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File: 160410260

**Attention: John Bernier, Planner I**  
City of Ottawa  
Planning, Infrastructure & Economic Development  
110 Laurier Avenue West, 4<sup>th</sup> Floor  
Ottawa, Ontario K1P 1J1

Dear Mr. Bernier,

**Reference: Site Plan Control Application for 1272 Carling Avenue**

## INTRODUCTION

This letter has been prepared in support of an application for Site Plan Control by Best Western Plus (the proponent) for their site at 1272 Carling Avenue. The Site Plan Control application proposes a two-storey addition above the north wing of the existing hotel, adding an additional X rooms to the site. The proponent also proposes to improve surface parking configuration and layout on the site; these changes will remove one vehicle access from Carling Avenue, provide additional landscape buffering along the street edge and remove parking spaces which, due to several road widening, were within the right-of-way. Changes to the parking areas will result in X additional parking spaces, for a total of Y spaces.

## SITE LOCATION AND CONTEXT

The site is located in Ottawa's Carlington neighbourhood at the southwest corner of Carling Avenue and Merivale Road, as shown in Figure 1. The property is legally described as *Part of Lots 12, 13, 14 on Plan 221, Concession A, Lot K, Geographic Township of Nepean, now City of Ottawa*. The site is irregular in shape with 101m of frontage on Carling Avenue, 122m along Merivale Road, and an area of 1.1 hectares (2.7 acres). The property is occupied by Best Western Plus- a two and four-storey hotel, and accessory surface parking lot. Two detached dwellings, south of the hotel building and fronting on Merivale Road, are also owned by the proponent but are not subject to this Site Plan Control application.

Best Western Plus Ottawa City Centre is operated as a locally-owned cooperative franchise under Best Western International, a globally-recognized hotel chain with over 4,100 hotels and motels across North American, Europe, Asia and Australia.

The property is designated Arterial Mainstreet on Schedule B of the Official Plan (OPA#180) and zoned Arterial Mainstreet- AM10 by Zoning By-law 2008-250.

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**Figure 1: Aerial image of the property (highlighted in blue) and surrounding area (source: GeoOttawa).**

**North:** North of the site is Carling Avenue, an arterial road in Ottawa and an east-west connector stretching from Kanata to the central core. A bus stop is located on the south side of Carling Avenue in proximity to the Merivale Road intersection. Two driveways access the site from Carling Avenue. Westgate Mall, Ottawa's first indoor mall, is located on the north side of Carling Avenue. The Westgate site is undergoing phased demolition and redevelopment as a higher density mixed-use precinct.

**East:** East of the site is Merivale Road, a north-south arterial. On the east side of Merivale Road is the Carlington neighbourhood. This neighbourhood is characterized by one and two-storey detached and semi-detached dwellings constructed in the early post-war period. Small pocket parks are scattered throughout the neighbourhood. Two driveways access the site from Merivale Road. A bus stop is located on the west side of Merivale Road in proximity to the Carling Avenue intersection.

**West:** West of the site is a mix of office and mixed-use buildings with associated surface parking lots along the rear of the buildings. These buildings range in height from three to twenty-one storeys with service retail and commercial uses of the ground floor.

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**South:** South of the site are smaller retail stores fronting on Merivale Road as well as low-rise detached and semi-detached dwellings.

## DEVELOPMENT PROPOSAL

The proponent is seeking to increase the number of hotel rooms within the facility by adding two additional floors above the existing two-storey north wing of the hotel. The two additional floors would accommodate an additional guest rooms (Figure 2) within an additional 958m<sup>2</sup> of Gross Floor Area.

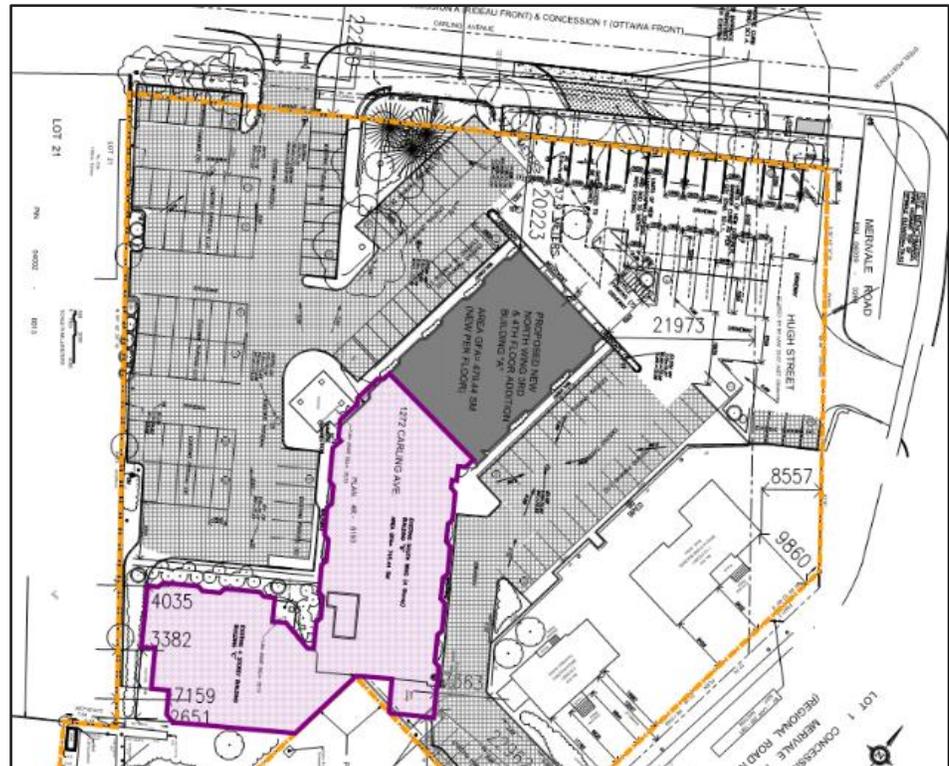
This addition will have the same exterior design as the north wing's two existing storey. The exterior wall facing Carling Avenue will be re-clad with an artistic architectural feature to provide interest and identity for the site and surrounding area.

The proponent also proposes to improve surface parking configuration and layout on the site. Parking reconfiguration will have several benefits:

- Improve sightlines and turning movement within the site to increase vehicle and pedestrian safety;
- Increase the number of parking spaces to accommodate the needs of hotel guests;
- Remove one existing driveway access from Carling Avenue, reducing the number of sidewalk and bike lane crossings within the right-of-way;
- Remove parking spaces that, due to incremental widenings of the Carling Avenue right-of-way, were located within the right-of-way;
- Provide additional landscape buffering along the Carling Avenue frontage.

Reconfiguration of the parking will result in 3 new parking spaces, for a total of 142 parking spaces and 7 bicycle parking spaces.

**Figure 2: Site Plan with property boundary (orange) and existing proposed addition (dark grey).**



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## **POLICY AND REGULATORY FRAMEWORK**

### **PROVINCIAL POLICY STATEMENT**

The Provincial Policy Statement (PPS) provides policy direction on land use planning and development matters of provincial interest. Under Section 3 of the *Planning Act*, decisions affecting planning matters “shall be consistent with” the PPS.

Generally, the PPS focuses growth within settlement areas and away from protected non-renewable resources (such as aggregate or agricultural resources), natural heritage systems, and features which could pose a threat to public health and safety.

Policy 1.1.1 of the PPS states that healthy, liveable and safe communities are sustained by, among other things, promoting efficient development and land use patterns and promoting cost-effective development patterns to minimize land consumption and servicing costs.

Policy 1.1.3.1 states that settlement areas will be the focus of growth and development and their vitality and regeneration shall be promoted; Policy 1.1.3.2b) builds upon this direction stating that land use patterns shall be based on a range of uses and opportunities for intensification and redevelopment.

Policy 1.1.3.4 encourages municipalities to establish appropriate development standards that facilitate intensification and compact form.

The proposed development makes efficient use of an existing property within a designated settlement area and public service area and is an excellent example of cost-effective intensification and redevelopment contemplated by the PPS. The development does not require the expansion of infrastructure or public service facilities. The proposed development is consistent with the provisions of the existing zoning and other municipal policies which promote compact form in an area with a mix of uses. The site is supported by a range of infrastructure for walking, cycling, and public transit use.

Section 1.7 states that long-term economic prosperity should be supported by promoting opportunities for economic development and community investment; maintaining and enhancing the vitality and viability of downtowns and mainstreets; encouraging a sense of place by promoting well-designed built form and cultural planning; and, providing opportunities for sustainable tourism development.

The City of Ottawa Economic Development Strategy emphasizes the need to increase the number of overnight accommodations for tourist and event-attendees as part of a larger initiative to attract more national and international-scaled conference and events to the National Capital Region. The proposed development will expand and renew and established hotel and increase the range of accommodation options available to tourists and travellers to Ottawa.

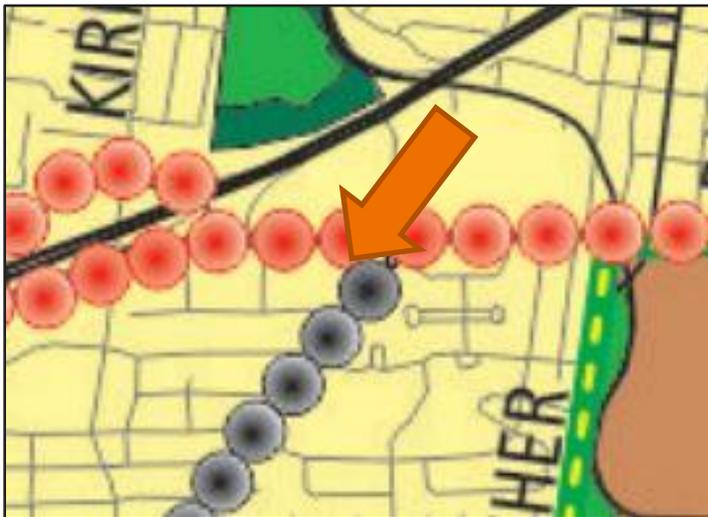
The proposed Site Plan is consistent with the policies of the PPS.

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## OFFICIAL PLAN

The property is designated Arterial Mainstreet on Schedule B of the Official Plan (OPA#180) (Figure 3).

Section 3.6.3- Mainstreets states that the designation identifies streets that offer significant opportunities for intensification through medium-density and mixed-use development. The objective of the designation is to encourage more dense and mixed-use development that supports, and is supported by, increased walking, cycling, and transit use.



**Figure 3 – Official Plan Schedule B Urban Policy Plan Official Plan. 1272 Carling Avenue is shown by the orange arrow.**

Policy 1 of Section 3.6.3 states that Arterial Mainstreets are planned to provide a mix of uses and evolve over time to more into more compact, pedestrian-oriented and transit friendly places that support the neighbouring community.

Policy 9 states that the location of surface parking will be evaluated in the context of Section 2.5.1 and 4.11 of the Official Plan.

Policy 10 states that redevelopment and infill are encouraged on Traditional and Arterial Mainstreets to optimize use of land through intensification in a building format that encloses and defines the street edge with active frontages that provide pedestrian access to the sidewalk.

The development will increase the intensity of the established hotel use through a limited expansion of the existing building envelope.

The development will support the policies of the Mainstreet designation by encouraging more dense development that supports walking, cycling, and transit use through its proximity to a range of surrounding uses.

Reconfiguration of the parking area will increase landscape buffering along Carling Avenue and remove one of the access driveways which currently crosses a bike lane and sidewalk; this measure will improve traffic safety for all transportation modes and comfort for pedestrians.

Further discussion of Sections 2.5.1 and 4.11 of the Official Plan are provided below.

The proposed development forwards the objectives of the Arterial Mainstreet designation.

Sections 2.5.1 and 4.11 of the Official Plan discuss design objectives the City of Ottawa uses to influence the built environment.

Section 2.5.1 is addressed below:

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**1. To enhance the sense of community by creating and maintaining places with their own distinct identity.**

The development will improve landscaping along Carling Avenue and include a feature design wall on the north side of the addition facing the intersection of Carling and Merivale.

**2. To define quality public and private spaces through development.**

The development will enhance the public realm by improving the amount of landscaping between the reconfigured parking area and public sidewalks. The parking area will be reconfigured to include landscape islands and improve vehicle circulation.

**3. To create places that are safe, accessible and are easy to get to, and move through.**

The development includes accessible parking, sidewalks, and primary entrances, sufficient site and ambient lighting from adjacent streets to ensure the safety of users during both day and night. Parking reconfiguration will improve pedestrian and vehicular movements on and adjacent to the site.

**4. To ensure that new development respects the character of existing areas.**

The development will add two additional floors to an existing building and has been designed to integrate seamlessly with the existing structure.

**5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.**

The development does not preclude future additions, redevelopment or infill on the property, nor impede the ability of surrounding properties to adapt and evolve over time to a more compact and mixed use built form.

**6. To understand and respect natural processes and features in development design.**

The development will not impact natural features or systems.

**7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.**

The addition will be designed to meet or exceed current Ontario Building Code requirements for energy efficiency. Additional insulation on the north wall will be added as part of the feature design wall.

Urban Design and Compatible Development are also discussed in Section 4.11 of the Official Plan. When evaluating compatibility of development applications, Policy 1 of Section 4.11 states that the City will have regard for the policies of the site's land use designation and all applicable site-specific plans, policies and urban design guidelines. This section discusses the relationship between new and existing development and provides policies to evaluate the compatibility of a development with regard to Views, Building Design, Massing and Scale, and Design Priority Areas. The following summarises how the proposed development meets the Official Plan criteria:

- Views: no significant viewsheds were identified on the property;

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- **Building Design:** The addition will make more efficient use of the existing building footprint and include windows overlooking adjacent public streets. A design feature wall facing the intersection of Carling and Merivale will provide a strong architectural design element by orienting the most interesting portion of the building to the corner;
- **Massing and Scale:** The proposed development is low-rise and compatible and complementary in scale to the existing building and surrounding land uses. Massing and scale are regulated through zoning; the proposed development complies with all provisions of the applicable zone;
- **High-Rise Buildings:** No high-rise buildings are being considered as part of this proposed development;
- **Outdoor Amenity Areas:** All dwellings will have access to private rear yard or balcony amenity areas. Future residents will have access to sidewalks, parks and a network of walking paths throughout the larger community;
- **Design Priority Area:** the subject property is not located in a design priority area.

The proposed development meets the requirements of Section 3.6.5 of the Official Plan and is consistent with the design and compatibility objectives of Section 2.5.1 and 4.11 of the Official Plan.

## **WESTGATE SECONDARY PLAN**

The Westgate Secondary Plan was approved by Ottawa City Council in May 2017 and include lands on both sides of Carling Avenue, including the subject property.

The plan designates the subject property as 'Westgate-Carling South Transition Area'. Section 2.2 of the plan states that the designation is to support the varying roles of Carling Avenue, provide appropriate transitional built form and strong urban design to protect low-rise residential area to the south, and ensure a safe, identifiable network of sidewalks, and cycling lanes

Section 3.2- Westgate-Carling South Transition Area states that the following policy applies to the designation:

1. *Allow for pedestrian and cycling connections across private land in the Westgate Lands and Westgate-Carling South Transition Area at time of redevelopment to connect the surrounding community to the mid-block crossing points on Carling Avenue.*
2. *Redevelopment of the lands at 1272 Carling Avenue will develop a built form that relates positively to both the Merivale Road Traditional Mainstreet frontage as well as the Carling Avenue Arterial Mainstreet frontage.*

The addition of pedestrian or cycling connections within the property would not result in improved connectivity with lands to the south and is not warranted at this time. The proposed development is a limited addition to the existing building; the design feature wall, removal of one driveway access and improved landscape buffer adjacent Carling Avenue will improve how the site, and building, relate to Carling Avenue frontage.

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## ARTERIAL MAINSTREET DESIGN GUIDELINES

The Arterial Mainstreets Design Guidelines provides direction on urban design to promote appropriate development along Arterial Mainstreets designated on the OP.

The proposed development meets the general intent of the Design Guidelines by providing:

- Compatible development that will contribute to the existing character of the street;
- Promotes a comfortable pedestrian environment and creates an attractive streetscape;
- Provide high-quality built form and establish a strong street edge along Carling Avenue;
- Provide more intensive forms of development; and,
- Contributes to the broad range of uses.

The two additional stories will intensify the site and expand the existing. The design feature wall at the north facing wall of the addition will provide a landmark and unique character to the intersection Carling and Merivale.

Reconfiguration of the parking area will increase landscape buffering along Carling Avenue and remove one of the access driveways which currently crosses a bike lane and sidewalk; this measure will improve traffic safety for all transportation modes and comfort for pedestrians.

## ZONING BY-LAW

The site is zoned as AM10- Arterial Mainstreet. The purpose of the Arterial Mainstreet zone is to “accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings.” ‘Hotel’ is a permitted use in the AM10 zone. The proposed development complies with the provisions of Zoning By-law 2008-250.

## CONCLUSION

the proposed development is consistent with the Provincial Policy Statement, conforms to the City of Ottawa’s Official Plan and the Westgate Secondary Plan, and has been designed respecting relevant guidelines.

The proposed development represents good planning and is a positive addition to the evolving Carlington community.

Regards,

**Stantec Consulting Ltd.**



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