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PLANNING RATIONALE
IN SUPPORT OF
SITE PLAN CONTROL APPLICATION

Prepared by:

NOVATECH

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April 20, 2017

Novatech File: 117216
Ref: R-2018-058

April 20, 2018

City of Ottawa
Planning, Infrastructure and Economic Development Department
110 Laurier Avenue West
Ottawa, Ontario
K1P 1J1

**Attention: Kersten Nitsche, Planner II,
Planning, Infrastructure and Economic Development**

Dear Ms. Nitsche:

**Reference: 1705 Carling Avenue
Application for Site Plan Control
Our File No.: 117216**

The following Planning Rationale has been prepared in support of a site plan control application for the proposed redevelopment of the property at 1705 Carling Avenue. The proposal entails demolishing the existing detached dwelling, motel and restaurant on site and constructing a nine-storey mixed-use building.

Based on the findings of this Planning Rationale, the proposed site plan application conforms to the policies of the City of Ottawa Official Plan, complies with the City of Ottawa Zoning By-law 2008-250, responds to the City's Urban Design Objectives and represents good land use planning.

If you have any questions or comments regarding this proposal, please feel free to contact Murray Chown or the undersigned.

Yours truly,

NOVATECH



Danna See-Har, M.PL.
Planner

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1.0 INTRODUCTION & CONTEXT

1.1 Purpose

Novatech has prepared this Planning Rationale in support of a site plan control application to facilitate the redevelopment of the property located at 1705 Carling Avenue (the “Subject Site”), in the City of Ottawa. The proposal entails constructing a nine-storey mixed-use building, with a Residential Care Facility use on floors one through six and an Apartment Dwelling use on floors seven through nine.

This Planning Rationale will demonstrate that the proposed development:

- conforms to the policies of the City of Ottawa Official Plan;
- complies with the City of Ottawa Zoning By-law 2008-250; and
- responds to the City’s Urban Design Objectives.

1.2 Site Description and Location

The Subject Site is located in the Kitchissippi ward of the City of Ottawa on the north side of Carling Avenue, between Highland Avenue and Cole Avenue South (Figure 1). The Subject Site is legally described as Part of Lot 30, Concession 1 (OF), Formerly Geographic Township of Nepean, in the City of Ottawa. The irregular shaped through lot is approximately 8,929m² in size, with 77.75 metres of frontage on Carling Avenue and 83.87 metres of frontage along Tillbury Avenue. A 7.00 metre road widening is required along the Carling Avenue frontage to protect a right-of-way of 22.25m from the centreline of the road, in accordance with the right-of-way protection set out in Annex 1 of the Official Plan.



Figure 1. View of the Subject Site

A detached dwelling, motel and restaurant currently occupy the Subject Site. The property has dual zoning with the southerly portion zoned Arterial Mainstreet, Subzone 10 (AM10) and the northerly portion zoned Residential First Density, Subzone O (R1O) in the City of Ottawa Zoning By-law 2008-250 (Figure 2). The proposed mixed-use building will be located on the portion of the site zoned AM10.

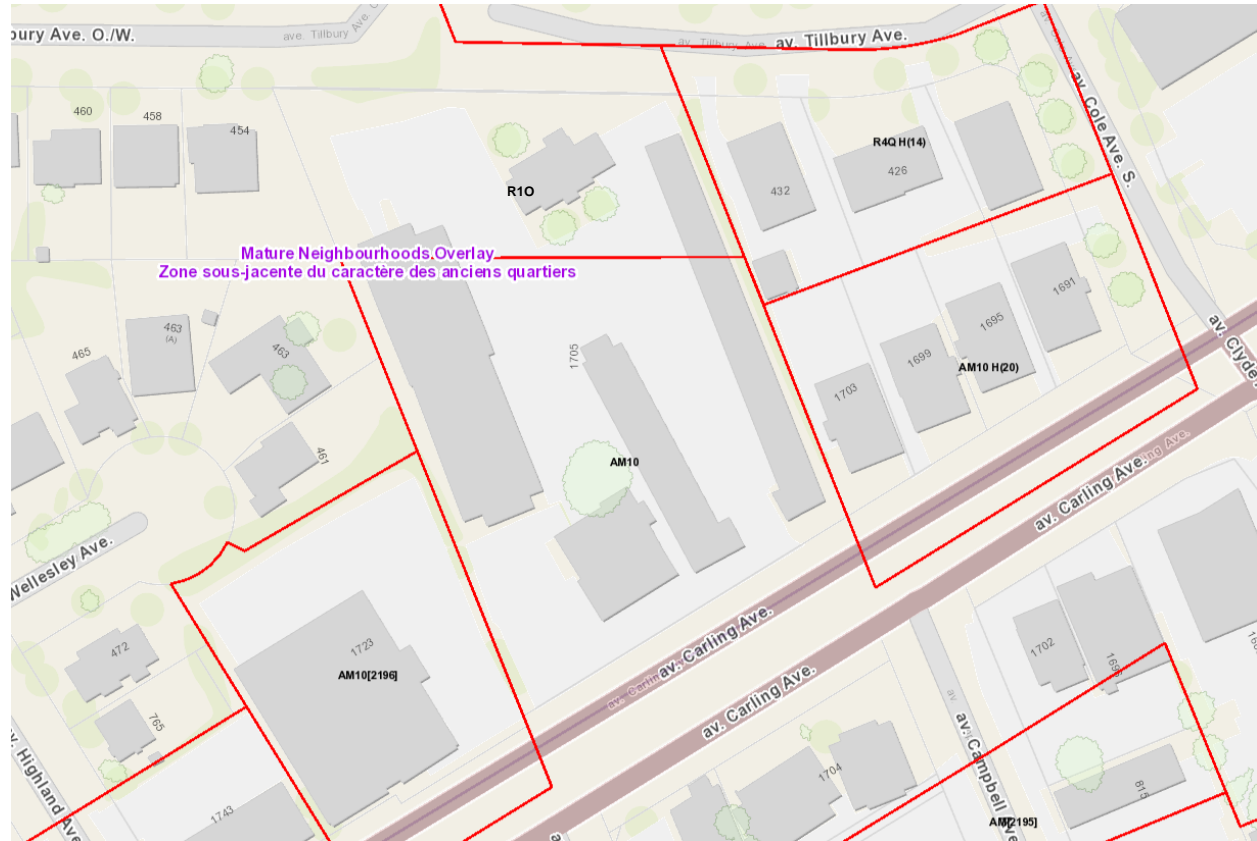


Figure 2: Existing Zoning of Subject Site

1.3 Surrounding Uses

The stretch of Carling Avenue adjacent to the Subject Site is a commercial corridor made up of retail, office and service uses. To the north of the Subject Site exists a low-rise residential neighbourhood. Abutting the Subject Site to the east are several low-rise apartment dwellings. Further east along Carling Avenue exists a one-storey commercial plaza containing restaurant uses. South of the Subject Site are commercial and office uses along Carling Avenue, with general industrial uses existing further south, between Carling and the 417. Along Carling Avenue to the west, exists additional commercial and office uses.

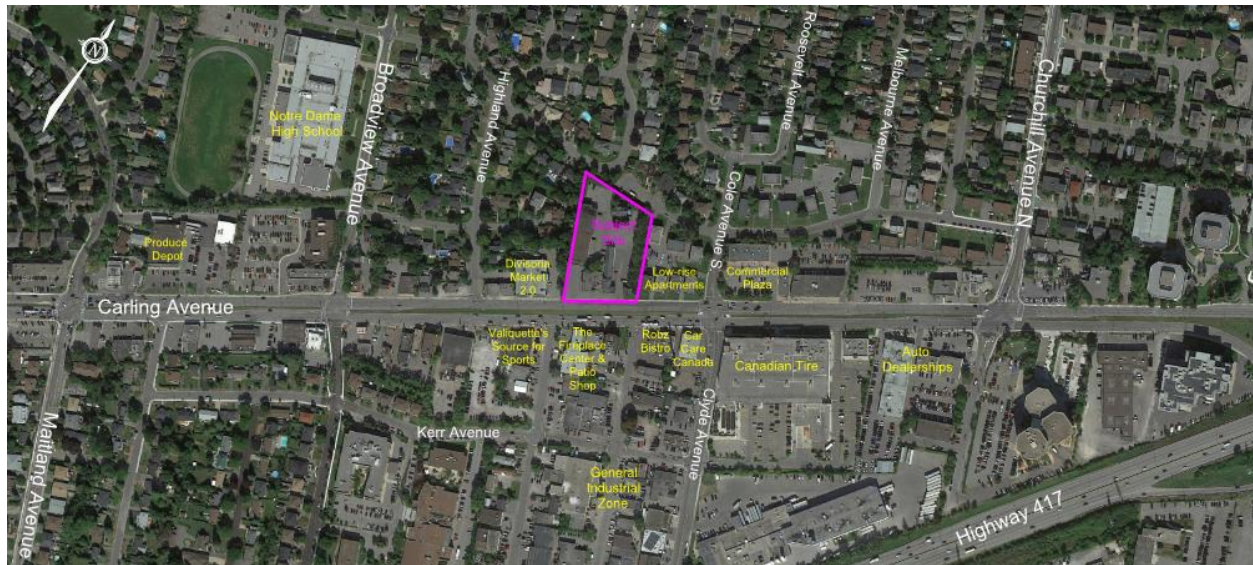


Figure 3. Aerial View of Subject Site and Surrounding Context

1.4 Transportation Network

The Subject Site is a through lot with frontage on both Tillbury Avenue and Carling Avenue. The proposed development will be located on the southerly portion of the site, with access off Carling Avenue. Carling Avenue is identified as an Arterial Road on Schedule E of the City of Ottawa Official Plan (Figure 4). Annex 1 – Road Classifications and Rights-of-Way states that:

The arterial roads are the major roads of the City that carry large volumes of traffic over the longest distances. They not only accommodate car and truck traffic, but also serve pedestrians, public utilities, cyclists and public transit buses. The roadway and its boulevard are therefore designed to meet the needs of these users through the provision, where appropriate, of such features as sidewalks, cycling lanes, and bus stops and shelters.

Carling Avenue is an Arterial Road that accommodates all modes of transportation. These modes include walking, cycling, public transit and driving. Features such as sidewalks, on-road cycling routes and bus stops are present along Carling Avenue in close proximity to the Subject Site.

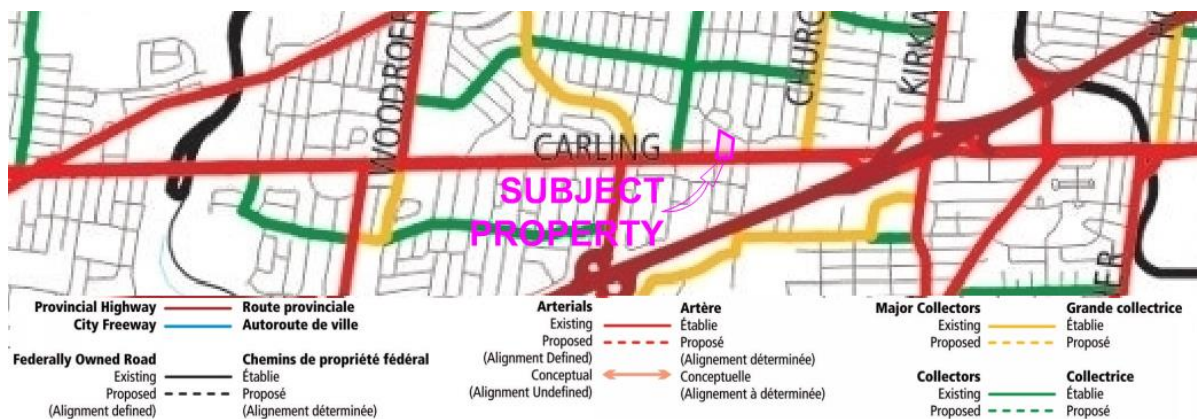


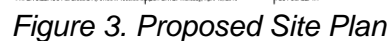
Figure 4. Urban Road Network, Schedule E of the Official Plan

2.0 DEVELOPMENT PROPOSAL

In keeping with the intent of the Arterial Mainstreet designation and zoning for this stretch of Carling Avenue, the proposal entails redeveloping the portion of the Site zoned AM10 to construct a higher-density, mixed-use building. The proposed mixed-use building will be nine-storeys, with a Residential Care Facility on floors one through six and independent senior apartment dwelling units on floors seven through nine. The Residential Care Facility and senior apartments will feature a total of 130 dwelling units and 68 dwelling units, respectively. A mix of one and two-bedroom units of different sizes is proposed for both uses in order to appeal to a variety of potential tenants. The Residential Care Facility will also include accessory administrative, health and personal service uses as well as various amenity areas.

The ground floor of the proposed development will be 4.5 metres in height and will contain ample glazing to ensure an animated streetscape along Carling Avenue. The building massing comprises three distinct blocks, including six, seven and nine storey masses oriented in a T-shape configuration. Considerable amenity area is provided in the form of outdoor terraces and courtyards, as well as indoor lounge, exercise and dining rooms. Rooftop terraces are proposed above the sixth and seventh storey and provide outdoor amenity space for tenants residing in the senior apartments. Dwelling units throughout the development will also have access to private balconies. An at-grade courtyard and pond located within the open space along the northwest façade of the building will be designed as an oasis for residents, visitors and employees alike. Additionally, a public park is proposed at the northwest corner of the property to contribute to the quality of greenspaces in this neighbourhood and to meet the City's requirement for parkland dedication. The proposed development will provide a total amenity area of 2,621.4m².

Vehicular access to the mixed-use building will be from Carling Avenue. A lay-by is proposed along the Carling frontage to provide individuals with an off-road location to pick-up and drop-off residents, visitors and employees. A double lane driveway will provide access to the rear entrance of the Residential Care Facility, the surface parking lot and the underground parking garage. Seventy parking spaces will be provided on site, with 45 spaces located below-grade and 25 spaces located at-grade. A total of 51 bicycle parking spaces are also provided. Principal pedestrian accesses will be along Carling Avenue as well as at the rear of the building.



3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

3.1 City of Ottawa Official Plan (OP)

The Subject Site is located on Carling Avenue, which is designated Arterial Mainstreet on Schedule B of the City of Ottawa Official Plan (OP).



Figure 4. Urban Policy Plan, Schedule B of the Official Plan

3.1.1 Managing Growth within the Urban Area

The OP strongly supports infill and intensification within the urban area and states that, “growth will be directed to locations with significant development potential, specifically those designated as Central Area, Mixed-Use Centres, Employment Areas, Enterprise Areas, Developing Communities and Mainstreets. These areas include locations that are centred on the rapid-transit network, major roads, busy commercial streets, and large tracts of vacant land” (Section 2.2).

More specifically, Policies 4 and 6 of Section 2.2.2 state that:

4. Target areas for intensification are focused on major elements of the rapid transit network.
 - a. Target areas include the Central Area, Mixed-Use Centres, Mainstreets, and Town Centres defined on Schedule B, the Community Core in Riverside South, and Transit-Oriented Development Areas defined on Annex 6, which may include more than one land use designation.
 - b. Arterial Mainstreets inside the Greenbelt are designated in this Plan and the Transportation Master Plan as supplementary rapid transit corridors. As such, the intent of this Plan is to guide their development toward denser and more urban forms that will support frequent transit service and prepare them for the high level of transit that is planned for Supplementary Rapid Transit corridors in the future.

6. *Minimum density targets, expressed in jobs and people per gross hectare, are set out in Figure 2.3 and applied to those target areas with the greatest potential to support the rapid transit network.*

The proposed nine-storey mixed-use building meets the density target of 200 jobs and people per gross hectare outlined in Section 2.2.2 and supports the growth of an Arterial Mainstreet, which is a target area for intensification in the City. Additionally, the City's 2031 Network Concept identifies Light Rail Transit in the median of Carling Avenue with at-grade crossings, between Lincoln Fields station and the Carling O-Train station. As transit improves over time along Carling Avenue, the proposed development will help to support these services and will contribute to a more urban form.

3.1.2 Arterial Mainstreet Designation

Section 3.6.3 *Mainstreets* states that:

The Mainstreet designation in this Plan identifies streets that offer some of the most significant opportunities in the city for intensification through more compact forms of development, a lively mix of uses and a pedestrian-friendly environment.

The proposed redevelopment of the Subject Site is consistent with the policies and the vision set out for Arterial Mainstreet in the City of Ottawa Official Plan. The proposed development realizes the opportunity for intensification along Carling Avenue, which is well served by public transit and is located in proximity to a range of services and commercial uses. This mixed-use development will further support a lively mix of uses along Carling Avenue and will enhance the pedestrian environment as landscaping, minimal setbacks and ample glazing are proposed to animate the street frontage.

The following policies in Section 3.6.3 are relevant to the proposed development:

1. *Traditional Mainstreets and Arterial Mainstreets are designated on Schedule B. The former are planned as compact, mixed-use, pedestrian-oriented streets that provide for access by foot, cycle, transit and automobile. The latter also are planned to provide a mix of uses and have the potential to evolve, over time, into more compact, pedestrian-oriented and transit friendly places. To facilitate this evolution, the Zoning By-law may define the portion of the street frontage of an Arterial Mainstreet to be occupied by buildings located at or set back minimally from the sidewalk. Both Traditional and Arterial Mainstreets will fulfill and take advantage of their multi-modal transportation corridor function.*
3. *A broad range of uses is permitted on Traditional and Arterial Mainstreets, including retail and service commercial uses, offices, residential and institutional uses. Uses may be mixed in individual buildings or occur side by side in separate buildings.*
10. *Redevelopment and infill are encouraged on Traditional and Arterial Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk.*

The proposed development is setback at zero metres from the front lot line. This zero metre setback will define the street edge and over time will support a more pedestrian-oriented and transit friendly mainstreet. Additionally, the proposal will positively contribute to the revitalization of Carling Avenue and the realization of the planned Arterial Mainstreet function of the corridor. The proposal conforms to the Official Plan policies for development along Arterial Mainstreets.

3.1.3 Review of Development Applications

Section 4 of the Official Plan outlines policies related to review of development applications, to ensure that new development meets the objectives of the Official Plan. The following section demonstrates how the proposed redevelopment of the Subject Site conforms to the policies in Section 4.1 through 4.11 of the Official Plan.

Relating to Section 4.1 (*Site-Specific Policies and Secondary Policy Plans*), the Subject Site is not subject to any Site-Specific Policies or a Secondary Policy Plan in Volume 2 of the Official Plan.

Relating to Section 4.2 (*Adjacent to Land-Use Designations*), the Subject Site is not adjacent to any areas of natural or scientific interest.

Relating to Section 4.3 (*Walking, Cycling, Transit, Road and Parking Lots*), the Subject Site is accessible by various modes of transportation, including walking, cycling, public transit, and motorized vehicle. The site is within walking distance to transit, shops and services along Carling Avenue. Carling Avenue is identified as an On-road Cycling Route on Schedule C *Primary Urban Cycling Network* of the Official Plan. Carling Avenue is also identified as a Light Rail Transit corridor on Schedule D *Rapid Transit and Transit Priority Network* of the Official Plan. There are bus stops located along Carling Avenue adjacent to the Subject Site, which are serviced by bus routes 50 and 85. In accordance with the policies of Section 4.3 of the Official Plan, a Transportation Impact Assessment will be submitted in support of the site plan application. The Transportation Impact Assessment will confirm whether the proposed development can be accommodated by the existing transportation infrastructure and services.



Relating to Section 4.4 (*Water and Wastewater Servicing*), the Subject Site is serviced by municipal water and wastewater services. A Servicing and Stormwater Management Report (dated April 20, 2018) has been prepared by Novatech, for the Subject Site. The Report indicates that the proposed sanitary and water services will be connected via existing infrastructure within Tillbury Avenue. Quantity control of stormwater will be provided through storage on the building roof and in a pond at the rear of the site. The Servicing and Stormwater Management Report demonstrates that the existing water and wastewater infrastructure services can accommodate the proposed development on the Subject Site.

Relating to Section 4.5 (*Housing*), the proposal for the Subject Site includes 68 new residential dwelling units, introducing a range of one and two-bedroom units to the area.

Relating to Section 4.6 (*Cultural Heritage Resources*), there are no cultural heritage resources on or in proximity to the Subject Site.

Relating to Section 4.7 (*Environmental Protection*), there are no sensitive environmental features on or in proximity to the Subject Site. In keeping with Section 4.7.2, a Tree Conservation Report and Landscape Plan (dated April 20, 2018) have been prepared by Novatech. According to the Tree Conservation Report, the majority of trees will be conserved and protected during construction. The Plant List on the Landscape Plan indicates that all proposed species are suitable for the local climate while being generally low maintenance. Additionally, in keeping with Section 4.7.3 an Erosion and Sediment Control Plan (dated April 20, 2018) has been prepared by Novatech.

Relating to Section 4.8 (*Protection of Health and Safety*), the Subject Site is not affected by constraints identified on Schedule K *Environmental Constraints* of the Official Plan, such as flood plains, wellhead protection or unstable soils. In keeping with Section 4.8.3 and 4.8.4 of the Official Plan, Paterson Group Inc. completed a Geotechnical Investigation (dated February 16, 2018), a Phase I Environmental Site Assessment (ESA) (dated December 29, 2017) and a Phase II ESA (dated April 9, 2018), for the Subject Site. The focus of the Phase II ESA was to assess areas of potential environmental concern (APEC) identified in the Phase I ESA and to confirm general soil and groundwater quality at the APEC locations. The Phase II ESA indicates that all the tested parameters in the soil samples were in compliance with the selected MOECC Table 7 standards. With regard to groundwater samples, all were in compliance with the selected MOECC Table 7 standards, with the exception of Chloroform. The Report states that although chloroform concentrations were found to exceed the MOECC Table 7 site standard during the Phase II ESA, chloroform is not considered to be a contaminant in the groundwater, and is not considered to pose a concern to the soil and groundwater at the subject site, nor to the tenants of the property.

In keeping with Section 4.8.7 of the Official Plan, Gradient Wind prepared an Environmental Noise Assessment (dated April 20, 2018). The Assessment indicates that noise levels will range between 45 and 74 dBA and that building components with a higher Sound Transmission Class (STC) rating will be required where exterior noise levels exceed 65 dBA. Central air conditioning and the incorporation of warning clauses into purchase and lease/rental/sale agreements is also recommended. With regard to the stationary noise assessment, noise levels are expected to fall below the ENCG noise criteria.

Relating to Section 4.9 (*Energy Conservation Through Design*), the landscape design for the proposed development, as illustrated on the Landscape Plan, includes areas of permeable surface and a pond to promote the natural infiltration and storage of stormwater.

Relating to Section 4.10 (*Greenspace Requirements*), a public park, approximately 895m² in size, is proposed at the northwest corner of the Site to meet the City parkland requirements.

Section 4.11 of the City's Official Plan sets out policies related to compatibility of new development with the surrounding community. In accordance with Policy 1 in Section 4.11 *Urban Design and Compatible Development* of the Official Plan, Roderick Lahey Architecture Inc. has prepared a Design Brief (dated April 2018) for the proposed redevelopment of the Subject Site. The Brief summarizes the design merits of the proposed development, and assesses the project's compatibility with surrounding uses.

3.1.4 Design Objectives

Section 2.5.1 of the City of Ottawa Official Plan speaks to how the City intends to influence the built environment as the city matures and evolves. The City's design objectives for implementing urban design and achieving compatibility are outlined in this section.

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

The proposed development will contribute to views for individuals travelling on Carling Avenue and will play an important role in the transformation of this Arterial Mainstreet. The proposed architectural gestures, materials and colours will provide the building with visual interest and the space between the building face and the street will be enhanced with extensive landscaping. The proposed parkland at the rear of the property will provide additional green, open spaces in this neighbourhood, which will contribute to community building and creating places with their own distinct identity.

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

The proposed development creates a continuous street-oriented building form which clearly defines the private and public realm. The proposed landscaping at the front of the building will reinforce this boundary. A well-defined main entrance oriented towards the street, with ample glazing along the ground floor, will contribute to the quality of the site and the street environment. Parking will be located at the rear of the property.

Quality outdoor amenity space will also be provided by means of rooftop terraces, balconies and an at-grade amenity area located at the rear of the building.

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

Vehicular access to the Subject Site will be from Carling Avenue. A lay-by is proposed along the Carling frontage to provide individuals with an off-road location to pick-up and drop-off residents, visitors and employees. A principal entrance at the rear of the building will provide emergency vehicles with direct and easy access to the residential care facility.

A well-defined, barrier-free and attractive pedestrian walkway connects one of the main entrances of the building to the sidewalk along Carling Avenue. A pathway also links the

building's rear entrance to Carling Avenue as well as to the parking lot. Balconies, courtyards and large windows on the ground floor adjacent to amenity areas will provide overlook into these spaces and additional safety for residents.

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

In keeping with the intent of the Arterial Mainstreet designation and zoning of the Subject Site, the proposed development contributes to the revitalization of Carling Avenue and is a desirable form of development along an arterial street. The treatment of the ground floor, with regard to materiality and glazing, provides the illusion of a one-storey podium and creates a sense of human scale along the street.

The proposed building mass, oriented in a T-shape configuration, reduces the impact on neighbouring lots, as substantial setbacks are provided from property lines. Along the Carling frontage, the west side of the building steps back at the sixth and seventh storey to have regard for the scale of development abutting the site to the west. Materials, such as brick, have also been incorporated into the design of the building in order to complement and reflect neighbouring developments.

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 proposed development will feature a mix of one and two-bedroom units of different sizes to appeal to a variety of potential tenants. The design of the building is also adaptable to the changing needs of its occupants by ensuring universal accessibility. The proposed 4.5 metre floor to ceiling height of the ground level provides flexibility in types of uses, creating a space that can adapt and evolve should the need arise in the future.

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

A tree conservation report as well as a landscape plan have been prepared in support of the Site Plan Control application for the Subject Site. An understanding of the local climate is reflected in the choice of species identified for planting. The proposed trees, shrubs, plants and pond will create an attractive urban natural environment that can be successfully maintained. No significant or sensitive environmental features or resources have been identified on or adjacent to the Subject Site.

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

The Subject Site is currently occupied by a motel, restaurant and detached dwelling. The proposed development is an appropriate higher density mixed-use development, which efficiently utilizes land and energy. Given the location of the Site along a Light Rail Transit corridor, the proposal will help to support sustainable active and public modes of transportation in the City.

3.2 Urban Design Guidelines for Development Along Arterial Mainstreets

The City has established Urban Design Guidelines for Development Along Arterial Mainstreets, which were approved by City Council on May 24, 2006. These guidelines seek to provide

direction for appropriate development along Arterial Mainstreets to achieve the following objectives:

- *To foster compatible development that will contribute to the recognized or planned character of the streets;*
- *To promote a comfortable pedestrian environment and create attractive streetscapes;*
- *To achieve high-quality built form and establish a strong street edge along Arterial Mainstreets;*
- *To facilitate a gradual transition to more intensive forms of development on Arterial Mainstreets;*
- *To accommodate a broad range of uses including retail, services, commercial, office, institutional and higher density residential; and*
- *To enhance connections that link development sites to public transit, roads and pedestrian walkways.*

The design of the proposed mixed-use development responds to several of the objectives and guidelines set out in the City's Urban Design Guidelines for Development Along Arterial Mainstreets, as summarized below.

The proposed development has been designed at a zero metre setback from the front lot line with substantial glazing along the ground floor façade to define the street edge and provide high transparency and visibility (guidelines 1, 4 & 6). The building will occupy the majority of the lot frontage, with active amenity areas being located along the street at grade (guidelines 13 & 18). Pathways connecting the principal entrances at the front and rear of the building to public sidewalks will be safe, continuous and clearly defined (guideline 20). Site furnishings and shelter are proposed at building entrances and at-grade amenity areas (guideline 24).

As illustrated in the Landscape Plan, the 7.0m road widening will be extensively landscaped, with five trees proposed along the street (guidelines 2 & 3). Proposed plantings on the Subject Site will be suitable for the urban conditions and local climate (guideline 32). Parking will be located at the rear of the building, away from the streetscape of the Arterial Mainstreet (guideline 23). Additionally, ramps and loading docks are located at the rear of the building, and garbage and recycling storage is located within the building, ensuring that these elements are not visible from the street or adjacent uses (guideline 50).

In keeping with the overall objectives of the City's Urban Design Guidelines for Development Along Arterial Mainstreets, the proposed development reinforces the planned function of Carling Avenue and positively contributes to its evolution as an Arterial Mainstreet.

3.3 Zoning By-law 2008-250

The portion of the Subject Site to be redeveloped is zoned Arterial Mainstreet, Subzone 10 (AM10) in the City of Ottawa Zoning By-law 2008-250.

The purpose of the Arterial Mainstreet Zone is to:

- 1) *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; and*

- 2) *impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.*

The proposed development is a nine-storey, mixed-use building containing a Residential Care Facility and senior apartment dwellings. These uses are permitted within the AM Zone. The proposed development has been designed in accordance with all applicable provisions in Zoning By-law 2008-250.

Table 1 summarizes relevant zoning performance standards for the site, and the standards provided by the proposed development.

Table 1. Zoning Review Summary

PERFORMANCE STANDARD	BY-LAW REQUIREMENT	PROVIDED
ARTERIAL MAINSTREET, SUBZONE 10 REQUIREMENTS (SECTIONS 185-186)		
Min. Lot Area	No minimum	8,929m ²
Min. Lot Width	No minimum	77.8m
Min. Front Yard Setback	No minimum	0m
Min. Interior Side Yard Setback	Abutting a residential zone: 7.5m All other cases: No minimum	Abutting a residential zone: 20.1m and 31.1m All other cases: 0.8m and 10.4m
Min. Rear Yard Setback	7.5m	47.6m
Max. Building Height	30m	29.9m
Glazing along Carling	50% of surface area of first 4.5m of ground floor facade	56%
PARKING RATE PROVISIONS (SECTIONS 100 - 113)		
Residential Care Facility	0.25 spaces/unit = 33 spaces 0.5 spaces/100m ² of services = 4 spaces	38 spaces
Residential	0.5 spaces/ residential unit (after 12 units) = 27 spaces	27 spaces
Visitor	0.1 spaces/ residential unit (after 12 units) = 5 spaces	5 spaces
Bicycle	0.5 spaces/ residential unit = 34 spaces 1 space/250m ² of services = 3 spaces	51 spaces
AMENITY AREA (SECTION 137)		
Amenity Area	<ul style="list-style-type: none"> • Total (6 m² / d.u.) = 1,188 m² • Communal (50% of total) = 594 m² 	<ul style="list-style-type: none"> • Total = 2,621.4 m² • Communal = 2,006.4 m²

4.0 CONCLUSION

This Rationale has been prepared in support of an application for Site Plan Control to permit the redevelopment of the property at 1705 Carling Avenue. The proposal entails constructing a nine-storey, mixed-use building, with a Residential Care Facility use on floors one through six and an Apartment Dwelling use on floors seven through nine.

The proposal conforms to the policies of the City of Ottawa Official Plan by meeting density targets outlined in Section 2.2.2 and supporting intensification along Arterial Mainstreets, an identified intensification target area. This intensification of the Subject Site will promote cost-effective development patterns and play an important role in the transformation of Carling Avenue into a transit supportive, pedestrian-friendly Arterial Mainstreet.

The proposal complies with the City of Ottawa Zoning By-law 2008-250 by promoting intensification and a mix of uses in the Arterial Mainstreet Zone, and by being designed in accordance with all applicable provisions of the Zoning By-law.

The proposal responds to the City's Urban Design Objectives as well as the Urban Design Guidelines for Development Along Arterial Mainstreets by creating a sustainable, distinct, safe, accessible and adaptable development.

The proposed development is desirable and represents good land-use planning.

Yours truly,

NOVATECH

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Danna See-Har, M.PL.
Planner

Reviewed By:



Murray Chown, MCIP, RPP
Director | Planning and Development