

November 4<sup>th</sup>, 2020

Development Review, Urban Services  
Planning, Infrastructure and Economic Development Department  
City of Ottawa  
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Ottawa, Ontario, K1P 1J1

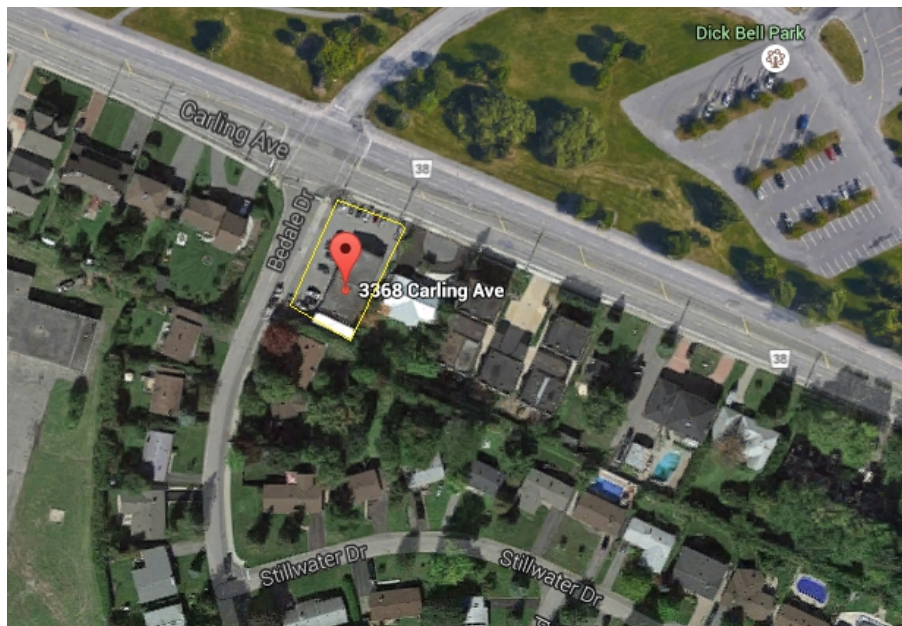
**Re:** 3368 Carling Design Brief & Planning Rationale

This rationale will provide an overview of the proposed development and highlight the applicable planning policy. The proposed development aligns with the planned vision for Ottawa and is appropriate and compatible with the surrounding area.

## SITE CONTEXT

The proposed development is located at 3368 Carling Avenue, in the City of Ottawa within the community of Crystal Beach (Ward 7 – Bay). The specific location for this project is the south-east corner of Bedale Drive and Carling Avenue. Figure 1 shows the boundaries of the 1,006 m<sup>2</sup> (0.25 acre) site. It is legally described as Part of Lot 5, Registered Plan 503, City of Ottawa.

Figure 1 – Site Area



Based on a review of historic aerial photography, the site was originally developed late in the 1960's with a small commercial building, which was later expanded to the structure depicted in Figure 1. This 1-storey commercial/office building has been recently demolished (January 2016) to make way for redevelopment. The site is relatively flat with a slight slope to the north. There are a few sparse trees located along the south and east property limits.

The surrounding uses (Figure 2), include low and medium density residential, parks and local commercial. The majority of the low density residential was built between 1960 and 1975, the denser housing forms followed. The medium density area marked with a "star" in Figure 2, recently started the approval process. It is anticipated that it will be redeveloped with townhouses on a private street. Dick Bell Park is located just north of the property and is the home of the Nepean Sailing Club. The nearest commercial uses can be described as a gas station with restaurant/convenience store (3420 Carling Avenue) and the medical office adjacent to the subject property.

Figure 2 – Surrounding Area



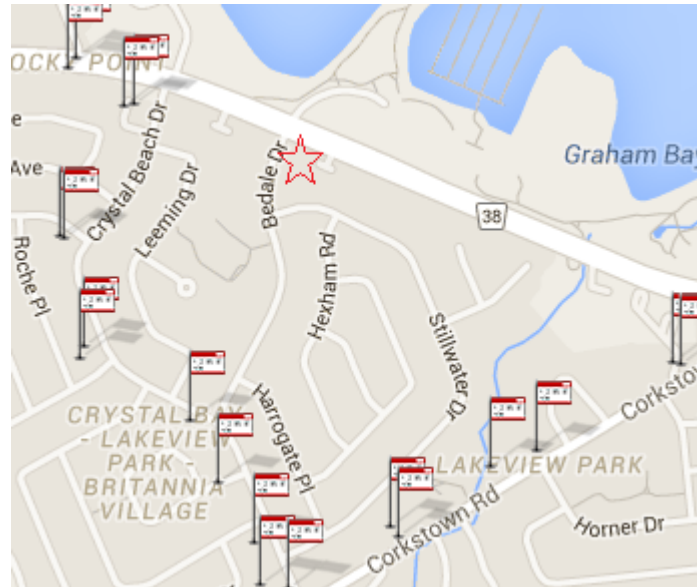
## Road Network

The site is at the intersection of Carling Avenue and Bedale Drive. Carling Avenue is identified as "Existing- Arterial" in the Transportation Master Plan for the City of Ottawa. Defined in the Official Plan "arterial roads are the major roads of the City that carry large volumes of traffic over the longest distances". Access to this parcel is off Bedale Drive, which is a local road. This intersection is light controlled and one of three ways in/out of the residential community on the south side of Carling.

## Public Transit and Pedestrian Infrastructure

Transit service is available in close proximity to this site. OC Transpo Route 152 is a regular route which can be picked-up along Crystal Beach Drive (Figure 3). It links this community to the Lincoln Fields Station, which is one of the larger hubs of Ottawa's transit network. The closest stop to this site is at the intersection of Crystal Beach Drive and Carling Avenue, 250 meters away.

Figure 3 – Public Transit

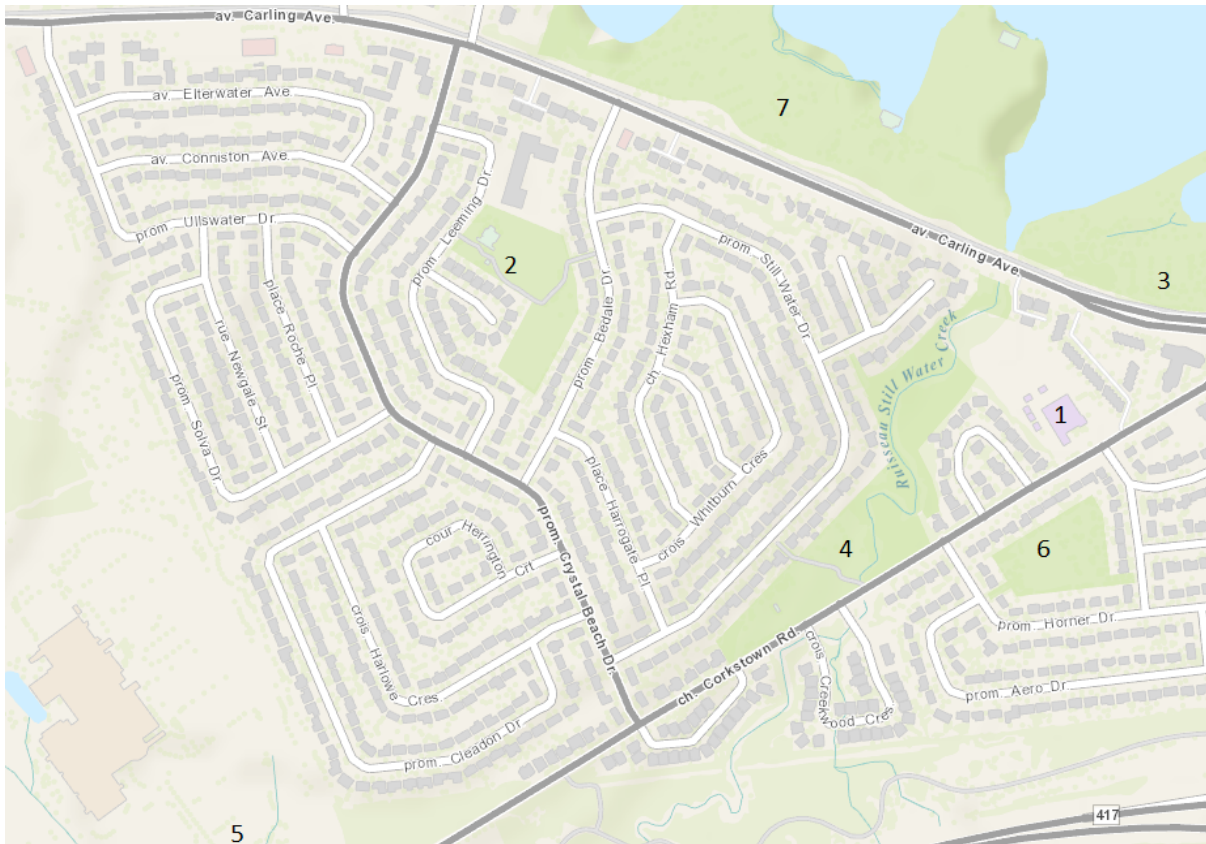


The majority of the local streets in this community do not have sidewalks, however they are present along both street frontages (south side of Carling Avenue, east side of Bedale Drive). There is also an asphalt pathway network on the north side of Carling creating a connection to the recreational area within Dick Bell Park and the Ottawa River Parkway pathway system.

## Area Character and Community Amenities

This site is considered part of the Crystal Beach community. The majority of the neighbourhood was developed in the 1960's and for the most part the original homes have remained. These are predominantly wide, one-storey/split-level homes. There has been some redevelopment of denser housing forms within the community, however it has been isolated along Carling Avenue. The neighbourhood is highly sought after because of its close proximity to recreation, its traffic calming design, and easy access to Highway 417. Figure 5 highlights the community amenities available within the area.

Figure 4 – Community Amenities



- |                                      |                                     |
|--------------------------------------|-------------------------------------|
| 1 – Lakeview Public School           | 4 –Corkstown Park and Pool          |
| 2 – Maki Park and Community Building | 5 – Corkstown Soccer Fields         |
| 3 – Andrew Haydon Park and Bandstand | 6 – Lakeview Park                   |
|                                      | 7 – Dick Bell Park and Sailing Club |

## DEVELOPMENT OVERVIEW

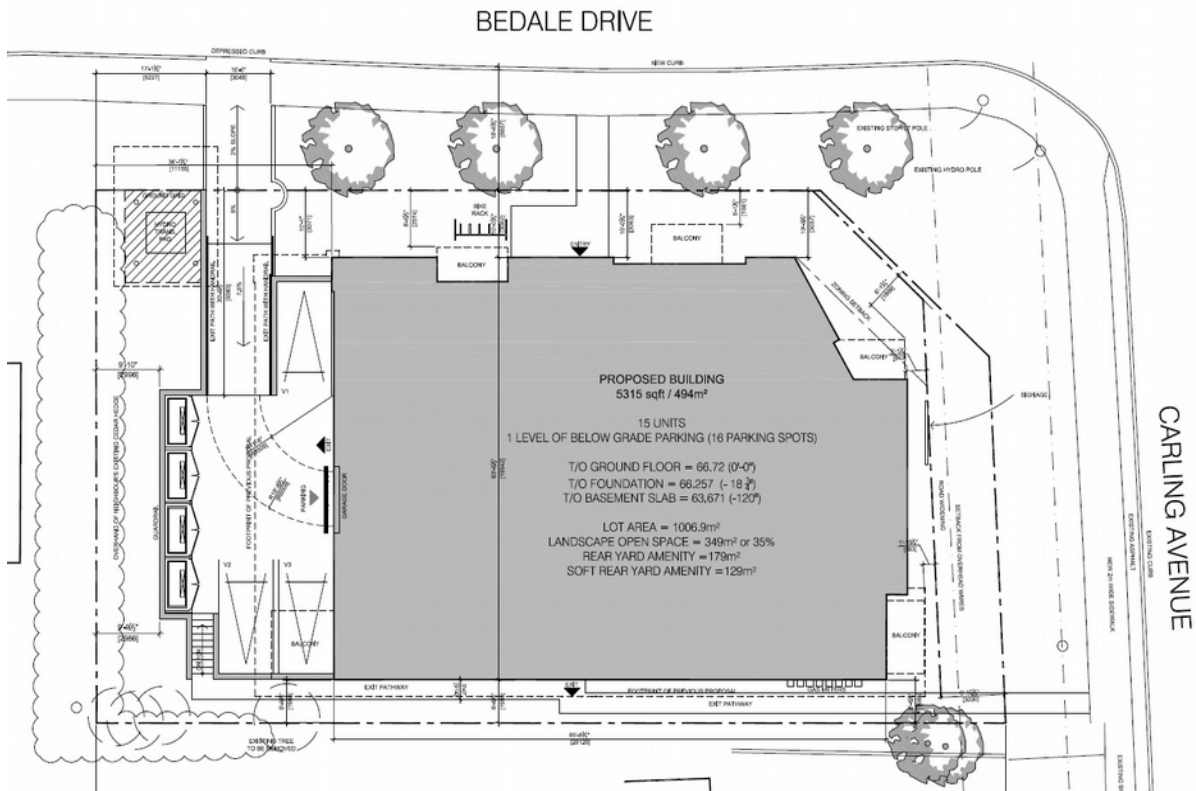
Cardel Homes is proposing to build a new rental apartment building on a currently vacant lot. The new building would be three (3) storeys in height and contain 15 apartment units and 19 parking spaces (16 of which are underground for tenants and 3 surface visitor parking spaces). A rendering of the proposal and site plan can be seen below as Figures 5a & 5b respectively.

Access to the parking garage will be via Bedale Drive. The ramp will be setback an appropriate distance from neighbouring driveways and the intersection at Carling Avenue. Landscaping is proposed to create not only visual interest at the street level but also an enjoyable experience for those accessing the building by foot. Pathway connections will be made to the sidewalks along Carling and Bedale, providing direct access to the pedestrian network of the area.

Figure 5a – Proposed Design



Figure 5b – Site Plan



My clients previously proposed to build a 15 unit apartment condo at 3368 Carling Avenue, and submitted an application for minor variances which was denied by the Committee. The design proposal has now been changed. We no longer propose to build a condominium development but a 15 unit rental apartment building instead. We have added more parking, reduced the footprint, and introduced a “brown-stone townhouse” look that fits better with the scale of the neighbourhood. The building entrance on Bedale Drive is now at street level, eliminating ramps and stairs, and giving the building a more neighbourly street presence. The former raised terraces facing Bedale, about which members of the community had expressed concern, have been eliminated. We have also reduced the size of the building by increasing the rear yard setback from 7.5m to 11.2m. We trust that the new proposal will be welcomed as it addresses so many of the concerns previously expressed. Our new proposal would provide new homes at a high traffic entrance to a quiet neighbourhood. This type of gentle density meets the intent of the Official Plan, providing much needed housing and transition from busy streets to lowrise neighbourhoods.

### **Committee of Adjustment**

The previous proposal required a list of variances including a reduction in resident parking spaces (reduction of 3), significantly reduced rear yard allowing for an attached garbage shed, reduced corner side yard setback allowing for raised terraces along Bedale, decreased driveway width, reduced setback for porch and stairs, reduced aisle to bike parking spaces, and reduced rear yard landscape buffer. Neighbours expressed great concern about the reduced rear yard setback, reduced parking, location of garbage room / shed, and the scale of the building as seen from Bedale. Our proposal had been redesigned to address these concerns and several of these variances have been eliminated or reduced. In order to proceed with the new proposal, we required the following minor variances from the Committee of Adjustment, which were all granted on the decision dated August 14, 2020:

1. To reduce the minimum required landscape buffer at the rear property line from 3m to 2.5m;
2. To reduce the required resident parking spaces by 2 (providing 16 parking spaces for 15 apartments instead of 18 spaces);
3. To permit the storage of garbage in 4 outdoor sheds (see example to the right) rather than in a building.



*Example of the style of shed we are proposing*

With respect to garbage and recycling, we have listened carefully to neighbours` concerns about proposed garbage structures and locations and have changed our approach to minimize the visual impact on all neighbours. We're now proposing 4 small attractive garbage sheds at the base of the parking ramp such that they are now below adjacent ground level and out of sight. These sheds will be purpose-built so that they endure heavy use and remain in good condition.

Before proceeding to a hearing at the Committee, a community meeting was hosted in June by Councillor Theresa Kavanagh attended by the Crystal Beach Lakeview Community Association and other members of the community and neighbours in which we received a variety of comments and concerns about the development. Two additional meetings were held on site with an arbourist to address ongoing concerns with the ability to preserve the cedar hedges on the southern neighbour's property. After multiple revisions to the site plan, a solution was found (see above Figure 5b - Site Plan) that allowed an even greater landscape buffer than previously (resulting in a reduction in the minor variance requested).

## POLICY FRAMEWORK

### Provincial Policy Statement (2014)

*The Provincial Policy Statement (PPS) is issued under Section 3 of the Planning Act. It came into effect on April 30th, 2014 and applies to planning decisions made on or after that date. It replaced the Provincial Policy Statement, 2005 and applies province-wide. The purpose of the PPS is to provide policy direction on Ontario's land use vision. It guides the province on how to settle the landscape, create the built environment, and manage the land and resources over the long term. The goal of the PPS is to achieve livable and resilient communities. Land use planning decisions in Ontario must be consistent with the PPS.*

The proposal for 3368 Carling Avenue is consistent with the policies in the PPS, notably; Section 1.1 – Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

#### Section 1.1.1

*The PPS highlights that new development should take place in designated growth areas and should not occur in isolation. To achieve healthy and livable communities, planning authorities should approve developments which;*

- *Prohibit future growth in settlement areas*
- *Provide an appropriate range of residential densities*
- *Consider all the different ability and affordability levels of the population*
- *Ensure necessary infrastructure, utilities and public service facilities are planned or are available to meet current and projected needs*
- *Promote efficient use of land, infrastructure, utilities and financial resources*
- *Avoid land uses patterns which have environmental and safety concerns*

This development is being proposed within the urban area of the City of Ottawa (inside the greenbelt), which is where the municipality has directed growth to occur. One-third of the housing growth is expected to occur inside the greenbelt, with most new housing development in the form of apartments (Official Plan, Section 2.2).

At present the land use found surrounding this development is predominantly low density residential, so this project will broaden the density range available in this area of the City. This variation of housing types will provide options to suit individual needs and abilities.

Taking advantage of the infrastructure currently in place, this development only requires minor improvements to the existing public sanitary, storm and water systems. Being within the “built-up” area of the City it is logical parcel for redevelopment. The impact of this proposal on the environment was considered and the proposed plan does not negatively harm the environment. The development at 3368 Carling Avenue has been designed to be a healthy and livable addition to the City of Ottawa.

This development meets both the definition of intensification<sup>1</sup> and redevelopment<sup>2</sup> as defined in the PPS. There are specific policies within the Statement which address these types of developments.

*Sections 1.1.3.3, 1.1.3.4 and 1.1.3.5, encourage planning authorities to consider the benefits of growth through these means and to set intensification targets for their built-up areas. Appropriate development standards should also be established to mitigate potential impacts on the surrounding areas.*

*The City of Ottawa does promote intensification and encourages redevelopment of underused sites in order to take advantage of infrastructure and facilities already in place. Certain parts of the City have been highlighted as areas to concentrate this kind of growth and targets have been set regarding the amount of intensification the City would like to achieve.*

This redevelopment will help meet that target. The proposed plan is introducing 15 new, residential units into an area that has the infrastructure to support additional capacity.

## Section 1.4 – Housing

*This section of the PPS focuses on housing. Policies in this section require municipalities to provide an appropriate range and mix of housing types and densities. This will ensure that there is always room for residential growth that meets the needs of the area. Policy 1.4.3 requires that planning authorities set targets for housing affordability and promote densities for new housing that consider efficient land and infrastructure consumption.*

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<sup>1</sup> the development of a property, site or area at a higher density than currently exists through:

- a) redevelopment, including the reuse of brownfield sites;
- b) the development of vacant and/or underutilized lots within previously developed areas;
- c) infill development; and
- d) the expansion or conversion of existing buildings

<sup>2</sup> the creation of new units, uses or lots on previously developed land in existing communities, including brownfield sites.





Approval of this development would expand the residential offerings within this area of the City. Currently the availability of new, condominium units in the Crystal Beach area is limited. The homes proposed will provide an additional alternative that will help meet the intensification targets. The proposed project is well situated to take advantage of existing infrastructure.

### **Section 1.5 – Public Spaces, Recreation, Parks, Trails and Open Spaces**

*The Province wants to see communities that foster healthy and active lifestyles. This can be done with a combination of formal spaces for active recreation or more passive recreation opportunities. Protecting natural areas and providing accessibility to parks, trails and facilities to all community members is important.*

One of the goals of this development was to create a place where people not only could retreat home but also connect to their surrounding community. The design of the building was done to encourage residents to explore beyond their property. The development will meet the needs of pedestrians and foster social interaction into the neighbouring public spaces.

### **Section 1.6 – Infrastructure and Public Service Facilities**

*The PPS speaks to how municipalities should manage and develop their infrastructure, this includes sewage, water, stormwater, transportation, waste and energy systems. These important systems should be built efficiently in a cost-effective manner to accommodate projected needs. Sewer and water services should be provided in a sustainable manner that is fiscally responsible and values the health of humans and the environment.*

This development will require connections to the existing public sanitary sewer, stormwater infrastructure and water systems. The “Servicing Report” details how this development can be serviced with minor improvements to the existing systems. There are no concerns with either waste management or energy supply as both are available to this site. The existing road network supports this development. The infrastructure needs facilitated by this proposal are either in place or will be designed and implemented as required in accordance with applicable guidelines and standards.

### **Section 3.0 – Protecting Public Health and Safety**

*The future of the province depends on reducing risk and protecting residents from natural or human made hazards. Planning authorities have the responsibility of ensuring that development does not happen in hazardous areas, such as along shorelines, unstable soils, and areas with high potential for wildland fires. There are also man-made and climate related hazards that should be considered in land use planning decisions. Developments should be directed away from such areas to minimize risk.*



An Environmental Site Assessment and a Geotechnical Investigation were completed, which verified that developing this site as proposed will not increase the public's cost or risk from natural or human-made hazards. Any concerns raised in the reports can be dealt with and once built there will be no risk to public health and safety.

## **Section 4.0 – Implementation and Interpretation**

*The PPS applies to all planning related matters in the Province of Ontario. It requires that all decisions “be consistent with” the policies within the statement (Section 4.2). Official Plans shall identify provincial interests and set out appropriate land use designations to ensure that the PPS’s objectives are achieved. Zoning By-laws can provide further provisions to implement the PPS. Planning authorities must keep their planning framework up-to-date with the PPS. The Provincial Policy Statement ensures that lands in Ontario are well managed.*

As you will read in the following sections of this Planning Rationale, this development conforms to the City of Ottawa's Official Plan. This proposed development is also in-line with provincial interests regarding land use planning. The proposal at 3368 Carling Avenue is an appropriate, efficient development that accommodates future and current needs, in a land use pattern that is sensitive to matters outlined in the Provincial Policy Statement.

## **THE OFFICIAL PLAN**

*An Official Plan (OP) is a land use planning and policy document. It establishes land use designations and policies for development. The City of Ottawa's OP was adopted by Council in 2003 and contains the framework for how the City will grow. Every 5 years the Planning Act requires a comprehensive review of the OP, so in April 2014 the City approved Official Plan Amendment 150 (OPA 150), which implemented the results of the required review.*

### **Section 2.2.3 – Managing Intensification within the Urban Area**

*The City of Ottawa's population is expected to increase by 30% by 2031 and it is expected that the majority of this City's growth will be accommodated within its urban area. The OP encourages this growth to be in the form of intensification and identifies target areas for this type of development. This site falls outside of these target areas, however there are still applicable policies.*

### **Section 2.2.2, Policy 19**

*The City also supports compatible intensification within the urban boundary, including areas designated General Urban Area. The City will promote opportunities for intensification in areas determined by the policies in Section 3.6.1. Intensification that is compatible with the surrounding context will also be supported on: brownfield sites that have been remediated; on underdeveloped sites such as current or former parking lots; in extensive areas previously used for outside storage; sites that are no longer viable for the purpose for which they were originally used or intended; and on sites of exhausted pits and quarries in the urban area where the urban design and compatibility policies of Section 4.11 are met.*

This development is being proposed on an underdeveloped site that was no longer being used for its original purpose. The former 1-storey office building was vacant prior to being demolished. The remainder of the site was a surface parking lot, which is no longer required and did not conform to current zoning provisions. The redevelopment will be compatible with the surrounding context and the intensified site will meet the policies of Section 4.11 of the OP.

### **Section 2.2.2, Policy 19**

*The interior portions of established, low-rise residential neighbourhoods will continue to be characterized by low-rise buildings (as defined in Figure 2.4). The City supports intensification in the General Urban Area where it will enhance and complement its desirable characteristics and long-term renewal. Generally, new development, including redevelopment, proposed within the interior of established neighbourhoods will be designed to complement the area's desirable character reflected in the pattern of built form and open spaces. The character of a community may be expressed in its built environment and features such as building height, massing, the setback of buildings from the property line, the use and treatment of lands abutting the front lot line, amenity area landscaped rear yards, and the location of parking and vehicular access to individual properties. The City will consider these attributes in its assessment of the compatibility of new development within the surrounding community when reviewing development applications or undertaking comprehensive zoning studies.*

The redevelopment at 3368 Carling Avenue is located on the edge of an established, low-density residential neighbourhood. The proposed height of 3 storeys is within the requirement of low-rise buildings as defined in Figure 2.4 of the OP<sup>3</sup>. This building will enhance the streetscape along this section of Carling Avenue. Positioning the building at the zoned street setback line will create an inviting streetscape and a pleasant entrance into this neighbourhood. Eliminating any surface parking will place emphasis on the architectural features of the building and not on cars parked in front.

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<sup>3</sup> Low-rise equals 4 storeys or less



## Section 2.2 – Providing Infrastructure

*For the City to grow in accordance with the OP policies it is essential that land use patterns and infrastructure work together. Policies for infrastructure (transportation, drinking water, wastewater disposal and storm water) are contained in the OP to ensure that these important services are adequately supplied for the health of the community and environment.*

### Section 2.3.1, Policy 16

*The City will protect rights-of-way for the road network shown on Schedules E to H and as listed in detail in Annex 1. A description of the road network classification and further rights-of-way protection policies are also found in Annex 1.*

The Carling Avenue right-of-way has been protected in this proposed development. A road-widening has been given in accordance with City requirements.

### Section 2.3.2, Policy 1

*Development in Public Service Areas must be on the basis of both public water and wastewater services, except as provided for in Policies 10 and 11.*

This project will be on both public water and wastewater services.

### Section 2.3.3, Policy 1

*Development will be in accordance with the system capacity for drainage and will implement stormwater management and where relevant, will conform to stormwater site management plans, the Infrastructure Master Plan and community design plans practices necessary to protect, improve or restore the quality and quantity of water in the receiving watercourse.*

The proposed development has followed the relevant requirements for stormwater management. The surface water entering the receiving watercourse from this site will be in accordance with approved standards.

## Section 2.5 – Building Livable Communities

*A livable community is based on good community design, which comes from understanding where one is building, the people affected by the build and the desires of the surrounding community. A goal under this section is to have built form, open space and infrastructure work together, to create places people want to spend time. Livable communities are achieved through focusing on urban design (how buildings, landscapes and adjacent uses look and function together). The OP contains Design Objectives (Section 2.5.1), which are broadly applicable, to plans and developments in all land use designations. Proponents are encouraged to review all the Design Objectives when proposing new development and apply them where applicable.*

### **Design Objective 1**

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

This building will act as an entrance feature into this community. The 'brown-stone' inspired design will create an appropriate transition from the high-traffic Carling Avenue to the quiet low-density neighbourhood.

### **Design Objective 2**

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

This proposal, located across the street from a public park allows future residents the opportunity to utilize this community feature. The building is pushed close to the public sidewalk along both the Carling Avenue and Bedale Drive frontages, creating an animated streetscape for pedestrians and blurring the lines between public and private property.

### **Design Objective 3**

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

This development proposal sees the continuation of the sidewalks along both street frontages. The landscaping treatment along the sidewalks will make using them an enjoyable experience. The design considered the ease of residents / visitors to access the site both by vehicle and foot. Grading was reviewed to ensure that pathway slopes were minimal, so wheelchairs/strollers could navigate the site without concern. The grades on the internal walkways were designed to meet accessibility standards.

### **Design Objective 4**

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

The design has been crafted to build a transition in character between the high-traffic mixed context on Carling Avenue and the quiet neighbourhood just beyond the intersection at Bedale Drive.

### **Design Objective 5**

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

By introducing a low-rise apartment unit to this area, people will have more housing choice. These 15 two bedroom units provide an alternate housing option that is desperately needed in this aging neighbourhood. This will allow existing residents in larger single family homes to down-size to a building with indoor parking, an elevator, and single floor dwelling units. 'Aging-in-place' is not otherwise facilitated.

### Section 3.6.1 – General Urban Designation

*The land use designation for a property can be found on either Schedule A (urban area) or Schedule B (rural area) of the OP.*

The designation for the subject property is “General Urban Area”, see Figure 6 below.

Figure 6 – Official Plan Designation



*The General Urban designation permits for a full range and choice of housing types. It is designed to meet the needs of all ages, incomes and life circumstances. Within the designation employment, retail, service, cultural, leisure, entertainment and institutional uses are also allowed, this will facilitate the development of complete and sustainable communities. The City supports infill development and other intensification within the General Urban Area, however it has to be done in a manner that enhances and complements the surrounding area. The OP contains policies which ensure that new development within this designation aligns with the City’s vision.*

#### Section 3.6.1, Policy 3

*Except as provided by policy 4 below, or by policy 12 in Section 2.2.2, the maximum building height in the General Urban Area will continue to be low-rise, being four storeys or less, and within this range changes in height will be evaluated based on compatibility with the existing context and the planned function of the area. The design and compatibility policies in this Plan also apply. The tallest buildings will be encouraged to locate on properties fronting Arterial Roads, or adjacent to existing taller buildings. Existing zoning that permits building heights greater than those in this section will remain in effect*

The proposed height for this project is less than what is permitted under the General Urban designation, however at 3 storeys it will be one of the taller structures in this neighbourhood. The site is located along an arterial road (Carling), which makes this an appropriate place for this height.

**Section 3.6.1, Policy 5**

*The City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. The predominant form of development and intensification will be semi-detached and other ground-oriented multiple unit housing. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:*

- a. Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces;*
- b. Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area.*

The height and massing of the building are similar to what could be done with stacked-townhomes, which are considered to be a ground-oriented building form. The treatment of the ground level units will create a sense of presence at the street. Animating the two street frontages with balconies will enhance this site and encourage neighbourly interaction that the community of Crystal Beach is known for.

**Section 4 – Review of Development Applications**

*This section of the OP outlines the policies the City uses to review development applications. It is broken down into subsections. The extent to which these apply varies depending on the location, land-use designation and nature of the application. The appropriate policies and studies are determined through the pre-application consultation which is done at the beginning of the review process. The provided information will help the City, commenting agencies and interested members of the public review the proposal for conformity to the OP.*

The documents submitted to support the Site Plan Approval application for 3368 Carling will demonstrate that the proposed development follows the policies of the OP. Summarized in Table 1 below are the specific Section 4 policies applicable to this proposal. The type of development and location of property are determining factors for guiding the review of the proposal.

Table 1 – Development Review Considerations

| Section | Policy # and Synopsis   |  | Response   |
|---------|---|--|--|
| 4.1     | 1   | The City will require that all development applications conform to applicable Secondary Plans. | This proposal is not subject to any Secondary Plans.   |
| 4.2     | The City will require studies based on surrounding land uses. |  | This proposal does not fall within any of the listed setbacks to warrant additional studies/reports. |

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| 4.3   | 5  | The City will require a transportation review when it feels that a proposed development has the potential to impact the transportation network in the surrounding area. | A review was conducted and is included as part of the application package. This Transportation Brief concluded that the proposed development can proceed with little impact to the transportation network in the surrounding area. |
|       | 6  | The City will require that bicycle parking/storage be provided.   | This proposal includes parking for bicycles.   |
|       | 7  | The City will require motorized vehicle parking be screened from the street.  | All resident vehicle parking will be underground for this proposal. Visitor's parking is in an area that is half a storey below grade and less visible.  |
|       | 13   | The City will require safe, direct and attractive pedestrian access from public sidewalks through to main entrances of buildings.                                       | This proposal has direct pedestrian connections from the existing sidewalks to the main entrance of the building. The internal pathway system was designed with accessibility and safety in mind.                                  |
| 4.4.1 | 1  | The City will require that adequate information is provided to prove that public servicing is available and accessible for new development.                             | The servicing options proposed for this proposal have been validated and analyzed by the required engineers. Details can be reviewed in the attached reports.  |
| 4.5   | This subsection deals with maintaining existing housing stock in the city.   |   | There are no existing residential units on this site, so this subsection does not apply.   |
| 4.6.5 | 5  | The City will require that identified multi-use pathways be protected and built to foster efficient transportation and recreation.                                      | Schedule C of the OP identifies a major pathway system adjacent to the subject site. This proposal respects this designation and will not interfere with this route.   |
| 4.7   | This section highlights the importance of landscaping (existing and proposed), erosion and water (surface and ground) protection and regard for endangered/threatened species habitat. |   | The applicable environmental concerns which influence development were reviewed and this proposal addresses them (see accompanying reports). Great effort has been taken to ensure the health and longevity of the cedar hedge.    |



|       |   |   |   |
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| 4.8.4 | 4   | The City will require a Record of Site Condition for properties depending on the conclusions of a required Phase 2 ESA. | This proposal will require a Record of Site Condition. Paterson Group has been retained to ensure that this site is deemed suitable for the proposed use.                           |
| 4.9   | This section highlights the need to consider energy conservation in development plans.  |   | Where able, this proposal implements the policies in this section, for example native, low water demand plantings have been specified for installation in this development.         |
| 4.10  | 3   | The City can request up to 5% of development area (not commercial or institutions) as parkland.                         | The size of the site does not permit the dedication of parkland within the project. It is understood that further discussion with the City will be required related to this policy. |
| 4.11  | This section contains policies that deal with views, building design, massing and scale, high-rise buildings, outdoor amenity areas, public art, design priority areas and First Nations Peoples design interests. While not all apply to every project, the City requires that development applicants review these policies to ensure their proposal “works” within the context they are built. The following section of this Rationale provides a detailed review of the applicable policies of Section 4.11. |   |   |

## Section 4.11 – Urban Design and Compatibility

*The merits of a development application are to be reviewed against policies in Section 4.11. The purpose of this section of the OP is to set the stage for high quality urban design in all parts of the City and be mindful of how new development impacts existing communities. It is the responsibility of the development proponent to review and implement the applicable policies when designing their site.*

The proposal for 3368 Carling reviewed the relevant policies of Section 4.11 and the following Table 2 provides a summary of how they were addressed.

Table 2 – Urban Design & Compatibility Considerations

| Policy | Applicable Policy   | Response  |
|--------|---|---|
| 1. 5   | Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm. Proponents of new development will demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of: | The setbacks and height proposed for this development are all within the provisions of the existing zoning. The transition to neighbouring properties is done through the breaking up of mass into 'brownstone' like elements of brick. The colours and materials chosen for the façade are in keeping with the |

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|    |   | <ul style="list-style-type: none"> <li>a) Setbacks, heights and transition;</li> <li>b) Façade and roofline articulation;</li> <li>c) Colours and materials;</li> <li>d) Architectural elements, including windows, doors and projections;</li> <li>e) Pre- and post-construction grades on site; and</li> <li>f) Incorporating elements and details of common characteristics of the area.</li> </ul>   | <p>residential architecture to the south. Architectural elements animate the street with windows, patio doors, and balconies. The front door is at the level of the sidewalk, set into a bold verticle fascade that is eye catching and welcoming.</p>   |
| 2. | 6 | <p>The City will require that all applications for new development:</p> <ul style="list-style-type: none"> <li>a) Orient the principal façade and entrance(s) of main building(s) to the street. Where a building abuts more than one street, the building façade and entrances will be oriented in order of priority to the arterial, collector and local street;</li> <li>b) Include windows on the building elevations that are visible from public spaces;</li> <li>c) Use architectural elements, massing, and landscaping to accentuate main building entrances.</li> </ul>  | <p>The front door is at the level of the sidewalk facing Bedale, set into a bold verticle fascade that is eye catching and welcoming.</p>  |
| 3. | 8 | <p>Developments that include loading facilities, service areas, mechanical equipment (including roof-top), vents and metering devices should incorporate these requirements into the building design in such a way that they cannot be seen from, and their operation does not impact, the public street, pedestrian and cycle pathways or adjacent ground-oriented residences. This may be achieved through:</p> <ul style="list-style-type: none"> <li>a.a) Containment, with a preference to using the same architectural detail, style and materials as the proposed development; and/or</li> <li>a.b) Screening (e.g. trees, landscaped berms, decorative walls and fences).</li> </ul>   | <p>The garbage will be stored in sheds located in the depressed area of paving outside the garage entry, and will be largely out of sight.</p>   |
| 4. | 9 | <p>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:</p> <ul style="list-style-type: none"> <li>a) 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;</li> <li>b) Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing</li> </ul> | <p>The City has produced “<i>Urban Design Guidelines for Low-rise Infill Housing</i>”, which were referenced when designing this project. While the height and massing of this proposal are slightly more that what is currently built today, the planned function for this strip of Carling Avenue could see future development at higher heights and massing. The setbacks, building separation and outdoor amenity areas are in keeping with the approved zoning for the area. The design respects the need for appropriate transitioning between differing development densities and considered policy 12 (below).</p> |



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|    |    | zoning where that pattern is different from the existing pattern of development;<br>c) The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section.   |   |
| 1. | 10 | The City may require a Shadow Analysis and/or Wind Analysis as part of a complete application, except where identified in the Wind/Shadow Terms of Reference. The study(s) will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent of each Analysis is to demonstrate how these impacts have been minimized or avoided.  | The building has no neighbours to the north and west, and will therefore have very limited shadow impact. A Shadow Analysis can be prepared if needed.  |
| 2. | 11 | Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of low rise development. 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 building facade is divided vertically into masonry sections that echo town house design, serving to mediate the mass and volume of this small apartment building with the low density residential development pattern to the south.<br><br>The proposed building, though higher than it's neighbours to the south, will appropriately buffer the low density neighbourhood from the busy traffic on Carling Avenue. The line of cedars on the south property line is very tall and dense, and serves to transition between the proposed building and it's southern neighbour. |
| 3. | 12 | Building height and massing transitions will be accomplished through a variety of means, including:<br>a) Incremental changes in building height (e.g. angular planes or stepping building profile up or down);<br>b) Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high profile development or incorporating podiums along a Mainstreet);<br>c) Building setbacks and step-backs..   |   |
| 1. | 15 | Applicants will 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). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other mitigative design measures.   | The impacts on the neighbouring private amenity spaces where considered in the design of this project. There are no balconies proposed on the east elevation and the existing very large cedar bushes will mitigate any affect to the south.  |
| 2. | 16 | Applications to develop residential or mixed-use buildings incorporating residences will include well designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity  | The amenity areas designed for the residents of this proposal meet the zoning requirements. Each unit has a private balcony/terrace and an intimate communal courtyard has been provided. The proximity to  |

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|  | <p>areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.</p> | <p>Dick Bell Park (across the street) will be seen as an extension to the outdoor amenity area for the inhabitants.</p> |
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## ZONING BY-LAW 2008-250

*All development that takes place in the City of Ottawa must meet the requirements of the City's Comprehensive Zoning By-law. The applicable by-law is 2008-250, which was passed June 25, 2008 by City Council. Zoning by-laws are enabled by the Planning Act, R.S.O.1990 (Section 34) to regulate how one can built on a lot. Amongst other things they contain provisions for required lot sizes and dimensions, parking requirements, building heights and setbacks. It designates the City into different areas with specific requirements for each.*

This site is zoned Local Commercial Exception 2127 "LC [2127]" (see Figure 7). The main purpose of this designation is to allow a variety of small, locally-oriented convenience and service uses as well as residential uses within the General Urban Area. The exception prohibits some commercial uses. This development has been designed to meet the general intent of the LC [2127] zone, however as previously noted, some variances have been requested and granted.

Figure 7 – Existing Zoning



Table 3 – Zoning Summary

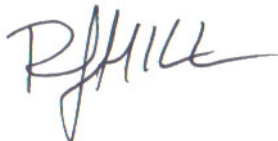
| Provisions                                 | Requirement   | Provided         |
|--|---|------------------|
| Lot area (min)                             | No minimum  | n/a              |
| Lot width (min)                            | No minimum  | n/a              |
| Front yard setback (min)                   | 3 m   | 3.0 m            |
| Corner side yard setback (min)             | 3 m   | 3.0 m            |
| Interior side yard setback (min)           | 1.2 m   | 2.0 m            |
| Rear yard setback (min)                    | 7.5 m   | 11.1 m           |
| Height (max)                               | 12.5 m  | 11.4 m           |
| Required Number of Resident Parking Spaces | 1.2/unit = 18 total (variance granted)              | 16 spaces        |
| Required Number of Visitor Parking Spaces  | 0.2/unit = 3 total                                  | 3 spaces         |
| Bicycle Parking Spaces                     | 0.5/unit = 8 total                                  | 15 spaces        |
| Private Amenity Area                       | 6m <sup>2</sup> per dwelling unit                   | 6 m <sup>2</sup> |
| Common Amenity Area                        | A minimum of 50% of the required total amenity area | yes              |
| Landscape buffer along parking area        | 3 m (variance granted)                              | 2.9 m            |
| Driving Aisle width (max)                  | 3.6 m   | yes              |

## CONCLUSION

The proposed development at 3368 Carling Avenue is an opportunity to provide 15 new rental apartment units in Ward 7 of the City of Ottawa. This is in an area that the City wishes to direct infill residential growth to help achieve intensification targets. The proposed development has been designed to meet the planning framework. It is consistent with the Provincial Policy Statement and conforms to the Official Plan. The intent of the zoning has been met, therefore the project can be built accordance with the City's vision. The proposed building is a desirable contribution to this neighbourhood, and will provide much needed housing option.

If you require any further information, please call me at 613-853-2822.

Regards,



Rosaline Hill  
*BES, BArch, OAA, MRAIC*