

November 12, 2018

Ms. Ann O'Connor

Planner II
Development Review, Urban Services
Planning, Infrastructure and Economic Development Department
City of Ottawa
110 Laurier Avenue West
Ottawa, ON K1P 1J1

Via Email: ann.o'connor@ottawa.ca

**RE: 383 Albert Street & 340 Queen Street
Claridge Homes
Revisions to Zoning By-law Amendment Application**

Dear Ann,

As discussed in the meeting with you on November 1, 2018, and in anticipation of the Zoning By-law Amendment application being deemed "Complete" and circulated, this letter is intended to outline the proposed revisions to the application.

The submitted Zoning By-law Amendment application proposes a mixed-use development featuring two high-rise towers and a mid-rise bar building component. The proposal includes a mix of residential and commercial uses, with underground parking provided. The newly-constructed Light Rail Transit (LRT) station is incorporated into the development at the northeast corner of the site, at the intersection of Queen Street and Lyon Street North.

Since the time of submission, Claridge has made some refinements to the programming of the building. Consequently, some details of the Zoning By-law Amendment application will be revised, specifically:

- / Permit a reduced front yard setback (along Queen Street) of 1.1 metres;
- / The hotel use is no longer being requested as part of the application; and
- / Permission for a parking garage use is now being requested.

Reduced Front Yard Setback

A reduced required front yard setback of 2.5 metres was approved at the Ontario Municipal Board (OMB) in 2011. The proposed building is currently proposed in compliance with this provision.

However, the new LRT station was evidently not constructed in compliance with zoning standards, and is located 1.1 metres from the property line. Consequently, the northern façade of the station protrudes further than the proposed building, creating a residual corner where the two façades meet.

In accordance with good urban design and CPTED principles, the northern façade should be flush for the entire frontage along Queen Street. A reduced setback of 1.1 metres is therefore proposed to enable a consistent façade.

Removal of Request for Hotel Use

The proponent is no longer seeking to include a hotel use in the development.

Request for Parking Garage as a Permitted Use

A parking garage use is not permitted in the R5P and R5Q subzones. Allowing the use is intended to permit a portion of the underground parking spaces to be allocated as a public parking garage in the future.

Underground parking garages are common in the Central Area, and provide weather-protected parking facilities for vehicles in the downtown. In contrast to surface parking lots, such as the one that currently exists on the subject property, underground parking garages permit development of active and transit-supportive uses on a property while improving the built form and pedestrian experience in the area.

Please do not hesitate to contact me if you have any questions about the changes to the application.

Sincerely,

A handwritten signature in black ink that reads "Jaime Posen". The signature is written in a cursive, slightly slanted style.

Jaime Posen, MCIP RPP
Senior Planner