

FOTENN

275 CARLING AVENUE





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Fotenn Consultants Inc., acting as agents for Taggart Realty, is pleased to submit this integrated Planning Rationale and Design Brief as part of the enclosed Site Plan Control Application for the lands municipally known as 275 Carling Avenue in the City of Ottawa.

1.1 Application History

1.1.1 Zoning By-law Amendment (By-law 2017-41) and Local Planning Appeal Tribunal Decision (PL170303)

In 2016, an application for a Zoning By-law Amendment was submitted to the City of Ottawa to permit a residential building with commercial uses on the ground floor, multiple heights ranging from three to 18 storeys, new yard setbacks and parking requirements, and to consider the subject site one lot for zoning purposes. The City of Ottawa passed By-law 2017-41 to permit the proposal, however the By-law (2017-41) was appealed by the Glebe Annex Community Association to the Ontario Municipal Board (OMB), now the Local Planning Appeal Tribunal (LPAT).

In advance of the LPAT hearing, both parties agreed to amend By-law 2017-41 to allow a revised development proposal that includes a 16-storey retirement residence with some amended performance standards (i.e. reduced number of vehicle parking spaces), as well as resolving site-specific concerns such as the location of loading and unloading facilities and garbage removal. The LPAT accepted the amended by-law, and an oral decision was granted on the floor with a written decision following on May 28, 2018.

1.1.2 Consent Applications (D08-01-18/B-00169 & D08-01-18/B-00176)

In May 2018, two (2) Consent application were submitted to the Committee of Adjustment of the City of Ottawa for Consent to subdivide the existing property known as 265 Carling Avenue into two separate parcels of land to create an additional lot for future development. The secondary application proposed easements over 265 Carling Avenue in favour of the newly created parcel for vehicular access. The applications were granted by the Committee of Adjustment in June 2018 and the owner is currently working to satisfy the conditions of the decision.

The existing eight-storey office building with one level of underground parking will remain on the parcel known as 265 Carling Avenue and the parcel to be created (275 Carling Avenue) to the immediate west is now the subject of this Site Plan Control application.

2.0 SURROUNDING AREA AND SITE CONTEXT

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2.1 The Site

The subject site is municipally known as 265/275 Carling Avenue, located at the northwest corner of the intersection of Carling Avenue and Bronson Avenue in the Glebe Annex community of the City of Ottawa. The address “275 Carling Avenue” has been reserved by the addressing and signs department, while the Consent applications granted by the Committee of Adjustment are being registered.



Figure 1: Aerial image showing the location and lot fabric of the site.

The eastern half of the subject site, being 265 Carling Avenue, is currently occupied by an eight (8) storey office building with one (1) level of underground parking accessed from Bronson Avenue and surface parking on the western half of the property, being the newly created parcel (275 Carling Avenue), which is accessed from Cambridge Street South. A small strip of land approximately 5.2 metres deep by 39.1 metres wide is proposed to be dedicated to the City of Ottawa to expand the Carling Avenue right-of-way.

2.2 Surrounding Area

The following is a description of the surrounding land uses:

NORTH: To the north of the subject site are low-rise office, mixed-use (residential/commercial) and residential buildings including apartments and townhouses. Further north along Bronson Avenue and Cambridge Street South are some mid- and high-rise residential buildings as well as some commercial uses.

SOUTH: Immediately across from the subject site on the south side of Carling Avenue are low-rise residential and commercial buildings, as well as a vacant lot slated for a 7/8 storey apartment building. Further south is the Glebe Annex neighbourhood, consisting primarily of low-rise residential buildings both inside the community and along Bronson Avenue.

EAST: To the east of the subject site across Bronson Avenue is the Glebe, a mature neighbourhood consisting primarily of low-rise, detached dwellings. The Glebe Collegiate Institute is located in close proximity to the subject site, as well as several parks, churches and other community amenities.

WEST: Immediately west of the subject site, across Cambridge Street South, is a mix of low, mid and high-rise residential buildings. Further west are several government buildings and associated surface parking lots.



Figure 2: View of the subject site from the intersection of Bronson Avenue and Carling Avenue, looking northwest.



Figure 3: View of the subject site from the intersection of Cambridge Street South and Carling Avenue, looking northeast.

2.3 Community Amenities

The site is located in an established neighbourhood with a wide range of uses, listed below:

- / Retail, service commercial, and restaurant uses along both Carling Avenue and Bronson Avenue, with limited commercial uses (convenience stores, etc.) interior to the neighbourhood along Cambridge Street South;
- / Recreational and community facilities, including the Glebe Community Centre and the St. James Tennis Club Building;
- / Schools including the Glebe Collegiate Institute, Glebe Montessori School, Corpus Christi School and Mutchmor Public School; and,
- / Parks, including Glebe Memorial Park, Dalhousie South Park, McCann Park and Commissioner's Park at Dow's Lake.

2.4 Transportation

The site is located at the intersection of two arterial roads (Official Plan, Schedule E), Carling Avenue and Bronson Avenue, both of which are identified as Transit Priority Corridors on Schedule D of the Official Plan.

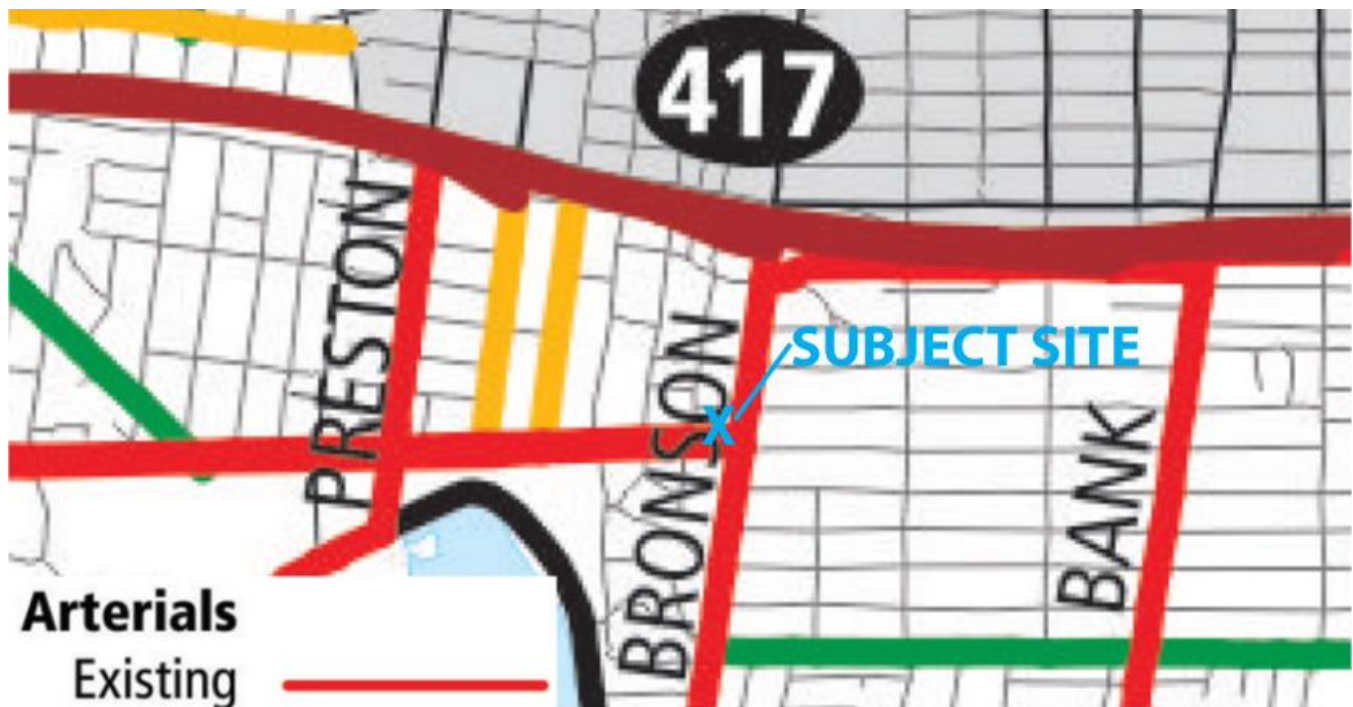


Figure 4: Schedule E – Urban Road Network, Official Plan

The map shows the Glebe area in Sydney, Australia. Key streets include Preston, Booth, Raymond, Glebe, and Chamberlain. Bus routes 417, 103, 101, 56, 4, 6, and 7 are indicated. A blue 'X' marks the 'SUBJECT SITE' on the intersection of Booth and Raymond streets. Other landmarks include the 'Adult/Adultes' facility and the 'Glebe First' bus stop.

August 2018

3.0 PROPOSED DEVELOPMENT

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3.1 Proposal Description and Statistics

As per the LPAT settlement reached in 2018, the surface parking lot at 275 Carling Avenue will be redeveloped with a 16-storey retirement residence with four (4) levels of underground parking which connects to the existing underground parking at 265 Carling Avenue to facilitate vehicular access between both sites.

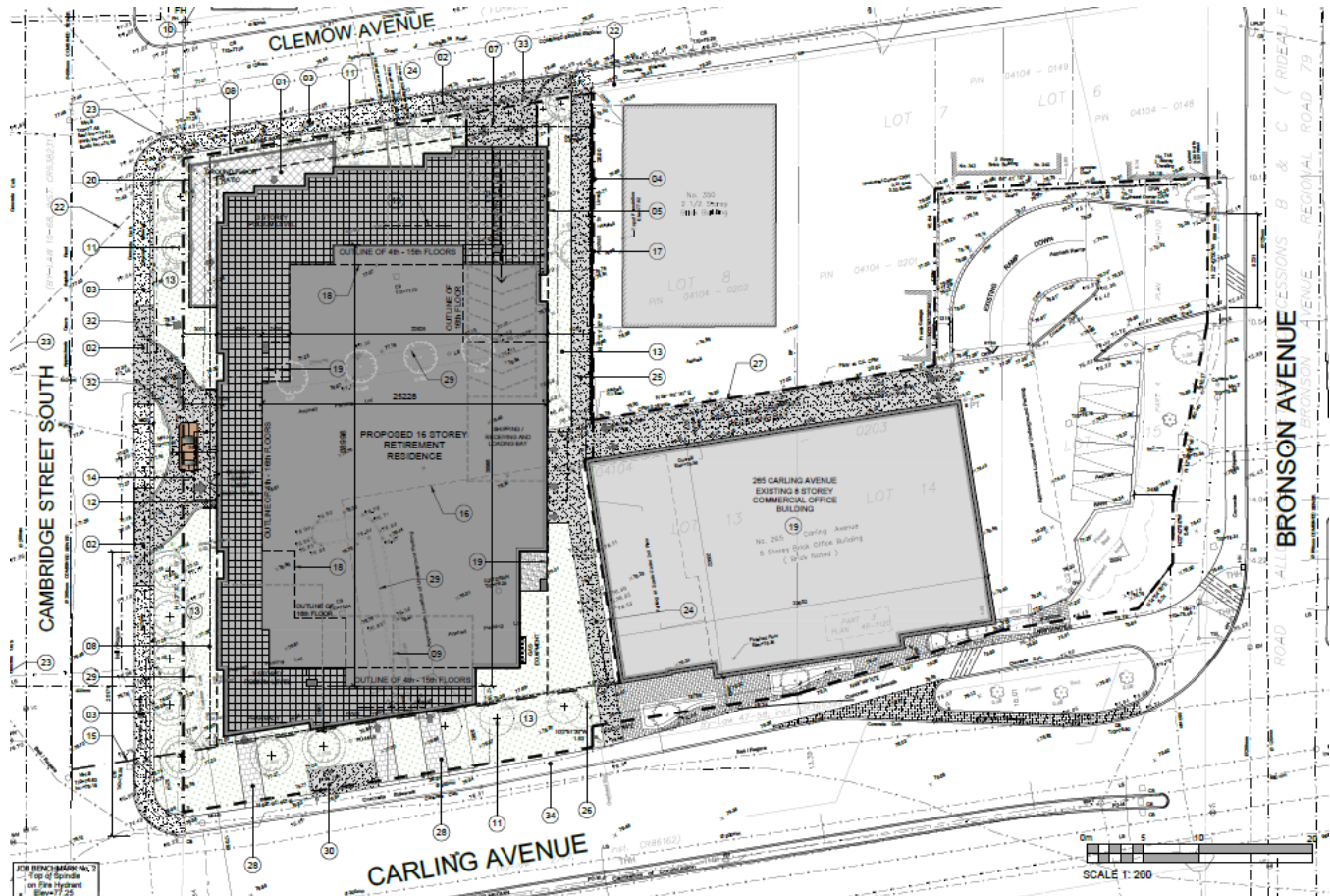


Figure 7: Proposed Site Plan

3.1.1 Setbacks & Building Height

As a result of the LPAT settlement, Schedule 303 of Zoning By-law 2008-250 was drafted to provide visual clarity on the maximum heights for different portions of the building (podium and tower), minimum setbacks, and the portion of the site to be dedicated to the Carling Avenue right-of-way under Annex 1 of the Official Plan.

The proposed retirement residence includes a 3-storey podium stepping back to a 16-storey tower after the 3rd storey, with an additional setback after the 15th floor to the 16th floor penthouse. The building has a total height of 52 metres and a total gross floor area of 9,871.7 m² (106,258 sq. ft.).

The proposed setbacks are consistent with Schedule 303, shown in the figure below:

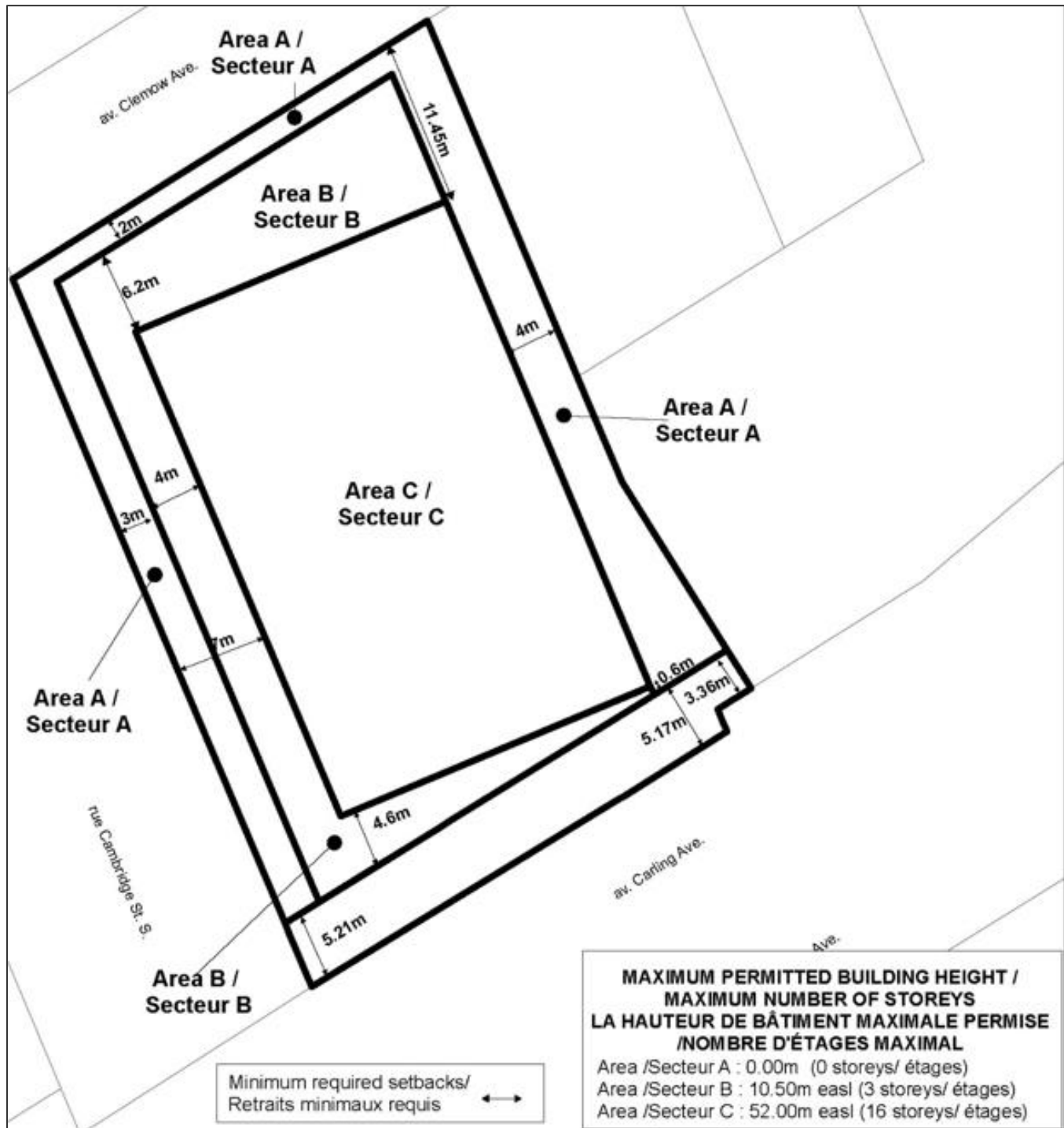


Figure 8: Schedule 303, Zoning By-law 2008-250

3.1.2 Unit Breakdown

A total of 168 units are proposed in the retirement residence, broken down as follows:

/ Studio: 50 units

- / 1 bedroom: 48 units
- / 1 bedroom + den: 22 units
- / 2 bedroom: 48 units
- / Total: 168 units units

3.1.3 Amenity Area

With regards to private amenity area, a total of 748 m² is provided in the form of balconies. Additionally, a further 1,547.5 m² of communal amenity space is provided in interior and exterior spaces on the 1st floor and the 4th floor.

3.1.4 Additional Uses

In addition to the retirement residence, the ground floor of the building will contain medical health and professional services available to the residents and the general public, including a pharmacy, hair stylist and nail salon. These uses are accessible from pathways along Carling Avenue and total 1,162 m² in gross floor area.

3.1.5 Parking

The subject site is located in Area Y and requires a total of 94 parking spaces for the existing office building, the new retirement residence, and the additional medical/professional uses on the ground floor. The new proposed parking garage connects to the existing parking garage at level P1 (265 Carling) in order to ensure access is provided to/from Bronson Street and Clemow Avenue for the entire site. A total of 168 parking spaces are available on site, all but four (4) being located on the underground parking levels.



Figure 9: View looking north east.

The Design Brief has been prepared in conjunction with the Planning Rationale to help illustrate how the development will work with its existing and planned context, improve its surroundings and also to demonstrate how the proposal supports the overall goals of the Official Plan and the relevant design guidelines. The following design analysis has a dual function: to assist the owners in substantiating the design justification in support of the proposal, and to assist staff and the public in the review of the proposal.

Section 2.5.1 of the City of Ottawa Official Plan, provides high-level policy direction on Urban Design and Compatibility. Generally speaking, urban design deals with details relating to how buildings, landscapes and adjacent public spaces look and function together. There are various design objectives to meet and to apply to all new designs and these considerations act as a stimulus for the development proponent to further the City's design objectives.

Built form was identified as a key design consideration by the City of Ottawa and, therefore, the proponent has responded by integrating the following design objective and principles of Section 2.5.1., including:

- / To create distinctive places and to appreciate local identity in patterns of development, landscape and culture;
- / To reflect a thorough and sensitive understanding of place, context and setting;
- / The recognition that every building is part of a greater whole that contributes to the overall coherency of the urban fabric;
- / To encourage a continuity of street frontage by infilling empty spaces between buildings and the building and the street edge;
- / To address the relationship between buildings and between buildings and the street;
- / The integration of the new development to complement and enliven the surroundings;
- / To complement the massing patterns, rhythm, character, and context;
- / To achieve a more compact urban form over time; and
- / To maximize opportunities for sustainable modes of transportation, including walking, cycling and transit;

As noted in the City's Official Plan, there are many ways to achieve the design policies, objectives and principles in the Plan. The following provides a design analysis and narrative on how the proposed high-rise infill building has been shaped in response to the local context and the existing site conditions.

4.1.1 Building Transition and Massing

The proposed building has a massing and built form that respects and reflects the surrounding context and the planned function of the area as an Arterial Mainstreet. The proposed building is designed with a three (3) storey podium on all sides of the building, reflective of the present low-rise character of the residential area to the north of the site, including 300 Powell Avenue. The tower portion of the building is 13 storeys and supports the City of Ottawa's policies for intensification along Arterial Mainstreets. To ensure an effective transition between these two elements and the surrounding residential area, the tower is positioned closer to Carling Avenue and the existing office building, resulting in increased setbacks after the third storey along the Cambridge Street South and Clemow Avenue frontages.



Figure 10: View looking east along Carling Avenue.



Figure 11: View looking north along Cambridge Street South.



Figure 12: View looking west along Glebe Avenue.



Figure 13: View looking south on Cambridge Street South

4.1.2 Streetscape and Public Realm

The proposed development will significantly improve the streetscape along Carling Avenue and side streets (Clemow and Cambridge) as it will redevelop an underutilized surface parking lot. As part of the proposal, a strip of land approximately 5 metres wide will be dedicated to the City for the widening of Carling Avenue. This allows the roadway of an Arterial Mainstreet to accommodate a transit and traffic while also ensuring enough space for a sidewalk and street improvements along the property.

The Carling Avenue façade is located adjacent to the edge of the right-of-way and features ground floor, pedestrian-oriented uses accessed by pathways connecting directly to the sidewalk. The portion of the podium where these uses are located features generous glazing to create a more enjoyable pedestrian realm. Trees are proposed to be planted along Clemow Avenue and Cambridge Street South to ensure the public realm is enhanced with landscaping and greenery.



Figure 14: View looking south on Cambridge Street South at Clemow Avenue.

4.1.3 Relationship to the Public Realm

The building features a generous step back after the 3rd storey podium along Clemow Avenue and Cambridge Street South to maintain the character of the low-profile built form. The tower is positioned closer to the existing office building and Carling Avenue to bring the massing closer to the right-of-way along Carling. This intentional tower placement will serve as a built form transition between the existing low-rise profile area to the north and the planned function of the Arterial Mainstreet. The fenestration included throughout the building reinforces the 'eyes on the street' and safety for pedestrians along all three (3) building frontages.

4.1.4 Materiality

The building is primarily composed of brick and grey stone with a generous amount of fenestration at the ground floor to ensure a positive relationship between the public realm and the building. The corner of the building at Cambridge Street South and Carling Avenue features a high degree of glazing to emphasize this relationship between the building and the streetscape.



Figure 15: View looking southeast.

4.1.5 Landscaping

As shown on the Landscape Plan, new trees are proposed along Cambridge Street South, Clemow Avenue and the interior side yard. New trees are also to be planted between the existing office building and the proposed residence towards Carling Avenue. The rest of the site features a mix of sod, shrubs, perennial plantings and hard landscaping.



Figure 16: View looking northeast from the intersection of Cambridge Street North and Carling Avenue.

POLICY AND REGULATORY ENVIRONMENT

5.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act in April 2014. It provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS emphasizes the intensification of built-up areas in order to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomical expansion. To achieve this goal, planning authorities must identify and promote opportunities for intensification and redevelopment [Policy 1.1.3.3]. In addition, the proposed development meets the following Provincial Policy interests:

- / Promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term [1.1.1 (a)];
- / Accommodates an appropriate range and mix of residential, employment, recreational and open space uses to meet long-term need [1.1.1 (b)];
- / Promotes cost-effective development standards to minimize land consumption and servicing costs [1.1.1 (e)];
- / Improves accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society [1.1.1 (f)];
- / Proposes a land use pattern within a settlement area that has densities and a mix of uses which efficiently use land and resources and that is appropriate for, and efficiently uses, the infrastructure and public service facilities which are planned or available [1.1.3.2 (a)]; and,
- / Identifies and promotes an opportunity for intensification and redevelopment [1.1.3.3].

The proposed development is consistent with the policies of the Provincial Policy Statement. It proposes an efficient, cost-effective pattern of development, capitalizes on an intensification opportunity within the City, and anticipates future needs of the community in which it is located. This site possesses significant development potential in an area where infrastructure and public service facilities are available and abundant.

5.2 City of Ottawa Official Plan (2003, as amended)

The City of Ottawa Official Plan is composed of eight sections, each addressing a different aspect of the planned function of the City as a whole. Section 2 of the Official Plan provides Strategic Directions for growth and development within the City.

Ottawa’s population is projected to grow by up to 30 percent by 2031. The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. In other words, the City is striving to create ‘complete’ communities in which residents do not need to drive for everyday activities and where jobs, shopping, recreation and social activities lie within walking or cycling distance.

More specifically, the Plan pursues strategic directions in four key areas, two of which are relevant to the proposal:

1. Managing Growth
 - a) The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently, including development on previously underutilized lots;
 - b) Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.

2. Building Liveable Communities

- a) The City will provide opportunities to increase the supply of affordable housing throughout the rural and urban areas;
- b) Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing and places to work and shop;
- c) Attention to design will help create attractive communities where buildings, open space, and transportation work well together.

These strategic directions are developed further in the policies of Section 2.2 (Managing Growth) and 2.5 (Building Liveable Communities), as discussed below.

5.2.1 Managing Growth

Section 2.2.2 of the Official Plan deals specifically with the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure.

Mainstreets perform a double role: they carry cross-town commuters and attract shoppers, while also acting as primary service corridors, meeting places and residences for those occupying the many neighbourhoods through which they traverse. Further, these mainstreets often parallel the rapid transit network and, as per Policy 4, are a target area of major intensification along with the Central Area and Mixed-use / Town Centres. Carling Avenue, an Arterial Mainstreet, has a target density of 200 jobs and people per gross hectare by 2031.

This proposal transforms a surface parking lot at the intersection of two mainstreets (Carling Avenue and Bronson Avenue) to a retirement residence that allows older members of the community to age in place and take advantage of the planned rapid transit network.

5.2.2 Building Liveable Communities

Section 2.5 of the Official Plan describes the basics of liveable communities – good housing, employment, ample greenspace, and a sense of history and culture – and proposes to create more liveable communities by focusing on community design and collaborative community building. Community design engages with the details of how buildings and landscapes relate. The design objectives and principles in Section 2.5.1 require that development:

- / Enhances the sense of community by creating and maintaining places with their own distinct identity;
- / Defines quality public and private spaces through development;
- / Creates places that are safe, accessible and easy to get to, and move through;
- / Ensures that new development respects the character of existing areas, and;
- / Considers 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 provides housing for those wishing to age in place and stay within their community, as well as other older persons wishing to live in an area well serviced by public transit and in close proximity to local amenities.

5.2.3 Land Use Designation

The site is designated Arterial Mainstreet on Schedule B – Urban Policy Area in the City of Ottawa Official Plan. Mainstreets are intended to perform the dual role of providing adjoining neighbourhoods with a range of goods and services and as they are generally located on the rapid transit network, provide more specialized functions that service the needs of others living beyond the many neighbourhoods along mainstreets. Over time, Mainstreets are intended to achieve more compact, mixed-use, pedestrian-oriented development patterns.

Arterial Mainstreets generally present an urban fabric of larger lots and lower densities in a more automobile-oriented environment, but are intended to transition to a more urban pattern of land use. Residential uses are to be introduced where appropriate and development is to occur in a form that transitions gradually to more intensive forms of development. With regards to surface parking lots, it is envisioned that they be redeveloped and built upon, and the pedestrian environment is to be improved.

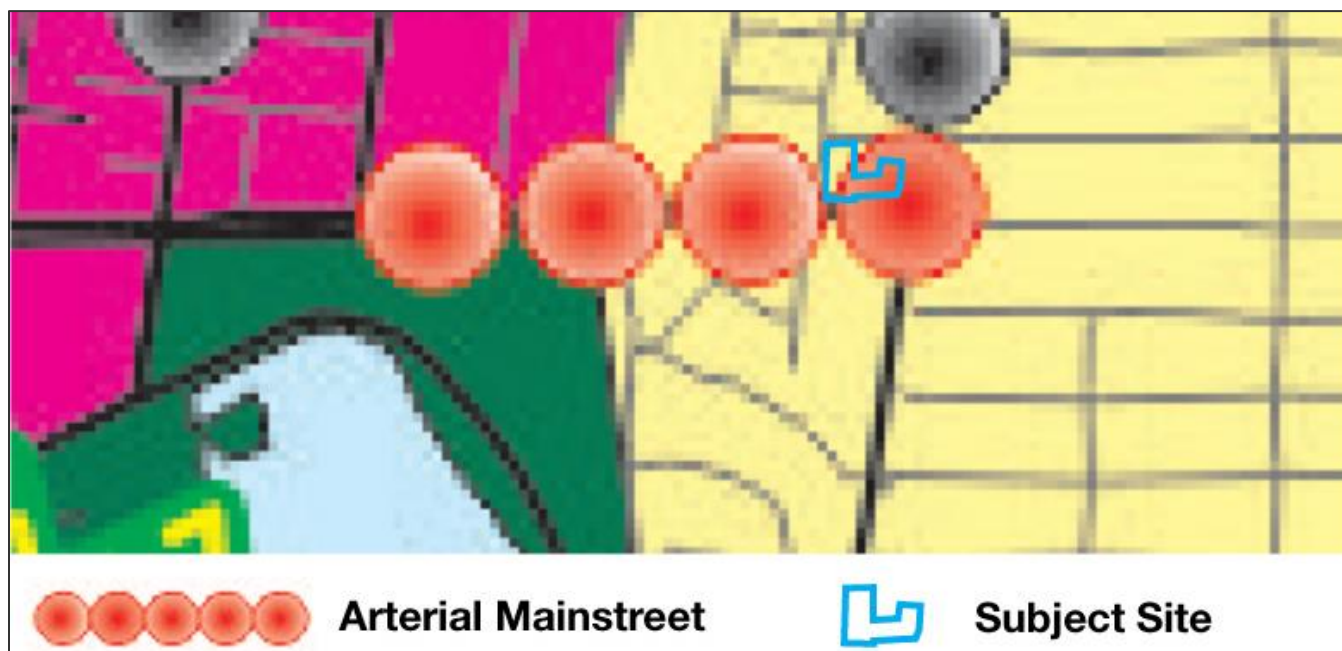


Figure 17: Schedule B – Urban Policy Area, Official Plan

A broad range of uses is permitted on Arterial Mainstreets, including retail and service commercial uses, offices, residential and institutional uses, and these uses may be mixed in individual buildings or in separate buildings.

5.2.4 Compatibility

Section 4.11 of the Official Plan sets out criteria which are used to evaluate the compatibility of proposed developments. These criteria include: traffic, vehicular access, parking requirements, outdoor amenity areas, loading areas, service areas and outdoor storage, lighting, noise and air quality, sunlight, microclimate, supporting neighbourhood services. Not all of these criteria apply to this particular proposal.

The most applicable compatibility criteria are discussed in the following table:

Table 1. Compliance with Section 4.11 of the Official Plan

COMPATIBILITY CRITERIA	PROPOSED DEVELOPMENT
TRAFFIC:	As per the Transportation Impact Assessment, the study area intersections are currently operating at an acceptable level of service during weekday peak hours. The proposed development is anticipated to generate a relatively insignificant amount of traffic relative to the operation of roads and intersections in the area. It should be noted that the current plan generates 15 vehicles per hour (vph) to 27 vph less than the previous plan, which was accepted/approved by the City.

	Overall, the future traffic conditions at the study area intersections are projected to operate similar to existing conditions, indicating negligible site impact.
VEHICULAR ACCESS:	<p>An existing entrance to the underground parking garage under the existing office building is located on the east side of the property on Bronson Avenue. The new proposed parking garage will be connected to the existing parking garage at the P1 level, and will feature a second underground access/egress to Clemow Avenue.</p> <p>The Bronson Avenue entrance also includes a driveway with access to the surface parking area and delivery/loading area to the east and north of the existing office building.</p>
PARKING REQUIREMENTS:	<p>The proposed development provides sufficient parking for the proposed development, which requires a total of 94 parking spaces for the existing office building, retirement residence, and the ground floor medical health and professional services. A total of 178 parking spaces are proposed, with four (4) located at the surface level adjacent to the office building and 174 spaces located in the underground parking areas, both new and existing.</p> <p>Further, a total of 66 bicycle parking spaces are required for the development and a total of 85 are being proposed.</p>
OUTDOOR AMENITY AREAS:	The proposed development is not anticipated to generate any adverse impacts on adjacent outdoor amenity areas. The podium is sensitively designed at a height of three (3) storeys to respond to the residential character to the north and to minimize the effects of overlook on adjacent properties. The abutting 2 ½ storey residential building at 350 Clemow Avenue does not include a rear yard amenity space, as that area is paved and used for parking. The tower is sensitively located closer to Carling Avenue to ensure the bulk of the proposed building is located adjacent to the right-of-way, minimizing the amount of overlook stemming from the tower.
LOADING AREAS, SERVICE AREAS, AND OUTDOOR STORAGE:	The loading area is accessed from Bronson Avenue on the east side of the property at 265 Carling Avenue, but will be shared with 275 Carling Avenue through a Joint Use and Maintenance Agreement.
LIGHTING:	The proposed building will be sufficiently lit to ensure the safety of residents and the ease of access for the public wishing to access the health and professional services located on the ground floor along Carling Avenue.
SUNLIGHT:	The Sun Shadow Study accompanying this application shows minimum impacts on adjacent properties.
MICROCLIMATE:	No significant microclimate impacts are anticipated.
SUPPORTING NEIGHBOURHOOD SERVICES:	<p>The proposed development is located in close proximity to several neighbourhood amenities including schools, parks and community centres. Increased residential densities will support the additional community amenities in the area, including the medical facility in the podium of the proposed building.</p> <p>The site is located at the intersection of two (2) transit priority corridors and is well serviced by transit.</p>

The proposed development conforms to the City of Ottawa Official Plan and the policies therein. It meets the policy objectives of the Arterial Mainstreet land use designation, adds an infill residential use that relates to existing community character, contributes to a liveable community, and is designed to be compatible with its surroundings.

5.3 Urban Design Guidelines for Development along Arterial Mainstreets (2006)

The purpose of these design guidelines is to provide urban design guidance at the planning application stage for development along Arterial Mainstreets. The objectives include:

- / 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;
- / To enhance connections that link development sites to public transit, roads and pedestrian walkways.

The proposed development meets several guidelines, as outlined below:

- / Guideline 1: Locate new buildings along the public street edge
 - o The building is located at the street edge along Carling Avenue, the Arterial Mainstreet.
- / Guideline 4: Use building, landscaping and other streetscape elements to create continuous streetscapes.
 - o The building redevelops a lot currently used as a surface parking lot, creating a continuous streetscape along Carling Avenue.
- / Guideline 16: Design richly detailed buildings that create visual interest, a sense of identity and a human scale along the public street.
 - o The building is designed by a quality architecture firm in the City of Ottawa and creates a visual interest where a surface parking lot is currently located. The three-storey podium ensures a human scale along the public street frontages.
- / Guideline 18: Use clear windows and doors to make pedestrian level façade of walls, facing the street, highly transparent. Locate active uses along the street at grade.
 - o The building employs clear windows and doors at the pedestrian level and features active uses (medical services, professional services) along the Carling Avenue frontage, accessible from the street.

Overall, the proposal consists of new development on an Arterial Mainstreet that contributes to the character of the mainstreet and its abutting side streets. The building interacts with the pedestrian realm along Carling with active street frontages, creates a strong street edge where one currently does not exist, and includes a mix of uses that contribute positively to the area. Further, the site is located at the intersection of two Transit Priority Corridors, ensuring connections that link the site to the neighbourhood and City as a whole. The project is therefore consistent with the Urban Design Guidelines for Development along Arterial Mainstreets.

5.4 City of Ottawa Comprehensive Zoning By-law (2008-250)

5.4.1 Zoning

The site is zoned **Arterial Mainstreet, Exception 2022. (AM [2022])** In addition, the lot known as 265 Carling has a maximum height limit of 28 metres (H(28)) and the newly created lot, 275 Carling, is subject to schedule S303 (Figure 8) which was drafted as part of the previous OMB settlement.



Figure 18: Zoning

The purpose of the Arterial Mainstreet (AM) zone is to accommodate a broad range of uses including retail, service commercial, office, residential and institutional uses. Some of these uses may be located in a mixed-use building, or several standalone buildings. The AM zone imposes development standards that are intended to promote intensification while ensuring compatibility with existing surrounding uses.

Exception 2022:

- / No maximum floor space index;
- / Maximum building heights for the AM[2022] S303 zone are set out in Schedule 303;
- / Minimum required setbacks for the AM[2022] S303 zone are set out in Schedule 303;
- / In the AM[2022] S303 zone, a driveway and an aisle providing access to parking spaces in a parking garage may be a minimum of 6.0 metres in width;
- / The properties zoned AM[2022]S303 and AM[2022] H(28.0) shall be considered one lot for zoning purposes;
- / Schedule 303 does not apply to accessory buildings or structures, which continue to be regulated by Section 55; and,
- / The following provisions dealing with a Section 37 authorization apply:
 - The heights and density of development permitted in this By-law are permitted subject to compliance with all of the conditions set out in this By-law including the provision by the Owner of the lot of the facilities, services and matters set out in Section 4 of Part 19 hereof, to the City at the Owner's sole expense and in accordance with and subject to the agreement referred to in (ii) below;
 - Upon execution and registration of an agreement or agreements with the Owner of the lot pursuant to Section 37 of the Planning Act securing the provision of the facilities,

services or matters set out in Section 4 of Part 19 entitled 265 Carling Avenue hereof, the lot is subject to the provisions of this By-law. Building permit issuance with respect to the lot shall be dependent upon satisfaction of the provisions of this By-law and in the Section 37 Agreement relating to building permit issuance, including the provision of monetary payments and the provision of financial securities; and,

- Wherever in this By-law a provision is stated to be conditional upon the execution and registration of an agreement entered into with the City pursuant to Section 37 of the Planning Act, then once such agreement has been executed and registered, such conditional provisions shall continue to be effective notwithstanding any subsequent release or discharge of all or any part of such agreement.

5.4.2 Zoning Compliance Table (275 Carling)

PERFORMANCE STANDARD	AM[2022] S303	PROVIDED	COMPLIANCE
Min. Lot Area Table 185	No minimum	2,123m ² (as per Consent application)	Yes
Min. Lot Width Table 185	No minimum	39.15m	Yes
Min. Front Yard Setback S303	0m (Area B, on Carling Ave.)	0m (Area B, on Carling Ave.)	Yes
Min. Corner Side Yard Setback S303	3m (Area B, on Cambridge St. N.)	3m (Area B, on Cambridge St. N.)	Yes
Min. Interior Side Yard Setback S303	4m	4m	Yes
Min. Rear Yard Setback S303	2m (Area B, on Clemow Ave.)	2m (Area B, on Clemow Ave.)	Yes
Building Height S303	Area A (no building): 0m Area B (podium): 10.5m Area C (tower): 52m	Area A (no building): 0m Area B (podium): 10.5m Area C (tower): 52m	Yes
Parking Table 101A, Area Y	Existing office building: 39 Residence: 42 Medical Health / Professional Services: 13 Total: 94	Existing office building: 52 Residence: 113 Medical Health / Professional Services: 13 Total: 178	Yes
Bicycle Parking Table 111A	66	85	Yes
Amenity Space	6m ² per dwelling unit, and 10% of the gross floor area of each rooming unit Communal Area: A minimum of 50% of the required total amenity area, and, Aggregated into areas up to	Private Balconies: 748m ² 1 st floor communal exterior: 284.9m ² 1 st floor communal interior: 112.1m ²	Yes

PERFORMANCE STANDARD	AM[2022] S303	PROVIDED	COMPLIANCE
	54 m2, and where more than one aggregated area is provided, at least one must be a minimum of 54 m2	4 th floor communal interior: 701.7m ² 4 th floor communal exterior: 448.8m ² Total: 2,295.5m ² Total Communal: 1,547.5m ² (67%)	

In considering the proposed development and applicable policy framework, it is our professional opinion that the proposed development represents good planning and is in the public interest for the following reasons:

CONSISTENT WITH THE PROVINCIAL POLICY STATEMENT

The proposed development is consistent with the Provincial Policy Statement which promotes the development of serviced, underutilized lands located within settlement areas and proposes an efficient, cost-effective pattern of development, capitalizes on an intensification opportunity within the City, and anticipates future needs of the community in which it is located.

CONFORMS TO THE CITY OF OTTAWA OFFICIAL PLAN

The proposed development conforms to the City of Ottawa Official Plan as it represents an opportunity for intensification along an Arterial Mainstreet. The proposed development is consistent with the policies of the plan regarding growth management and compatibility with existing and planned development.

MEETS APPLICABLE DESIGN GUIDELINES

The proposed development generally meets the design direction provided in the Urban Design Guidelines for Arterial Mainstreets and the Official Plan. The proposed development takes advantage of an infill opportunity and contributes to reinforcing the streetscape along Carling Avenue and the adjacent local roads.

MAINTAINS THE GENERAL INTENT OF THE ZONING BY-LAW

The proposed development is generally consistent with the intent of the zoning by-law, as it proposes the redevelopment of a surface parking lot along an Arterial Mainstreet. The proposed building will enhance the street edge along Carling Avenue, while the podium/tower design ensures an appropriate transition to adjacent residential area. Zoning Schedule 303 was developed as part of a settlement at the Ontario Municipal Board between the local community association and the developer, and as such, the development is subject to zoning performance standards that were developed alongside the community.

REPRESENTS GOOD PLANNING

Overall, the proposed development advances several key policy objectives at the Provincial and Municipal levels including: optimizing the use of serviced lands within the existing urban boundary, promoting residential intensification within the urban boundary, and promoting mixed use development in proximity to transit.

Based on the above analysis, the proposed development represents good planning and is therefore in the public interest.



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