FOTENN

829 Carling Avenue

Planning Rationale Addendum
Zoning By-law Amendment & Site Plan Control
April 17, 2025

FOTENN

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1.0 Introduction

Fotenn Consultants Inc. ('Fotenn') has been retained by Claridge Homes to prepare a Planning Rationale Addendum in support of the Zoning By-law Amendment and Site Plan Control applications associated with a mixed-use, high-rise, 50-storey development at 829 Carling Avenue ("subject property").

1.1 Purpose

The purpose of this Planning Rationale Addendum is to identify the changes made to the proposal and assess the revised design and requested relief against the applicable policy framework. Since the original submission of these applications, the City of Ottawa has approved and adopted a new Official Plan (as amended, November 4th, 2022). This Planning Rationale Addendum evaluates the revised proposal against the policies of the current City of Ottawa Official Plan, recognizing the sole applicability of the former Official Plan. This report does not represent a comprehensive evaluation of the proposal, as the scope of this review will be focused on the revised design strategy and the continued conformity and alignment with the applicable policies. As such, the previously submitted Planning Rationale (dated May 1, 2023) should be read in conjunction with this report and shall continue to be relevant unless identified otherwise within this report.

1.2 Application Overview

Initial applications for an Official Plan Amendment, Zoning By-law Amendment and Site Plan Control were submitted to the City of Ottawa in 2021. The applications sought to permit the development of a high-rise, 60-storey, mixed-use building with 459 residential units, 259.37 square metres of ground floor commercial-retail area, 385 vehicle parking, and 230 bicycle spaces. The applications were circulated to City of Ottawa development review staff and relevant agencies before receiving comments on January 12, 2022. The development proposal was revised in 2023 to reduce density and height (40-storeys), providing 396 units, 337 square metres of ground floor commercial-retail area, 196 vehicle and 267 bicycle parking spaces on site.

The proposed development was subject to the Special Tall Buildings Design Review Panel (SDRP), per City policy. The applicant team presented the proposal to the SDRP on March 12, 2024, where panel members critiqued the design and overall proposal. The panel's recommendations focused on several key elements such as the relationship to the public realm, the tower's podium, and the relationship of the tower within the context of the Preston-Carling corridors. After receiving the recommendations, the applicant team undertook an extensive evaluation of the proposal against the panel's recommendations, determining the appropriate path forward in terms of the overall design of the building. As part of this resubmission, responses to the panel's recommendations have been provided under a separate cover.

As part of the revised proposal, the application has been revised to feature a 50-storey, high-rise building with 503 residential units, 300 square metres of ground floor commercial-retail area, 196 spaces for combined residential and visitors parking, and 267 bicycle parking spaces. Due to the building height adjustment proposed though this resubmission, the project no longer requires an Amendment to the Official Plan. Therefore, this application is now only subject to the existing Zoning By-law Amendment and Site Plan Control applications.

2.0
Proposed Development

2.1 Project Summary

The proposed development features a 50-storey, mixed-use building with frontages along Carling Avenue, Preston and Sidney Street. The proposal includes 503 residential units and approximately 300 square meters of ground-floor retail space. There are 196 parking spaces proposed, serving a combination of residents and visitors, which are allocated within the six (6) level parking garage, accessible from Sidney Street. A total of 267 bicycle parking spaces are also provided, with 257 of these spaces being located indoors on the second floor of the building, and ten (10) additional spaces provided outdoors at grade. A dedicated bicycle elevator is provided in the lobby with access from Sidney Street. The building footprint occupies 84.61% of the lot with a tower floor plate of approximately 768 square metres from the 11th to the 41st storeys before being reduced to 683 square metres at the 42nd floor and above.

Figure 1: Rendering of the proposed development looking north from Dow's Lake (829 Carling is the tower on the left).

The ground floor of the proposed building is thoughtfully designed with glazed façades that allow the interior retail units and the residential lobby to interface with the public spaces along the three (3) frontages. Architectural features such as building overhangs and canopies support the creation of a high-quality, well-defined pedestrian realm along the frontages, offering weather protection to pedestrians while establishing a human-scale in relation to the proposed massing.

The primary residential entrance will be located along the Carling Avenue frontage, providing access to the residential lobby, mail and parcel rooms, concierge, office, garbage, and recycling rooms. A secondary residential access is provided along the Sydney Street frontage, dedicated to functions such as moving, garbage, and bulk waste. The at-grade commercial space features an entrances along the Preston Street frontage as well as the Sindey Street frontage.

The landscape design considers features that complement the building and allow for the seamless integration of public and private at-grade spaces in order to create a pedestrian promenade along Carling Avenue and Preston Street. Raised planters and street furnishings are seamlessly coordinated to maximize the use of space while maintaining the openness needed to allow for adaptable, accessible spaces that can accommodate spill-over commercial activity.

Figure 2: Rendering of the podium and ground-floor interface along Carling Avenue (829 Carling is the white building).

Amenity spaces are provided across the development, using a combination of private balconies, terraces, and communal indoor and outdoor spaces. Communal indoor and outdoor amenity areas have been located on the fourth (4th) and fifth (5th) floors of the building providing a total of 1,512 square metres of communal amenity spaces. These spaces are designed as indoor areas with access to an outdoor terrace.

3.0
Policy & Regulatory Framework

3.1 Provincial Planning Statement (2024)

Since the original submission of these applications, the Province of Ontario has repealed and replaced the Provincial Policy Statement (2020) and has since enacted the Provincial Planning Statement (2024) "PPS". The PPS came into effect October 20, 2024, and has consolidated the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) into a more streamlined land-use planning policy for the Province of Ontario. Similar to the Provincial Policy Statement, the new PPS provides policy direction for housing supply in the province, supporting development and alignment with infrastructure. It also provides policy direction on opportunities for job creation and economic development, increasing the supply of developable land, protections for the environment and natural resources, and protections for communities, resources, and properties from natural and man-made hazards.

The following PPS policies are applicable to the proposed development:

2.1.6: Planning authorities should support the achievement of complete communities by:

a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;

b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and,

c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

2.2.1: Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected 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 wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and,

   2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and,

d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

2.3.1: General Policies for Settlement Areas:

1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.
2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:
   a. efficiently use land and resources;
   b. optimize existing and planned infrastructure and public service facilities;

c. support active transportation; and,

d. are transit-supportive, as appropriate.

3. Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

5. Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.

6. Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.

2.4.1: General Policies for Strategic Growth Areas

1. Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.
2. To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:
    a. to accommodate significant population and employment growth;
    b. as focal areas for education, commercial, recreational, and cultural uses;
    c. to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and,
    d. to support affordable, accessible, and equitable housing.
3. Planning Authorities should:
    a. prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;
    b. identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas; and,
    c. permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form.

2.4.2: Major Transit Station Areas

2. Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:
    b. 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit.
3. Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:
4. planning for land uses and built form that supports the achievement of minimum density targets; and,
5. supporting the redevelopment of surface parking lots within major transit station areas, including commuter parking lots, to be transit-supportive and promote complete communities.

2.4.3: Frequent Transit Corridors

1. Planning authorities shall plan for intensification on lands that are adjacent to existing and planned frequent transit corridors, where appropriate.

2.9: Energy Conservation, Air Quality and Climate Change

1. Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:
    a. support the achievement of compact, transit-supportive, and complete communities;

The revised proposal is shown to be consistent with the Provincial Planning Statement, 2024, ensuring that the proposed transit-supportive intensification efforts maintain the social, health, and economic well-being of current and future residents. Given the site's location within a Major Transit Station Area, the proposed redevelopment of an underutilized property seeks to advance the provincial goals of building complete and safe communities that efficiently use existing infrastructure in order to provide a mix of housing types in established areas. The site also benefits from being in a central area, in proximity to employment uses that will further support this type of high-density development, supporting the long-term economic prosperity of the area and its future residents.

3.2 (Former) City of Ottawa Official Plan (2003)

At the time of the original submission of these applications, the current City of Ottawa Official Plan was not yet enacted, and as a result, the former Official Plan (2003) remains applicable to the current proposal. The proposed changes to the design and overall development will be evaluated against the applicable policies of the former Official Plan. The City of Ottawa Official Plan (2003) provides the policy framework for strategic growth and development of the city. 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.

3.2.1 Managing Growth

Section 2.2 of the former Official Plan addresses how growth is to be managed within Ottawa. Approximately 90 percent of growth will be accommodated within the urban boundary, through intensification and infill, as well as new development on vacant land in designated growth areas. Directing growth to the urban area allows for development that makes use of existing infrastructure while protecting and retaining agricultural, environmental, and resource lands.

The policies in Section 2.2.2 deal specifically with the management of intensification within the urban area. Residential intensification is defined as "the development of a property, building or area that results in a net increase in residential units or accommodation". It is recognized that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit and other infrastructure, and can be provided through redevelopment, the development of vacant or underutilized lots, infill development, and conversions. Mixed Use Centres are identified as a target area for intensification (Policy 3). Per Policy 5, the Bayview-Preston Mixed Use Centre has a minimum density target of 200 people and jobs per hectare.

Policy 10 recognizes that 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 should be located in areas that support the rapid transit and transit priority networks and in areas with a mix of uses. Policy 11 further specifies that the distribution of appropriate building heights will be determined by:

a) The location in a Target Area for Intensification 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, with buildings clustered with other buildings of similar height.

The land use designation for a site will generally establish building heights, however, secondary plans may specify greater or lesser heights where the height is consistent with the strategic directions for the City's growth as detailed

in Section 2 of the Official Plan (Policy 14). For high-rise buildings, adequate separation must be considered and provided from other existing or potential future high-rise development (Policy 16).

Policies 15, 16, and 17 establish the framework for the approval of high-rise 31+ buildings within the urban boundary. The policies stipulate that they will only be permitted where they are identified in a secondary plan that addresses the requirements of Section 2.5.6, or permitted by an amendment to an existing secondary plan. The location of the buildings must also provide an adequate separation distance from other existing and potential future High-Rise buildings. The Official Plan also requires that the building are:

- located generally within 400 metres walking distance of a Rapid Transit Station identified on Schedule D to maximize transit use; and
- separated from planned low-rise residential areas by a suitable transition as required by Section 4.11 Policies 11 and 12.

Separation distances between buildings are to be considered when considering sites for development of High-Rise buildings and High-Rise 31+ buildings. For Official Plan amendments to increase building heights in a secondary plan, the proponent must demonstrate that the following criteria are met:

- the impacts on the surrounding area (e.g. the community design plan study area) have been assessed comprehensively;
- the direction in policy 10 above is met;
- the requirements of Section 2.5.6 where the proposal involves a High-Rise or High-Rise 31+ building; and
- an identified community amenity is provided.

The subject property is located within approximately 120 metres walking distance of the Dow's Lake Station and is adjacent to the planned Carling Avenue Bus Rapid Transit corridor. The proposed development is representative of the planned densities anticipated in proximity to an LRT station. The proposed development is also in keeping with the minimum densities established for the Bayview-Preston Mixed-Use Centre area, aligning with the Official Plan's goals of encouraging greater building heights and densities in close proximity to rapid transit stations.

The proposed development has also considered the planned high-rise development context surrounding the subject property through the provision of adequate separation distances to neighbouring properties and areas. Consideration has been paid towards the existing high-rise buildings to the east and north of the site, as well as the approved high-rise envelope to the immediate west of the site. Sufficient separation in the form of a 30-metres tower separation to the west, 27 metres to the east, and approximately 18 metres to the north seeks to ensure that the potential of new planned high-rise buildings is not limited as a result, transition to surrounding low-rise residential areas is protected, and that sun exposure and shadowing impacts have been adequately evaluated and considered.

3.2.2 Land Use Designation

The subject property is designated as "Mixed Use Centre" in the former City of Ottawa Official Plan (Figure 3). Mixed Use Centres occupy strategic locations on the Rapid Transit network and act as central nodes of activity within their surrounding communities and the city as a whole. These centres are a critical element in the City's growth management strategy, being areas with potential to achieve high densities and compact and mixed-use development oriented to rapid transit.

Pursuant to Section 3.6.2 of the Official Plan, the Mixed Use Centre designation applies to lands that have been strategically located along the transportation system and that are accessible by transit, walking, cycling and automobile. Mixed Use Centres are centered on rapid-transit stations and contain one or more arterial roads with all-day, frequent transit service. They offer substantial opportunities for new development or redevelopment and represent a key element of the Official Plan's strategy to accommodate and direct growth in the city.

Policy 1 sets out the criteria that all Mixed Use Centres meet, including that most of the centre is within 800 m walking distance of one or more rapid transit stations, and that there is opportunity to achieve high densities of jobs and housing through intensification and redevelopment of older sites and development of vacant land. A range of building heights are permitted within a built form that achieves appropriate transition to the periphery of Mixed Use Centres where they abut established low- or mid-rise areas (Policy 4). A broad variety of uses are permitted, including high- and medium-density residential (Policy 5). All development in a Mixed Use Centre is to be evaluated in the context of the Official Plan's urban design policies and criteria, and, where possible, will contribute to a range of housing options in the area (Policy 9).

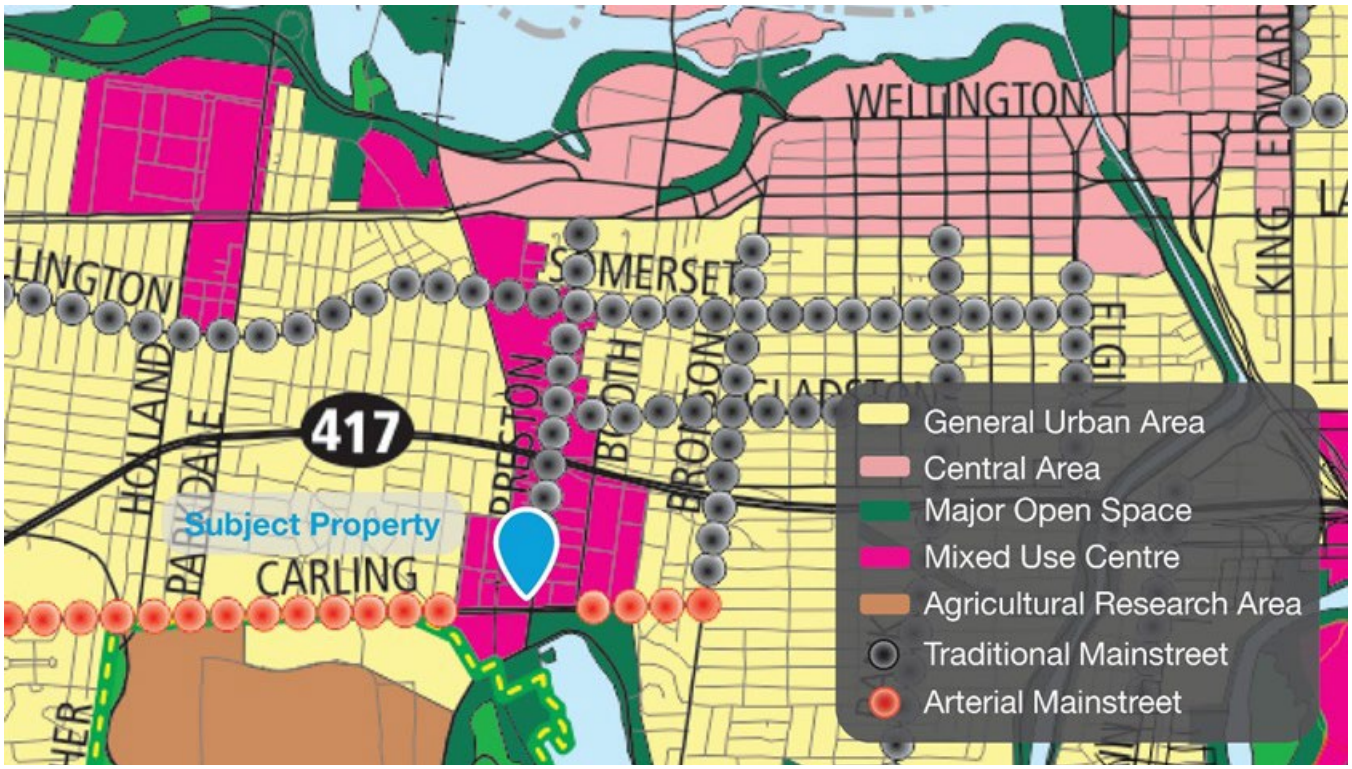

Figure 3: Schedule B - Urban Policy Plan

The proposed development implements and conforms to the policy direction set out in the Mixed Use Centre designation. The subject property is located within 400 metres of the Dow's Lake LRT station, representing a significant redevelopment opportunity of an underutilized property in proximity to existing transit. As a high-density residential use, the proposed development will promote the use of transit and increase housing options along this transit corridor, promoting active transportation within the City's urban area.

3.2.3 Urban Design and Compatibility

Since the previous submission of this application, the proposed building height has been decreased from 60 storeys to 50 storeys, reflecting the feedback received following the previous submission. With respect to urban design and compatibility of development, Section 2.5.1 of the former Official Plan provides objectives and policies for achieving compatibility between form and function when introducing new development into existing areas, whereas Section 4.11 provides specific criteria that must be evaluated during the development review process.

Section 2.5.1 recognizes that good urban design can be achieved through development that, although not necessarily the same as or similar to existing buildings in the vicinity, functions 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 Official

Plan provides guidance on measures that will mitigate differences between existing and proposed development and help achieve compatibility of form and function.

The City has identified specific lands as being within 'Design Priority Areas' (Policy 2). These DPAs include Downtown Precincts, Traditional and Arterial Mainstreets, Mixed Use Centres, Village core areas, community core areas as identified, and other areas identified from time-to-time. Development within DPAs is required to participate in an enhanced review by the Ottawa Urban Design Review Panel (UDRP) to understand how the proposed development will contribute to the Design Objectives and achieve good urban design (Policy 4).

Similar to Section 2.5.1 of the Official Plan, 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. The following table provides an analysis of how the proposed development meets the applicable policies of Section 4.11:

	Policy	Proposed Development
Building Design		
5.	Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of: / **Setbacks**, heights and transition; / **Façade and roofline articulation;** / **Colours and materials;** / **Architectural elements including windows, doors and projections;** / **On site grading; and** / **Elements and details that reference common characteristics of the area.**	The proposed building has been re-designed in order to better relate to the surrounding planned context as well as the public realm – achieving a 50-storey built form, while respecting the pedestrian nature of the ground floor context. The height of the tower, along with the massing, is compatible with the surrounding high-rise uses in the area and directs the tallest building in proximity to the transit station. The materiality and provided articulation have been refined, based on the guidance of urban design staff as well as the SDRP, in order to compliment the surrounding area and contribute to the building's role as a landmark feature and gateway along Preston Street. The use of glass and vertical articulations create visual interest in the tower, whereas the awnings, active frontages, and fenestration at-grade create an interactive and attractive pedestrian environment.
6.	Orient the principle façade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.	Entrances to the at-grade commercial uses are oriented toward the public street and use architectural elements to complement the character of both Preston Street and Carling Avenue. The vehicular entrances and garbage enclosure have been located along Sidney Street to avoid any unnecessary road cuts and pedestrian conflict areas.
8.	All servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible.	Servicing, loading areas, and mechanical equipment are located internal to the site and away from the public realm. The entrance for these services has been located on Sidney Street.

	Policy	Proposed Development
9.	Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.	The mechanical penthouse and amenity spaces have been incorporated into the building design.
Massing and Scale		
10.	Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan. Where there are no established criteria provided in an approved Plan, the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria: / **Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting development and development that is across the street;** / **Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development;** / **The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section.**	The proposed development provides an opportunity for appropriate intensification in close proximity to an existing LRT station, further animating the area with activity-generating land uses. The proposed development provides a point tower massing with a podium to enhance the pedestrian realm. The building has been designed in a manner that respects the current and planned patters of setbacks, tower separation, and at-grade experience.
11.	The Shadow Analysis and/or Wind Analysis will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas.	The shadow analysis demonstrates that shadows will be move quickly through the neighbourhood, as is expected in an urban context
12.	Transition refers to the integration of buildings that have greater height or massing than their surroundings. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.	The proposed development features a podium-and-tower form where the tower portion has been designed to feature articulation to add visual interest and break up the massing. As this building will be 50 storeys and considered a 'landmark building', the high-quality architecture will feature ample variations and design features to reduce the impacts of its height. The feedback from the SDRP has helped to guide the evolution of this design in order to maximize the value of the building in the context of the Carling-Preston skyline.
13.	Building height and massing transitions will be accomplished through a variety of means, including: / I**ncremental changes in building height;** / **Massing;** / **Building setbacks and step-backs.**	The tower and associated building stepback (5th storey and 41st storey) has been oriented in order to maximize tower separation to the west, ensuring the proposed development does not overly impede or limit sun exposure between high-rise towers.

	Policy	Proposed Development
High Rise Buildings		
14.	High-Rise Buildings are a form of high-density development that can contribute to intensification, housing and employment opportunities and provide new view, skyline and landmark possibilities. High-rise buildings should be designed to achieve the objectives of this Plan and avoid or reduce impacts or disruptions associated with: / **pedestrian comfort, safety and usability resulting from changes to wind and shadow patterns in outdoor amenities and adjacent public and private spaces surrounding the building;** / **public views, including view planes and view-sheds,** / **proximity to heritage districts or buildings,** / **reduced privacy for existing building occupants on the same lot or on adjacent lots,**	This development has been designed in a manner to reduce disruptions associated with pedestrian comfort, views, public views and privacy. Additional studies have been provided which note that there are no adverse undue impacts of the development on adjacent buildings, or from wind and shadowing.
15.	High-rise buildings, which consist of three integrated parts, a base, a middle and a top, can achieve many of the urban design objectives and address impacts as follows: / Base should respect the scale, proportion, and character of surrounding buildings, adjacent streets, parks, etc. / Tower should stepback from the base where possible with, generally, a separation of 23m / Floor plates may vary depending on the uses and context.	The proposed five-storey podium base presents a pedestrian-oriented interface with the public realm along both Carling Avenue and Preston, before transitioning to the tower portion of the building which extends from the 6th storey to the 50th storey. Along the western side of the building, a secondary setback at the 41st storey is featured in order to accommodate adequate tower setbacks. The limited buildable area on the site has been considered in the design through articulation and materiality, aimed at creating distinct interfaces and relationships across the faces of the building.
Outdoor Amenity Areas		
19.	Demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s).	Balconies in the development are sensitively located to mitigate issues of overlook and privacy.
20.	Include well-designed, usable amenity areas for the residents, which may include balconies or terraces, rooftop patios, and communal outdoor at-grade spaces.	Amenity spaces consist of several terraces throughout the building, private balconies and terraces, as well as a public amenity storey on the 5th floor.
Design Priority Areas		
22.	The portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features.	The proposed development is located in a Design Priority Area. 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 this key location.

	Policy	Proposed Development
23.	The portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements.	As part of the development, the public realm will be enhanced along all frontages. A separate public realm and mobility study has been included in a previously-submitted Planning Report which outlines the site design of the public realm for this development.
24.	The massing and scale of development will define and enclose public and private spaces using buildings, structures and landscaping; and relate to the scale and importance of the space they define.	Sidewalks and landscaping elements are provided adjacent to the building. The massing and scale of the proposed development is designed to define and enclose public and private spaces along all street frontages, while creating a positive pedestrian-level experience.

The proposed development conforms to the Design Objectives of Section 2.5.1 and the compatibility criteria of Section 4.11 of the former Official Plan.

In summary, the proposed development, and the revised design has considered the policy and design direction of the former City of Ottawa Official Plan. As discussed, the proposed development represents an alignment with the planned context for the subject property as it relates to the anticipated densities, land use, and design character envisioned on sites in close proximity to existing transit stations. The proposed development therefore conforms to the applicable policies of the former City of Ottawa Official Plan.

3.3 Preston-Carling District Secondary Plan

Similar to the former Official Plan, the Preston-Carling District Secondary Plan represents a now-repealed Secondary Plan. Due to the timing of the original submission of this application, the proposed development continues to be subject to the policies and direction provided by the plan.

The Preston-Carling District is generally defined as the area bounded on the north by Highway 417, east by Rochester Street, south by Carling Avenue, and west by Bayswater Avenue. The purpose of the Preston-Carling District Secondary Plan ("PCDSP") is to "provide a more detailed area-based policy direction to guide both public and the private development, including public realm investment, within the Preston-Carling District over the next 20 years". As per the Secondary Plan, the area is envisioned to be a mixed use downtown community comprised of a number of integrated land use character areas conveniently connected by a network of streets, pathways, bridges, parks, squares and other open spaces.

3.3.1 Station Area

The subject property is located within the 'Station Area' of the Secondary Plan planning area. This area is centered around the Dow's Lake LRT station and permits a wide range of transit-supportive uses, including the tallest buildings in the area. Per the Secondary Plan, 'exceptional architectural design' will be required for all buildings to ensure the highest streetscape quality.

Figure 4: Schedule B - Heights and Tower Location Plan

The policies of 'Area east of the O-Train/Future LRT' contemplate that high-rise mixed-use development with a height greater than 30 storeys and up to a maximum of 55 storeys may be permitted on properties fronting Carling Avenue east of the O-Train/future LRT and west of Norfolk Avenue with a reduction in height from the O-Train/future LRT and Carling Avenue intersection towards the north and the east. Additionally, the land use character of the Traditional Mainstreet will continue on Preston Street through the blocks between Adeline Street and Carling Avenue with continuous retail and commercial uses at grade.

The proposed mixed-use building with a height of 50 storeys represents a permitted use and built form per the relevant policies of the former Secondary Plan.

3.3.2 Section 4.2 – Built Form

Section 4.2 outlines the former Secondary Plan policies pertaining to the built form in the area. The Secondary Plan notes that development within the District shall conform to the Official Plan built form policies pertaining to the Mixed-Use Centre while meeting the policies set out in this document.

Built form policies for high-rise 33+ buildings are contemplated in Section 4.2.2 of the Secondary Plan. More specifically, the Secondary Plan anticipates that some of the tallest buildings may be permitted in the planning area and will be prominent features in the Ottawa skyline. The following additional criteria have been outlined for buildings taller than 33 storeys in the planning area:

1. Development proposals will be subject to a thorough view impact analysis from various vantage points defined in Annex 8A of the Official Plan and no building, part of the building, or building roof structure shall have any impact on the visual integrity and symbolic primacy of the Parliament Buildings and other national symbols; this view

impact analysis shall also take into consideration the appearance and visual impact of the towers from Dows Lake and the Rideau Canal World Heritage Site and Parks Canada will be circulated for comment.

Views of the tower have been enclosed in this application. The tower will not impact the visual integrity of the national symbols and has been designed in a manner that will add visual interest to Ottawa's skyline upon completion.

2. Notwithstanding policy 4.11.14 of Volume 1 of the Official Plan and 4.2.1.e of this Plan, a minimum separation distance of 25m between the towers will be required. This requirement will be applicable to the separation distance between a tower with a height more than 30 storeys and a tower with a height less than 30 storeys. Proposals that include separation distances less than 25 m shall demonstrate that criteria set out in policy 4.11.14.a of Volume 1 of the Official Plan are met.

   Plan A.102 illustrates the provided tower separation distances between the proposed tower and the approved tower envelope to the west (30 metres), as well as the existing towers to the north (~18 metres) and to the east (27 metres).

3. Development shall display design excellence and pursue distinction and variation in many aspects of design, in particular, the sculpting and articulation of the shape, the massing, and the top of the building in order to create a unique silhouette and skyline that can represent the identity of the Preston-Carling District and the image of downtown

   The tower has been designed with high architectural value; the sculpting, articulation and shape has been designed in a manner that will ultimately result in an elegant and angular tower.

4. Development will be subject to a specialized design review process to ensure exceptional urban design and architecture quality, and coordination in the formation of an urban skyline through variations of height and design.

   As part of the application, additional design review has been undertaken by the SDRP and project architects (meeting date: March 12, 2024).

Section 4.2.4 requires that building edges are animated to create a safe, pedestrian friendly and successful urban environment, in addition to the guidelines provided in the Public Realm and Mobility Study. The plan requires that continuous retail and commercial frontages are provided along Preston Street and Carling Avenue, while all development will be oriented towards the streets and animate public spaces.

The proposed high-rise building has been designed in a manner that complies with the policies and direction envisioned by Section 4.2 of the Secondary Plan, particularly as it relates to tower separation, as well as the impacts on significant views and the overall character of the planned skyline.

It is our professional opinion that the proposed development aligns with the applicable policies of the former Secondary Plan, particularly those pertaining to maximum building heights, land use, and design. The proposed design is shown to be in keeping with the policies set out in section 4.2 of the Secondary Plan by ensuring high-quality design and built-form while simultaneously creating an animated street frontage through the introduction of additional commercial uses along Preston Street and Carling Avenue. The proposed development reinforces the design excellence of the planning area, creating a well-planned destination within the downtown area.

3.4 City of Ottawa Official Plan (2022)

Since the original submission of these applications, the City of Ottawa has adopted a new Official Plan (2022). Given that the applications were submitted prior to the enactment of the current Official Plan, the approval authority still relies on the proposal conformity with the previous Official Plan, in place at the time of the initial submission. Nevertheless, this review will provide an evaluation of the proposal against the policies of the current Official Plan, recognizing the project's anticipated positive contributions to the City of Ottawa's development landscape.

The City of Ottawa Official Plan was approved by the Ministry of Municipal Affairs and Housing (MMAH) with amendments on November 4th, 2022. It sets out policies that are designed to guide growth in the City to the year 2046. The Plan is organized by five (5) Strategic Policy directions which form the foundation for making Ottawa the most livable mid-sized city in North America over the next century. **Section 2.1** of the Official Plan outlines these broad policy directions as follows:

1) **Achieve, by the end of the planning period, more growth by intensification than by greenfield development.**

   Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households, the majority of which are to be accommodated by intensification, to minimize the need for further urban boundary expansions.

2) **By 2046, the majority of trips in the city will be made by sustainable transportation.**

   Currently, 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Vibrant, 15-minute neighbourhoods rely on and support the use of sustainable transportation options.

3) **Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.**

   The Official Plan recognizes the different contexts across the City through use of transects. Land use designation policies are tailored to reflect each transects' context, age and function in the city.

4) **Embed environmental, climate and health resiliency and energy into the framework of our planning policies.**

   The Official Plan recognizes that the future liveability of Ottawa depends on a healthy environment and contains policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, encourage the evolution of healthy 15-minute neighbourhoods, increase urban canopy cover to 40 per cent and to increase the City's resiliency to the effects of climate change.

5) **Embed economic development into the framework of our planning policies.**

   The Official Plan takes an economic development lens to support long-term economic sustainability.

The proposed development will help to implement the objectives set out in the Big Policy Moves, particularly with respect to intensification in proximity to transit, urban and community design, and climate mitigation and resiliency. The proposed development will intensify a site at densities exceeding the minimum targets, which is located close to current and future transit and increase safety and comfort for occupants under future climate conditions.

3.4.1 Transect and Land Use Designations

The Official Plan divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it from the most urban (Downtown Core) to the least urban (Rural).

The subject property is located within the Downtown Core Transect of the City of Ottawa. The Downtown Core Transect is characterized by an urban pattern of development and built form. The policies of the Downtown Core Transect seek to maintain and enhance the existing urban fabric and continue to develop as 15-minute neighbourhoods, particularly within Hubs and along Corridors (5.1.1). The transect is planned to accommodate the greatest density and tallest heights—high-rise 41+, that are designed to be transit supportive, while prioritizing

the public realm, encouraging active transportation through highly mixed-uses and climate resiliency through building design (5.1.2;5.1.3).

The subject property is designated a Hub with an evolving overlay within the Downtown Core Transect (Figure 5). Hubs are areas generally located within a 600-meter radius of planned or existing rapid transit stations and are intended to provide densities that make transit viable. They are planned to provide diverse functions and a greater degree of mixed uses with higher level of public transit connectivity than areas abutting their surroundings. Hubs are also identified as Protected Major Transit Station Areas (PMTSAs), which under the Provincial Planning Statement are equivalent to Major transit station areas.

Policies of the Official Plan permit High-rise 41+ built form, with greatest heights considered for lands located within 100 metres of an O-train station within Hubs in the Downtown Core Transect (5.1.4). Policies for Hubs require that highest densities be located closest to the transit station, and mixed-uses with emphasis on commercial uses be considered for sites within 300 metres radius from transit (6.1.1(3)).

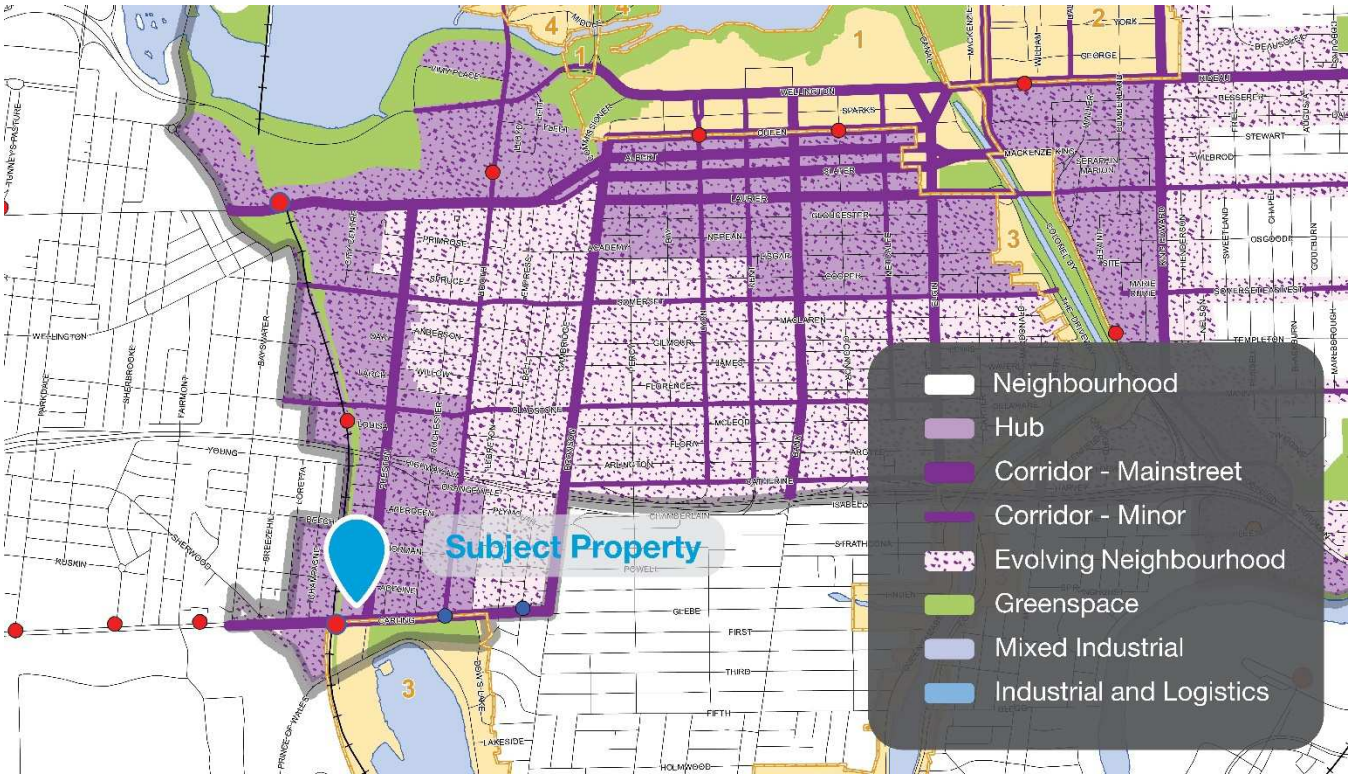

Figure 5: Schedule B1 - Downtown Core Transect, City of Ottawa Official Plan.

The Official Plan directs developments within Hubs to establish safe, direct, and easy-to-follow public routes between transit stations and create a high-quality, comfortable public realm that prioritizes the needs of pedestrians, cyclists and transit users (6.1.1 (3d)(e)). This is achieved by defining the public realm through the building location, entrances, fenestration and building façade design, and limiting parking, loading and service entrances away from the public realm (6.1.1 3(f)).

3.4.2 Protected Major Transit Station Areas (PMTSA's)

The subject property is located within the Dows Lake Protected Major Transit Station Area (PMTSA). PMTSA's are expected to provide a range of mid- to high-density mixed-use developments that include non-residential uses such as employment and commercial, institutional uses that support transit use (6.1.2 (3)). Auto-oriented uses such as gas stations, drive-throughs and low-density employment uses such as auto-wreckers or warehousing are prohibited (6.1.2(2)).

Developments within the Dow's Lake PMTSA are required to meet the minimum density targets of minimum 160 people and jobs per gross hectare, and minimum residential density of 250 dwellings per net hectare (6.1.2 (1), Table 3a). Minimum building heights and lot coverage on sites within 300 metres radius or 400 metres walking distance from rapid transit shall be not less than four (4) storeys, unless otherwise specified by a Secondary Plan (6.1.2 (4))

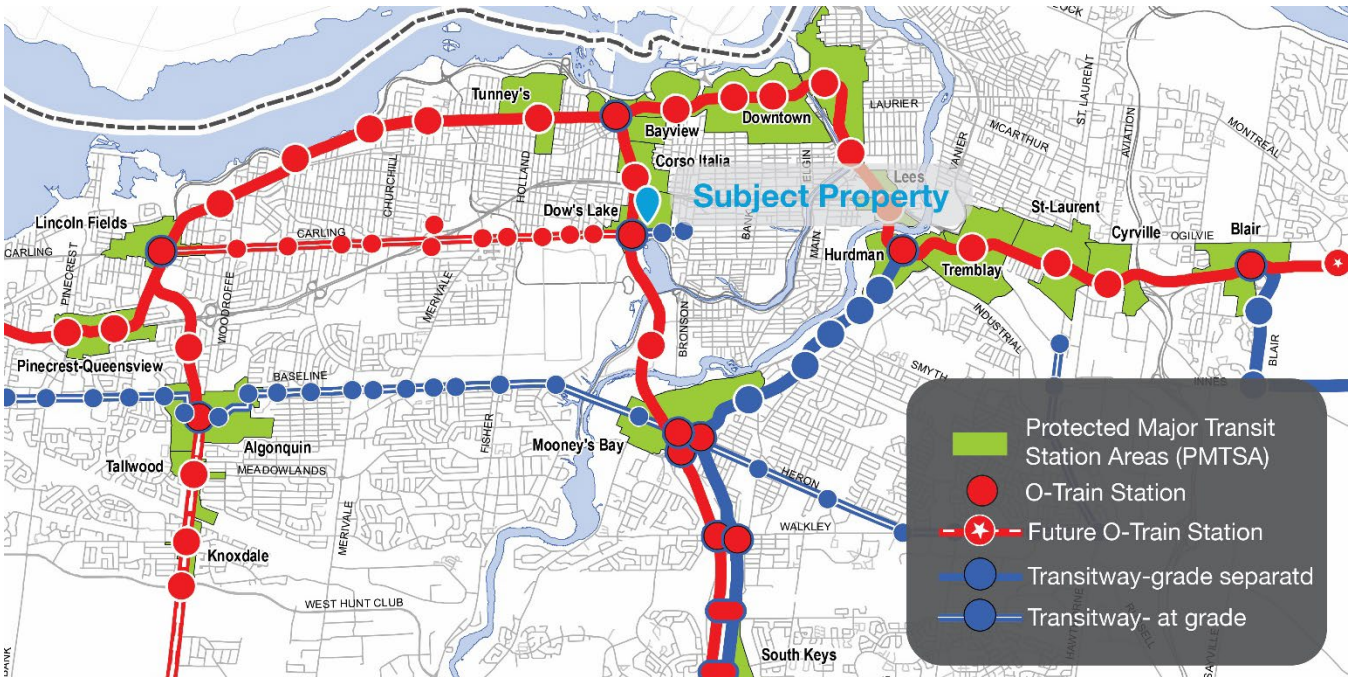

Figure 6: Annex C1 - Protected Major Transit Station Areas (PMTSA), City of Ottawa Official Plan

The proposed development implements and conforms to the policy directions set out in the Hub designation within the Downtown Core Transect. The subject property is within 120 metres walking distance from the Dow's Lake LRT Station and represents a significant opportunity to redevelop an underutilized property in the City's Downtown Core Transect. As a high-density, mixed-use development, the proposal will promote transit use and increase housing options within an established urban area. The proposed development considers the existing context and supports an active public realm along two (2) Arterial Roads through the placement of the commercial entrances along Carling Avenue and the residential lobby along Carling Avenue. The proposed development establishes street-oriented commercial facades and uses fenestration patterns to animate the ground floor interface. The pedestrian realm is prioritized through the integration of private and public spaces and the use of extensive landscaping. Further, the intent of the PMTSA is met as the development is aligned with its urban context and achieves the minimum density required in a PMTSA.

3.4.3 Urban Design and Compatibility

Section 4.6 of the Official Plan sets out a framework for built form and the public realm. Urban design plays an important role in supporting the City's objectives, including building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resiliency to the effects of climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

The subject property is designated as a Tier 2—National and Regional Design Priority Area (DPA). DPA's are specified areas within the nation's capital selected to promote design excellence through the development review proposes. They are selected to define the image of Ottawa as the nation's capital and organized into a hierarchy based on their importance as either International (Tier 1), National and Regional (Tier 2) and Local Major (Tier 3) DPA (S.4.6.1.1). The Official Plan's policies for DPA's envision these areas to develop to define the image of Ottawa as a city of vibrant neighbourhoods and as a hub of economic activity with centres of pedestrian activity (S.4.6.1.1).

Tier 2 Design Priority Areas are lands located within Hubs and Corridors in the Downtown Core Transect and are areas of national and regional importance to defining Ottawa's image. Their development supports moderate pedestrian volumes and are characterized by their regional attractions related to leisure, entertainment, nature or culture.

Development within DPAs may be required to participate in an enhanced review by the Ottawa Urban Design Review Panel (UDRP) to understand how the proposed development will contribute to the Design Objectives and achieve good urban design (S.4.6.1.2). Design excellence within the DPA is to be achieved in relation with the Public Realm Master Plan (S.4.6.1.3).

The following Urban Design Policies apply to the subject property:

Policy		Proposed Development
4.6.1	**Promote Design Excellence in Design Priority Areas**	
4.6.1.5	Development and capital projects within DPAs shall consider four seasons of comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the elements such as: / colour in building materials, / coordinated street furniture, fixtures and surface treatments, / greening and public art, / other enhanced pedestrian amenities to offset seasonal darkness, / promote sustainability and provide visual interest / Context-appropriate lighting / Mitigation of micro-climate impacts including winter and extreme heat	The building recognizes its context as an icon within the DPA that is also a Gateway into the West Downtown Core area. It establishes its prominence by proposing a 50-storey signature tower featuring high-quality architectural design and materials. The building design includes detailed corner treatment that frames the prominent intersection at Carling Avenue-Preston Street to highlight the north-and southbound views of the building. The design includes a thoughtful public realm along all the frontages which are designed using a variety of landscape pavers and planting beds with integrated street furniture. Building overhangs and canopies provide weather protection while glazed ground floor facades promote light spillover onto the street creating visual impact and animation throughout the day.
4.6.1.6	High-impact city building projects are encouraged to be located within DPA's and may follow a competitive design review process. These globally recognizable buildings, public spaces or infrastructure projects shall define Ottawa's image at the international stage and advance tourism.	The development proposal is for a tall building with a signature architectural design which is appropriately aligned with the policies for a DPA. It features iconic architectural design and high-quality materiality that position it to be a defining feature as a gateway into the West Downtown Core area and contributing to the image of Ottawa.
4.6.2	**Protect views and enhance Scenic Routes**	
4.6.2.3	High-rise 41+ developments shall consider the impacts of the development on the skyline by demonstrating that a) the proposed building contributes to a cohesive silhouette comprised	The building will positively contribute to the skyline and pairs well with the surrounding buildings to offer a diversity in height, massing and architectural expression.

	a diversity of building heights and architectural expressions and	
4.6.3	**Ensure capital investments enhance the City's streets, sidewalks, and other public spaces supporting a healthy lifestyle**	
4.6.3.2	Provide POPs to be designed and contribute positively to the public realm. Pops will be designed to fit into their context, strategically sited to best animate the streetscape, manage microclimate environment, respond to the needs of the community with consideration for neighbourhood character and local demographics, read as publicly accessible to passerby, designed in coordination with the associated buildings, bring nature into the built environment.	All of the private and publicly owned spaces along the Carling Avenue and Preston Street frontages are designed to seamlessly transition beyond the property lines using cohesive landscape design that establishes a positive and high-quality public realm, creating spaces the public will feel welcomed and accommodated.
4.6.4	**Encourage innovative design practices and technologies in site planning and building design**	
4.6.4.1	Innovative, sustainable, and resilient design practices and technologies in site planning and building design will be supported by High-performance Development standards (HPDS).	The HPDS was approved by Council in April, 2022 however is not yet in effect. Nonetheless, the building is designed with a variety of energy-efficient and resilient design features including high-performance windows and air-circulation systems, lighting and plumbing, and an airtight building wrap that contributes to sustainable design.
4.6.5	**Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes**	
4.6.5.1	Development throughout the City shall demonstrate that the intent of applicable Council-approved plans and design guidelines are met.	The development is consistent with all Council-approved plans and meets several of the design guidelines.
4.6.5.2	Development in Hubs shall respond to context, transect area, and overlay policies. Development should generally be located to frame the adjacent street, park or greenspace and should provide appropriate setbacks within the street context, with clearly visible main entrances from public sidewalks.	The development is located within a Hub and designed to respond to its surrounding context and transect area policies. It is designed to appropriately frame the public realm along all frontages including on two arterial roads.
4.6.5.3	The 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 site for trees where possible.	The development minimised pedestrian conflict by locating underground vehicle access at the rear of the property where it abuts the dead end of Sidney Street. Pedestrian traffic on this interior street is expected to be minimal as compared to other Arterial roads and allows for protection of pedestrian environments on Arterial Roads to improve the attractiveness of the public realm.
4.6.5.4	The development shall demonstrate universal accessibility in accordance with the City's Accessibility Design Standards.	The development considers accessibility and provides barrier-free access to its building by providing entrances

		that are at grade and elevators that are conveniently accessed in the lobby.
4.6.6	**Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all**	
4.6.6.1	Transition in building heights between buildings of different heights particularly between built form transition between a Hub and surrounding Low-rise area should occur within the Hub, according to design guidelines and Zoning By-law.	The building is situated in a Hub and does not abut other low-rise residential properties
4.6.6.2	The transition between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood will be achieved by providing gradual change in height and massing through stepping down of buildings and stepbacks from Low-rise properties.	The building abuts other high-rises sites on adjacent lots. Stepbacks and generous terraces have been provided to breakup the mass of the building.
4.6.6.3	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 development contributes to height variation as it proposes a 50-storey tower in between an existing 47-storey tower to the east, and existing 30-storey tower to the north, and a proposed 48-storey tower to the west.
4.6.6.4	Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential a. Provide protection from heat, wind, extreme weather, noise and air pollution; and b. With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.	Multiple private and common amenity areas are proposed throughout the building including indoor and outdoor spaces on the 4th and 5th floor and as private balconies. While programming for these spaces is not yet confirmed these spaces will be designed to respond to the needs of diverse residents and consider seasonal comfort and usability. While indoor spaces provide year round use and are equipped with cooling and heating features, outdoor spaces are equipped with pergolas. Outdoor amenity spaces consider the recommendations of Noise and Wind studies and implement appropriate mitigation measures to further enhance comfort.
4.6.6.9	High-rise buildings shall require separation distance between towers to ensure privacy, light, and sky views for residents and workers. Responsibility for separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted.	A minimum tower separation distance of 30 metres is provided between neighbouring towers for heights of up to 41 storeys, and 32.5 metres for heights above. For part of the high-rise tower that is between 10 and 41 storeys a 10 metre separation is provided from rear property line. When combined with the setback to the

	Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however, less distance may be permitted in accordance with Council-approved design guidelines.	proposed tower on the neighbouring lot, this will provide a minimum tower separation distance of 20 metres. For part of the tower above 41 storeys, 12.5 metre is provided from the rear property line. When combined with the neighbouring property, this provides the ability to achieve at minimum a tower separation distance of 22.5 metres.
4.6.6.10	Development proposals that include High-rise buildings shall demonstrate the potential for future High-rise buildings or High-rise 41+ buildings on adjacent lots or nearby lots in accordance with the relevant policies of this Plan.	The proposal respects the development potential of high-rise buildings on adjacent lots. The property abuts an approved 48-storey high-rise project to the west. This project is designed to be set closer to the western property line with a series of setbacks toward the east. Along other frontages, the building is separated from other existing high-rise buildings by public roads.
4.6.6.11	High-rise 41+ buildings are subject to all policies relating to high-rise buildings and the specific policies below. These buildings shall be designed to respond to context and transect area policies, and should: a. Be located and designed to complement the surrounding skyline, with consideration for both day and night visual impacts; b. Incorporate a base that mitigates wind impacts on the pedestrian environment and maximizes sunlight on the public realm; c. Include, where possible, publicly accessible or commercial interior spaces, including viewing platforms, bars and restaurants, or galleries that contribute to place-making, attract tourism and support the local economy; and d. Be designed where possible, to include or allow for a grocery store or retail food store in order to support local access to food.	The proposed development is designed in accordance with the relevant policies of all council approved documents and meets several of the relevant guidelines for High-rise 41+ storeys. The development will complement its surrounding skyline and will contribute positively to its surrounding day and night views with appropriate lighting. It is designed with a base podium that frames the public realm along all public frontages with commercial uses accessible directly from Carling Avenue. The ground floor includes sections of overhang, providing weather protection and creating a comfortable pedestrian environment, mitigating environmental impacts.
4.6.6.12	High-rise 41+ buildings shall only be permitted where they are identified in a secondary plan.	The secondary plan permits a maximum building heights of 55 storeys for this site.

As identified above, the proposed development achieves and exceeds the urban design policy direction provided by the Official Plan, through Section 4.6.

The proposed development aligns with the direction provided by the current Official Plan, and conforms to the specific policies as they relate to the planned function of the subject site. While the current Official Plan does not represent the

applicable in-force policy document as it relates to these application, the current proposal represents a continued alignment with the City's overarching planning framework and vision for development in this area of the City.

3.5 West Downtown Core Secondary Plan (2021 – as amended)

The West Downtown Core Secondary Plan was adopted with the City's current Official Plan and contains a section specific to the Dow's Lake Station District where this site is located. Dows Lake is one of the most significant tourism and recreation destinations in the National Capital Region and is expected to be developed to present an image that reflects the City as the nation's capital. The district consists of the Dows Lake, as well as Preston Street's Little Italy neighbourhood and the Central Experimental Farm. Preston Street will continue to grow at a human scale with an enhanced public realm throughout the area to allow for festivals. Dows Lake will be further enhanced by the development of a new hospital south of Carling Avenue which will increase employment opportunities in the area.

The current Secondary Plan carried over policies of the former Preston-Carling District Secondary Plan and continues to provide detailed area-based policy direction to guide development over the next 20 years. The Secondary Plan envisions the district to be developed to accommodate the City's tallest and finest mixed-use buildings clustered around Dow's Lake O-train Station (tallest heights closest to the station). High-rise development will be of high-quality architectural design and contribute to new and distinctive skyline views of the City, particularly around Dows Lake. The Secondary Plan supports a high-quality pedestrian realm and encourages their protection and enhancement.

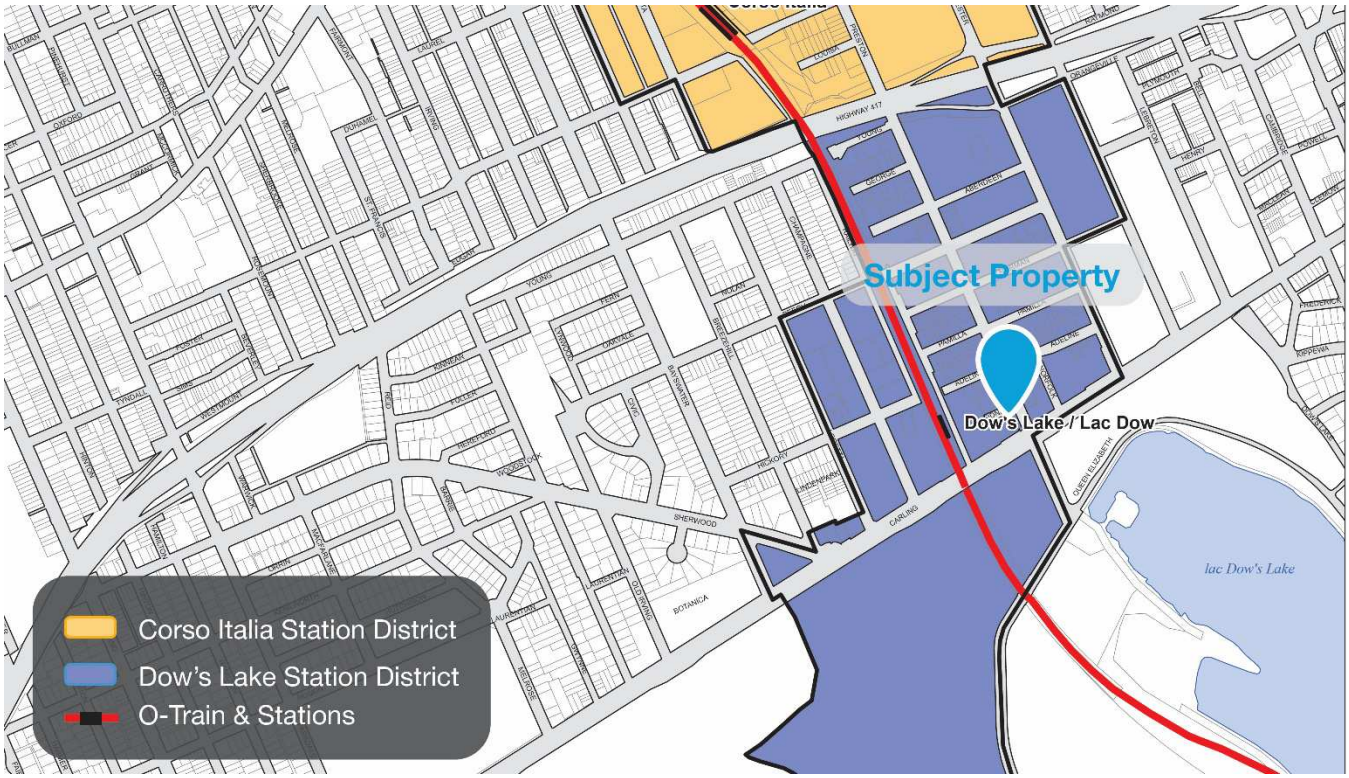

Figure 7: Dows Lake Station District Schedule A - District Plan

3.5.1 Designation

The subject property is designated a Hub within the District and, therefore is expected to develop into transit-supportive, mixed-use densities with the tallest buildings and greatest densities located around the O-train station. High-rise buildings of 30 storeys up to a maximum of 55 storeys are planned for lands with frontage on Carling Avenue located between the

O-Train Line 2 Corridor and Norfolk Avenue, with a gradual decline in heights further north and east of here, as per Schedule E (Figure 8).

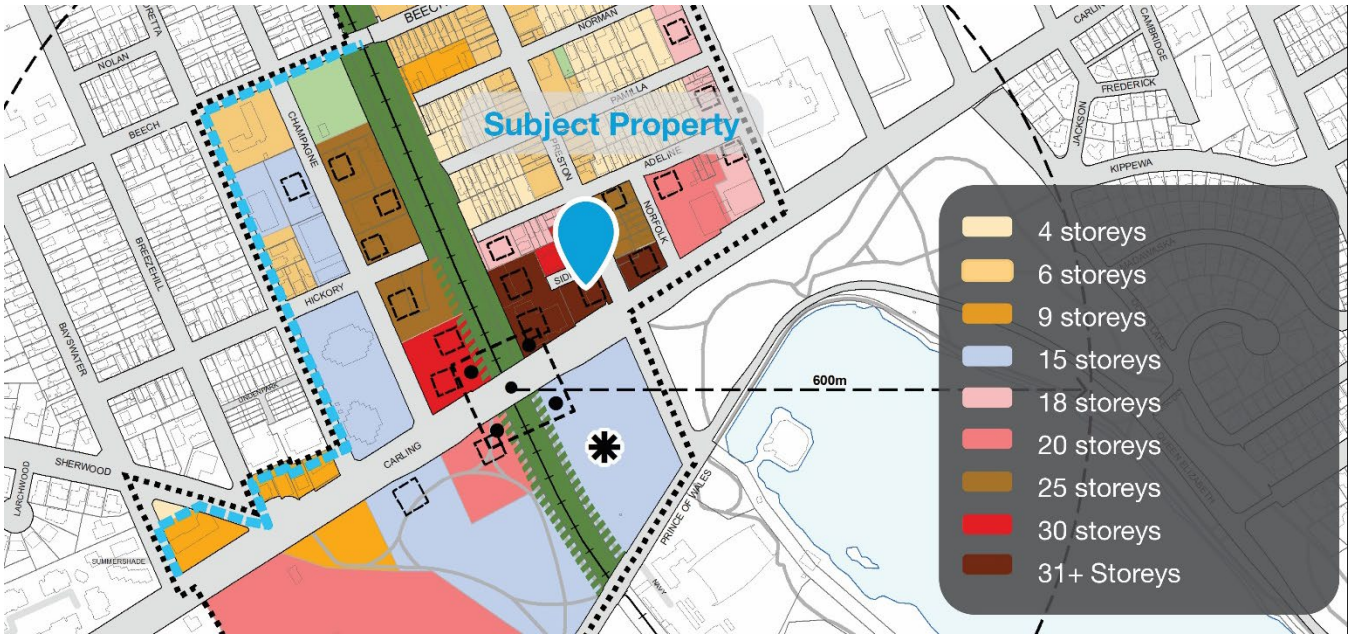

Figure 8: Dows Lake Station District Schedule E - Maximum Building Height and Tower Location, West Downtown Core Secondary Plan

3.5.2 Built Form

The built form criteria are found in Section 4.2 of the West Downtown Core Secondary Plan for the Dow's Lake Station District and mirrors that of the former Preston-Carling District Secondary Plan. It provides policies that set out detailed criteria for development projects to achieve high-quality architecture and urban design and to ensure compatibility and transition.

While the current Secondary Plan carries forth policies of the previous Secondary Plan, there are notable changes to the definition of heights for high-rise buildings. High-rise is now defined as buildings that are 10 to 40-storeys in height, while buildings that are taller than 41 storeys are considered Taller High-Rise Buildings (41+ storeys).

The built-form policies of the West Downtown Core Secondary Plan for Taller High-rise buildings (41+ storeys) require that such buildings pay particular attention to the design as they will become prominent features in the City's skyline and landscape. Such buildings are subject to criteria of both Section 4.2.1 and 4.2.2.

The criteria of Section 4.2.1 require the following:

1. A development site that will accommodate a high-rise building shall have frontage on public lands along three sides which could comprise of a combination of street and/or parks (i.e. frontage on three streets or frontage on two streets with one frontage on publicly owned open space). ***The subject property has frontage on three (3) public roads.***

2. The podium and/or base of the development shall incorporate uses and human scale features to animate adjacent streets and open spaces. ***The proposed building provides a human-scale podium and commercial uses that contribute to the creation of an active frontage along all ground floor interfaces. Ground floors are shown to be completed with transparent façade treatments and canopies that support the animation of the streetscape.***

3. Point tower design shall be provided for high-rise buildings. ***The proposed building represents a point-tower.***

4. Small floor plates will be encouraged with the typical floor area of a residential tower being generally no greater than 750 square meters and notwithstanding policy 4.11.14 of Volume 1 of the Official Plan, the typical floor area of an office tower being generally less than 2,000 square meters. ***The tower floor plate is greater than 750m², but through the overall design approach, the tower silhouette and impact on the surrounding area is shown to be positive in the context of the planned built form adjacent to the Dow's Lake LRT Station.***

5. Tower portions of high-rise buildings, as defined as between 10 and 40 storeys in height, will have a minimum separation distance of 20 metres. ***The setbacks provided will ensure 30-metre separation between high-rise towers allowing for appropriate separation from existing, approved, or planned buildings on adjacent properties.***

6. The relationship between potential towers within the same street block shall be addressed with towers being located as shown on Schedule E: Dow's Lake Station District Heights and Tower Location Plan and measures being introduced through the development review process to ensure orderly development of the block. ***Schedule E anticipates a tower of 30+ storeys on this development parcel and block. The proposed 50-storey tower aligns with this schedule and height variation along the block.***

7. Coordination of tower locations shall be pursued to optimize views from towers to the city skyline and other public amenities. ***The proposed development considers its surrounding context and is mindful of the existing Claridge Icon tower to the east, the approved 48- storey high-rise project to the west and the existing high-rises further north of the site . It proposes a built form and style that compliments the existing and future planned context of its surroundings and will contribute to positive views from Dows Lake and the City skyline.***

8. Shadow and wind studies will be required for all high-rise developments in accordance with the City's Terms of References. ***Shadow and Wind studies have been updated and form part of the resubmission package.***

9. Notwithstanding the indication of tower location in Schedule E: Dow's Lake Station District Heights and Tower Location Plan of this secondary plan, it is acknowledged that Council has approved a site-specific zoning for the former Ottawa Humane Society site known as 101 Champagne Avenue and this site-specific zoning includes provisions would allow up to two high-rise towers of varied heights (25 and 23 storeys as was reflected on the development concept on which the zoning was based) with a separation distance between the two towers less than the requirements set out in Section 4.2.1, Policy 5) of this chapter. ***The proposed development is not impacted by 101 Champagne Avenue.***

10. Acknowledging the functional requirements for a hospital and its related facilities, the reference to Section 4.2.1, Policies 1), 2) and 3), shall not apply to the lands designated Hospital Area. ***The subject property is not within the Hospital Area; therefore, this does not apply.***

Section 4.2.2 provides direction for taller high-rise buildings requiring that where permitted these buildings be prominent features in the skyline and landscape to have a significant impact on the identify and characteristics of the district and the City and require extra attention to planning and design.

To achieve this, Taller High-rise are subject to the following policies in addition to those of Section 4.2.1.

1. Development proposals will be subject to view impact analysis that will take into consideration the appearance and visual impact of the towers from Dows Lake and the Rideau Canal World Heritage Site and Parks Canada will be circulated for comment. ***A view impact analysis was previously circulated to staff for review, identifying no significant impacts on the surrounding natural and heritage context***

2. Tower portions of high-rise 41+ buildings will have a minimum separation distance of 25 metres between any tower portion of any high-rise building. ***The portion of the proposed building above 41 storeys is shown to feature a setback of 12.5 metres from the west property line, allowing for a minimum tower separation of 25 metres (assuming the shared responsibility by both landowners). Per the approved zoning on the property to the immediate west of the subject property, a tower separation of 32.5 metres is currently provided, notwithstanding any adjustments to the approved zoning.***

3. Development shall display design excellence and pursue distinction and variation in many aspects of design, in particular, the sculpting and articulation of the shape, the massing and the top of the building in order to create a unique silhouette and skyline that can represent the identity of the image of the West Downtown Core. ***The proposed development is of a high-quality architectural design and features signature design elements including interesting façade and corner treatments. The building is designed with a distinctive base, middle and top section with a podium that is reflects the right of way width and defines an interesting pedestrian realm. The tower is designed with articulation, stepbacks and materiality to create an interesting yet uniform design that is distinctive from the base before meeting the top where the building tapers to form a crown integrating all the building design features. These features contribute to achieving design excellence and pursuing distinction and variation in many aspects of the design.***

4. Development will be subject to a specialized design review process to ensure exceptional urban design and architecture quality and coordination in the formation of an urban skyline through variations of height and design. ***These applications have been previously reviewed by the Urban Design Review Panel as well as the Special Tall Buildings Design Review Panel. The current submission represents a response to and consideration off the comments received from both panels of experts.***

In summary the proposed development, representing a resubmission and redesign of the initial applications, is shown to comply with all relevant policies and directives of the current Secondary Plan.

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

The subject property is zoned Arterial Mainstreet, Subzone 1 (AM1) in the City of Ottawa Zoning By-law. The purpose of the AM zone is to "accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated Arterial Mainstreet in the Official Plan.

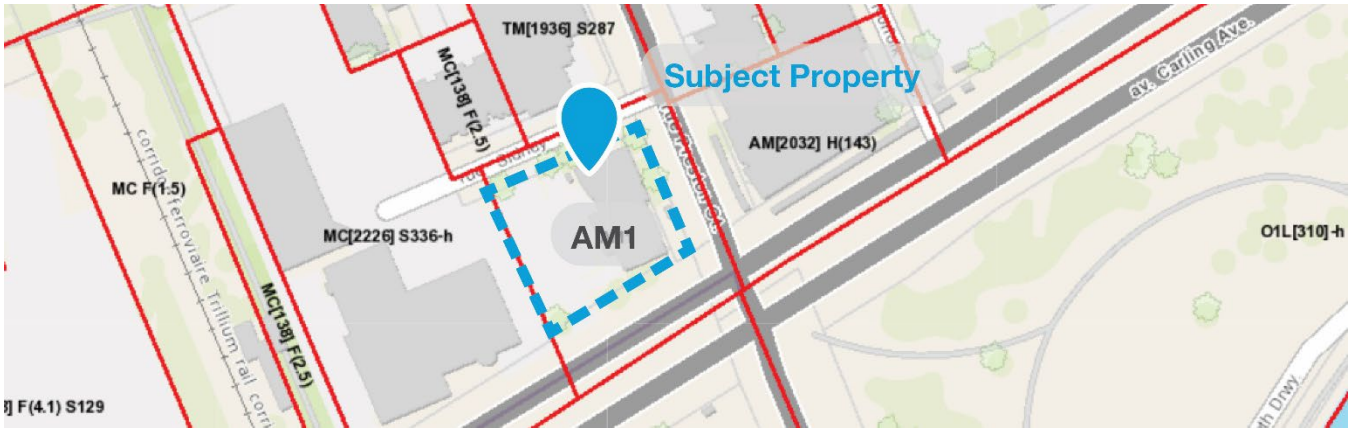

Figure 9: City of Ottawa Zoning By-law 2008-250.

In support of this purpose, the AM1 zone permits a wide range of non-residential uses, as well as residential uses, including:

Non-residential Uses:

/ Animal care establishment
/ Bank
/ Bar
/ Instructional facility
/ Medical facility
/ Office
/ Personal brewing facility
/ Personal service business
/ Recreational and athletic facility
/ Restaurant
/ Retail food store
/ Retail store
/ Technology industry

Residential uses:

/ Apartment dwelling, low rise
/ Apartment dwelling, mid rise
/ Bed and breakfast,
/ Dwelling unit group home,
/ Home-based business,
/ Home-based daycare,
/ Retirement home retirement home, converted,
/ Rooming house stacked dwelling,
/ Townhouse dwelling,
/ Planned unit development,

The current zoning permits the Apartment dwelling, high rise use where there is an H suffix, schedule or exception that identifies heights greater than 30 metres.

The following Table outlines the required zoning provisions applicable to the site and how the proposed development complies with these provisions.

Provision	Required	Provided	Compliance
Min. Lot Area	No minimum	1,417 sq. m.	✓
Min. Lot Width	No minimum	32.16 m	✓
Min. Front Yard setback (Preston Street)	Mixed-use buildings: 0 m	0 metres	✓
Min. Corner Side Yard setback	Mixed-use buildings: 0 m	Carling Avenue: 0 metres Preston Street: 0 metres	✓
Min. Rear Yard	Mixed-use building not abutting a residential zone: 0	0 metres	✓
Building Height	Max. 30 m and no higher than 9 Storeys	166.20 metres/ 50 Storeys (including permitted projection)	✗
Amenity Area	Min. 6 sq.m/DU. 50% must be communal Therefore for 505 units, **3,030 sq.m** total amenity area of which **1,515 sq.m** must be communal.	Private = 3,428 sq.m. Communal = 1,515 sq.m Total = 4,941sq.m.	✓
Min. Residential and Non-Residential Vehicle Parking	Area Z: No parking required.	166 spaces (including 5 AC parking)	✓
Max. Residential Vehicle Parking	1.75 spaces/DU Total: 693 spaces	166 spaces (including 5 AC parking)	✓
Min. Visitor Parking	0.1 spaces/DU after first 12 DU, max. 30 spaces required Therefore for 505 units, **30 spaces.**	30 spaces (including 1 AC parking)	✓
Parking Space Dimensions	Standard Size: 2.6 m x 5.2 m	141 spaces	✓

Provision	Required	Provided	Compliance
	Max. 50% of resident spaces can be small sized 4.6 m X 2.4 m 166 x 50% = **83 spaces**	Small size: 25 spaces	✓
Min. Residential Bicycle Parking	0.5 spaces/DU Therefore for 505 units, **253 spaces.**	257 spaces	✓
Min. Commercial Bicycle Parking	1 space per 250 sqm. GFA Total: 1.34 (rounded to **1 space)**	10 Spaces	✓
Bicycle Parking Dimensions	Horizontal : 0.6m x 1.8m Vertical : 0.5 m x 1.5 m	Horizontal: 0.6m x 1.8m Vertical: 0.6m x 1.8m	✓
Bicycle Aisle Width	1.5 m	1.5 – 1.8 metres	✓
Driveway Width	Two-way for residential: 6.0 m	6.0 metres	✓
Aisle Width	90-degree parking spaces: 6.0 m	6.0 metres	✓

The proposed development meets the general intent of the provisions of the Arterial Mainstreet, Subzone 1, however, relief will be required for the maximum permitted building height.

4.0
Zoning By-law Amendment

4.1 Proposed Zoning By-law Amendment

The Zoning By-law Amendment proposed through this application seeks to facilitate the proposed development on the subject property. The specific relief sought through this application relates to provisions of the By-law pertaining to maximum building height.

The specific relief requested through this application is as follows:

1. To permit maximum building heights per Schedule XXXX;

4.1.2 Maximum Building Height

The proposed development features a maximum building height of 50 storeys (166.2 metres - including the mechanical penthouse) whereas the Zoning By-law currently permits a maximum building height of 30 metres, up to a maximum of nine (9) storeys. The proposal is supported by the policies of the Official Plan and Secondary Plan in effect at the time of the original submission, as well as the policies of the Official Plan and Secondary Plan approved following the original submission. Additionally, through thoughtful design and adequate tower separation, the proposed building envelope represents a compatible addition to the planned skyline.

The former Official Plan, and more specifically the former Secondary Plan, anticipates building heights of up to 55 storeys on the subject property. The proposed 50-storey building represents the proposal's continued alignment with the applicable policy framework guiding the landmark developments anticipated along this stretch of Carling Avenue and Preston Street. In summary, the proposed Zoning By-law Amendment represents an alignment with the policy direction provided by the applicable Official Plan and Secondary Plan policies as it relates to permitted building heights on the subejct property.

The policies of the Official Plan and Secondary Plan, in speaking to the siting of high-rise buildings over 31 storeys, also highlight the importance of separation between towers in proximity to one another. In the case of the proposed development, there are several high-rise buildings on the adjacent properties to the west, north, and east of the subject property. Given the limited lot area available on the site, the tower has been positioned in a manner so as to maximize the separation between the existing and planned high-rise context, ensuring that shadows and sun exposure are considered as part of the overall evaluation of the design. Through these efforts, the proposed building height is not shown to result in undue impacts on the surrounding area, nor limit the ability of adjacent properties to pursue the building heights and built form anticipated through the relevant City policies.

The proposed 50-storey development contributes to the City's policy objectives related to growth management and intensification by locating tall buildings and the greatest densities on sites close to transit in a manner that is appropriate for the existing and planned context of this key gateway into the downtown core of the City of Ottawa.

4.2 Proposed Zoning Exception

I - Exception Number	II - Applicable Zones	III - Additional Land Uses Permitted	IV - Land Uses Prohibited	V - Provisions
XXXX (By-law 20XX-XXX)	AM1 SXXXX	None	None	/ To permit a maximum building height per Schedule XXXX

5.0
Conclusion

It is our professional opinion that the proposed Zoning By-law Amendment and Site Plan Control applications to facilitate the development of a 50-storey mixed-use apartment building in the City of Ottawa at 829 Carling Avenue constitutes good planning and is in the public interest for the following reasons:

- The proposed development **is consistent with the intent of the Provincial Planning Statement**, proposing the intensification of a property within the built-up area where existing infrastructure and public service facilities are available;
- The proposed **development conforms to the policy direction provided by former City of Ottawa Official Plan** regarding intensification and the land use policies for the Mixed Use Centre designation;
- The proposed development **aligns with and conforms to the policies of the former Preston-Carling District Secondary Plan** as it relates to the vision for the lands as well as the guidance related to maximum building heights on the subject property;
- The proposed **development conforms to and is consistent with the urban design objectives and direction** established through the policies of Section 4.11 of the former Official Plan;
- The proposal **demonstrates alignment with the general direction and policies of the current Official Plan as well as the West Downtown Core Secondary Plan**. While these policy documents do not represent the in-force plans applicable to this application, the proposal is shown to continue to align with the priorities and vision of the City for development on the subject property; and,
- The proposed development **complies with the general intent of the City of Ottawa Comprehensive Zoning By-law**, subject to the specific Zoning By-law Amendment proposed through this application.
- The proposed **Zoning By-law Amendment is supported** by the applicable policies of the former Official Plan and Secondary Plan policies as well as the supporting plans and studies accompanying this application.

Please do not hesitate to contact the undersigned should you have any questions or require additional information.

Sincerely,

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