

February 28, 2019

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*RE: Response to Community Comments, Application for Site Plan Control – 99 Fifth Avenue
(D07-12-18-0149)*

Minto is pleased to resubmit our response to community comments received on our application for Site Plan Control dated October 18, 2019.

Community Comments

1. **Comment:** A new traffic study should be required to address the increase in units in the new proposal.

Response: Since the City approved the Zoning By-law Amendment application in July, 2018, the Transportation Impact Assessment was updated and submitted in support of the Site Plan Control application in October 2018. The revised study considered the planned increase in residential units from 121 to 159. The results of the study indicated that there is sufficient capacity on the adjacent road network to accommodate the relative increase in traffic and that the operational impacts of such as increase in units would be insignificant.

2. **Comment:** The traffic study does not address Fifth Avenue as a major fire route. Currently, during the winter, snow banks narrow the Fifth Avenue ROW and there is concern that a fire truck would not fit. The new parking egress and loading on Fifth Avenue will exacerbate this issue.

Response: Winter maintenance of the adjacent roadways is the responsibility of the City of Ottawa. Under typical circumstances, the proposed development is expected to contribute, at most, 25 to 35 two-way trips on the segment of Fifth Avenue between Bank Street and the site access during the peak hours and therefore the impacts to operating conditions on Fifth Avenue can be considered insignificant.

3. **Comment:** The City eliminated one lane of traffic along Fifth Avenue and added two bike lanes. This change in the traffic was not addressed in the traffic study.

Response: The removal of the auxiliary left turn lane at the Bank/Fifth intersection was analyzed in the Transportation Impact Assessment and it was discussed in the following sections: 2.2.5 Existing Bicycle Facilities; 3.2.1 Transportation Network Plans; and 4.9 Intersection Capacity

Analysis. The removal of the auxiliary left-turn lane was shown to have a negligible impact on the performance of the intersection.

4. **Comment:** The traffic study does not address cumulative effects of other developments in the area, including Lansdowne (year-round events) and two fast food chains along bank (McDonald's and Pizza Hut) that attract short-term parking.

Response: Per standard practice, the Transportation Impact Assessment was based on peak hour traffic volumes representative of normal operating conditions. The results of the study indicate that the intersection of Bank/Fifth will typically operate at Level of Service (LOS) 'A' and can therefore accommodate moderate fluctuations in background traffic demand. The study concludes that the proposed development will have an insignificant impact on the LOS of study area intersections.

5. **Comment:** The spaces in the underground parking garage will be rented out separately from the residential units.

Response: The parking garage will be secured for access by residents, their visitors, and commercial tenants only. Public parking, including for commercial customers and surrounding residents, will not be provided.

6. **Comment:** There is no commercial space in the new building. New development and increased property prices are displacing office/commercial uses that serve the downtown communities to be located in the suburbs.

Response: The new building is a single-use residential building, and while some of the displaced commercial uses will relocate within the neighbourhood, others will locate beyond. The residents of the new building will contribute to the stability of existing retail businesses in the Glebe and hopefully attract new investment and new businesses to the neighbourhood. The Glebe will remain a full-service neighbourhood. It is important to recognize that cities and neighbourhoods are constantly changing and reflect the everyday decisions of residents, business owners, consumers, and government.

7. **Comment:** The increase in units and added density will have a negative impact on the neighbourhood.

Response: Approximately 260 people will live in the new building once fully occupied. The current population of the Glebe neighbourhood is approximately 12,000 residents. New residents to any neighbourhood positively impact the diversity of the community and support the existing business and services that are enjoyed by all residents.

8. **Comment:** The unit sizes are too small and the development does not have enough 2 or 3 bedroom units, to allow for families to live there.

Response: The increase in the number of units has significantly improved the mix of unit types in order to better respond to broader market demands. The addition of smaller units will cater

to younger professionals and students who do not need or want larger spaces. A range of one-bedroom plus den units could easily be used as full two-bedroom units shared by young couples or friends, or single parents with children. Thirty percent of current suite mix is dedicated to two-bedroom and two-bedroom plus den units.

9. **Comment:** There is a desire to protect the existence of indoor, free and accessible public places to be available in winter months to replace the recreational purpose that parks serve in summer months.

Response: The loss of the publicly-accessible courtyard space is certainly recognized – Minto has provided public access to the space for nearly 40 years. However, the general lack of use combined with the significant costs associated with heating, cooling, cleaning, and securing this space is an unfortunate reality. Indoor, free and accessible public spaces remain available for use at Lansdowne Park.

10. **Comment:** The proposed development does not reflect the features/character of the retained two-storey commercial building along Bank Street nor the average building height in the neighbourhood.

Response: The design of the new building is a direct response to the significant input and comments received from the community, City staff, and the Urban Design Review Panel (UDRP) throughout the rezoning process in 2018. The new building fully preserves the 120+ year old commercial block along Bank Street and fully reflects the typical brick and masonry materials used in surrounding buildings and the larger neighbourhood. The design of the new building has been commended by the UDRP as being “carefully considered” and “sophisticated” and “exemplary of the benefits for all stakeholders associated with the design review process.” The current Site Plan Control process will ensure that the approved design is built as promised and intended.

11. **Comment:** The residential units should be affordable. There are broader negative social implications of development increasing housing prices, leading to increased homelessness as rents increase.

Response: As the new building will be a multi-residential rental project, it should be more accessible to a broader cross-section of the housing market than a condominium project would otherwise be. The suite mix includes a broad range unit types from small studios to large two-bedroom plus den units and hence a broad range of price points. Development is but one of many factors that can affect the affordability of a given neighbourhood. It is important to recognize that cities and neighbourhoods are constantly changing and reflect the everyday decisions of residents, business owners, consumers, and government.

12. **Comment:** The Arrow & Loon restaurant is popular with the community and will be lost.

Response: Displacement of the commercial business currently located in the courtyard building is certainly recognized and Minto continues to work closely with each tenant to address their specific needs. While some of the displaced commercial uses will relocate within the

neighbourhood, others will locate beyond. The residents of the new building will contribute to the stability of existing retail businesses in the Glebe and hopefully attract new investment and new businesses to the neighbourhood. The Glebe will remain a full-service neighbourhood. It is important to recognize that cities and neighbourhoods are constantly changing and reflect the everyday decisions of residents, business owners, consumers, and government.

13. **Comment:** The new building will result in shadowing of the on surrounding neighbourhood.

Response: The sun shadow study prepared in conjunction with the approved design finds that the new building at 22.3m in height will have minimal impacts beyond those that would result from a building built as-of-right at 15m in height. These minimal impacts are representative of a typical urban context.

14. **Comment:** Conversations with Minto indicate that a community meeting will be held once the Site Plan is approved to address community concerns related to construction, such as pile driving and contaminated soil remediation.

Response: A community meeting on the Site Plan Control application will occur prior to the application being approved in order to gather final comment on the development plans for the property. Issues related to construction management and potential community impacts will also be addressed by Minto staff.

I trust that the above meets your requirements. As always, should you require any additional materials to facilitate your review, then by all means let me know. Thank you.

MINTO COMMUNITIES INC.



Kevin A. Harper, AICP, MCIP, RPP, LEEP AP
Development Manager

Encls.

Project Information: Zoning			
99 Fifth Avenue – Mixed-use building with a 2-storey existing commercial element and a new 7-storey residential element			
Zoning 2008-250: TM[2506] S387-h – Traditional Mainstreet, Subzone 2506, Schedule 387, subject to a holding zone			
Zoning Mechanism		Required	Provided
Minimum Lot Width		No minimum	63.47m
Minimum Lot Area		No minimum	3696m ²
Minimum Front Yard Setback		0m as per Schedule 387	0m
Maximum and Minimum Interior Side Yard Setback		N/A (no interior side yards)	N/A
Minimum Corner Side Yard Setback		1.5m as per Sch. 387	North corner side yard setback (Fourth Avenue): 1.5m
			South corner side yard setback (Fifth Avenue): 1.5m
Minimum Rear Yard Setback		1.5m to 12.9m as per Schedule 387	1.5m to 12.9m
Building Height		22.3m	22.3m
Maximum Floor Space Index		No maximum	Residential FSI – 2.76
			Retail FSI – 0.4
			Total FSI – 3.16
Maximum total cumulative area of mechanical and service equipment penthouses, and elevator or stairway penthouses that project above height of 22.3m (as per Exception 2506)		275m ² and may not project beyond a maximum height of 25m	251m ²
Minimum width of landscaped area		Abutting a residential zone – 3m, may be reduced to 1m where a minimum 1.4m high opaque fence is provided	1.5m landscaped area provided with 2.13m opaque fence.
Amenity Space	Private (terraces and balconies)	None	1,469m ²
	Communal	489 m ² communal area (50 percent 978 m ²)	489m ²
	Total	978m ² required for an apartment building, mid- high rise (6m ² x 163 units = 978m ²)	1,958m ²

Project Information: Parking and Loading			
Area Y: Inner Urban Mainstreets on Schedule 1A, Zoning By-law 2008-250			
Performance Standard for a Residential Building		Required	Provided
Vehicular Parking	Minimum number of parking spaces for dwelling units in a mid-high rise apartment (Table 101, R14)	76 spaces (0.5 per unit for 163 units, excluding the first 12 units)	100
	Minimum number of residential visitor parking spaces	11 per site-specific zoning [Exception 2506]	11
	Minimum number of commercial visitor parking spaces	7 per site-specific zoning [Exception 2506]	7
	Number of spaces to be subtracted as per Section 101(6)(c) for provision of all required parking below grade	Lesser of 10 percent of required spaces or 20 spaces	0
	Minimum number of spaces to be reserved for physically disabled persons (By-law 2003-530, Part C)	2	4
	Total Vehicular Parking	118	118
Bicycle Parking	Minimum number of parking spaces for dwelling units	82 (0.5 per unit for 163 units)	82 (secured indoors)
	Minimum number of parking spaces for non-residential uses	0	24 (existing) 8 (additional)
	Total Bicycle Parking	82	114
Loading	Minimum number of loading spaces	0 as per 113(4)	1
	Minimum loading space width and length	3.5m by 7m	3.5m by 8m
	Minimum width of driveway accessing loading space	3.5m	3.5m
Minimum Driveway Width		6m for parking lots with 20 or more parking spaces	6m
Minimum Aisle Width		6m	6m