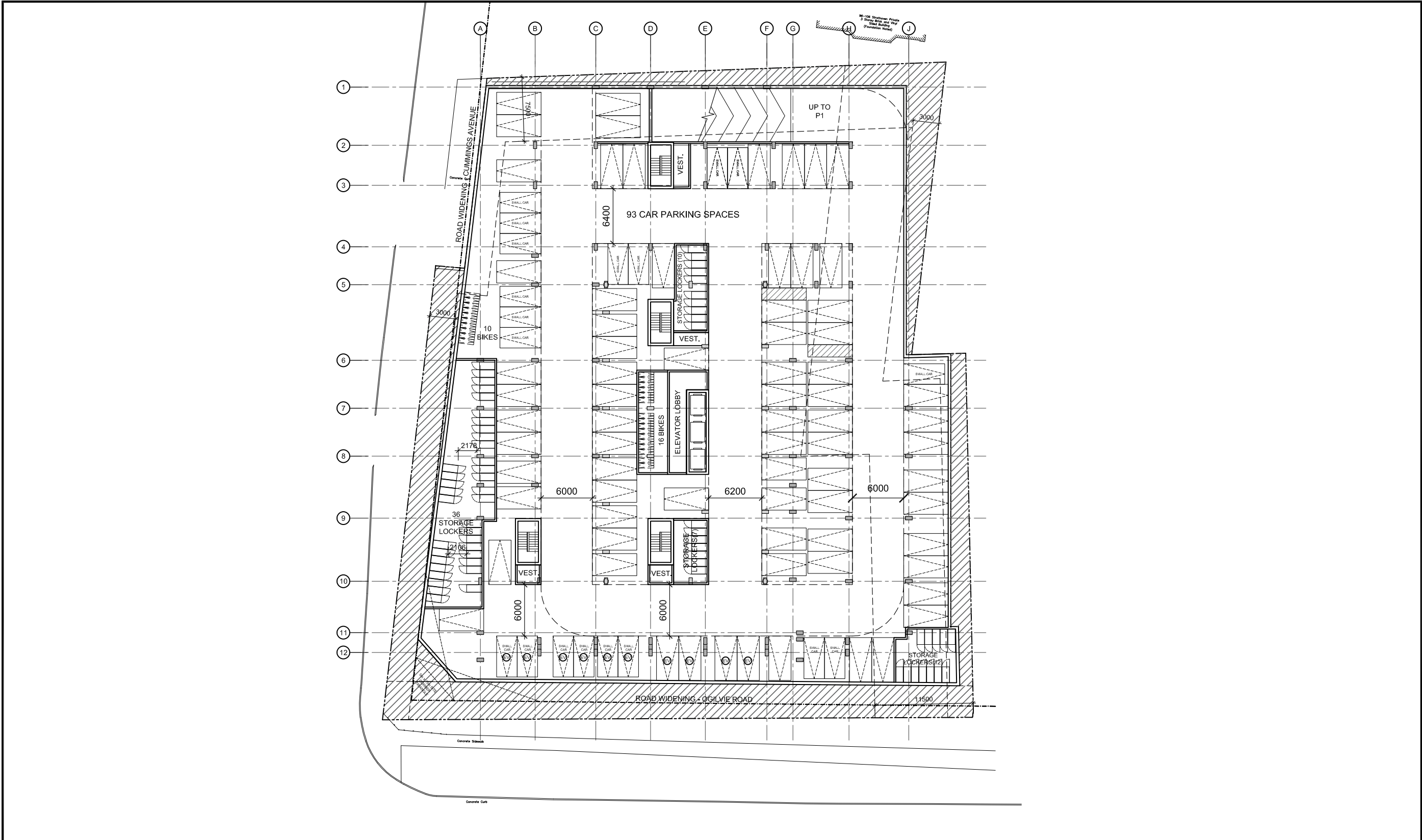
1137 Ogilvie Rd L6-L24 FLOOR PLAN
 SCALE: 1:400
 PLOT DATE: June 20, 2024
13 Residential Units/Floor (247 units)

Construction Area - 775 sq m/ 8,342 sq ft
 Gross Building Area - 663 sq m/ 7,137 sq ft
 Total Units - 13
 Studio (6) / 1 Bed (5) / 2 Bed (2)



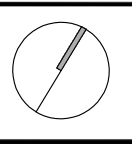
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 OTTAWA, ONTARIO

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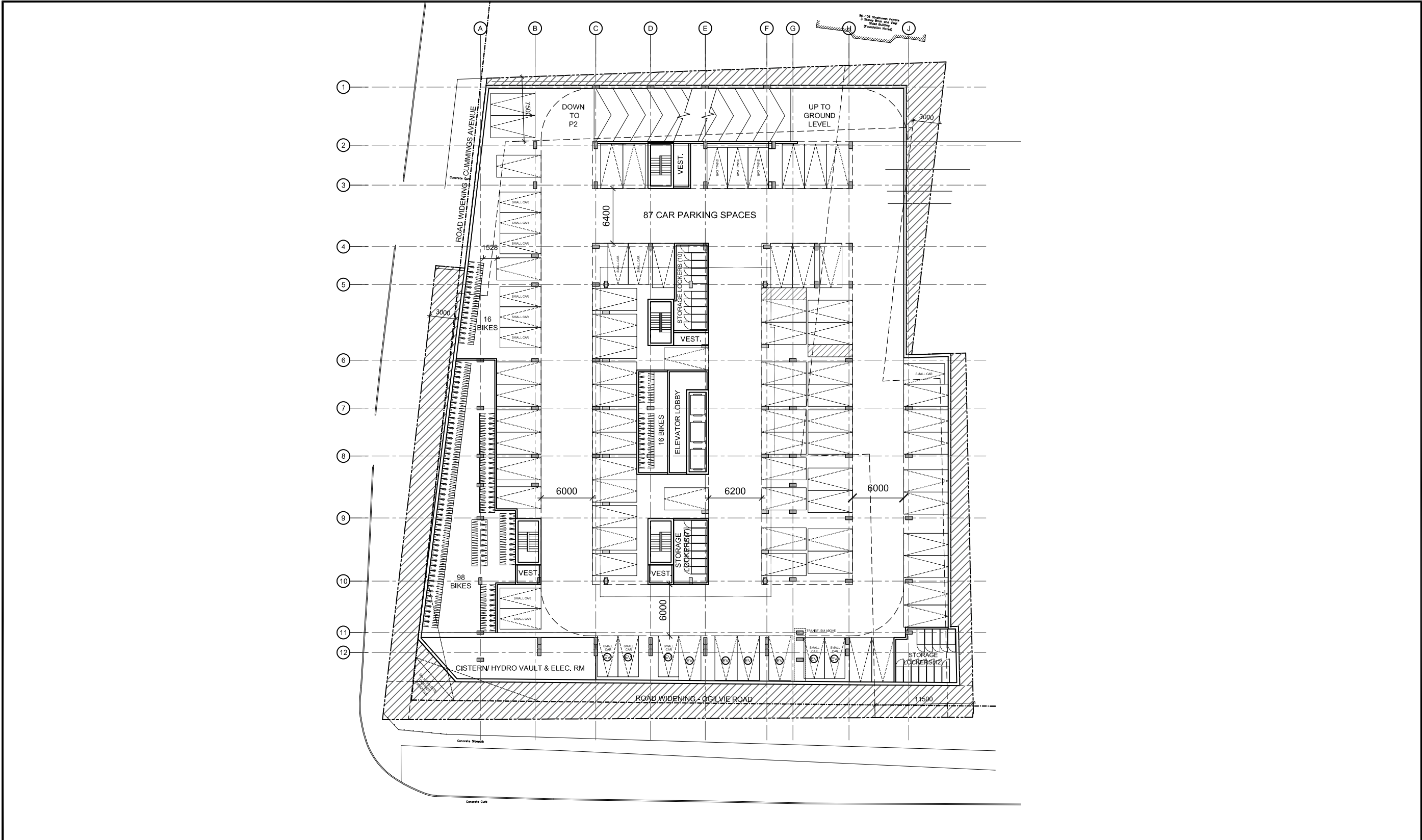
1137 Ogilvie Rd **PARKING P2**
 SCALE: 1:400
 PLOT DATE: June 28, 2024

Construction Area - 3,965 sq m / 42,679 sq ft
 Car Parking - 93 Spots
 Bikes - 26 Spots
 Storage Lockers - 65



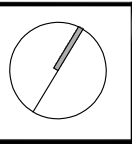
1137 OGILVIE
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SHEET #
02
 PROJ. # 2317



1137 Ogilvie Rd **PARKING P1**
 SCALE: 1:400
 PLOT DATE: June 28, 2024

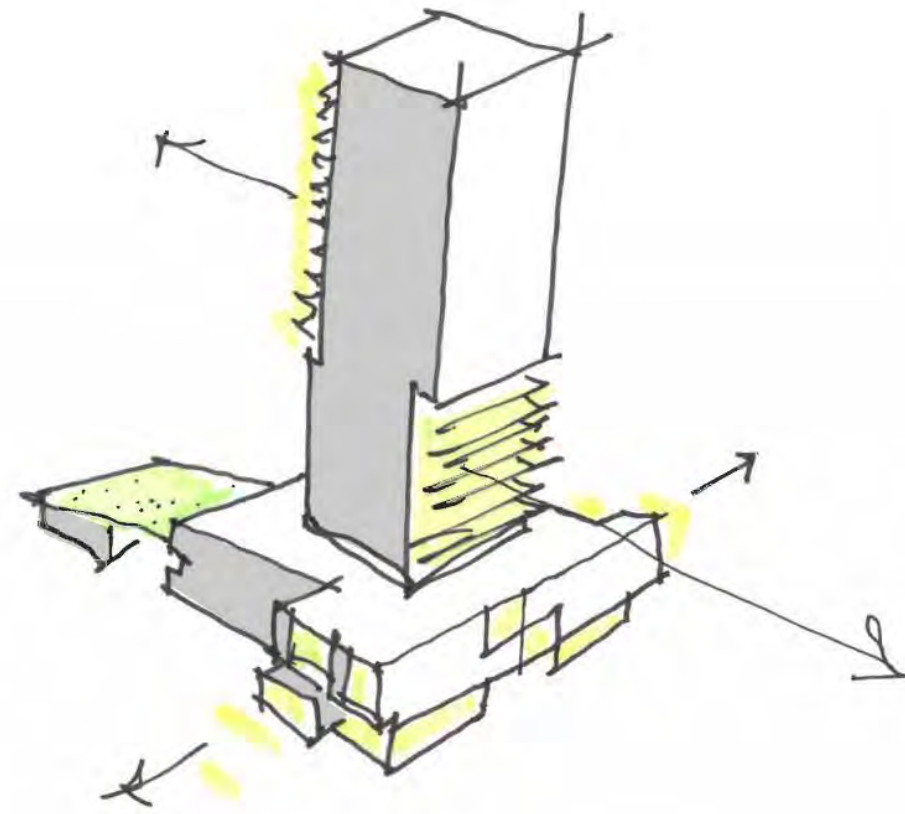
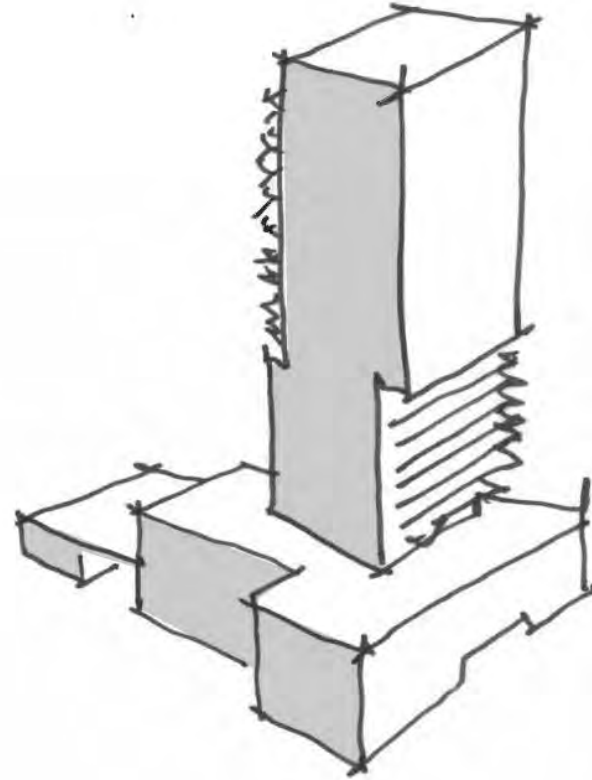
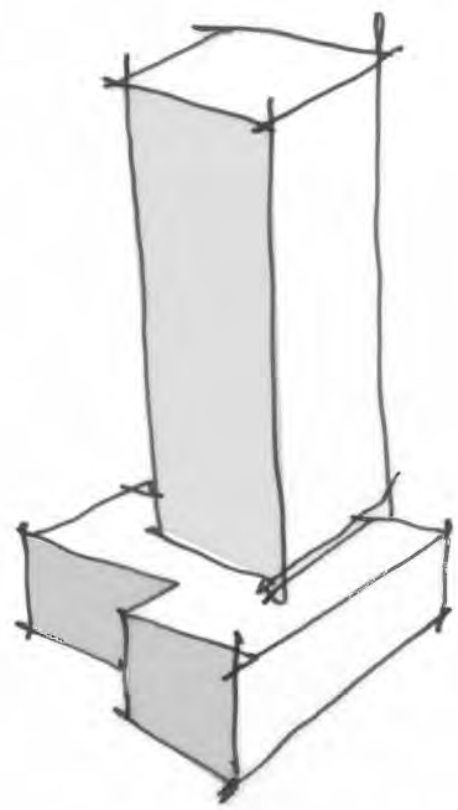
Construction Area - 3,965 sq m / 42,679 sq ft
 Car Parking - 87 Spots
 Bikes - 130 Spots
 Storage Lockers - 29



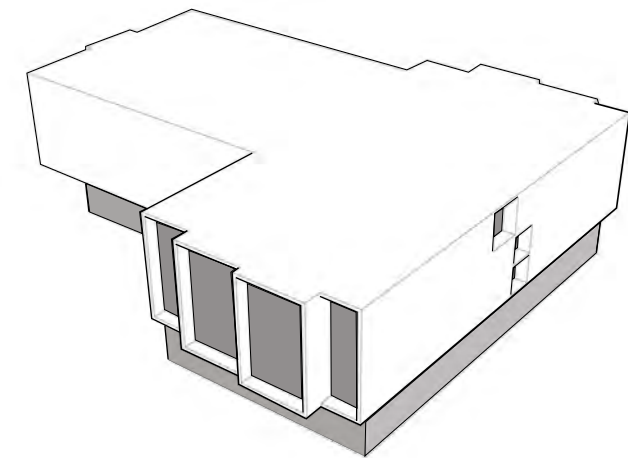
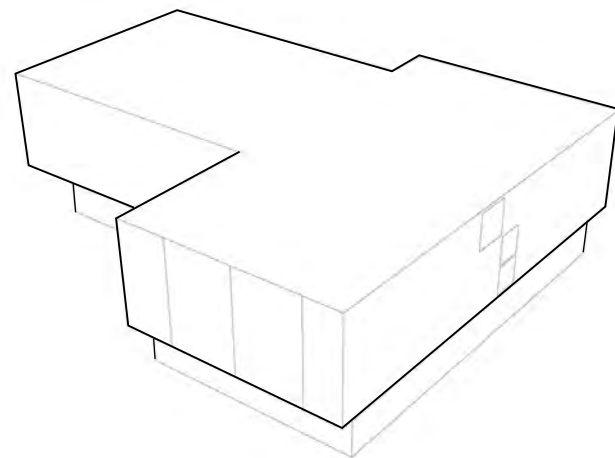
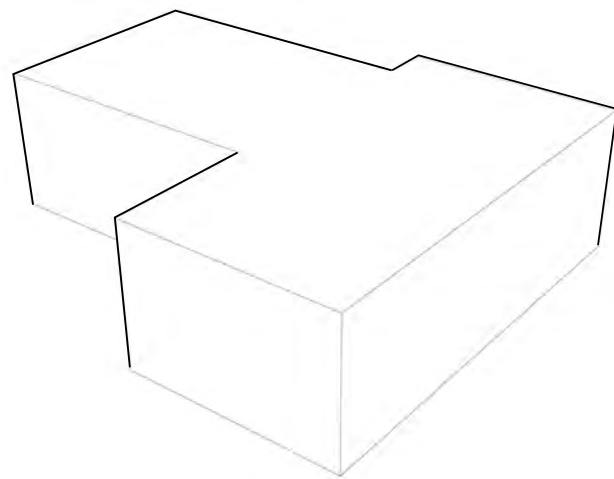
1137 OGILVIE
 OTTAWA, ONTARIO

SHEET #
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 PROJ. # 2317

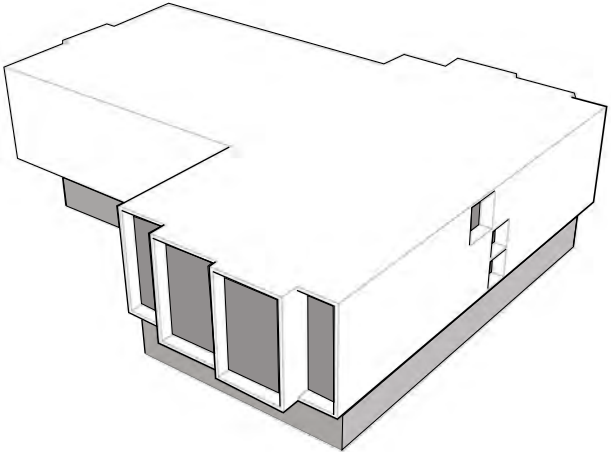
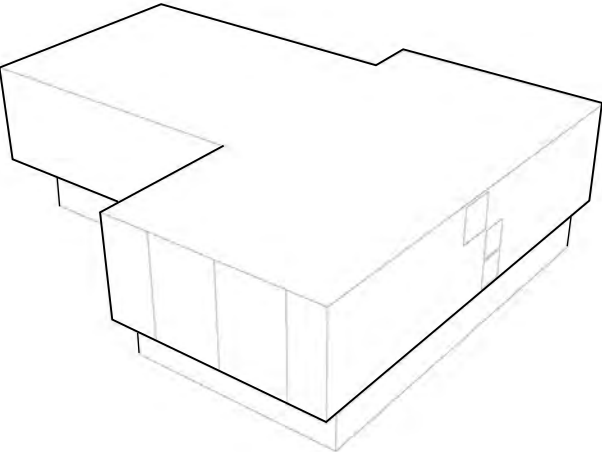
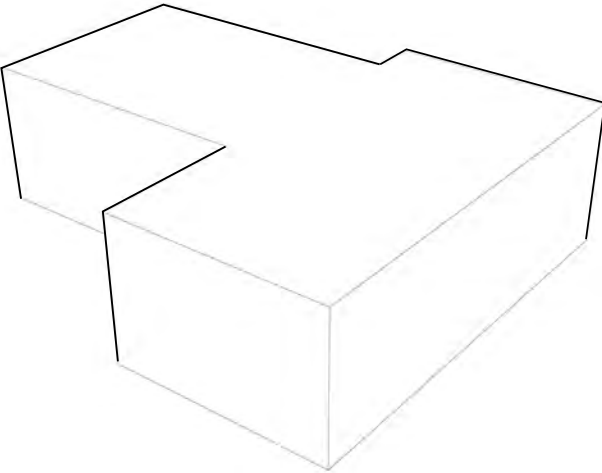
FORM STUDY early massing study - articulation of podium and tower to reinforce concept of 'warp and weft'



FORM STUDY adaptation of podium form - 'articulated ends' and 'carved' openings along sides



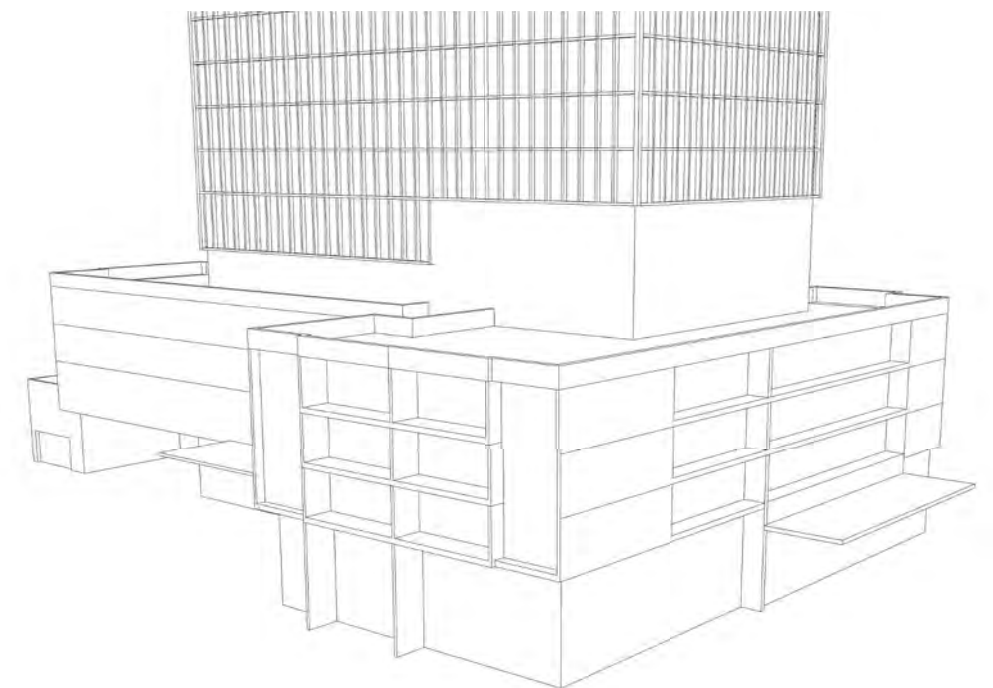
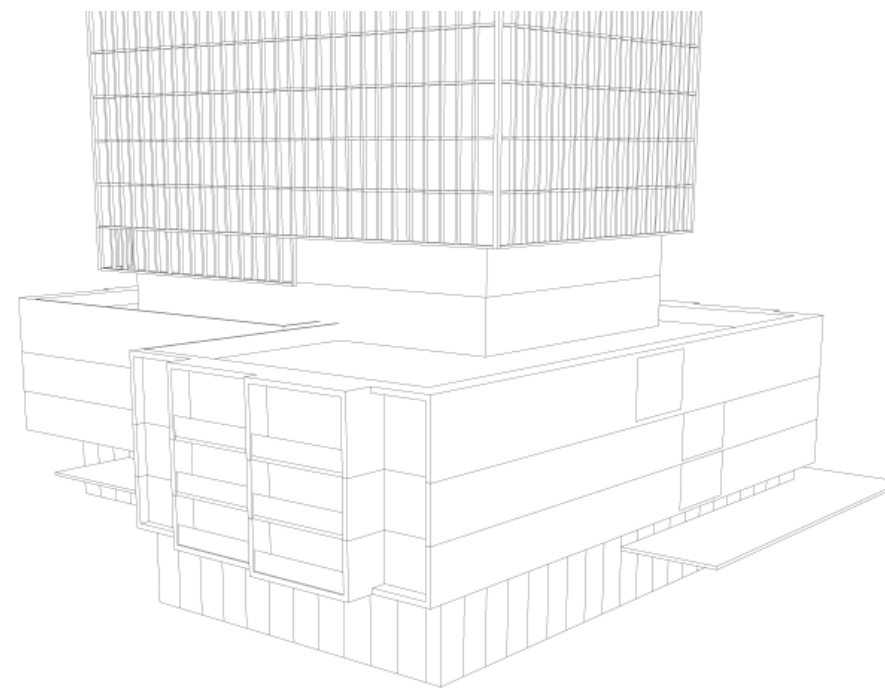
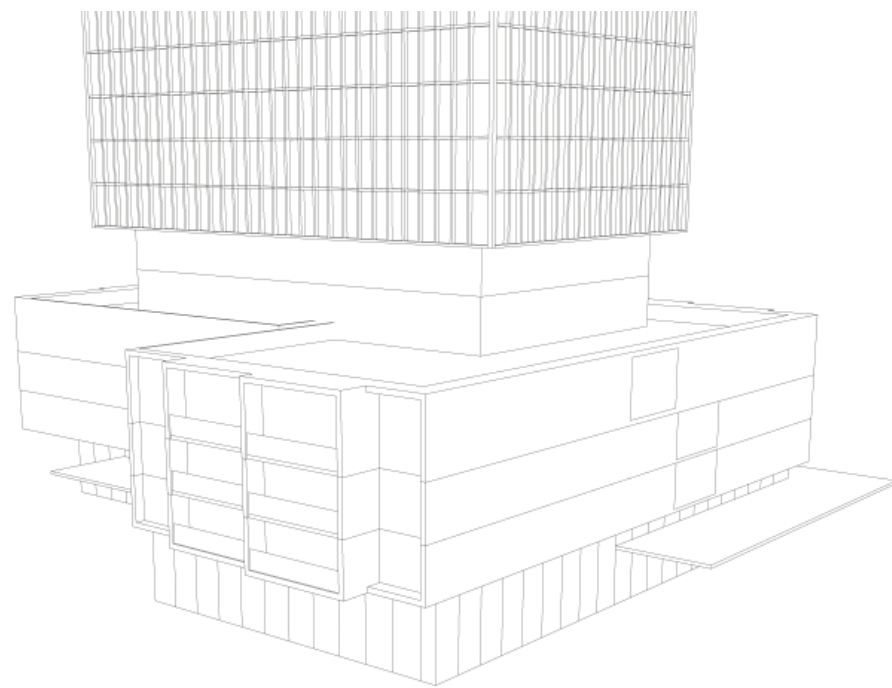
FORM STUDY RLA p roject examples of podium 'frames' and articulated ends (at left: Library Parcel Proposal, at right: 2050 Scott Street)



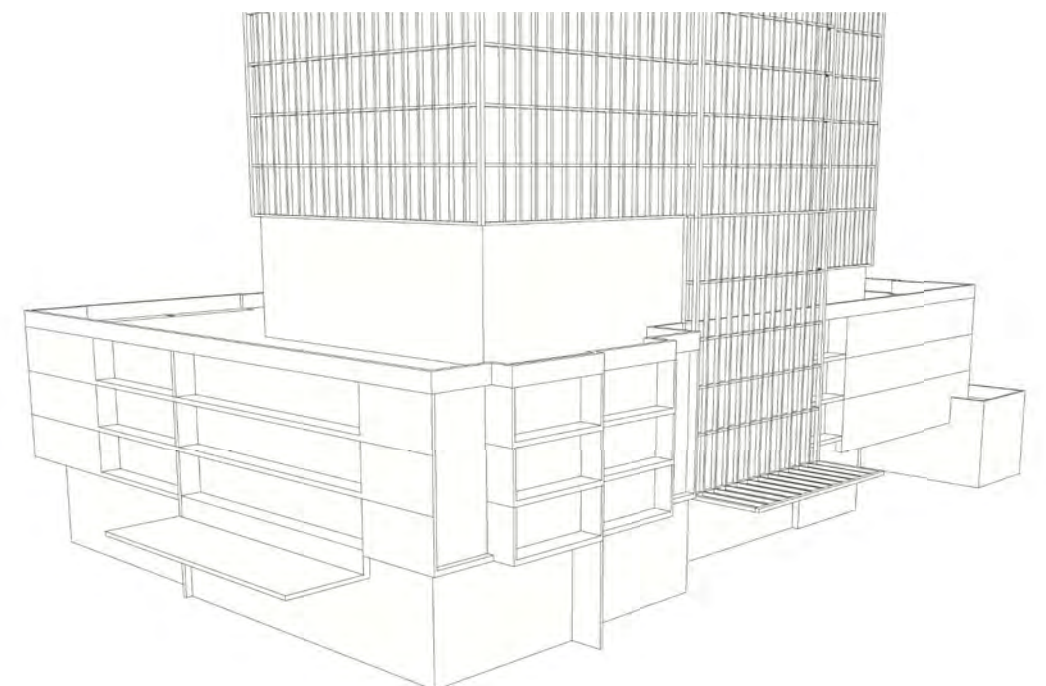
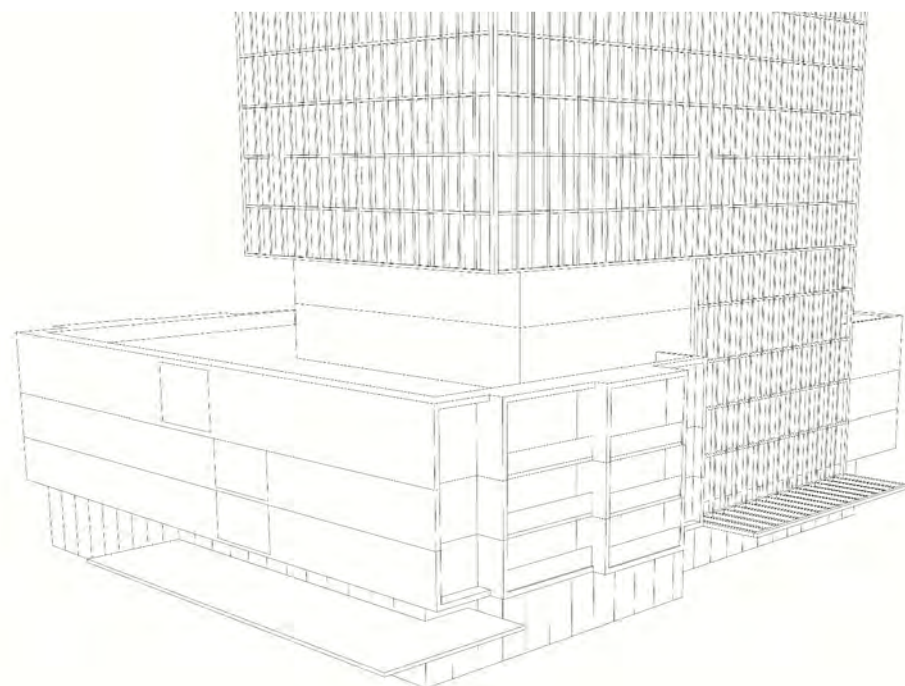
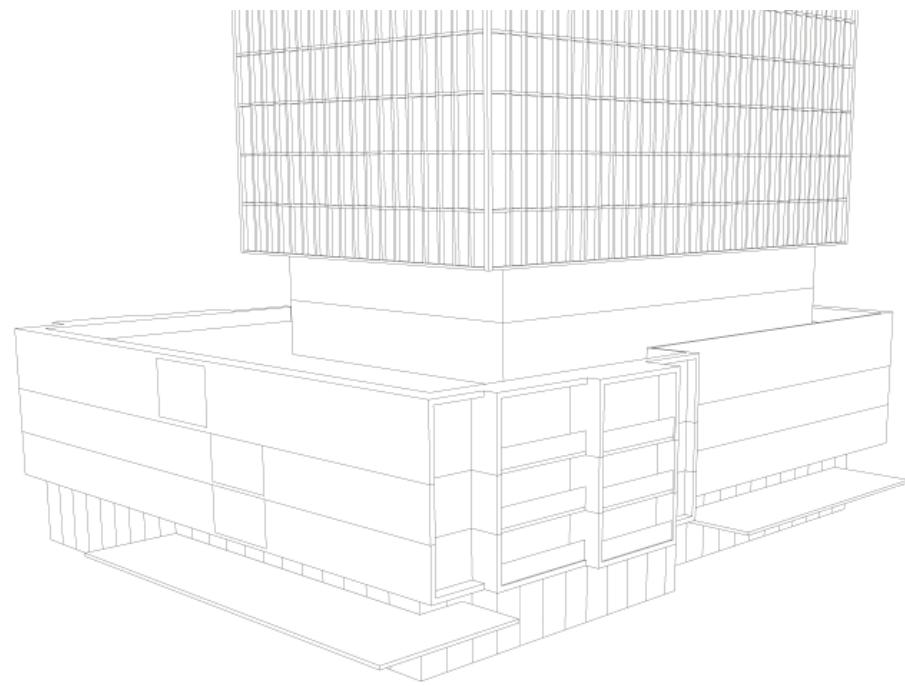
PODIUM MATERIALITY low rise masonry precedents for podium

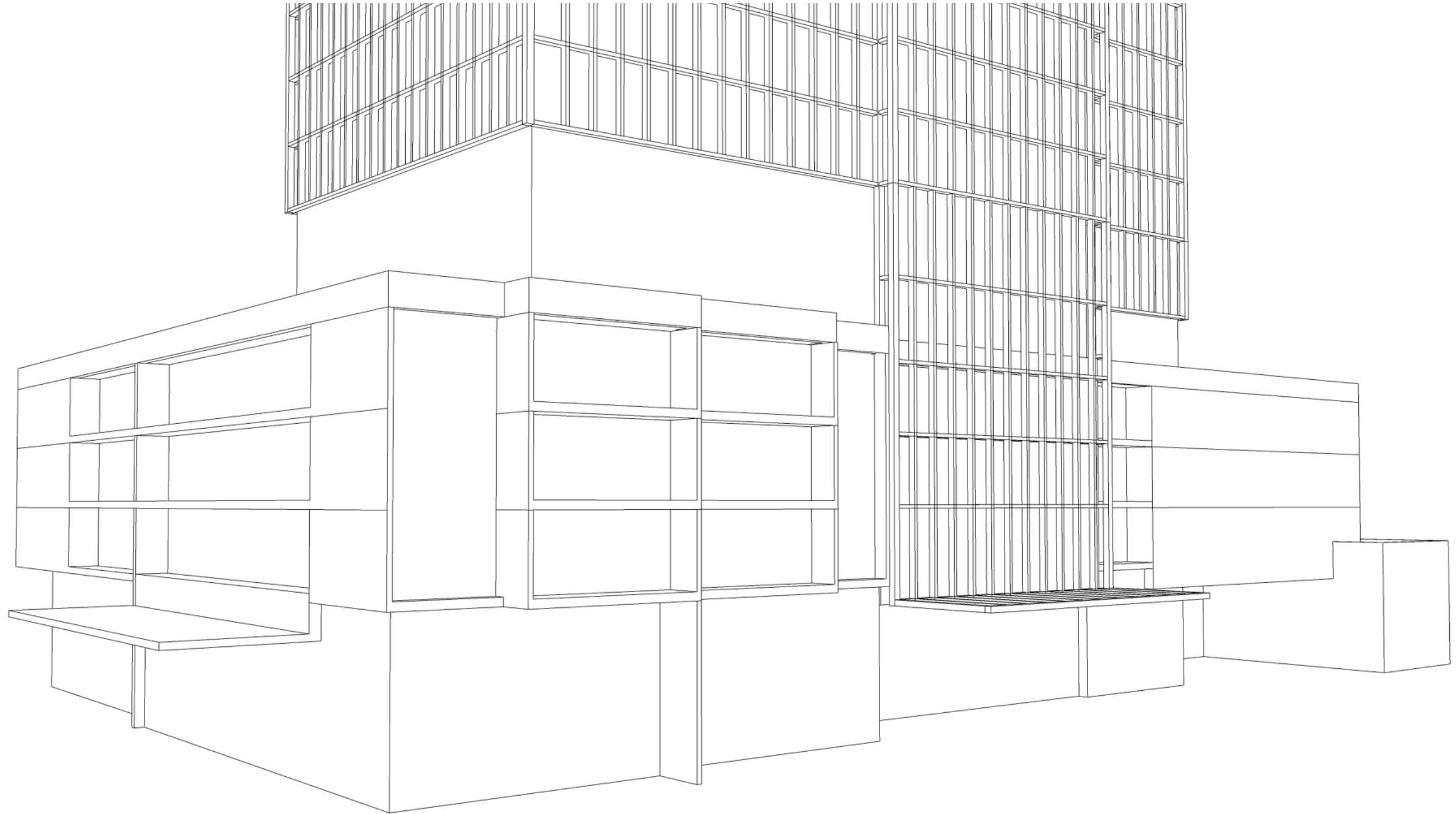


FORM massing studies - adaptive form study of podium, with most current design at far right (view from Southwest)

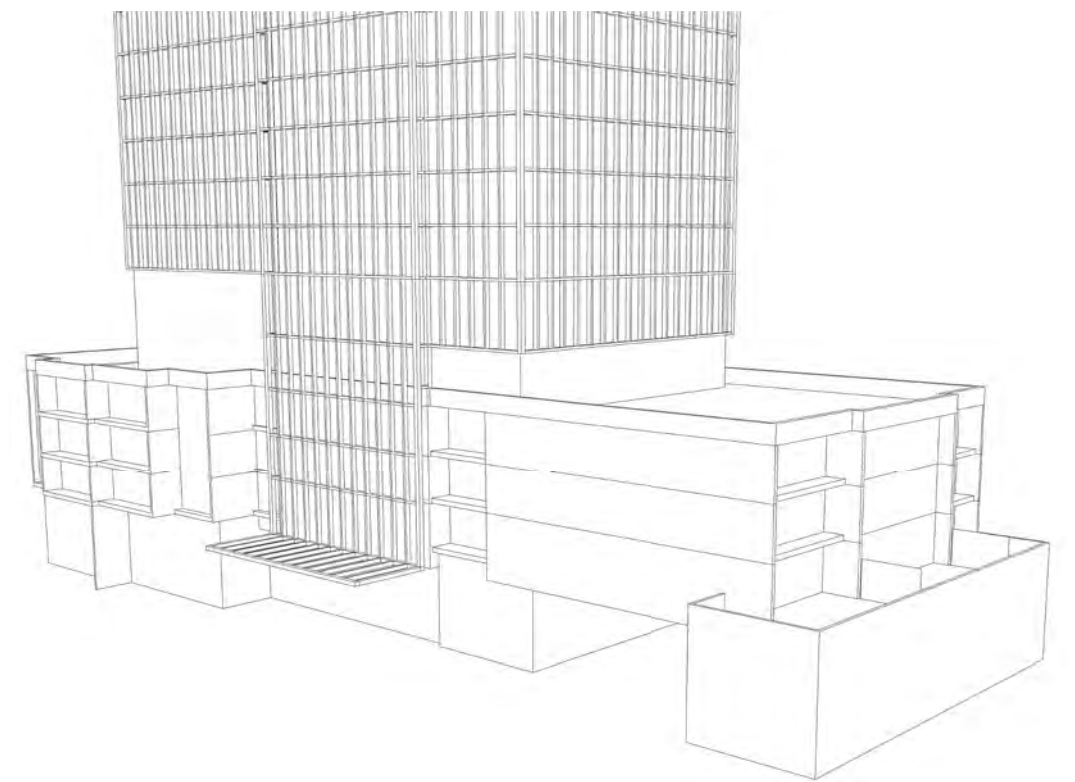
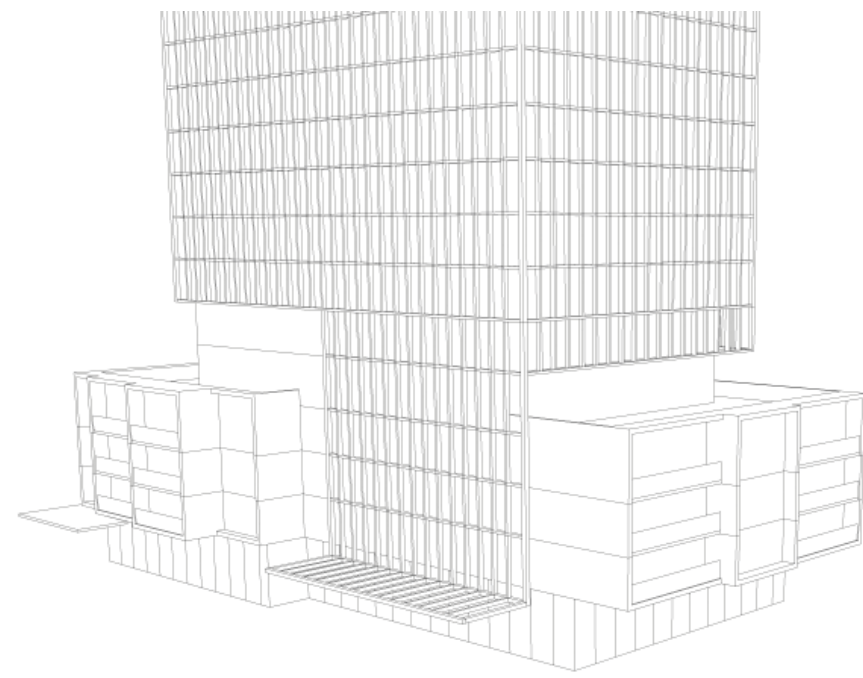
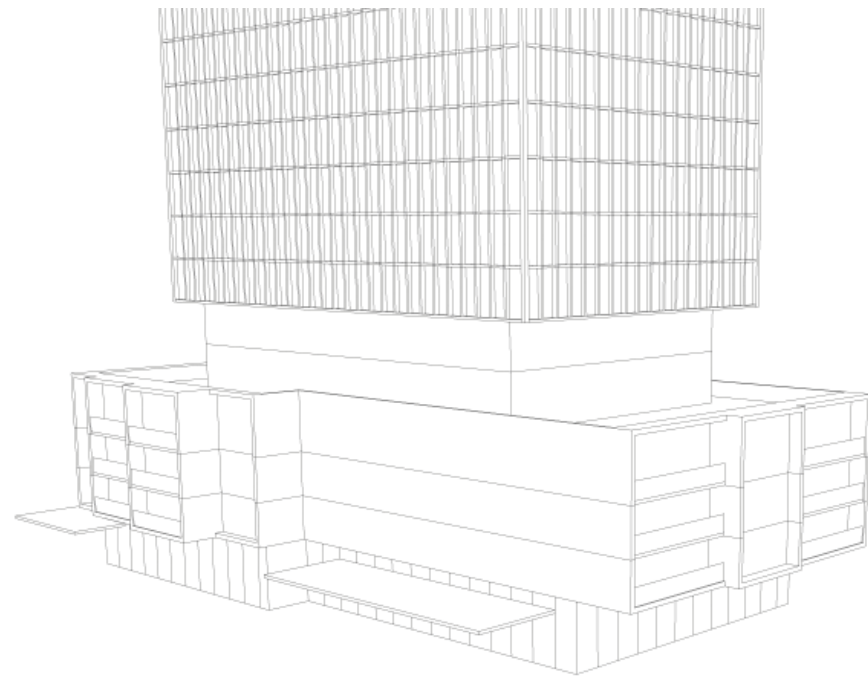


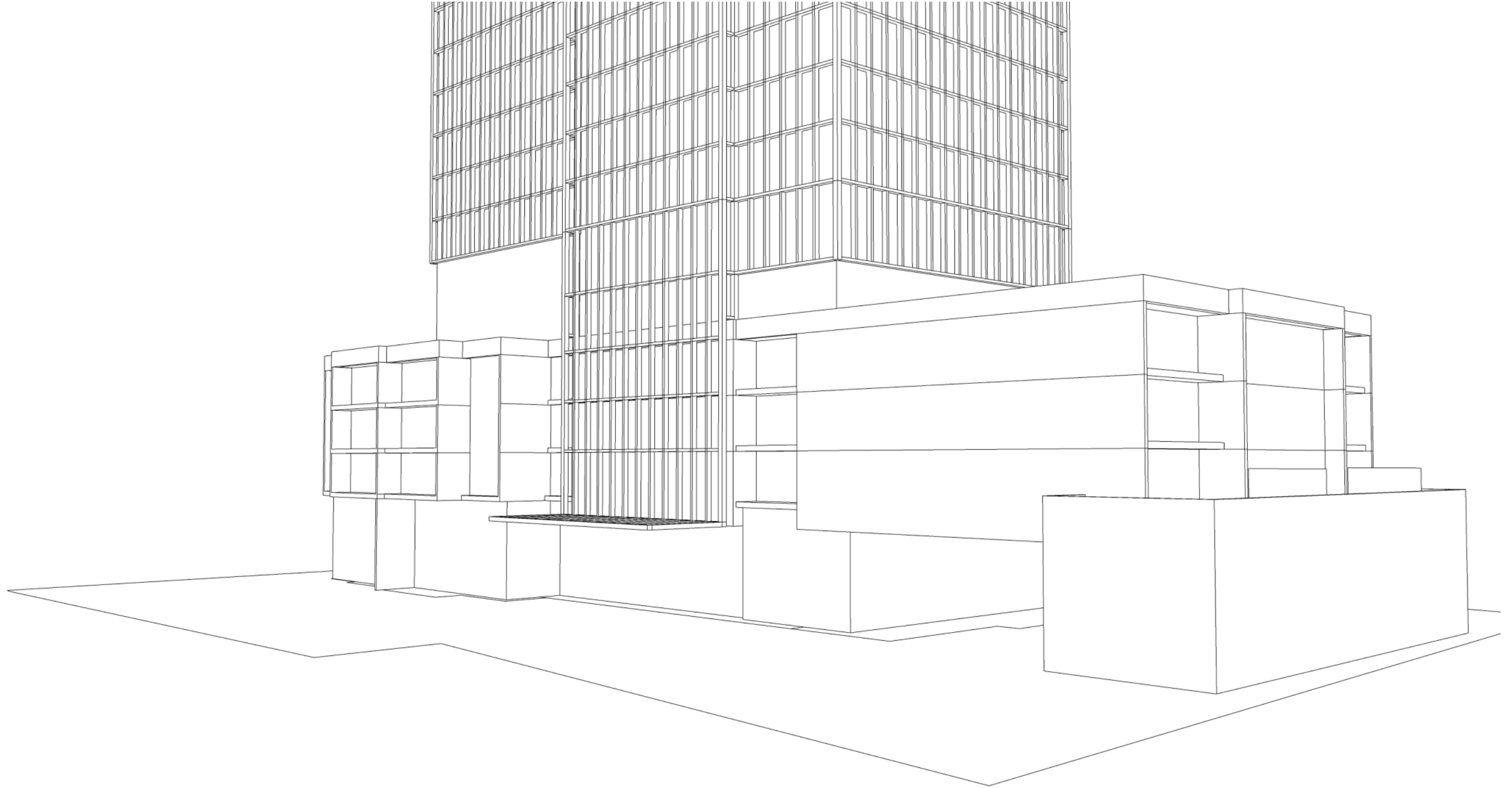
FORM massing studies - adaptive form study of podium, with most current design at far right (view from Southeast)



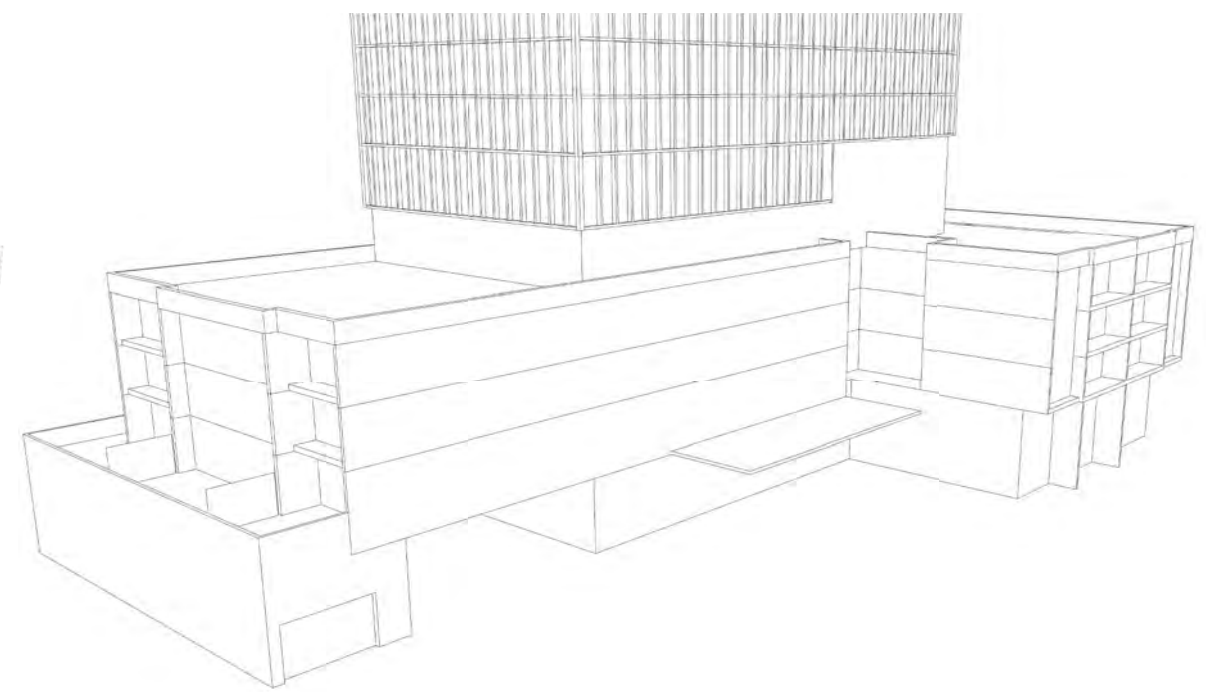
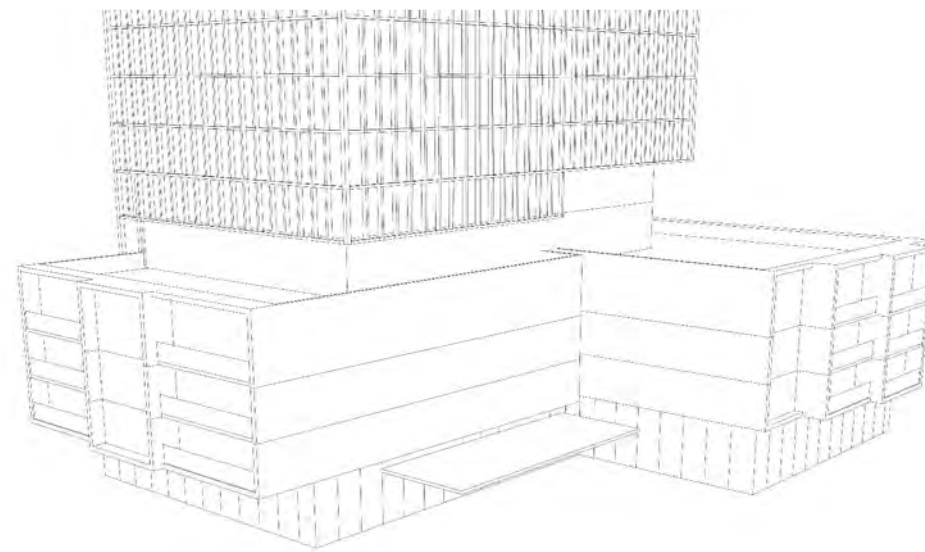
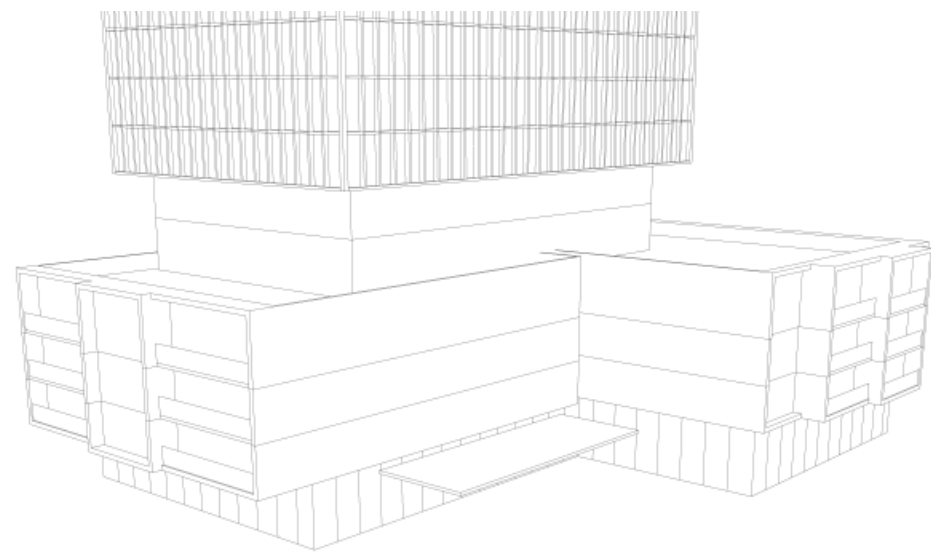


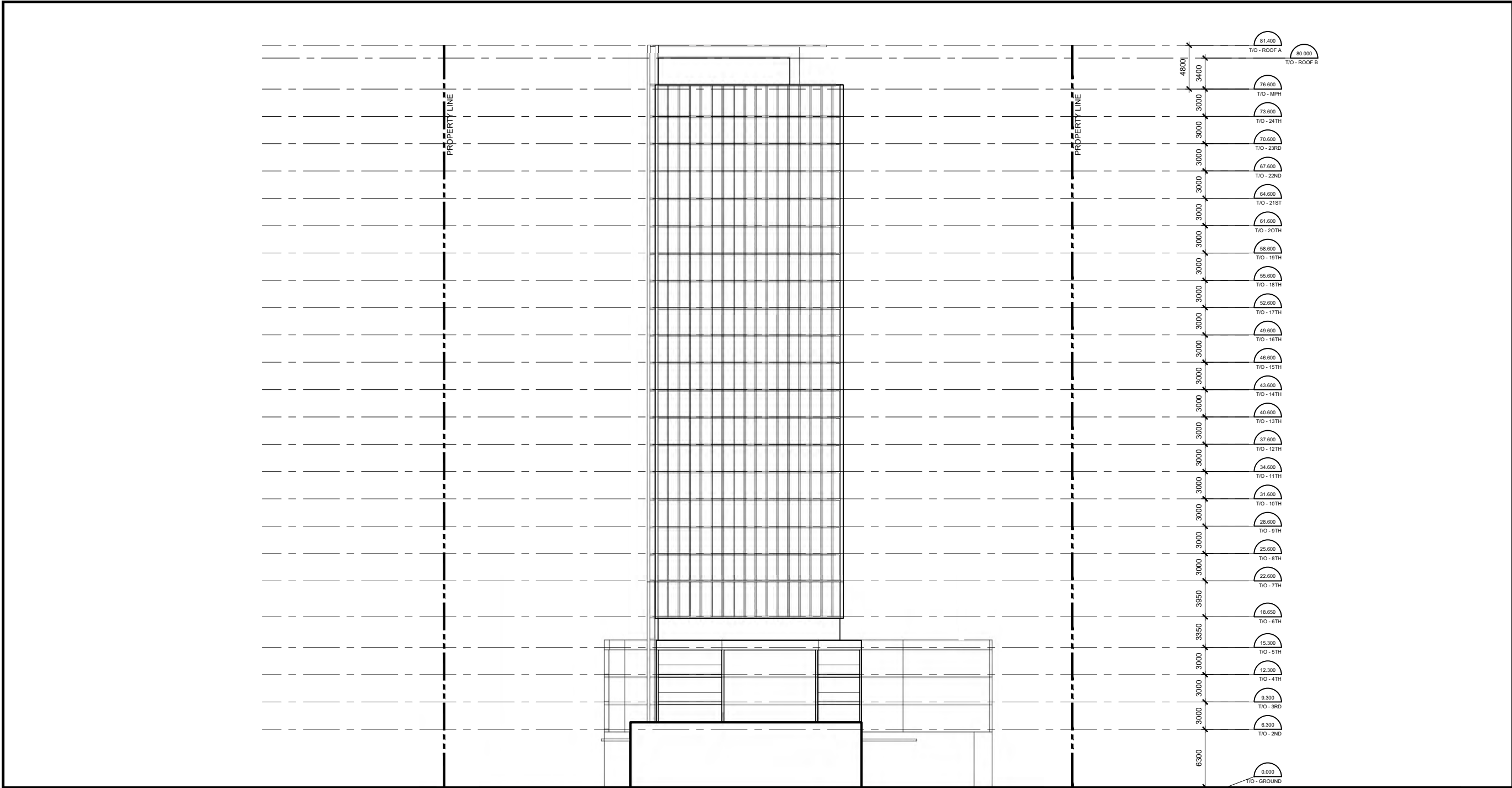
FORM massing studies - adaptive form study of podium, with most current design at far right (view from Northeast)





FORM massing studies - adaptive form study of podium, with most current design at far right (view from Northwest)





01 NORTH ELEVATION
D01 MASSING STUDY

SCALE = 1 : 400

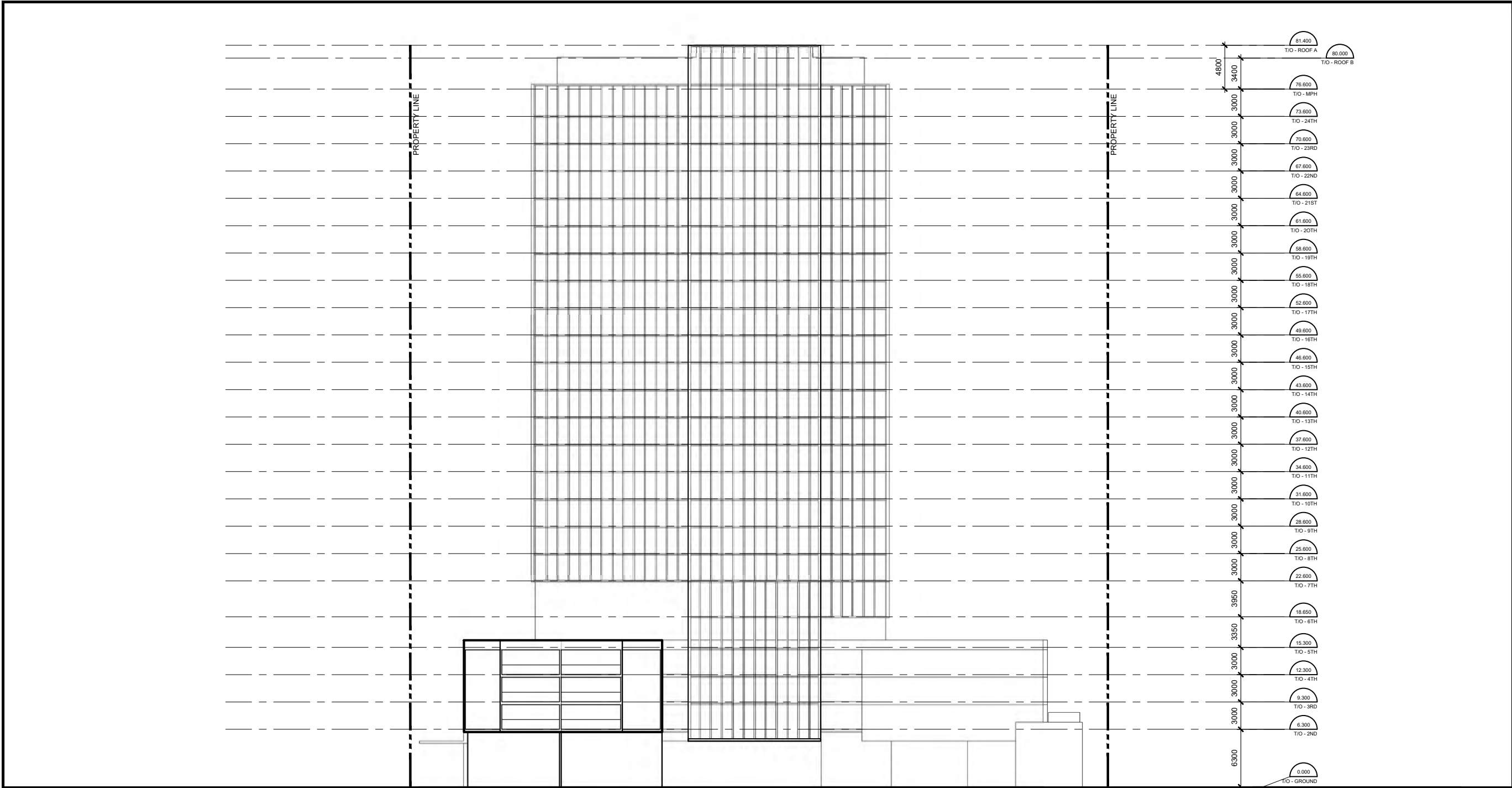


1137 Ogilvie Rd North Elevation
SCALE: 1:400
24 Stories / 247 Units
PLOT DATE: July 11, 2024

Total Building Height - 81.40 m / 267.0 ft.
Typical Floor to Floor Height - 3.00 m / 9.85 ft.
Ground Floor Height - 6.30 m / 20.70 ft.

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OTTAWA, ONTARIO

SHEET #
D01
PROJ. # 2317



01 EAST ELEVATION
D02 MASSING STUDY

SCALE = 1 : 400



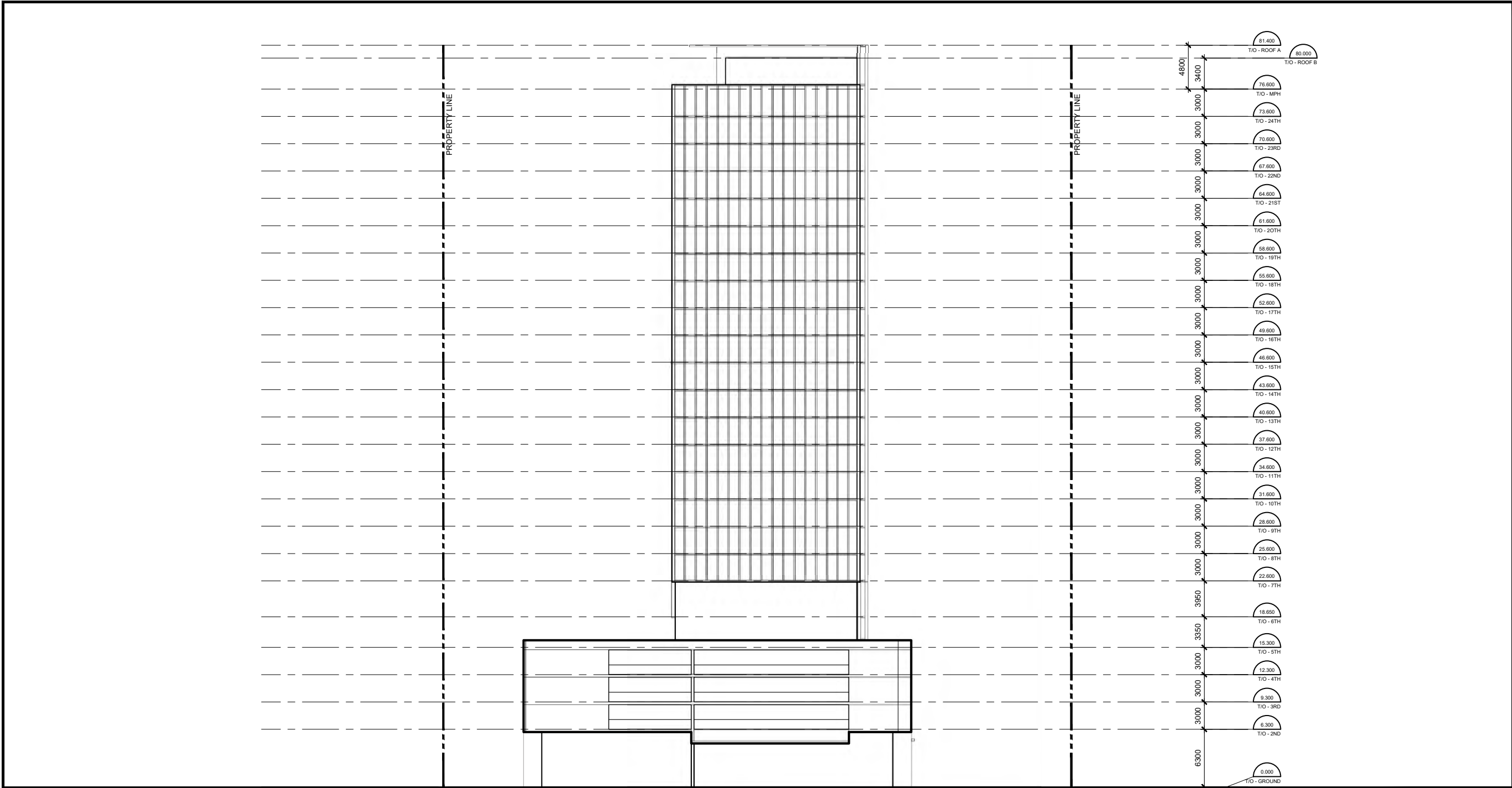
1137 Ogilvie Rd East Elevation
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1137 OGILVIE
OTTAWA, ONTARIO

SHEET #
D02
PROJ. # 2317

ELEVATION Initial massing concept of South Elevation



01 SOUTH ELEVATION
D03 MASSING STUDY

SCALE = 1 : 400



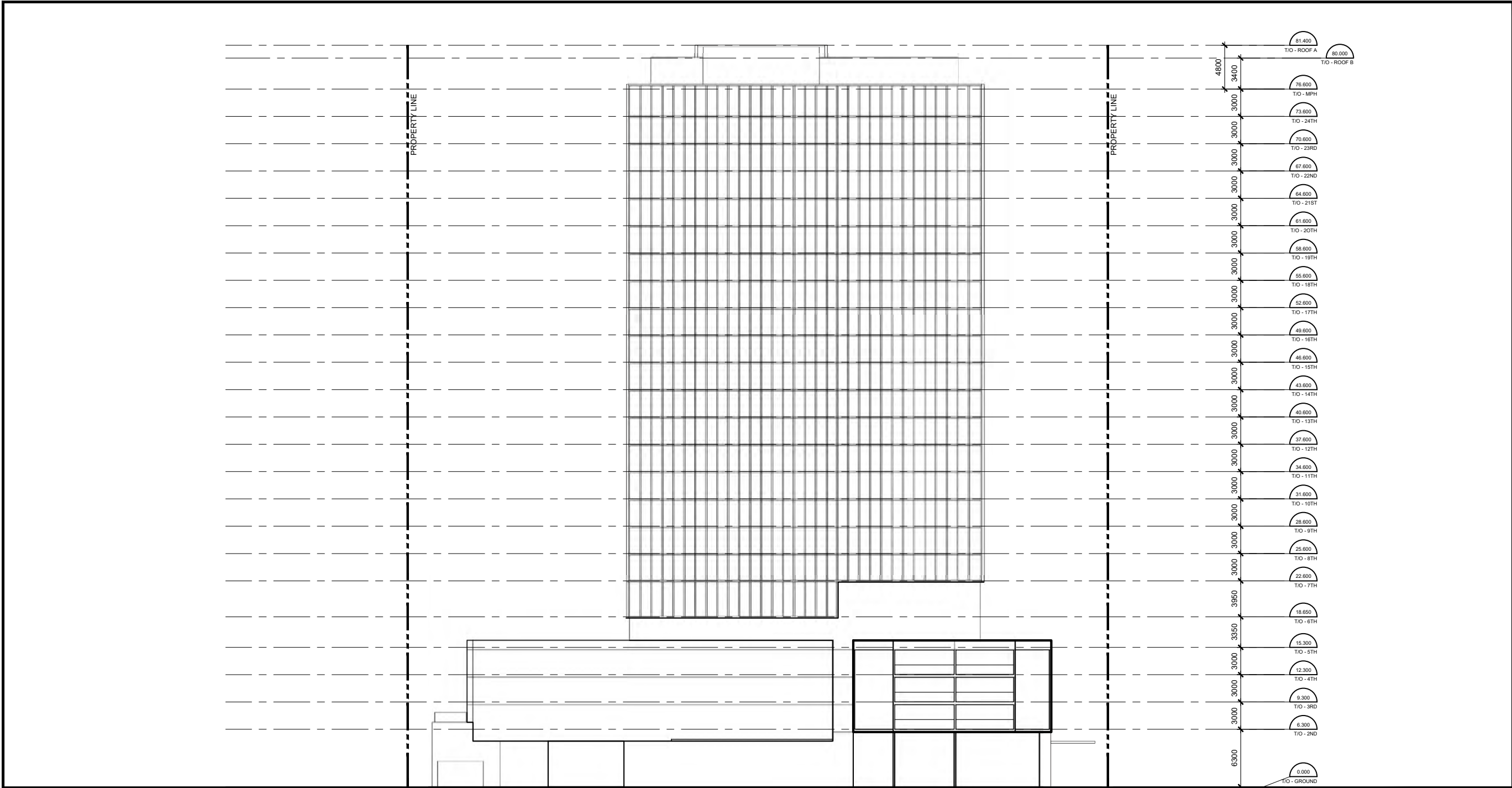
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1137 OGILVIE
OTTAWA, ONTARIO

SHEET #
D03
PROJ. # 2317

ELEVATION Initial massing concept of South Elevation



01 WEST ELEVATION
D04 MASSING STUDY

SCALE = 1 : 400



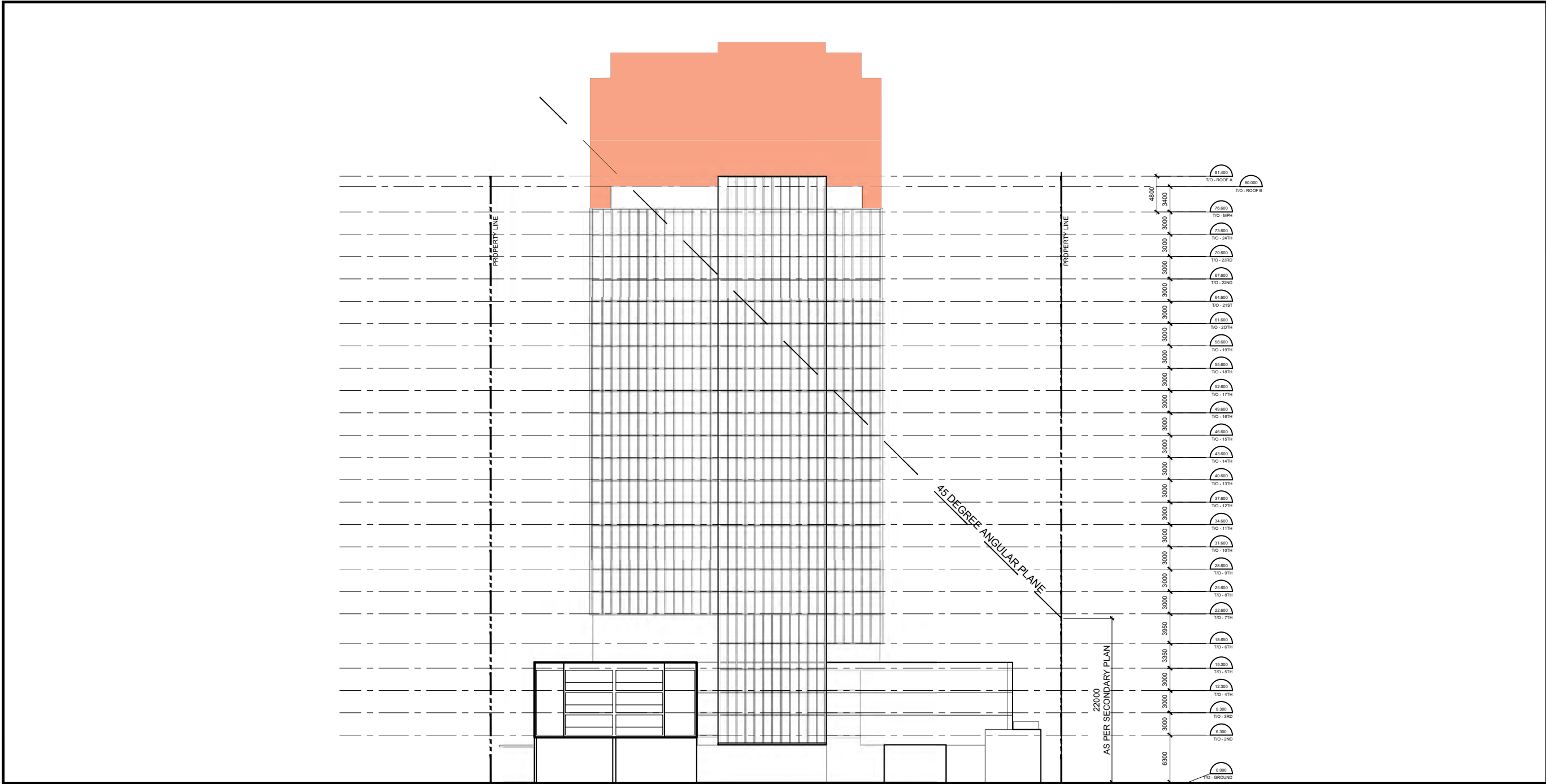
1137 Ogilvie Rd West Elevation
SCALE: 1:400
24 Stories / 247 Units
PLOT DATE: July 11, 2024

Total Building Height - 81.40 m / 267.0 ft.
Typical Floor to Floor Height - 3.00 m / 9.85 ft.
Ground Floor Height - 6.30 m / 20.70 ft.

1137 OGILVIE
OTTAWA, ONTARIO

SHEET #
D04
PROJ. # 2317

ELEVATION 45-degree angular plane study for proposed 24 storey concept. Additional height of Secondary Plan approved 30-storey tower height (shown in red)



1137 Ogilvie Rd East Elevation
 SCALE: 1:400
 24 Stories / 247 Units

PLOT DATE: July 12, 2024

Total Building Height - 81.40 m / 267.0 ft.
 Typical Floor to Floor Height - 3.00 m / 9.85 ft.
 Ground Floor Height - 6.30 m / 20.70 ft.

1137 OGILVIE
 OTTAWA, ONTARIO

SHEET #
D02
 PROJ. # 2317



MASSING STUDY COMPARISON view taken from north west - former concept @ left



left: concept design proposed in October '23; 9-storey podium and 30-storey tower



right: current concept design; 4-storey podium and 24-storey tower



MASSING STUDY COMPARISON view taken from north west - former concept @ left



left: concept design proposed in October '23; 9-storey podium and 30-storey tower



right: current concept design; 4-storey podium and 24-storey tower



MASSING STUDY COMPARISON view taken from north east - former concept @ left



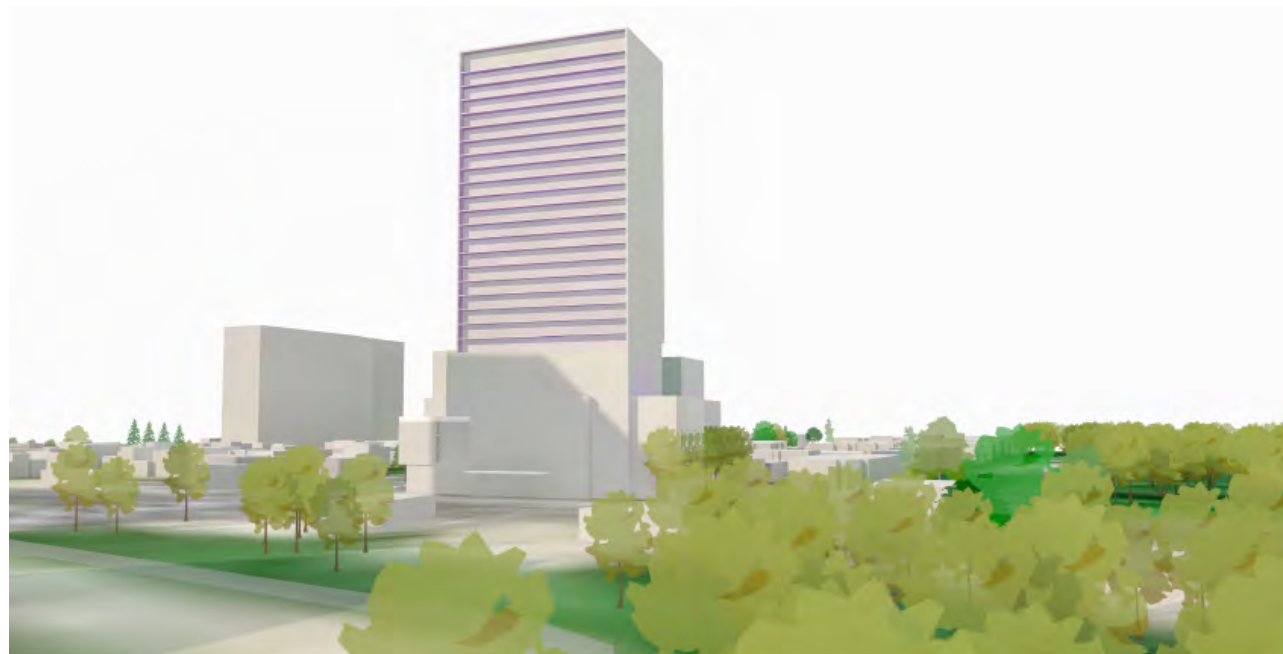
left: concept design proposed in October '23; 9-storey podium and 30-storey tower



right: current concept design; 4-storey podium and 24-storey tower



MASSING STUDY COMPARISON view taken from south east - former concept @ left



left: concept design proposed in October '23; 9-storey podium and 30-storey tower



right: current concept design; 4-storey podium and 24-storey tower



MASSING STUDY COMPARISON view taken from south - former concept @ left



left: concept design proposed in October '23; 9-storey podium and 30-storey tower



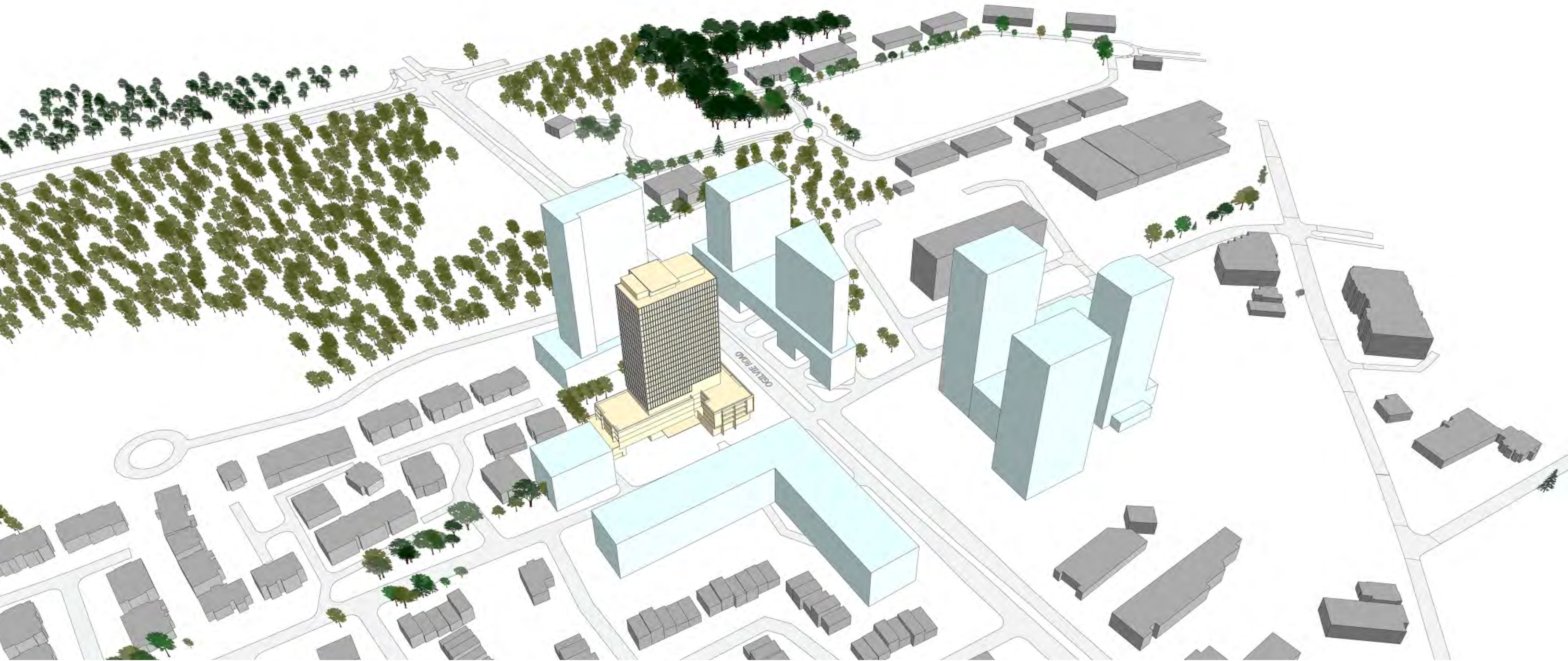
right: current concept design; 4-storey podium and 24-storey tower

MASSING STUDY IN CONTEXT aerial view from north east with existing context









SHADOW STUDY June 21st 8am-1pm



8 am



9 am



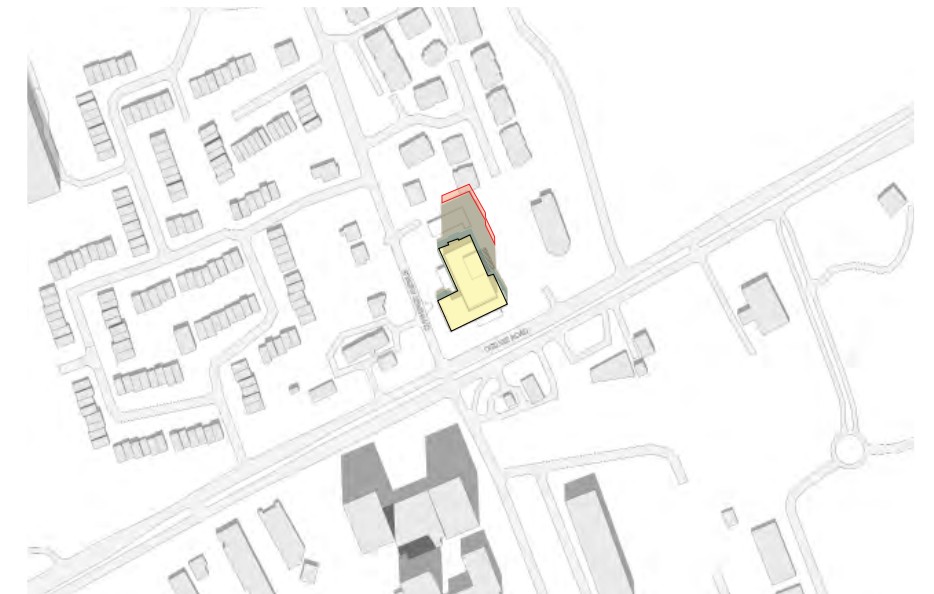
10 am







11 am



12 pm



1 pm

-  Subject Site
-  Proposed Shadow 24 Storey
-  As-of-right (12.5 height) Shadow
-  Additional Shadow based on Secondary Plan height schedule (30 Storeys)

SHADOW STUDY June 21st 2pm-7pm



2 pm



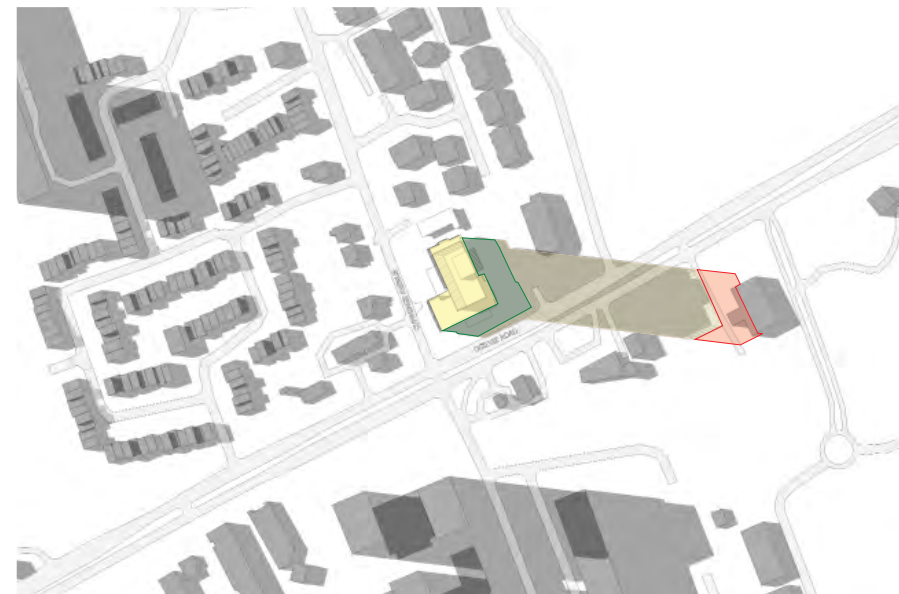
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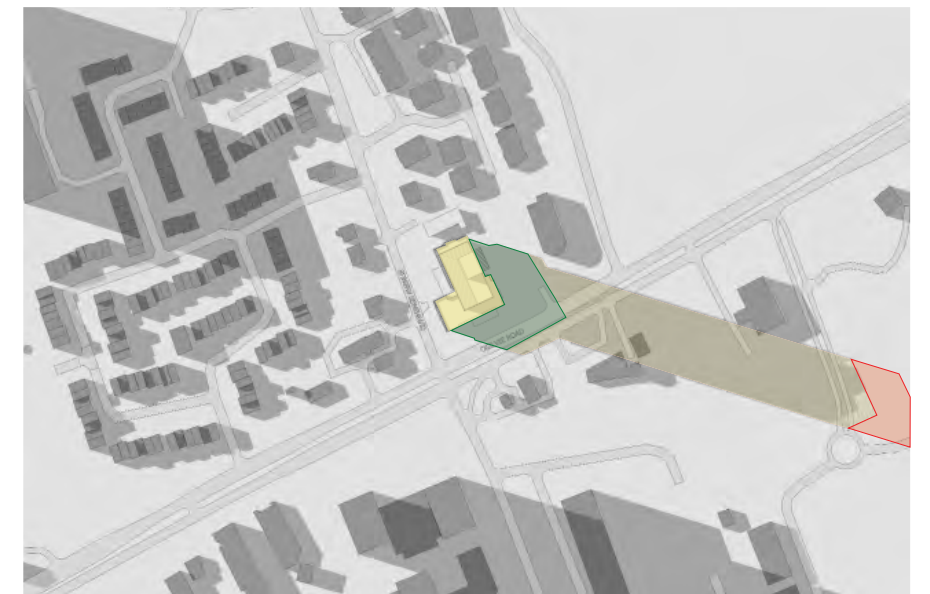
4 pm







5 pm



6 pm



7 pm

-  Subject Site
-  Proposed Shadow 24 Storey
-  As-of-right (12.5 height) Shadow
-  Additional Shadow based on Secondary Plan height schedule (30 Storeys)

SHADOW STUDY Sept/ Mar 21st 8am-1pm



8 am



9 am



10 am







11 am



12 pm



1 pm

-  Subject Site
-  Proposed Shadow 24 Storey
-  As-of-right (12.5 height) Shadow
-  Additional Shadow based on Secondary Plan height schedule (30 Storeys)

SHADOW STUDY Sept/ Mar 21st 2pm-6pm



2 pm



3 pm







4 pm



5 pm



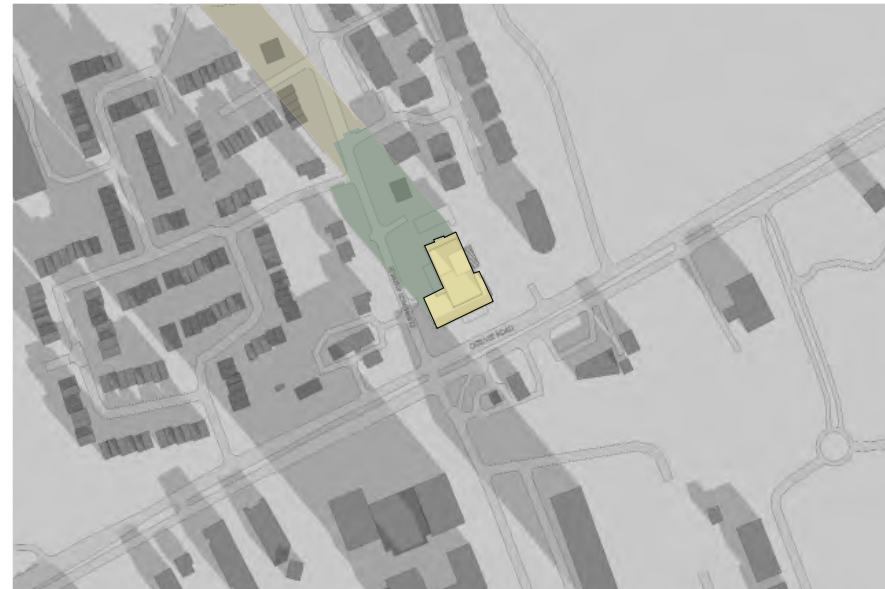
6 pm

-  Subject Site
-  Proposed Shadow 24 Storey
-  As-of-right (12.5 height) Shadow
-  Additional Shadow based on Secondary Plan height schedule (30 Storeys)

SHADOW STUDY Dec 21st 9am-2pm



9 am



10 am



11 am







12 pm

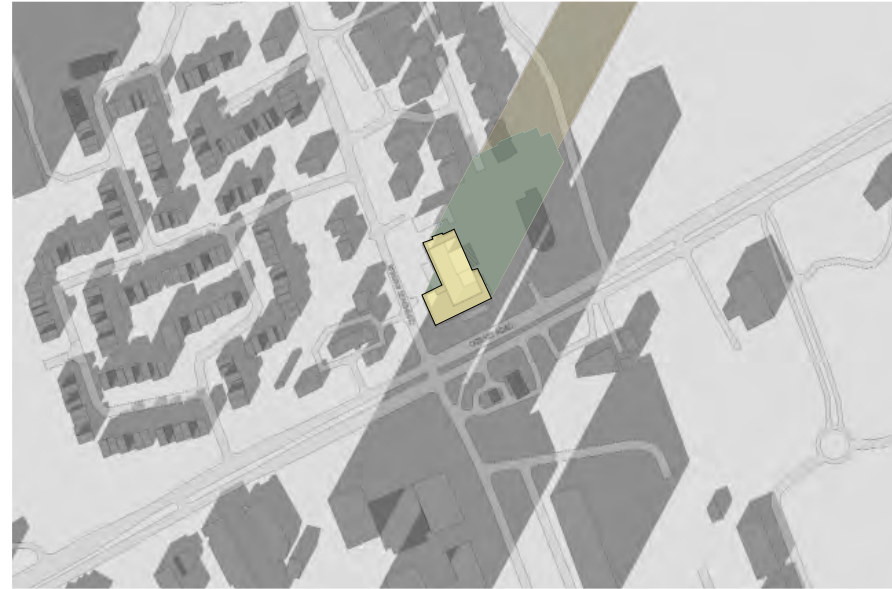


1 pm







2 pm

-  Subject Site
-  Proposed Shadow 24 Storey
-  As-of-right (12.5 height) Shadow
-  Additional Shadow based on Secondary Plan height schedule (30 Storeys)



3 pm

-  Subject Site
-  Proposed Shadow 24 Storey
-  As-of-right (12.5 height) Shadow
-  Additional Shadow based on Secondary Plan height schedule (30 Storeys)

Comment		Response
Key Recommendations		
1	The Panel appreciates the direction the project has taken and improvements to the massing and design of the building compared to the previous iteration.	Noted.
2	The Panel strongly supports the location of the POPS along Ogilvie Road.	Noted.
3	The Panel struggles to understand how the site is relating to the surrounding context and Transit Oriented Development (TOD) plan, and recommends the POPS, adjacent property, and NCC park synthesize to work together as a cohesive locale.	Noted. Please refer to additional context sheets as provided by the Landscape Consultant to further this understanding of context.
4	The Panel recommends the tower and northern portion of the podium shift westward to strengthen the urban edge/streetwall along Cummings Avenue.	This is difficult to accomplish, as shifting the tower westward would also require that the podium form shift as well, due to the fact that their circulation cores are linked. The western property edge along Cummings Avenue travels in a north-easterly direction so there is a diminished setback as you travel northward on the site, which means shifting the building to the west would choke off area for sidewalks and services located along the western facade of the building. There is also the reality of a future impending road widening along Cummings Avenue, and the City of Ottawa has also suggested that a potential dedicated bike lane may be established on this street, further adding to pressures along the site's western edge.
5	The Panel has concerns with the amount of space at-grade dedicated to hard surfaces and vehicular uses, and recommends consolidating the servicing, loading, parking ramp, and potentially the drop-off, within the building envelope.	As per the above response to point #4, there is limited setback area as you reach the northern extents of the subject site, and locating move-in/out and deliveries into the building form would cause extreme issues with traffic cueing and interruption, as the suggestion would require trucks and other vehicles to block off Cummings Avenue in an effort to back into service and loading bays. The landscape consultant team have also devised a strong site plan concept, where the use of strategic plantings, bollards, curbless hard-scapes and tactile surfaces strengthens the <u>primacy of the pedestrian spaces</u> .
6	The Panel recommends dedicating significantly more space at-grade to landscaping and outdoor amenities for both private and public community use, including greater pedestrian connections to the surrounding context.	The landscape consultant team has devised a strong site plan concept that prioritizes pedestrian spaces, connections between the interior and exterior amenities and has developed a strategy for plantings for deep soil zones beyond the footprint of the U/G parking garage and by using planters and earth forms (berms) for areas located above the UG parking structure.
7	The Panel appreciates the simplicity and restraint of the emerging tower design.	Noted.
Site Design and Public Realm		
1	The Panel strongly recommends consolidating the servicing/parking/delivery within the podium. Consider enlarging the podium slightly in order to internalize these functions.	As per the above responses to points #4 & #5 in the Key Recommendations, there is limited setback area as you reach the northern extents of the subject site, and locating move-in/out and deliveries into the building form would cause extreme issues with traffic cueing and interruption, as the suggestion would require trucks and other vehicles to block off Cummings Avenue in an effort to back into service and loading bays. We do however see the suggestion of lengthening the four storey podium and integrating the main building form with the parking garage entrance as a positive, and have updated the building design to capture this recommendation.
2	The Panel recommends locating the loading, servicing, and parking ramp at the north end of the site/podium, and enclosing them within the building envelope/podium.	As per the above responses to points #4 & #5 in the Key Recommendations and point #1 (above), there is limited setback area as you reach the northern extents of the subject site, and locating move-in/out and deliveries into the building form would cause extreme issues with traffic cueing and interruption, as the suggestion would require trucks and other vehicles to block off Cummings Avenue in an effort to back into <u>service and loading bays</u> .
3	The Panel has concerns with the drop-off/delivery loop and recommends either removing it in favour of potential on-street lay-by or incorporating the drop-off within the podium envelope.	It is unlikely that of the City of Ottawa would be willing to permit a lay-by on Cummings Avenue considering the impending road widening along Cummings Avenue, and a potential future dedicated bike lane on this same street. It should also be noted that a layby has greater length than a one-way traffic cut and would be more disruptive to the future planned sidewalk along the western edge of <u>the subject site</u> .
4	The Panel has concerns with the two curb-cuts for the proposed drop-off loop creating reduced pedestrian safety and comfort along Cummings Avenue.	The drop-off and pick-up curb cut is a one-way traffic entry, and can only be accessed by traffic moving northward on Cummings Avenue. This greatly reduces the width of the curb cut and therefore offers minimal disruption to the sidewalk along the western property edge. The landscape consultant team has also developed a strong design concept for this area that takes advantage of tactile surfaces, decorative pavers, bollards and curbless surfaces to enforce traffic calming measures. The drop-off and pick-up area is also strategically located on the site to be in close proximity with the main lobby and elevator core on the ground floor, <u>which reinforces accessibility design standards</u> .
5	The Panel has concerns with the viability of the exterior amenity (courtyard) space, especially given the drop-off/delivery loop, and recommends eliminating the drop-off loop to provide a greater exterior amenity and entrance moment directly along Cummings Avenue.	The originally presented site design concept has been developed further and enhanced by the Landscape Consultant team, as the drop-off and loading areas have been given further design consideration through the careful treatment of site surfaces. That concept dramatically reduces the amount of asphalt on the site and treats the western entry court and drop-off area with a pedestrian first approach, implementing a number of traffic calming measures.

	Comment	Response
6	The Panel advises removing the surface parking spaces, perhaps accommodating them in the below grade parking area.	With the exponential increase in the volume of parcel and food deliveries in multi-unit high-rise projects, we see this temporary parking area as a positive means of avoiding clogging up drop-off and pick-up areas, as well as those areas dedicated to loading and unloading and move-in/ move-out functions.
7	The Panel suggests more bicycle spaces are required on-site, preferably at grade. Consider further developing the cycling facilities/amenities.	Noted. We are currently reviewing options with the ownership group.
8	The Panel has concerns with the amount of area on the site that is dedicated to vehicular uses. Especially in contrast to the minimal space on site that is planned for landscaping/greenery. Consider enhancing the site design/layout with greater landscaping/greenery and minimalizing/internalizing the vehicular uses as much as possible.	As mentioned in a number of responses, The landscape consultant team has devised a strong site plan concept that prioritizes pedestrian spaces, connections between the interior and exterior amenities and has a strategy for plantings for deep soil zones beyond the footprint of the U/G parking garage and by using planters and earth forms (berms) for areas located above the UG parking structure.
9	The Panel recommends exhausting all efforts to reduce asphalt and rationalize/internalize the vehicular circulation on the site.	As mentioned in a number of responses, The landscape consultant team have devised a strong site plan concept that prioritizes pedestrian spaces, and has dramatically reduced the amount of asphalt surfaces. Both the drop-off area and the back-of-house loading areas are now a proposed mix of patterned concrete, tactile pavers, planters and curbless pedestrian zones equipped with bollards. They have also introduced an area near the front entrance to the building that could accommodate an outdoor sculpture or art installation.
10	The Panel advises the development and site layout consider the adjacent site to the east and explore opportunities for efficiencies and consolidation between the two properties.	The landscape consultant team has put forth a strong design concept for the intervening space between the east face of the podium, and the adjacent property to the east. The combined approach of planting and place-making has made both the exterior amenities, commercial terraces and the P.O.P.S area more integrated and a benefit to both the 1137 Ogilvie site and their neighbours to the east.
11	The Panel appreciates and supports the location of the POPS along Ogilvie Road as the best possible location for it, and is encouraged to see the POPS dedicated to adding greenery.	Noted. Please refer to the landscape site concept for the additional information on these aspects of the design proposal.
12	The Panel suggests the proposed POPS is currently quite reliant on the completion of a development to the east in order to draw in pedestrians and be successful. Consider providing a more square POPS along Ogilvie Road.	Noted. Please refer to the landscape site concept for the additional information on the detailing and spatial character of the P.O.P.S space. It is also of note that the neighbouring site to the east of the 1137 Ogilvie site doesn't have adequate area for a viable commercial/ retail use, so the location and detailing of the P.O.P.S acts as the perfect use and treatment between that neighbouring site and the ground floor commercial uses of 1137 Ogilvie.
13	The Panel supports the proponents adding/providing greenery to the east side of the site, and recommends bolstering the amount of greenery throughout the remainder of the site.	As mentioned in previous responses, the landscape consultant team has devised a strong site plan concept, that incorporates a strategy for plantings for deep soil zones beyond the footprint of the U/G parking garage and for using planters and earth forms (berms) for areas located above the UG parking structure.
14	The Panel would appreciate the proponents provide a greater understanding/analysis of how the proposed development fits within and connects to the broader neighbourhood at any future UDRP reviews.	The updated design report, which now includes the landscape consultant concept design sheets has a number of context studies.
15	The Panel strongly recommends further studying the site design and landscape of the site. There is significant opportunity with this site to introduce a streetscape and landscape with a stronger urban edge. Especially if building is shifted closer to Cummings Avenue.	Please refer to the landscape design concept package. And, as previously mentioned, this is difficult to accomplish, as shifting the tower westward would also require that the podium form shift as well, due to the fact that their circulation cores are linked. The western property edge along Cummings Avenue travels in a north-easterly direction so there is a diminished setback as you travel northward on the site, which means shifting the building to the west would choke off area for sidewalks and services located along the western facade of the building. There is also the reality of a future impending road widening along Cummings Avenue, and the City of Ottawa has also suggested that a potential dedicated bike lane may be established along Cummings, further adding to pressures along the site's western edge. Lastly, it should also be noted that the nature of Cummings Avenue north of Ogilvie is quite suburban in its built form and character, and the suggestion that this streetscape needs to be a more 'urban edge' condition seems to be forced. The current concept allows some transition and relief on the Cummings side of the project, and with marginal stepping back from the street, allows for both functionality for the project and adequate space for the impending road-widening and future dedicated bike lane.
16	Some Panel members raised concerns with the provision of a fenced area between the POPS and private courtyard. This fragmentation of the site's landscape may not be appropriate for such a prominent corner lot. o Consider a more cohesive character for the site's landscape, a landscape 'in-the-round', and carry a greater sense of pedestrian connection through the site and to the adjacent public park space on the east side (for neighbouring development to continue).	The fenced area between the P.O.P.S space and the rear courtyard has been revised in the landscape consultant's site plan concept. Instead of creating this hard barrier, they have used a network of earth forms (berms), trees, pathways and place-making to create spaces of both gathering and intimacy. This strategy of separating the P.O.P.S. space from the courtyard using greenery offers a more passive means of privacy and separation.

	Comment	Response
17	The Panel has concerns with the extent of the underground parking structure and its impacts on the viability of the POPS to become a mature and substantial community greenspace. Consider offsetting the underground parking structure from the property line in order to provide sufficient space for large tree canopies and shade in the POPS.	As mentioned in a number of responses, The landscape consultant team has devised a strong site plan concept that prioritizes pedestrian spaces, connections between the interior and exterior amenities and has a strategy for plantings for deep soil zones beyond the footprint of the U/G parking garage and by using planters and earth forms (berms) for areas located above the UG parking structure. It should also be noted, that the current proposal has less than the required car parking spaces as determined by the zoning, and any further reduction of parking capacity would be a detriment to the marketability of the project.
18	The Panel also has concerns with the lack of opportunity for larger trees to grow on the site overall, and recommends reducing the extents of the underground parking in order to provide more planting areas with deep soil.	As mentioned in a number of responses, The landscape consultant team has devised a strong site plan concept that prioritizes pedestrian spaces, connections between the interior and exterior amenities and has a strategy for plantings for deep soil zones beyond the footprint of the U/G parking garage and by using planters and earth forms (berms) for areas located above the UG parking structure
19	The Panel suggests more consideration be given to the corner treatment in relation to the proposed commercial space. Consider opportunities for pedestrian comfort at the corner intersection.	Noted. Both the interior and exterior commercial spaces will be further developed further in the Site Plan Approvals phase. Please also refer to the landscape consultant site concept that gives more information on these spaces.
20	The Panel supports and appreciates the vision and concept showcased on p.11 of the submission ('warp and weft'), but has concerns that the transparency, porosity, and connectivity imagined in the hand sketches are not fully taking shape in the ground floor plans. Explore ways to bolster that imagined connectivity and porosity in the ground floor plan.	The landscape consultant site concept has demonstrated a further enhancement of the overall site plan strategy, and Figur3 has been retained as the interior design consultant. Together, the architectural, interiors and landscape consultants will ensure that the concepts of connectivity, porosity and integration are carried through to the site plan approval, final design and construction phases.
21	The Panel recommends exploring ways to connect the site to the greater surrounding landscape network.	Noted. Please refer to the landscape consultant site concepts that address these items.
22	The Panel suggests there is amazing potential for the ground plane of this corner site to be activated and well-used to the community's benefit. Explore ways for that community interaction throughout the ground plane to be enhanced, potentially via a larger community contribution to the green network and enhanced connectivity through the site.	Noted. The landscape consultant site concept has demonstrated a further enhancement of the overall site plan strategy, a prioritization on the greening of the site and the development of connections both internal to the site and with the nearby adjacencies. Figur3 has also been retained as the interior design consultant. Together, the architectural, interiors and landscape consultants will explore programming and design concepts that strengthen community engagement and interaction.
Sustainability		
1	The Panel advises the applicants revise the secondary plan direction for Transit Oriented Development (TOD).	The proposed development is fully compliant with the policies and intent of the Secondary Plan and Official Plan as it pertains to providing development in close proximity to Rapid Transit. Please see the accompanying Planning Rationale for <u>specific reference to how the proposal meets both Plans</u> .
2	The Panel has concerns regarding the social and environmental sustainability of the site. Consider providing more open space, usable spaces, porous space, and larger trees and shade requirements. Explore ways to treat the building's terraces and roofs in a more sustainable way for reduced heat island effect and sustainable stormwater management.	Noted. The landscape consultant site concept has demonstrated a prioritization of developing spaces that offer both interaction and quiet respite, and has addressed ways to achieve planting in areas above and beyond the under ground parking structure, in order for larger trees to be successful and to provide much-needed site shade. Together, the architectural, civil and landscape consultants will explore treatments for at-grade and rooftop terraces that mitigate stormwater run-off and heat-island effect.
Built Form and Architecture		
1	The Panel appreciates how the massing and architectural expression of the building has evolved into an elegant and simplified tower, with a clear sense of rhythm.	Noted
2	The Panel appreciates the reduction in massing and overall sculpting of the building since the previous rendition.	Noted.
3	The Panel recommends shifting the tower portion westward, closer to Cummings Avenue, in order to better address the streetscape along Cummings Avenue and provide additional tower separation from the property to the east.	Please refer to response to item #15 in Site Design and Public Realm.
4	The Panel understands it is still early on in the process for determining the amenity spaces, but appreciates the goals and vision to provide significant amenity space at grade.	Noted.
5	The Panel understands that the architectural expression is not yet fully developed, but appreciates the design idea of the woven "warp and weft" for the podium. The Panel particularly appreciates the simplicity and articulation in the sketch on p.19 of the submission (right hand side 'warp and weft').	Noted.
6	The Panel has concerns with how the amenity proposed at the northwest corner of the ground floor is going to be programmed.	Figur3 has been retained as the interior design consultant. Together, the architectural, and interior consultants will explore the programming of this space.

	Comment	Response
7	The Panel suggests there is an opportunity to sculpt the podium massing at the rear/north in a manner that would link the proposed development with the adjacent site/development to the east.	It is unclear as to how this could be achieved, since there is likely no connection to be made through the 1137 Ogilvie site to the adjacent site to the east.