

FOTENN

1354 + 1376
CARLING
AVENUE



April 21, 2017

Planning Rationale
and Design Brief

Zoning By-law Amendment
and Site Plan Control

**1354 + 1376 CARLING AVENUE
ZONING BY-LAW AMENDMENT AND
SITE PLAN CONTROL**

**PLANNING RATIONALE AND DESIGN
BRIEF**

Prepared for Holloway Lodging Limited Partnership

Prepared by Fotenn Consultants Inc.
223 McLeod Street
Ottawa, ON K2P 0Z8

April 2017
© FOTENN

The information contained in this document produced by Fotenn is solely for the use of the Client identified above for the purpose for which it has been prepared and Fotenn undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

All rights reserved. No section or element of this document may be removed from this document, reproduced, electronically stored or transmitted in any form without the written permission of Fotenn Consultants Inc.

CONTENTS

1.0	Introduction	1	8.0	Design Proposal	37
1.1	Overall Vision	1	8.1	Site Plan	37
1.2	Purpose of the Applications	1	8.2	Landscape Plan	38
2.0	Overall Redevelopment Vision	3	8.3	Building Massing	39
3.0	Site Context	5	8.4	Elevations	40
3.1	Existing Conditions	5	8.5	Views	43
3.2	Surrounding Area	6	8.6	Shadow Analysis	47
4.0	Site Photos	7	9.0	Development Applications	49
5.0	Site Inventory and Analysis	9	9.1	Zoning By-law Amendment	49
5.1	Neighbourhood and Open Space	9	9.2	Site Plan Control	49
5.2	Existing Land Use	10	10.0	Conclusions	50
5.3	Road Network	11			
5.4	Transit Network	12			
5.5	Cycling Routes and Multi-Use Pathways	13			
6.0	Proposed Development	14			
7.0	Policy and Regulatory Framework	17			
7.1	Provincial Policy Statement	17			
7.2	City of Ottawa Official Plan	18			
7.3	City of Ottawa Official Plan Amendment No. 150	26			
7.4	Westgate Secondary Plan	28			
7.5	Urban Design Guidelines for High-Rise Housing	30			
7.6	Urban Design Guidelines for Development Along Arterial Mainstreets	31			
7.7	City of Ottawa Comprehensive Zoning By-law (2008-250)	33			

1.0 INTRODUCTION

Fotenn has been retained by Holloway Lodging Limited Partnership ('Holloway') to assess the appropriateness of the proposed redevelopment of their lands known municipally as 1354 and 1376 Carling Avenue in the Carlington neighbourhood of the City of Ottawa (the "subject property").

The subject property is currently occupied by a Travelodge Hotel that includes hotel rooms, a conference centre, and indoor waterpark within a three (3) storey structure. A vacant 13-storey building (formerly used as part of the hotel) and parking structure occupy the east portion of the property.

1.1 Overall Vision

Holloway is currently assessing several properties in their portfolio and the subject property represents an excellent opportunity for redevelopment and intensification. Working with GeigerHuot Architects and Fotenn, Holloway has generated a redevelopment vision for the entire subject property consisting of mixed-use high-rise buildings along Carling Avenue and mid-rise residential buildings along the adjacent side streets.

The buildings along Carling are punctuated by three (3) 20-storey residential towers, atop a consistent six (6) storey podium featuring ground-floor retail uses and residential units above. The mid-rise buildings along Archibald and Meath Streets are each nine (9) storeys and contain exclusively residential uses.

The proposed redevelopment vision continues the ongoing evolution of the Carling Avenue/Westgate node through an appropriate intensification of lands in proximity to an existing transit priority corridor planned for intensive (rail) transit in the future on Carling Avenue.

1.2 Purpose of the Applications

In recent years, the portion of Carling Avenue adjacent to the subject property has been the focus of several planning applications and policy initiatives. This evolution is largely a result of Carling Avenue's Arterial Mainstreet designation, and the prioritization of the street as a transit corridor.

On April 12, 2017 the City of Ottawa's Council approved several developments in the immediate area and also approved the Westgate Secondary Plan for the area. The Secondary Plan was initiated by RioCan Management Inc. through their development applications to allow the redevelopment of the Westgate Shopping Centre. The Secondary Plan also addressed lands on the south side of Carling Avenue, including the subject property, recognizing their redevelopment potential and important role in providing a transition into the Carlington neighbourhood.

Continuing the evolution of this corridor, the current proposal is facilitated through two (2) current applications. A Zoning By-law Amendment application that will rezone the entire subject lands, facilitating the long-term, full redevelopment vision for the subject property. The site-specific

Zoning By-law Amendment would amend the current "Arterial Mainstreet, Subzone 10 (AM10)" and "Residential Fourth Density, Subzone N (R4N)" zoning on the subject property to "Arterial Mainstreet, Subzone 10, Schedule XXX (AM10 SXXX)". The amendment would add a site-specific schedule to address built form, height, and setbacks.

A concurrent Site Plan Control application is also submitted to facilitate the first phase of the redevelopment on the eastern half of the property. Phase 1 includes the demolition of the existing hotel high-rise building, Centennial meeting room, and parking structure and the construction of two (2) new buildings - a high-rise (20 storeys) along Carling Avenue and a mid-rise (9 storeys) building along Archibald Street. Phase 1 also includes the retention of the three (3) storey hotel building on the west side of the property with minor modifications proposed to the existing surface parking areas serving the hotel.

Phase 1 protects for the future redevelopment of the subject property and achieves an appropriate transition to the low-rise neighbourhood to the south in a compact, mixed-use built form.



Figure 1: Site Location

OVERALL REDEVELOPMENT VISION

The full redevelopment plan for the subject property envisions four (4) buildings arranged on the site around minimal surface parking areas and a large centre greenspace that will serve the new community while also being open to residents from the area. The site will be easy to move through, and will provide direct connections to Carling Avenue and beyond. Retail uses will front along the majority of Carling Avenue, with active unit entrances and a high level of transparency to ensure a vibrant and engaging pedestrian realm.

The plan for 1354 and 1376 Carling Avenue focuses on realizing the highest and best-use opportunities for the property. The redevelopment of the site will not only add material value to the property, but will contribute positively to the public realm of the City of Ottawa. It supports the redefinition of the City and Carling Avenue as set forth in the the City of Ottawa Transportation Master Plan and Official Plan.

THE MIXED USE REDEVELOPMENT OF 1354 AND 1376 CARLING AVENUE WILL AID IN THE DEFINING AND ESTABLISHMENT OF CARLING AVENUE AS A THRIVING PEDESTRIAN FOCUSED, MIXED-USE CENTRE FOR SUSTAINABLE DEVELOPMENT WITHIN THE CITY.

Development Objectives



MIX OF USES

Encourage Community Vitality through a Mix of Uses



FORM + SCALE

Develop Active Edges that are Engaging and Respect Adjacent Communities



MOBILITY

Integrate Mobility, Parking and Servicing



TRANSIT NODE

Integrate Transit Stops to Promote Existing Transit Nodes



Figure 2: Overall Redevelopment Vision (Looking Northeast)

3.0

SITE CONTEXT

3.1 Existing Conditions

The subject property is located on the south side of Carling Avenue south of Highway 417 and west of Merivale Road. The property occupies the entire frontage along Carling Avenue between Archibald Street in the east and Meath Street in the west.

The subject property has a total area of approximately 1.88 hectares with approximately 125 metres of frontage on Carling Avenue, 110 metres of frontage on Meath Street, and 105 metres of frontage on Archibald Street. The south edge of the property abuts existing low-rise residential uses abutting Thames Street.

The property is currently occupied by a three (3) storey Travelodge Hotel and Conference Centre. A vacant 13 storey tower and parking structure are on the east side of the site and were previously used as part of the hotel. The site also contains surface parking and landscaped areas.

The parking structure and high-rise hotel tower are presently vacant and will be demolished to allow Phase 1 of the development to proceed. The balance of the hotel will be retained and will continue to operate as a hotel and indoor waterpark.

Carling Avenue adjacent to the site is split as it passes under Highway 417. Eastbound traffic travels on the lanes abutting the subject property, while westbound traffic is further north. A wide landscaped median separates the traffic. Carling Avenue is a major arterial extending from March



Figure 3: Site Context

Road in the west to Bronson Avenue in the east. Archibald and Meath Streets and north-south local roadways providing access to and from Carling Avenue eastbound, allowing only right-turns given the cross-section of Carling Avenue. An existing private driveway, along the south edge of the subject property, connects these two streets. South of this driveway, the streets operate as one-way roadways in the northbound direction (i.e. towards Carling Avenue).

Meath Street was reconstructed in the summer of 2016, including the addition of a new 1.8 metre wide concrete sidewalk on the east side immediately adjacent to the subject property.

The subject property is within 400 metres of planned rapid transit stations at Carling/Merivale, and Carling/Kirkwood. Carling Avenue is also a Transit Priority Corridor in the City.

3.2 Surrounding Area

The area surrounding the subject property is characterized by a range of land uses and building forms. Along Carling Avenue are a range of commercial, retail, and residential uses in buildings ranging in height from two (2) storeys to 22 storeys.

Carling Avenue is currently the subject of a Transit Priority Study initiated by the City. The Study is seeking a functional design for Carling Avenue, between Lincoln Fields Station and Bronson Avenue that will improve transit times and reliability, widen sidewalks and cycling facilities in key areas, and modify intersections. Adjacent to the subject property, a bus lane is proposed with two vehicular traffic lanes.

The surrounding uses can be described as follows:

North: On the north side of Carling Avenue is the on-ramp/off-ramp for Highway 417. Carling Avenue splits as it crosses under Highway 417. To the northeast is a six (6) storey office building and the Westgate Shopping Centre. The Shopping Centre has recently been the subject of Official Plan and Zoning By-law Amendments that will facilitate the Centre's redevelopment over the long-term with a mix of uses and high-density development.

East: East of the subject property, on the east side of Archibald Street, are two (2) storey used car dealerships along Carling Avenue. Further east is a 22-storey high-rise residential building with retail uses at-grade. Behind the properties fronting onto Carling Avenue are low-rise residential uses fronting onto Archibald Street and Thames Street.

South: To the immediate south of the subject property are low-rise residential dwellings abutting Thames Street. Further south is the Carlington neighbourhood, a primarily low-rise residential neighbourhood with commercial/retail uses along Merivale Road.

West: To the west of the subject property is the Embassy Suites Retirement Home, recently the subject of a Zoning By-law Amendment application to permit additional height for two (2) new buildings. Further west, along Kirkwood Avenue, are low-rise apartment buildings and a car dealership.

4.0

SITE PHOTOS





5.0

SITE INVENTORY AND ANALYSIS

5.1 Neighbourhood and Open Space

The subject property is located in the vicinity of several parks and open spaces. The largest park within walking distance, Hampton Park, is located immediately north of Highway 417 and includes amenities such as playgrounds and sports fields. Future development provides an opportunity to better connect the community to these outdoor features.

Key Open Spaces and Parks

- ① Hampton Park + NCC Site #60
- ② Central Experimental Farm
- ③ Sir John A Macdonald Parkway
- ④ Harrold Place Park
- ⑤ Alexander Park




-  Subject Site
-  Neighbourhood Boundary
-  Open Space
-  Park
-  Experimental Farm
-  500m / 10min Walking Distance
-  1000m / 20min Walking Distance



Figure 4: Neighbourhood and Open Space

5.2 Existing Land Use

The majority of the surrounding area is occupied by low density housing. Carling Avenue and Highway 417 are predominantly fronted by commercial and institutional uses. There is a clear distinction between residential and commercial use, but a lack of mixed-use centres in the area.

Site Land Use

/ Commercial/Retail

Adjacent Land Use

/ Commercial/Retail

/ Institutional

/ Parks and Open Space

/ Low Density Residential



Figure 5: Existing Land Use

5.3 Road Network

The subject property is bordered by Carling Avenue and Highway 417 to the north and local streets to the east and west. Carling Avenue is a six (6) lane arterial road which will be modified as part of the City's ongoing transit priority study. Archibald and Meath Street are local streets connected at the south end of the subject property by a private driveway. South of the driveway, the streets operate as one-way streets in the northbound direction - presumably to reduce cut-through traffic on Thames Street between Carling Avenue and Merivale Road.

The existing eastbound on-ramp to the Highway 417 for vehicles travelling westbound on Carling Avenue is slated for closure. This will force vehicles to continue west on Carling Avenue, to loop around on Kirkwood Avenue.

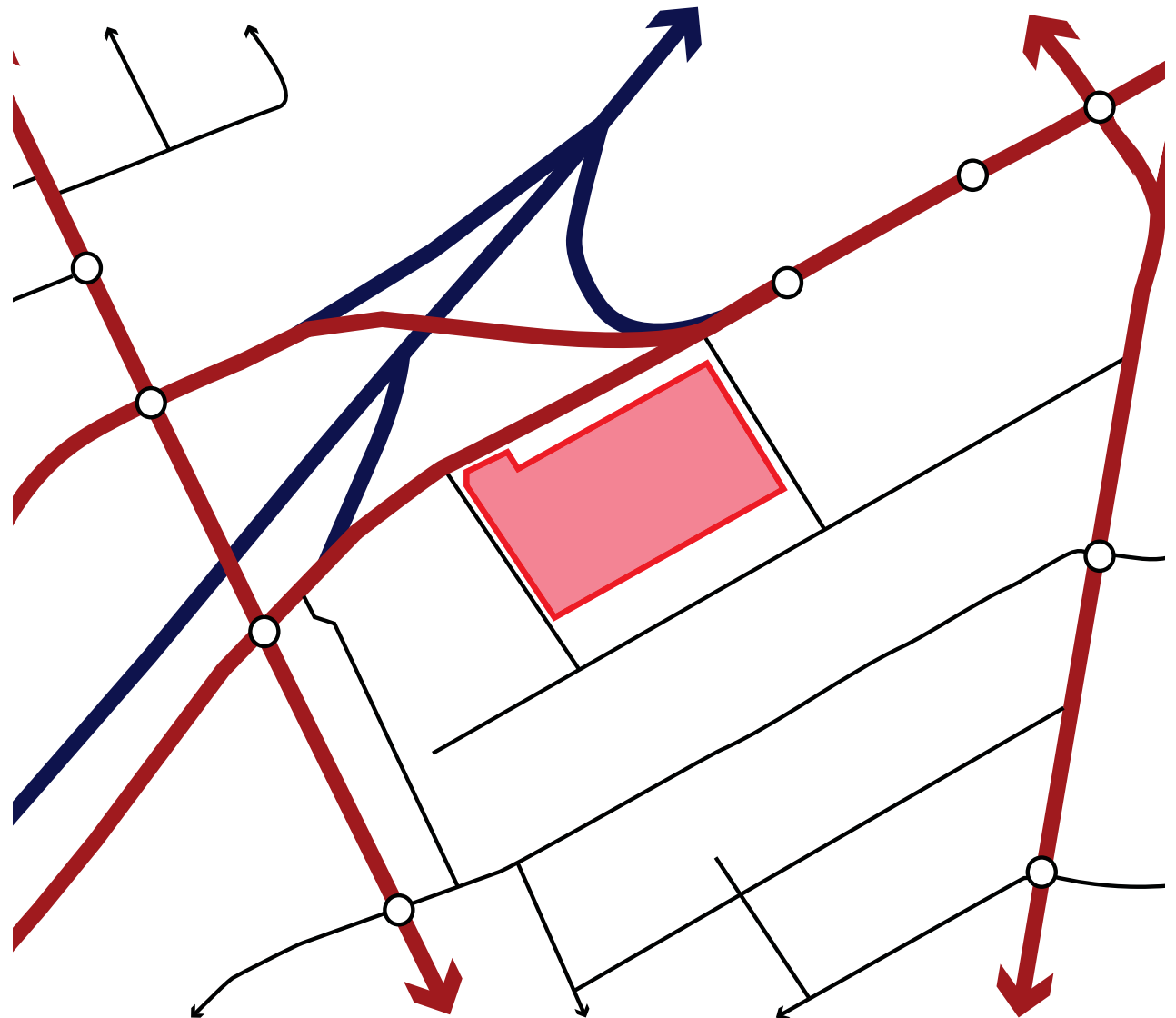
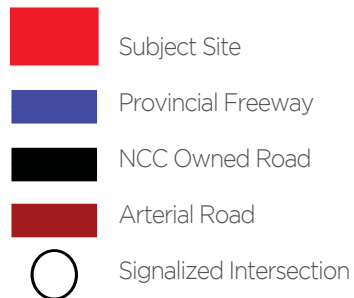


Figure 6: Road Network

5.4 Transit Network

Within a 1000 metre radius of the subject property are six (6) existing bus routes that extend across the urban area. Intensive Transit is planned with multiple stations within 400 metres of the development, which will support further intensification in the surrounding area. Transit connectivity provides a platform for Transit Oriented Design as well as commuter accessibility for varying income levels.

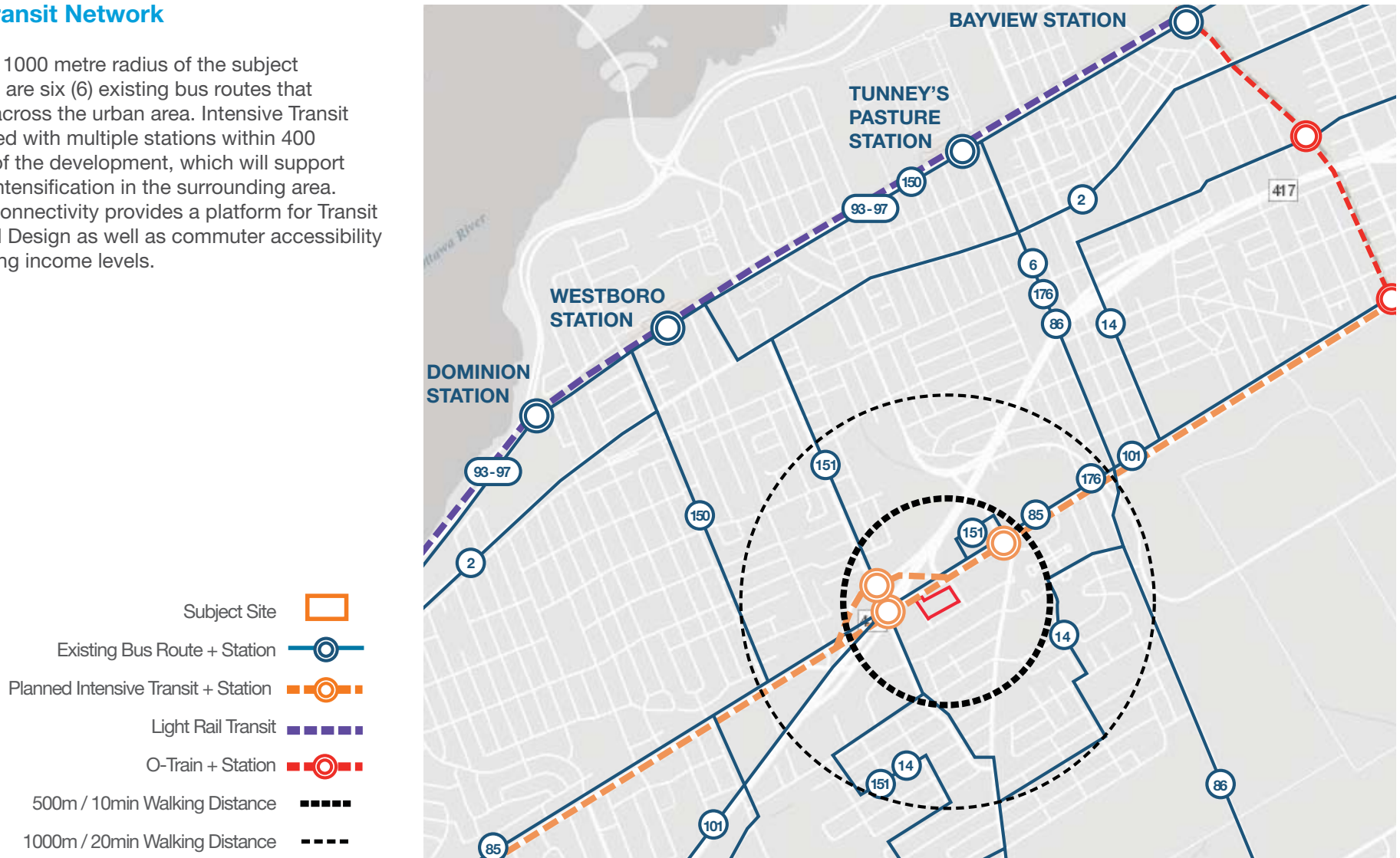


Figure 7: Transit Network

5.5 Cycling Routes and Multi-Use Pathways

The subject site has multiple bike lanes and multi-use pathways north of Carling Avenue, extending to the Westboro neighbourhood and the National Capital Commission (NCC) pathway system. There is a lack of bike lanes and multi-use pathways south of Carling Avenue making the access more difficult from the Carlington neighbourhood and the Experimental Farm.


-  Subject Site
-  Cycling Lane
-  Multi-Use Path
-  Planned Future Multi-Use Path
-  500m / 10min Walking Distance
-  1000m / 20min Walking Distance



Figure 8: Cycling and Pathway Network

6.0 PROPOSED DEVELOPMENT

The proposed redevelopment of the lands at 1354 and 1376 Carling Avenue will continue the recent evolution of Carling Avenue to create a mixed-use node around future transit stations.

As noted above, two applications are being submitted concurrently to permit the long-term redevelopment of the lands. A Zoning By-law Amendment is submitted to rezone the lands to permit the full redevelopment of the property with four (4) new buildings, including high-rise (20 storey) buildings along Carling Avenue and mid-rise (9 storey) buildings along Archibald and Meath Street. The rezoning is intended to apply to the entire subject lands, permitting Phase 1 to proceed immediately and the balance to occur in the future.

Concurrent to the Zoning By-law Amendment, a Site Plan Control application is submitted for Phase 1 of the redevelopment. Phase 1 focuses on the eastern half of the property, replacing the existing high-rise building and parking structure with two (2) new buildings, associated amenity, landscaped, and parking areas.

Abutting Carling Avenue, a new 20-storey, 63.75 metre mixed-use building (Building B) will be located on the northeast corner of the subject property. The proposed building will contain approximately 218 residential units and associated amenity areas.

The building features a six (6) storey, 18 metre podium that will wrap the corner of Carling Avenue and Archibald Street and will feature ground-floor

retail uses along Carling Avenue. Overhangs and articulation of the facade are designed to break up the mass of the building and to differentiate the podium base from the tower above. Two six (6) storey extensions of the building extend along Carling Avenue and along Archibald Street.

The second building (Building D) is a nine (9) storey residential building located south of Building B. This residential building would contain approximately 124 residential units, along with associated amenity areas. The south facade of the building has been articulated with four (4) storey projections from the facade to continue the transition from the higher development along Carling Avenue. The closest portion of Building D will be 26.67 metres from the south property line.

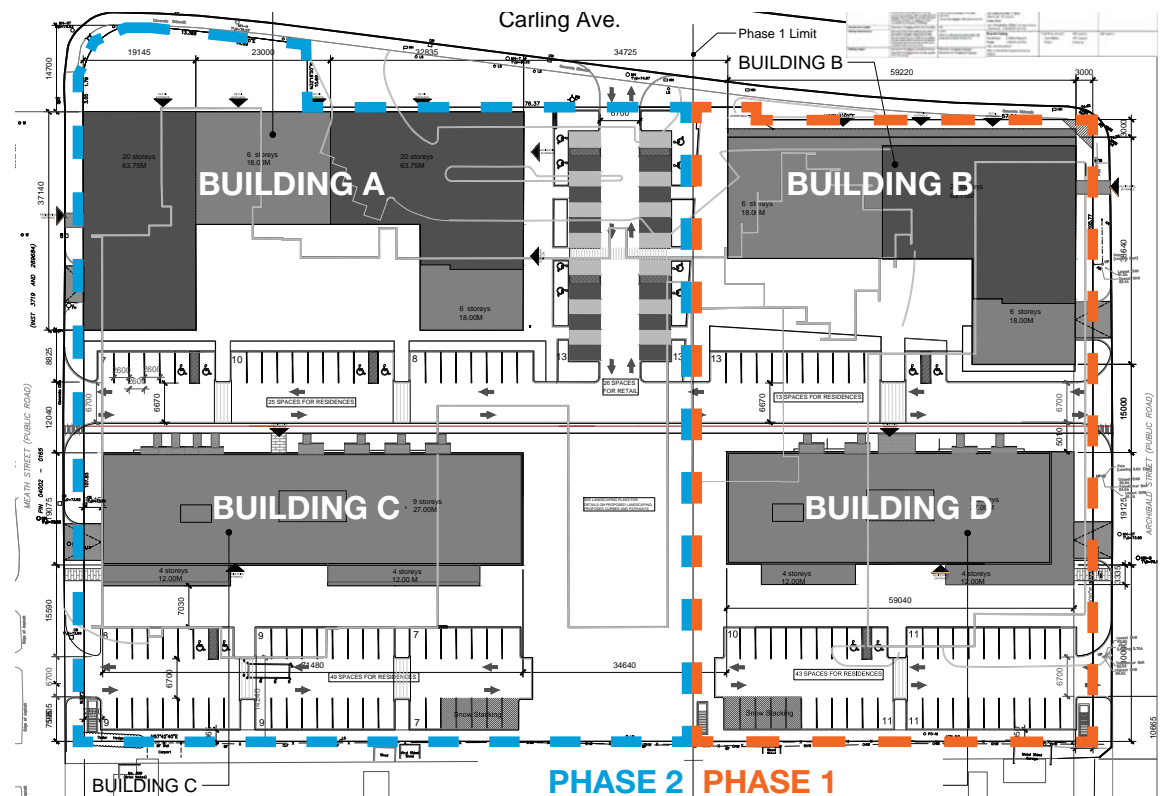


Figure 9: Ultimate Site Redevelopment

The proposed buildings are clad in traditional materials found in the surrounding buildings, complementing them with accents of curtain wall and aluminum panels. The result is a visually interesting backdrop to Carling Avenue and the side streets.

Also included as part of Phase 1 is a new, single-storey underground parking garage containing 202 parking spaces, 116 bicycle parking spaces, and storage lockers for residents. The intent is for this garage to continue west under the future phases of development when they occur. The parking garage will be accessed via two ramps from Archibald Street.

An additional 56 surface parking spaces and 69 bicycle parking spaces will be provided as part of Phase 1. The surface parking areas are also accessible from Archibald Street or Meath Street.

Phase 1 retains the existing 3-storey operating hotel building on the western half of the property. Minor modifications into the existing hotel parking areas will increase the number of parking spaces to 95 total.

Significant landscaping improvements will also be made to the east half of the site as part of Phase 1. Tree plantings and a wider sidewalk along Carling Avenue will create a pedestrian-friendly environment that will draw people into the site and to the retail unit(s). A retail terrace is possible along the west side of Building B, dependent on the ultimate user of the retail space. On the

south side of Building B, a landscaped courtyard will provide valuable outdoor amenity space for residents and for visitors to the site. This space has been landscaped with a variety of planters and benches and will include a water feature to create an enjoyable outdoor space.

Rooftop terraces on Building D, and on the six (6) storey portion of Building B adjacent to Carling Avenue are intended to provide additional communal amenity area for residents of the buildings.

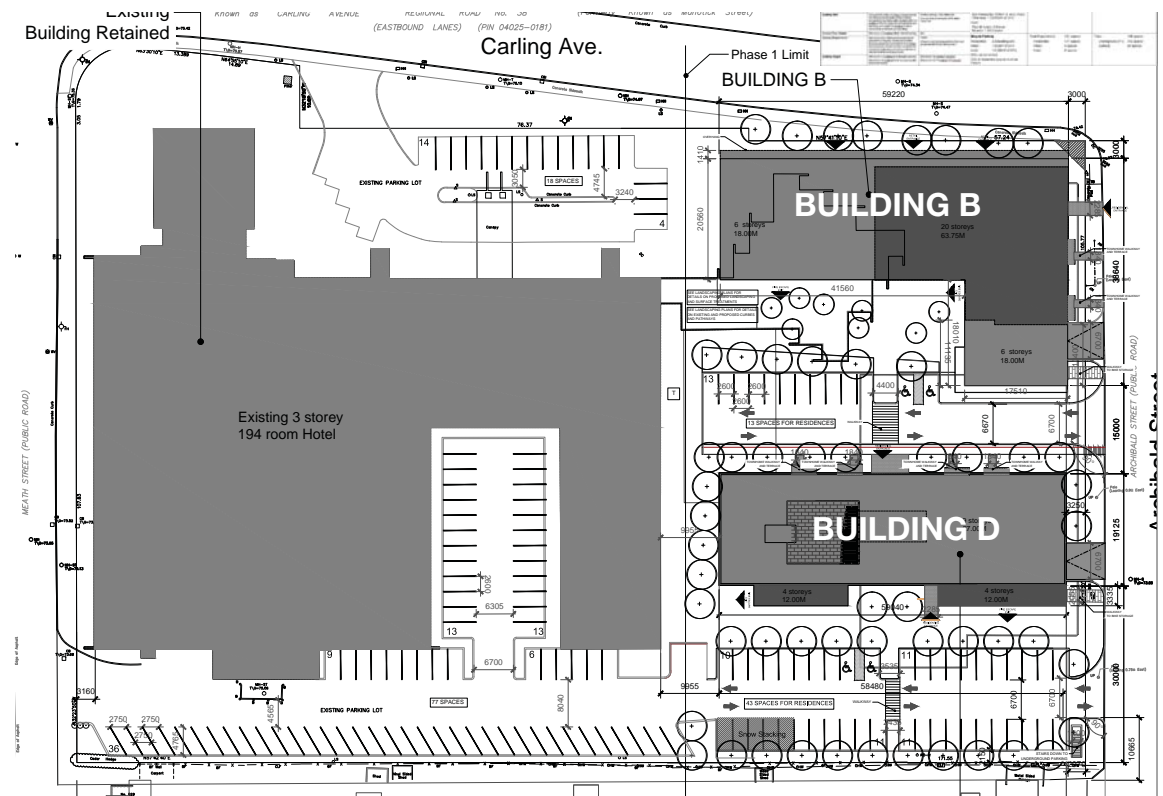


Figure 10: Phase 1 Site Plan



Figure 11: Phase 1 Site Massing

POLICY AND REGULATORY FRAMEWORK

7.1 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 recognizes that “the long-term prosperity and social well-being of Ontarians depends on maintaining strong communities, a clean and healthy environment and a strong economy”. To this end, the PPS generally promotes the creation of “healthy, liveable and safe communities”, through efficient land use patterns based on densities and a mix of land uses that efficiently use land, resources, infrastructure, and public service facilities, minimize air quality impacts, promote energy efficiency, support active transportation, are transit and freight supportive, and include a range of uses and opportunities for redevelopment and intensification. Planning authorities are to identify appropriate locations for intensification and redevelopment taking into account the existing building stock and the availability of suitable existing or planned infrastructure and public service facilities (Policy 1.1.3.3).

New development is to have a compact form, and a mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Section 1.4 contains policies specific to housing and states that planning authorities shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents. This to be accomplished by:

- / Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are, or will be, available to support current and projected needs;
- / Promoting densities for new housing that efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit in areas where it exists or is to be developed;
- / Establishing development standards for residential intensification, redevelopment, and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity. The PPS also states that efficient use should be made of existing and planned transportation systems, including rapid transit and cycling infrastructure. Policy 1.6.7.4 states that land use patterns, densities and a mix of uses should be promoted that minimize the

length and number of vehicle trips and supports the development of viable choices and plans for public transit and other alternative transportation modes.

The proposed development intensifies an existing urban site with residential and retail uses, contributing to a compact, mixed-use community and increasing the housing options within the neighbourhood. The proposed density of development efficiently uses land and resources within the City’s urban area and will support active transportation and transit.

The development is located along an Arterial Mainstreet (Carling Avenue) which is a land use designation that is identified as being a priority for intensification throughout the City of Ottawa where infrastructure and public services facilities are available.

The proposed development will also efficiently use the planned transit infrastructure along Carling Avenue. Carling is a Transit Priority Corridor in the City of Ottawa and planned improvements to the corridor will provide priority transit service immediately adjacent to the subject property, with two stations proposed within approximately 400 metres of the site.

7.2 City of Ottawa Official Plan

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. At the same time, it is anticipated that the number of people per household will decline resulting in the need for approximately 145,000 new homes in Ottawa by 2031. One third of housing growth is anticipated to occur within the Greenbelt with much of the demand for new housing being in the form of smaller units such as apartments.

The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. 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;
 - 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. Creating Liveable Communities
 - a. 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;
 - b. 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.

The proposed development intensifies an under-utilized property within the City's urban area and in an area identified as a target for intensification. The compact, mixed-use form of the development will encourage active transportation and transit use. The addition of retail uses to the ground floor of the buildings along Carling Avenue will provide important neighbourhood retail spaces where residents can interact, socialize, and shop. These uses will complement the existing retail and commercial uses along the Carling Avenue corridor. The injection of new residents to the area will support these services going forward.

7.2.1 Managing Growth

The City anticipates that approximately 90 percent of the growth in population, jobs and

housing will be accommodated within the urban area. Concentrating growth within the urban area makes efficient use of existing services and infrastructure and allows for a pattern and density of development that supports transit, cycling, and walking as viable and attractive alternatives to private automobiles.

Section 2.2.2 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. Consequently, the Plan directs growth to locations with significant development potential, specifically those designated as Central Area, Mixed-Use Centres, Employment Areas, Enterprise Areas, Developing Communities, and Mainstreets. By directing growth to the specific land use designations, the stability of neighbourhoods within the General Urban Area designation is enhanced.

Residential intensification is broadly defined in Section 2.2.2, Policy 1 as the intensification of a property, building or area that results in a net increase in residential units or accommodation and includes the development of vacant or under-utilized lots within previously developed areas and infill development.

The proposed development meets the definition of residential intensification as defined above.

Policy 4 of Section 2.2.2 identifies target areas for intensification including the Central Area, Mixed-Use Centres, Arterial Mainstreets, and Town Centres. For the Carling Arterial Mainstreet, a density target of 200 people and jobs per gross hectare is set for 2031. This target density represents an increase from the 2006 target of 183 people and jobs per gross hectare.

Policy 19 states that policies regarding appropriate locations for high-rise buildings are found in Section 4.11. This section is discussed in Sections 7.2.4 and 7.2.5 below.

The additional height and density proposed for the subject property is in conformity with the intent of the Official Plan policies on managing growth within the City. The Official Plan identifies Arterial Mainstreets, like Carling Avenue, as target areas for intensification. The ultimate redevelopment proposes approximately 914 new dwelling units which will achieve a density of 484 dwellings per net hectare, exceeding the City's target for intensification along the Carling Avenue Mainstreet corridor.

- General Urban Area
- Employment Area
- Major Open Space
- Urban Natural Features
- Agricultural Research Area
- Mixed Use Centre
- Arterial Mainstreet
- Traditional Mainstreet
- Central Experimental Farm



Figure 12: City of Ottawa Official Plan - Schedule B

7.2.2 Land Use Designation

The subject property is designated “Arterial Mainstreet” on Schedule B of the City of Ottawa’s Official Plan. The Arterial Mainstreet designation is intended to offer significant opportunities for intensification through more compact forms of development, a lively mix of uses, and a pedestrian-friendly environment.

Arterial Mainstreets are corridors that have generally developed since 1945 and that present an urban fabric of larger lots, larger buildings, varied setbacks, lower densities, and a more automobile-oriented environment. Development along Arterial Mainstreets is intended to occur in a way that facilitates the gradual transition to a more urban pattern of land use. This means that, over time, more residential uses will be introduced, where appropriate, and that the streets will evolve into more transit-supportive, pedestrian-oriented environments that support the surrounding community.

A broad range of uses are permitted along Arterial Mainstreets including retail and service commercial, office, residential, and institutional uses.

Redevelopment and infill are encouraged on Arterial Mainstreets in order to optimize the use of land through intensification. Development should occur in a building format that encloses and defines the street edge and provides direct pedestrian access to the sidewalk. Building heights up to nine (9) storeys are generally permitted on Arterial Mainstreets. Greater building heights may

be considered in accordance with the policies of Section 4.11 (discussed in Section 7.2.5 below).

The proposed development exemplifies the ongoing evolution of the Carling Avenue Arterial Mainstreet from the automobile-oriented street of the past into the more urban, transit-supportive, pedestrian-friendly envisioned in the Official Plan. The proposed uses, which include residential and retail uses, will support the vision for Arterial Mainstreets as compact, mixed-use streets. The development will provide an active street edge along Carling Avenue contributing to a pedestrian-oriented streetscape.

The proposed buildings heights provide an appropriate transition from the Mainstreet into the low-rise neighbourhood to the south. This transition is discussed through a review of the policies of Section 4.11 below.

7.2.3 Building Liveable Communities

Section 2.5 of the Official Plan states that Ottawa’s communities should be built on the basics of good housing, employment, ample greenspace, and a sense of history and culture, but also focusing on community design and by engaging in collaborative community building – especially in and around Mixed-Use Centres and Mainstreets where there is the greatest potential for growth.

Section 2.5.1 provides guidance as to how to achieve compatibility between form and function when introducing new development into existing areas.

Compatible development means development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. It “fits well” within its physical context and “works well” among those functions that surround it.

Section 2.5.1 provides design objectives and associated principles to guide development to achieve a good fit within the existing context. New development is evaluated at five scales: City- wide, neighbourhood, street, site, and building.

The following objectives are considered the most applicable to the proposed development:

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

The proposed development will continue the evolution of the Carling Avenue corridor in and around the Westgate node. Fronting on Carling Avenue, this four (4) building development is intended to bridge the gap between the existing low rise area to the south, and the new developments proposed along Carling Avenue, acting as a gateway to this rapidly changing neighborhood. The retail uses along Carling Avenue will activate the street edge and will encourage a pedestrian-oriented environment.

- / To define quality public and private spaces through development.

Through Phase 1, the addition of meaningful landscaped spaces will begin the creation of a focal point for the development centered around the early stages of what will become a public square. The porosity of the buildings encourages circulation between the different phases and acts as a gathering place for residents and visitors to the proposed retail at the ground floor along Carling Avenue.

The proposal will also greatly improve the building relationship to Carling Avenue, replacing the parking structure and setback high-rise hotel tower with buildings that address the street, activating the ground floor with entrances and glazing to create a vibrant pedestrian environment along the street.

- / To create places that are safe, accessible and are easy to get to.

The proposed development utilizes a grid of pathways and internal streets within the site to provide understandable and direct pedestrian and vehicular connections to the abutting transportation network. The connections make the site easy to move through, encouraging active transportation and providing direct connections to the existing and planned transit infrastructure

along Carling Avenue. Interior courtyard spaces provide a retreat from the mainstreet environment, and are secured through many eyes from the residential units above watching these spaces.

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

As noted above, the Carling Avenue corridor adjacent to the subject property is undergoing a significant evolution from an automobile-focused street into a mixed-use hub focused on transit and active transportation. The proposed development recognizes the importance of the corridor and proposes a massing and rhythm consistent with the early stages of this evolution. By concentrating the higher density in point blocks along Carling, and breaking down the scale as it returns along Archibald Street, the proposed development addresses the existing neighborhood through a series of building heights and setbacks as it rises towards Carling Avenue. As discussed below, the proposed massing provides an excellent transition from Carling Avenue into the low-rise Carlington community.

- / 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 redevelopment vision for the subject property allows for the evolution of lands into a more compact, pedestrian-oriented form. The first phase of the development begins this evolution with two new buildings that will replace the existing auto-related uses and low-density development with a compact, mixed-use development.

The subject property is located within a Design Priority Area and is therefore subject to review by the Urban Design Review Panel.

A formal consultation with the Panel will be held following submission of development applications for the proposed development.

7.2.4 Compatibility

To arrive at a compatibility of scale and use requires a careful design response that appropriately addresses impact generated by infill or intensification. Policy 2 of Section 4.11 establishes criteria to evaluate the compatibility of development applications. The proposed development meets these criteria as follows:

Traffic	<p>The subject property is located on a Transit Priority Corridor and within 400 metres of two future transit stations (Carling at Kirkwood and Carling at Merivale Road). The site's location along an identified Transit Priority Corridor and proximity to pathways and parks will encourage residents to use active modes of transportation.</p> <p>The Community Transportation Study (CTS) prepared in support of the current development applications assessed the existing road network and its potential to accommodate the traffic generated by the proposed development. The study also determined that the intersections in the study area operate at an acceptable level of service during peak hours, post-development.</p>
Vehicular Access	<p>The proposed development will maintain accesses from Carling Avenue, Meath Street and Archibald Street. Meath Street and Archibald Street are unique in that they are both one-way streets northbound south of the subject property. They operate as two-way streets for the entire depth of the property. Carling Avenue is also a split road, with no left-turn access to the site for vehicles travelling westbound. The vehicular accesses proposed as part of the concept plan are located on the side-streets with a single access from Carling Avenue primarily intended to serve retail spaces abutting the street.</p>
Parking Requirements	<p>The proposed development provides 349 parking spaces in Phase 1 including 202 spaces in a new underground parking garage and 147 surface spaces to serve the retained hotel, as well as the new retail and residential uses. Phase 1 requires a minimum of 245 spaces per the Zoning By-law.</p> <p>New parking areas have generally been placed away from Carling Avenue, out of view from the mainstreet. The existing hotel canopy and drop-off will remain for Phase 1 with some additional parking added.</p>

Outdoor Amenity Areas	Affected outdoor amenity areas are primarily for the residential properties along Thames Street to the south. The proposed development utilizes setbacks and building form to carefully transition to these homes, reducing overlook and impacts on their amenity areas. The proposed development provides a 26 metre setback from the rear (south) property line for the nine (9) storey building and a setback of over 70 metres to the 20-storey building along Carling Avenue. The large setbacks and deliberate transition of massing will ensure no adverse impacts to the neighbouring amenity areas.
Loading and Service Areas, Outdoor Storage	Given the nature of the retail spaces on the site, no loading spaces are required and all loading will occur from the front of the stores/ Garbage and recycling storage will occur within the buildings, out of sight from the surrounding land uses.
Lighting	Lighting will be designed and installed to provide a safe and secure environment while meeting the City's requirements and ensuring no significant impacts on adjacent properties.
Noise and Air Quality	No significant impacts related to noise or air quality are expected as a result of the proposed development. The noise study prepared in support of the application makes recommendations for building construction which will be implemented through Site Plan Control approval conditions.
Sunlight	Sun-shadow studies have been prepared for the building and demonstrate no undue adverse impacts resulting from the proposed high-rise buildings. Shadows are generally cast to the north, over Carling Avenue Street and Highway 417. As the proposed development will not shadow any adjacent property for a period greater than four hours, the increased shadow is considered acceptable in an urban context.
Microclimate	The wind study prepared for the site notes that the microclimate conditions within the proposed landscaped courtyards between the buildings will be appropriate and comfortable for pedestrians. Mitigation measures noted will be implemented as required.
Supporting Neighbourhood Services	As described above, the subject property is located in close proximity to several neighbourhood amenities, including schools, parks, daycares, hospitals and commercial services. New residents will strengthen existing local amenities and services and will contribute to the critical mass required to attract other amenities and services to the surrounding area.

7.2.5 Location of Tall Buildings

Policy 7 of Section 4.11 defines high-rise development as a building of 10 storeys or more. High-rise buildings may be considered within the Central Area, Mixed-Use Centres, Employment Areas, Enterprise Areas, and along Traditional and Arterial Mainstreets. Policy 10 states that greater building heights may be considered along mainstreets in specific locations (listed in policy 9) including, among others:

- / Within areas characterized by high-rise buildings that have direct access to an arterial road, or;
- / Within 600 metres of a rapid transit station as identified on Schedule D of the Official Plan, or;
- / Where a community design plan, secondary plan, or other similar Council-approved planning document identifies locations suitable for the creation of a community focus on a strategic corner lot, or at a gateway location or on a terminating site to strategic view, or a site that frames important open spaces, or at a location where there are significant opportunities to support transit at a transit stop or station by providing a pedestrian and transit-oriented mix of uses and activities, or;
- / Within areas identified for high-rise buildings where these building profiles are already permitted in the Zoning By-law approved by Council, or;
- / Within areas where a built form transition as described in Section 4.11, policy 12.

Built-form transitions described in Policy 12 include:

- / Incremental changes in building height (e.g. angular planes or stepping building profile up or down);
- / Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high profile development or incorporating podiums along a Mainstreet);
- / Character (e.g. scale and rhythm, exterior treatment, use of colour and complementary building finishes);
- / Architectural design (e.g. the use of angular planes, cornice lines); and
- / Building setbacks.

The proposed development is located along an Arterial Mainstreet and satisfies several of the conditions contained in Policy 10 for locating tall buildings. The subject property is within an area that features several existing and planned high-rise buildings including the Embassy West property to the west, the 22-storey apartment building to the east, and the recently approved plan for Westgate Shopping Centre. The site is also within 400 metres of two transit stations identified on Schedule D of the Official Plan. The recently approved Westgate Secondary Plan, which includes the subject lands as part of the Westgate-Carling South Transition Area, also permits high-rise buildings so long as appropriate transition is provided.

In addition to satisfying the conditions for locating tall buildings, the proposed development also provides an excellent built-

form transition from the high-rise buildings along Carling into the adjacent low-rise neighbourhood, consistent with those described in Policy 12.

As described above, the massing of the proposed buildings has been carefully arranged so as to ensure an appropriate transition. The high-rise buildings adjacent to the mainstreet (Buildings A and B in the ultimate concept) step down to the nine (9) storey mid-rise buildings along Archibald and Meath Street (Buildings C and D in the ultimate concept) which then steps down to the low-rise neighbourhood beyond.

The proposed massing of the high-rise buildings along the Carling mainstreet utilizes a six (6) storey podium that will ensure a pedestrian scale along the street. The podium is defined by changes in materials on the tower portions of the building.

The area of the subject property is presently undergoing a significant change as it evolves as a mainstreet. The subject property plays an important role in tying everything together, acting as a gateway into the neighbourhood. The development respects this changing character with an appropriate attention and sensitivity to the scale and rhythm of the community. The materiality of the proposed buildings is inspired by some of the traditional materials found in the surrounding buildings. These are complimented with accents of curtain wall.

Finally, the proposed development utilizes buildings setbacks and separations to ensure an appropriate transition, particularly to the neighbourhood to the south. As noted above, significant setbacks are provided from the rear (south) property line shared with the low-rise community. The nine (9) storey buildings are setback over 26 metres, while the high-rise buildings are setback nearly 70 metres. The result is a careful and deliberate transition towards the density.

Often in City of Ottawa and other policy documents transition is measured through the use of an angular plane. Typically, this plane would be measured from a point 7.5 metres onto the subject property and 14.5 metres above grade. Doing this on the subject property, the angular plane is well above the proposed 20 storey building.

Given the location of the property and the transition implemented, it is our opinion that the additional height in the proposed development is appropriate.

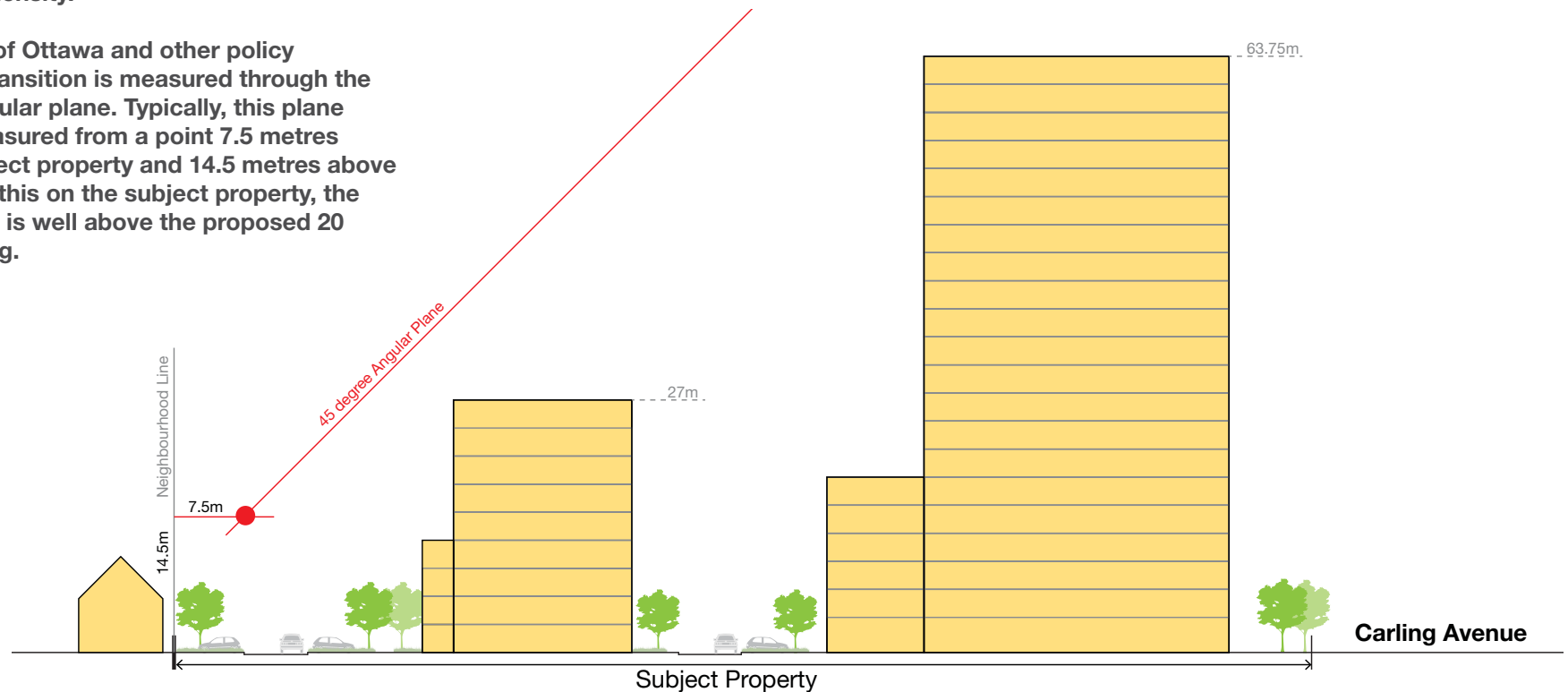


Figure 13: Angular Plane Building Transition

7.3 City of Ottawa Official Plan Amendment No. 150

In 2013, the City of Ottawa reviewed its Official Plan resulting in numerous policy changes. Ottawa Council adopted Official Plan Amendment (OPA) 150 in December 2013, receiving Ministry of Municipal Affairs and Housing approval April 24, 2014. As OPA 150 is currently under appeal, the current policies of the City of Ottawa Official Plan 2003, consolidated May 2013 remain in full force and effect and have been used to review and evaluate the proposed development.

Although OPA 150 is not in full force and effect, the new policies relevant to the proposed development have been considered as the intended direction of City Council and are described below.

Section 2.2.2 of the Official Plan which was entitled “Managing Growth”, is amended in OPA 150 to “Managing Intensification with the Urban Area”. This section has been revised to better reflect the focus on intensification in the urban area and to refine policies dealing with how compatible development is achieved. New density requirements (as opposed to targets) have been assigned to target areas and updated current densities have been provided. The minimum density requirement for the Carling Avenue Arterial Mainstreet remains at 200 people and jobs per gross hectare by 2031.

Policy 2.2.2(10) states that taller buildings should be located in areas that support the rapid transit network, in areas with a mix of uses, and in areas

that can accommodate large-scale intensification. Building heights and densities for different areas may be established through a secondary plan.

Policy 2.2.2(14) states that the location of high-rise buildings is influenced by the need to provide an adequate separation distance between other existing and potential future high-rise buildings as detailed in Section 4.11 (discussed below).

The proposed development achieves the density target for the Carling Avenue mainstreet and satisfies the criteria of Policy 2.2.2(10) with regards to the location of tall buildings.

The Arterial Mainstreet policies of Section 3.6.3 have been revised. Specifically, a new Policy 11 has been added which states that on Arterial Mainstreets, unless a Secondary Plan states otherwise, building heights up to nine (9) storeys will predominate with buildings up to twelve (12) storeys considered through a Zoning By-law Amendment where the development provides a community amenity, where it is demonstrated that the development meets the urban design compatibility policies of Section 4.11, and where the site is located at a defined node.

The subject property is included within the recently approved Westgate Secondary Plan study area as part of the Westgate-Carling South Transition Area. The policies for this area do not limit building heights, but instead state that the proposed developments must achieve an appropriate transition to the low-rise

neighborhood to the south. As described, the proposed development achieves an appropriate transition and therefore additional building height is appropriate on the subject property. The Westgate Secondary Plan is discussed in greater detail below.

The subject property is defined as a node per Policy 11 of Section 3.6.3 in OPA 150 as it is both within 400 metres walking distance of a transit station on Schedule D of the Official Plan, and directly abuts a Transit Priority Corridor. These nodes are recognized as being appropriate locations for additional height (up to 12 storeys) in OPA 150.

Revisions to Section 4.11, renamed Urban Design and Compatible Development, contain more robust policies related to building and site design. Policy 2 requires that proponents of high-rise development demonstrate how the proposed building will contribute to and enhance the skyline of the city. Policy 5 requires proponents to also demonstrate how the design of the development fits with the existing desirable character and planned function.

The revised Policy 6 contains new design requirements for principal entrances, windows, and other architectural elements. Policy 8 requires that loading facilities, service areas, mechanical equipment, vents, and metering devices should be visually screened from the public street, pedestrian and cycle pathways or adjacent ground-oriented residences.

The revised Policy 9 of Section 4.11 states that

proposals will be assessed based on Council-approved design guidelines, as well as:

- / 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;
- / Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas, as established by existing zoning where that pattern is different from the existing pattern of development;
- / The need to provide a transition between areas of different development intensity and scale.

Policy 12 specifies that building height and massing transitions will be accomplished through a variety of means, including incremental changes in building height, massing, or building setbacks and step-backs.

OPA 150 introduces a new section to Section 4.11, containing policies for high-rise buildings, including the requirement for a podium, setbacks, minimization of microclimate impacts, and limited floorplate. New sections containing policies for outdoor amenity areas and public are also included.

Finally, a new policy 14 has been added and seeks to ensure that high-rise buildings have a sufficient separation distance and that future development on adjacent lots can be accommodated, as appropriate. Buildings are to be designed to

minimize wind and shadowing impacts and maintain sunlight penetration to public places, maintain privacy, and preserve public views and sky views, among other elements. To achieve this, the tower portion of the building should:

- / Be appropriately separated from adjacent towers. A minimum separation distance of 23 metres is required, though developments proposing less than 23 metres shall:
 - Demonstrate that the objectives stated above are met through the use of a smaller floor plate, building orientation, and/or building shape: and,
 - Demonstrate that the potential for future high-rise buildings on adjacent lots can be developed and meet the separation distance and setback distances above.

A detailed evaluation of the proposed development with respect to Section 4.11 is included in the previous section of this report. The proposed ground floor abutting Carling Avenue achieves the design objectives of OPA 150 which speak to orienting main entrances to the street and providing transparent glazing abutting the street. The proposed high-rise buildings along Carling Avenue in the ultimate redevelopment vision also meet the required separation distance of 23 metres, as specific in policy 14.

The proposed development is consistent with the policy direction of OPA 150.

7.4 Westgate Secondary Plan

Official Plan and Zoning By-law Amendment applications were submitted in December 2015 to facilitate the phased redevelopment of the Westgate Shopping Centre at 1309 Carling Avenue. The proposed Official Plan Amendment went beyond the Westgate property and proposed a Secondary Plan for a study area bounded by Highway 417 to the north, Merivale Road to the east, the rear property line of lots the front onto the south side of Carling Avenue, and Kirkwood Avenue to the west. Within this study area there are the Westgate Lands, which include both 1309 and 1335 Carling Avenue, and an area identified as the Westgate-Carling South Transition Area, which is made up of the properties that front onto the south side of Carling Avenue, including the subject property.

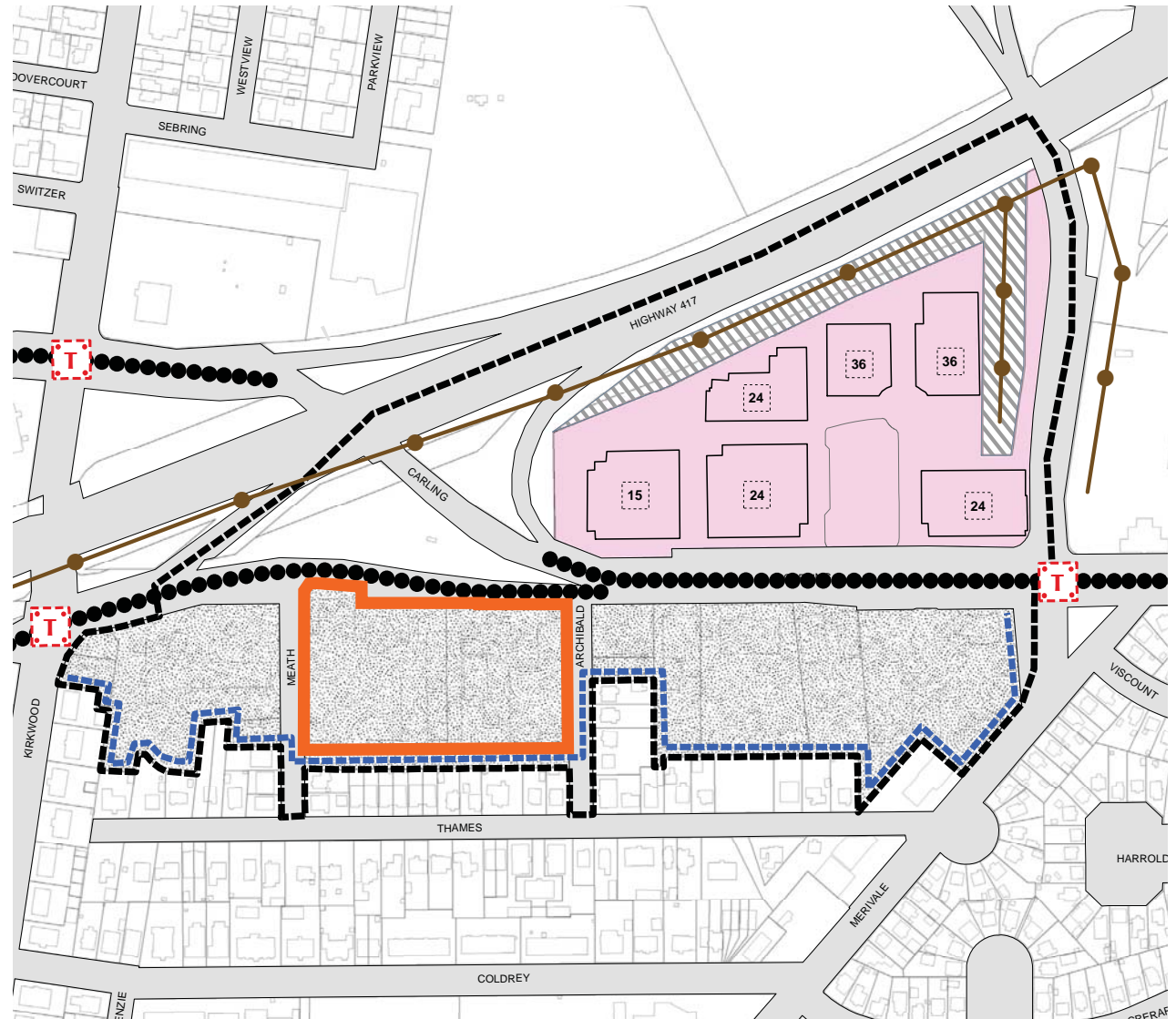


Figure 14: Westgate Secondary Plan - Schedule A

The Secondary Plan was approved by Planning Committee at their meeting on March 28, 2017. The Plan will proceed to Council on April 12, 2017 for final approval.

The subject property is located within the Westgate-Carling South Transition Area as shown on Schedule C of the Secondary Plan. The guiding principles of Section 2.2 state that the role of this area is to support the varying roles of Carling Avenue - living, working, shopping, socializing, transportation, and ultimately a street that is enjoyable for pedestrians and cyclists. Development within this area should provide transitional built form and strong urban design to recognize and protect the low-rise residential context to the south. Finally, development should ensure a safe, identifiable network of sidewalks and cycling lanes that connect to nearby greenspaces, parks, transit corridors and stations, and other destinations.

The Secondary Plan provides limited land use direction for the Westgate-Carling South Transition Area in Section 3.2. Specifically, it states that developments should allow for pedestrian and cycling connections across private land in the Westgate Lands and Westgate-Carling South Transition Area at time of redevelopment to connect the surrounding community to the mid-block crossing points on Carling Avenue.

The proposed development provides well-connected pedestrian and cycling connections

through the site to allow for improved connectivity to and from Carling Avenue and through the site into the neighbourhood to the south.

Section 3.3 contains policies relating to the defined Neighbourhood Line which is intended to delineate the stable, low-rise areas of the Carlington neighbourhood from the lands that front onto Carling Avenue. The purpose of the neighbourhood line is to establish a clear distinction between areas that are anticipated to change over time and ones that are anticipated to undergo very little change outside of small scale infill and intensification.

Developments on the north edge of the Neighbourhood Line are required to allow for appropriate transition in terms of building height and uses, setbacks, landscaping, and other measures in order to protect the lower profile character of the area to the south.

The proposed development respects the Neighbourhood Line established at the south edge of the subject property by proposing a careful and deliberate transition from the lower profile neighbourhood to the south, up to the high-rise character of Carling Avenue. As noted above, the large setback from the rear (south) property line helps to achieve this transition. In other locations where the neighbourhood line has been used in the City of Ottawa, determination of an appropriate transition has been through an angular plan drawn from a point 7.5 metres onto the subject property,

and 14.5 metres from grade. In this case, this angular plane would pass well above the 20 storey buildings along Carling Avenue.

The proposed development also achieves a separation of uses, concentrating retail uses along Carling Avenue. The wide setbacks are landscaped and used for surface parking to provide a buffer between the residential uses and the proposed buildings.

Finally, Section 3.4 of the Secondary Plan provides direction on the creation of an attractive and functional public realm. Only policy 3 is applicable to the subject property as it states that the placement and form of buildings along Carling Avenue, together with publicly accessible private open space, must contribute to the creation of a complete street with an active and animated frontage along both sides of Carling Avenue. The active and animated street characteristics require active entrances, building siting in close proximity to the street achieved through a maximum setback, transparent glazing in buildings along the street, and vehicle parking screened from view of the street.

The proposed development provides ground-floor retail along Carling Avenue with active entrances and transparent glazing. Opportunities for outdoor patios associated with the retail space will also serve to create and animated and vibrant public realm. The buildings have been located at the edge of the street with direct connections to the public sidewalk.

7.5 Urban Design Guidelines for High-Rise Housing

The Urban Design Guidelines for High-Rise Housing were approved by City Council in October 2009. The guidelines apply to any building that is 10 storeys or greater in height and are intended to address the compatibility and relationship between high-rise buildings and their existing or planned context. The guidelines address seven elements of high-rise design including: context, built form, pedestrians and the public realm, open space and amenities, environmental considerations, site circulation and parking, and services and utilities. The intent of these guidelines is not for them to be used as a checklist, but rather to demonstrate a general adherence to the design direction provided in these documents.

The proposed development meets the following applicable design guidelines:

- / The proposed development is located in an established urban fabric and direct links with transit, sidewalks and Carling Avenue will be maintained and/or enhanced (Guideline 1a);
- / The proposed built form will facilitate and define a human-scaled street space (Guideline 3);
- / The development proposal will include transition techniques, such as:
 - / 'Stepping Down' – The building steps down at various stories, providing a continuity in design.
- / 'Setbacks and Buffers' – The buildings and adjacent developments include an appropriate building-to-building separation by strategically employing open spaces, parking and site circulation.
- / 'Scale and Massing' – Buildings are strategically located to define the street edge.
- / 'Design and Character' – Any retail space will have a taller floor-to-ceiling ground level to ensure a human scale experience that is active and enhances the overall appeal from the street (Guideline 4);
- / The proposed development creates a sense of transition between the high-rise buildings and the existing adjacent lower-profile areas and utilizes landscaping and parking as a buffer (Guideline 5);
- / The proposed development will ensure to minimize microclimate impacts on the site and on adjacent properties (Guideline 10);
- / High-rises have been oriented and located to minimize the extent and duration of shadowing on adjacent sites (Guideline 11);
- / The development will support a human-scaled streetscape, open spaces and quality pedestrian environment through architectural design and detailing. This will include active uses at grade with a high amount of glazing (Guideline 13, 14, 16);
- / Pedestrian entrances at grade will be direct, accessible, clearly identified and directly linked with the public sidewalk (Guideline 17);
- / Buildings will be broken into smaller distinct segments to reduce the bulk (Guideline 19);
- / The building towers will be designed with compact floor plates in order to maximize views, light and air circulation (Guideline 21);
- / When possible, the development will incorporate wide sidewalks for pedestrians, street furniture, signage and tree planting, all contributing to an improved public realm (Guideline 25);
- / The edges of proposed open spaces are framed by the proposed buildings (Guideline 35);
- / Incorporating commercial uses (restaurants, stores, coffee shops, etc.) helps to further animate the surrounding open spaces (Guideline 27);
- / Where parking is proposed at grade and in proximity to the public street, a sizeable landscape buffer, including trees, shrubs and other decorative landscaping elements, will be featured (Guideline 57).

The proposed development generally meets the design direction provided in the Urban Design Guidelines for High-Rise Housing.

7.6 Urban Design Guidelines for Development Along Arterial Mainstreets

The Urban Design Guidelines for Development Along Arterial Mainstreets were approved by Council in May 2006. These guidelines provide urban design guidance in order to assess, promote, and achieve appropriate development along Arterial Mainstreets. The guidelines address seven aspects of development, including: streetscape, built form, pedestrians and cyclists, vehicles and parking, landscape and environment, signs, and servicing and utilities.

The proposed development meets the following applicable design guidelines:

- / New buildings are located along the public street edge (Guideline 1);
- / A 2.0 metre wide unobstructed concrete sidewalk is provided together with a planting boulevard as permitted/appropriate (Guideline 2);
- / Trees are planted in the boulevard when it is 4.0 metres wide or in the landscape area to ensure healthy tree growth (Guideline 3);
- / Buildings, landscaping and other streetscape elements are used to create continuous streetscapes (Guideline 4);
- / Streetscape elements such as trees, decorative paving, benches and bicycle parking are provided between the building and the curb (Guideline 5);
- / New buildings are set back 0 to 3.0 metres back from the front property line, and 0 to 3.0 metres back from the side property line, in order to define the street edge and provide space for pedestrian activities and landscaping (Guideline 6);
- / The new development has been designed to be compatible with the general physical character of adjacent neighbourhoods. Positive elements of the existing fabric are protected including significant buildings, existing trees, pedestrian routes, public facilities and pedestrian amenities (Guideline 7);
- / The proposed development is based on an internal circulation pattern that allows logical movement throughout the site that will accommodate further intensification over time. The internal circulation pattern has direct connections to the surrounding streets (Guideline 10);
- / The proposed development creates intensified, mixed-use development at a node and gateway (Guideline 11);
- / Buildings occupy the majority of the lot frontage (Guideline 13);
- / A transition in the scale and density is provided on the site to mitigate any potential impact (Guideline 14);
- / The buildings have been design to create visual interest, a sense of identity and a human scale along the public street (Guideline 16);
- / The front façade of the building is oriented to face the public street and front doors are located to be visible, and directly accessible, from the public street (Guideline 17);
- / Clear windows and doors are used to make the pedestrian level façade of walls, facing the street, highly transparent. Active uses are located along the street at grade (Guideline 18);
- / Direct, safe, continuous and clearly defined pedestrian access is provided from public sidewalks to building entrances (Guideline 20);
- / Unobstructed pedestrian walkways that are a minimum of 2.0 metres wide along any façade with a customer entrance, along any façade adjacent to parking areas, and between the primary entrance and the public sidewalk are provided (Guideline 21);
- / An unobstructed 2.0 metre wide sidewalk is provided in the public right-of-way, across private access driveways (Guideline 23);
- / Surface parking spaces are located at the side or rear of buildings (Guideline 27);
- / Continuous landscaping is used to reinforce pedestrian walkways within parking areas (Guideline 31);

-
- / Trees, shrubs and other vegetation have been selected with consideration for their tolerance to urban conditions, such as road salt or heat. Native and non-invasive species have been used throughout (Guideline 32);
 - / Tree and streetlight locations are coordinated with above and below-grade utilities (Guideline 34);
 - / A minimum 3.0 metre wide landscape area is provided at the edges of sites adjacent to the residential properties (Guideline 35);
 - / A minimum 3.0 metre wide landscape area is provided along the edge of the site where parking areas are adjacent to a public street. Use trees, shrubs and low walls to screen cars from view while allowing eye level visibility into the site (Guideline 36);
 - / Street trees between 7.0 and 10.0 metres apart along Carling Avenue (Guideline 42);
 - / Buildings have been designed to accommodate signs that respect building scale, architectural features, signage uniformity and established streetscape design objectives (Guideline 43);
 - / Service and utility areas are shared between different uses to maximize space efficiencies (Guideline 49);
 - / All utility equipment is enclosed within the buildings (Guideline 50);
 - / Lighting will be designed so that there is no glare or light spilling onto surrounding uses (Guideline 51); and,
 - / Secondary doors (such as emergency exit or service doors) will be designed to blend in with the building façade (Guideline 53).
- The proposed development generally meets the intent of the Urban Design Guidelines for Development along Arterial Mainstreets.**

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

The subject property currently has two applicable zones. The majority of the property is zoned “Arterial Mainstreet, Subzone 10 (AM10)” while the southeast corner of the site is zoned “Residential Fourth Density, Subzone N (R4N)”.

The AM zone permits 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. The purpose of the AM zone is to impose development standards that will promote intensification, while ensuring that they are compatible with the surrounding uses.

The AM10 subzone was introduced through By-law 2015-45 (approved by Council on February 25, 2015), a by-law that implemented the Arterial Mainstreet policies of OPA 150. By-law 2015-45 rezoned the majority of the lands from AM to AM10, introducing a new maximum building height of “30 metres, but in no case greater than nine (9) storeys, or as shown on the zoning map”. As noted above, OPA 150 does permit up to 12 storeys along Arterial Mainstreets, with a Zoning By-law Amendment.

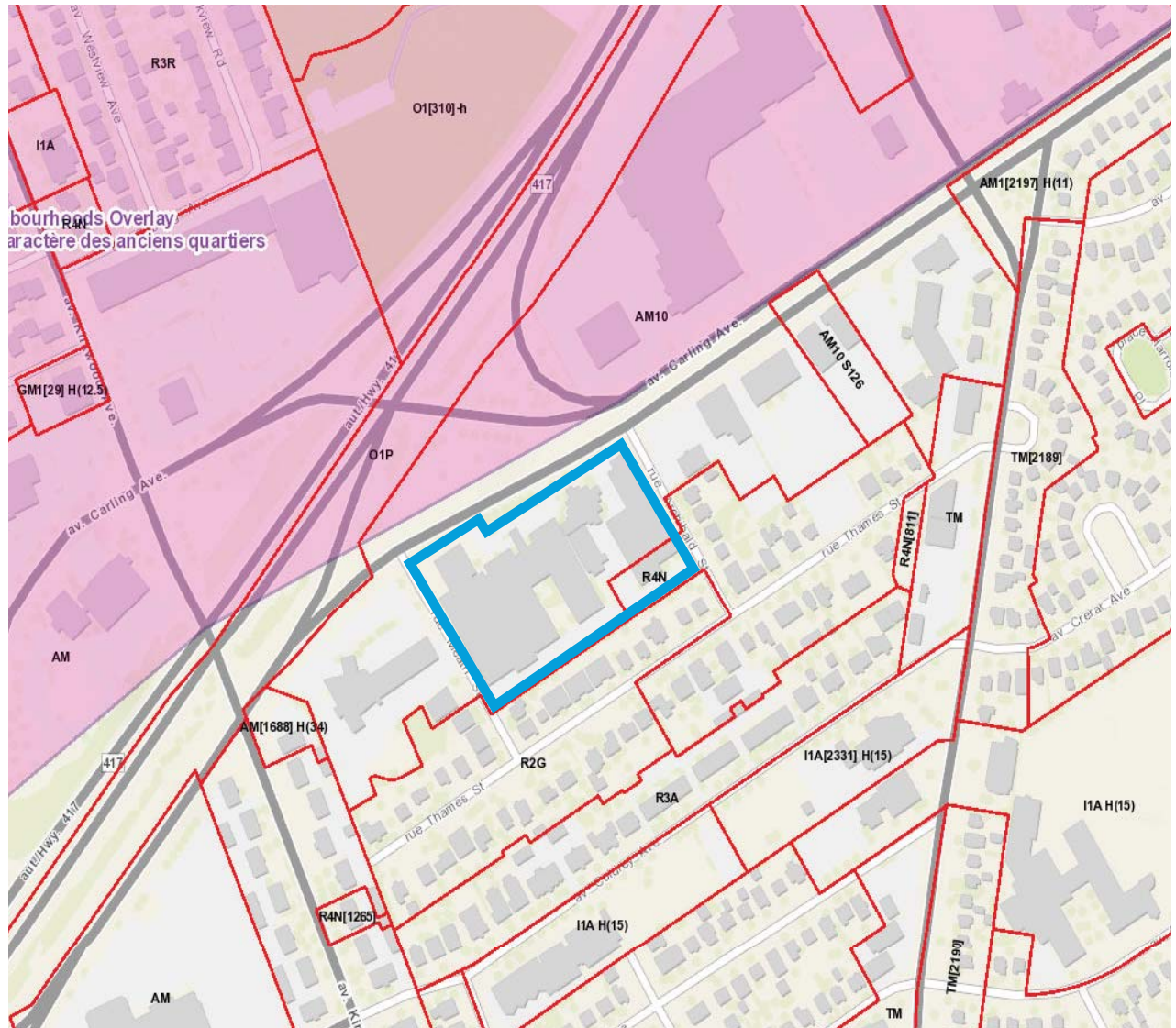


Figure 15: City of Ottawa Zoning By-law (2008-250)

The AM10 subzone also introduces “Active Street Frontage” provisions in order to meet the design objectives of OPA 150. These new provisions are designed to:

- / Locate buildings with ‘active entrances’ at or close to the front and corner side lot lines;
- / Provide for a minimum amount of transparent glazing and active customer and residential entrances at grade;
- / Appropriately phase new developments through the Site Plan Control process; and,
- / Provide greater separation to abutting residential uses.

The R4 zone is intended to allow a wide mix of residential building forms and uses within the General Urban Area of the City. The current Zoning By-law Amendment will seek to rezone the entire subject property, with site-specific exceptions and will remove the R4N zone from the lands.

The proposed Zoning By-law Amendment seeks to rezone the lands from AM10 and R4N to AM10, with a special exception [xxxx]. The proposed exception would address site-specific provisions to permit the proposed development.

The provisions of the AM10 Zone applicable to the subject site and proposed complete redevelopment are shown in the table on the following page. Items requiring amendment are highlighted.

Additional provisions of the AM10 Zone include:

- / Any portion of a building located within 10 metres of a front lot line or corner lot line must satisfy the following minimum building heights:
 - / the ground floor requires a minimum height of 4.5 metres; and
 - / the minimum building height required is 7.5 metres and must contain at least two storeys.
- / The ground floor façade facing a public street of a building located within 4.5 metres of the front lot line or corner side lot line must include:
 - / a minimum of one active entrance from each individual occupancy in the case of non-residential uses, and;
 - / a minimum of one active entrance in the case of a residential use building.

Table 1: Zoning Provisions

	Required	Proposed - Phase 1	Proposed - Ultimate
Setbacks	Front (Carling): No minimum Corner Side (Meath & Archibald): Building A/B: No minimum Building C/D: 3m Existing Hotel: 3m Rear: 7.5m	Front (Carling): 3m Corner Side (Meath and Archibald): Building B: 3.00m Building D: 3.00m Existing Hotel: 3.16m Rear: 26.67m	Front (Carling): 3m Corner Side (Meath and Archibald): Building A: 0m Building B: 3.00m Building C: 3.05m Building D: 3.00m Rear: 26.67m
Building Wall	At least 50% of the frontage along the front lot line and corner side lot line must be occupied by building walls located within 4.5 metres of the frontage for a Residential use building, and within 3.0 metres for Non-residential and Mixed use buildings	Front (Carling): 79% within 3m Corner Side (Archibald): 57% within 3m/4.5m	Front (Carling): 59% within 3m Corner Side (Archibald): 57% within 3m/4.5m Corner Side (Meath): 49% within 3m/4.5m
Ground Floor Height	Minimum: 4.5 metres within 10m of Carling	6m	6m
Glazing Requirement	Minimum: 50% of the surface area of the ground floor façade, measured from the average grade up to a height of 4.5 metres, facing a public street must be comprised of transparent glazing and active customer or resident entrance access doors	>50% (Floor to ceiling transparent curtain wall proposed all along Carling Ave.)	>50% (Floor to ceiling transparent curtain wall proposed all along Carling Ave.)
Building Height	Minimum: 7.5 metres and at least 2 storeys Maximum: 30 metres but in no case greater than nine storeys	Minimum: 12 metres (4 storeys) Maximum: 63.75 metres (20 storeys)	Minimum: 12 metres (4 storeys) Maximum: 63.75 metres (20 storeys)
Amenity Area 6m ² per unit of which 50% is required to be communal	Total: 5,484m ² Communal: 2,742m ² Building A: 2,460m ² Building B: 1,308m ² Building C: 972m ² Building D: 744m ²	Building B: 1,308 m ² Communal: 654m ² Building D: 744m ² Communal: 372m ²	Building A: 2,460m ² Communal: 1,230m ² Building B: 1,308m ² Communal: 654m ² Building C: 972m ² Communal: 486m ² Building D: 744m ² Communal: 372m ²

	Required	Proposed - Phase 1	Proposed - Ultimate
Parking Residential: Minimum: 0.5/dwelling unit Residential Visitor: Minimum: 0.1/dwelling unit excluding the first 12 units Maximum: 30 spaces Retail Store: Non-Residential (500m ² or less): None Otherwise: 1.25/100m ² of GFA Hotel: First 40 rooms: 0.5/room Balance: 1.0/12 rooms	Total Requirement: 245 spaces Residential: 171 spaces Residential Visitor: 30 spaces Retail: 11 spaces Hotel: 33 spaces	Total: 349 spaces Residential: 213 spaces Residential Visitor: 30 spaces Retail: 11 spaces Hotel: 95 spaces	Total: 685 spaces Residential: 628 spaces Residential Visitor: 30 spaces Retail: 27 spaces
Bicycle Parking Residential: 0.5/dwelling unit Retail: 1/250m ² of GFA Hotel: 1/1,000m ² of GFA 50% can be vertical 25% of residential spaces must be indoors	Total Requirement: 181 spaces Residential: 171 spaces Retail: 4 spaces Hotel: 6 spaces	Total: 185 spaces Underground (P1): 116 spaces (63%) Surface: 69 spaces	Total: 466 spaces >25% located indoors

8.0 DESIGN PROPOSAL

37

8.1 Site Plan

The proposed Site Plan for Phase 1 of the redevelopment replaces the existing parking structure and high-rise hotel building on the east half of the site with two (2) new buildings - a 20 storey mixed-use building with a six (6) storey podium abutting Carling Avenue, and a new nine (9) storey residential building along Archibald Street. Phase 1 also retains a portion of the existing hotel, including 194 rooms and the indoor waterpark.

A total of 349 parking spaces are proposed to serve Phase 1, including 202 spaces in a new underground parking garage. The remaining 147 parking spaces are provided at the surface and will serve the retained hotel, as well as the new residential and retail uses. The parking garage is accessed via two ramps from Archibald Street. The surface parking areas are accessed from Archibald and Meath Streets.

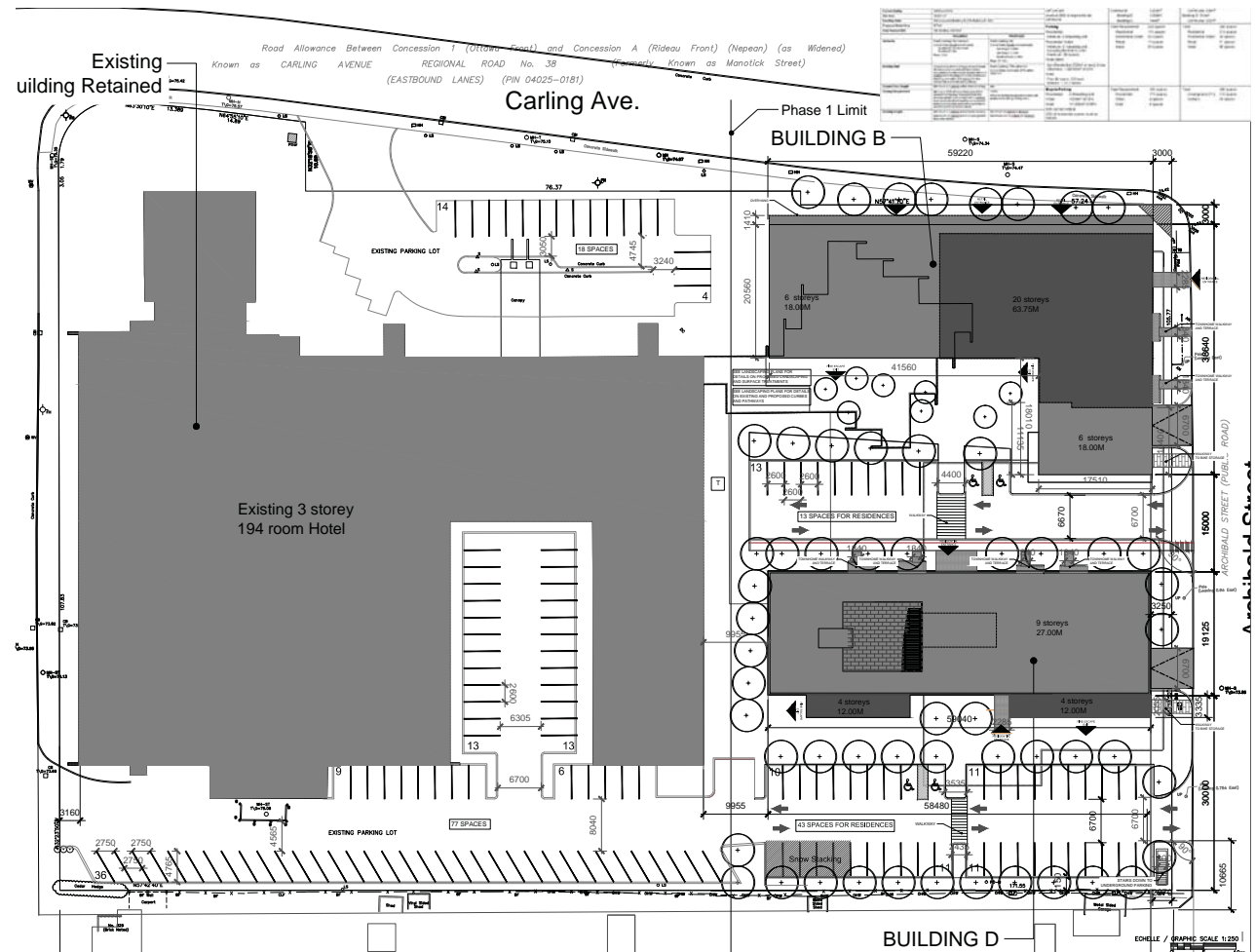


Figure 16: Phase 1 Site Plan

8.2 Landscape Plan

The proposed landscape plan for Phase 1 of the redevelopment accommodates the existing hotel and begins the process of redefining the site within the Phase 1 area. The plan creates a new courtyard/amenity area between the buildings that features seating areas for visitors and residents amongst a variety of planters. Pathway and sidewalk connections connect with the pedestrian network along Carling Avenue and the various connections beyond.

Additional landscaping is used to screen the surface parking areas from the adjacent residential uses and to provide a buffer from Archibald Street. The plan utilizes native and non-invasive plant species that are suited to the site conditions, hardy to the planting zone, and require minimal maintenance once established.

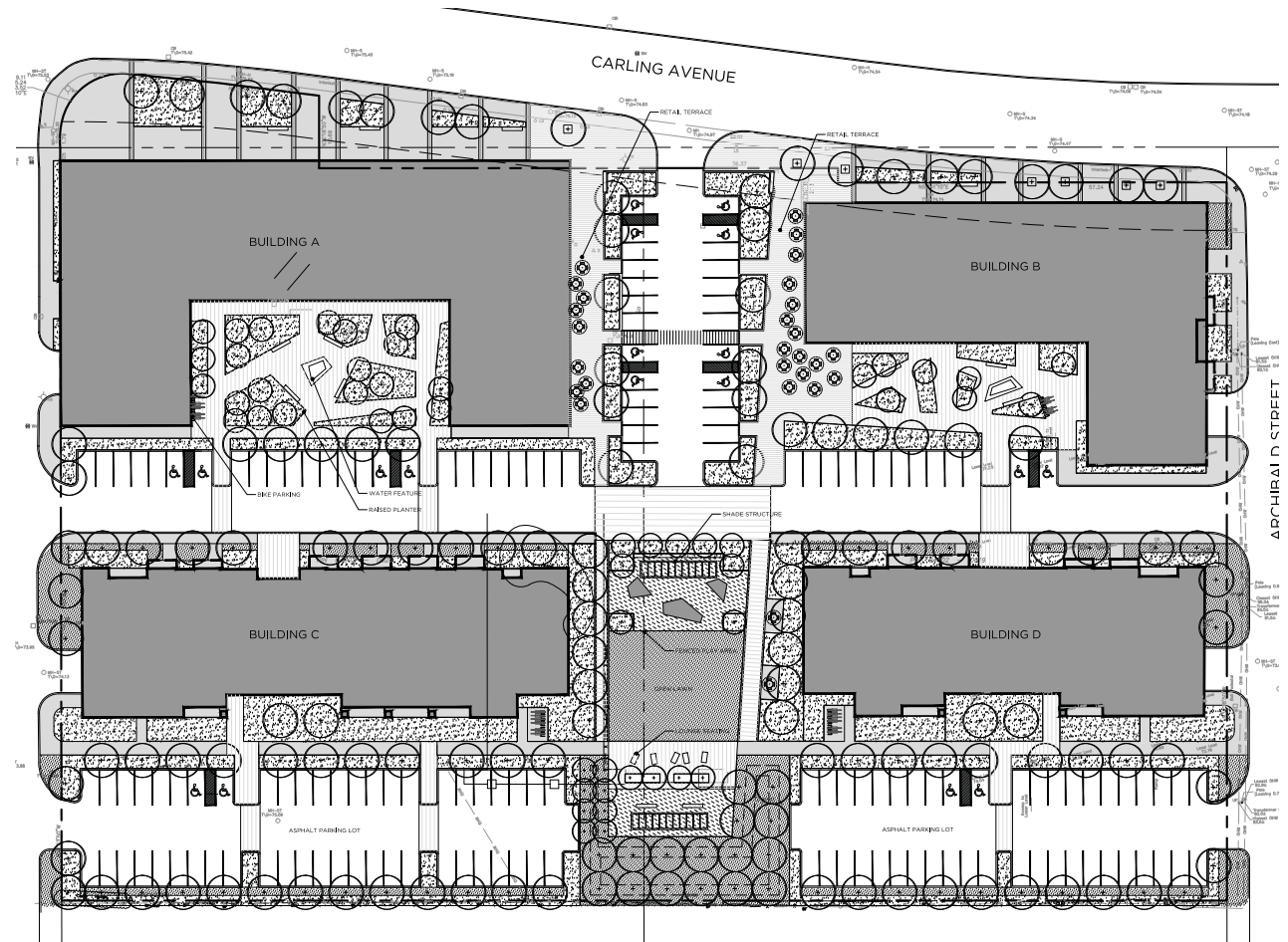


Figure 17: Phase 1 Landscape Plan

8.3 Building Massing

Fronting on Carling Avenue, this four (4) building development is intended to bridge the gap between the existing low rise area to the south, and the new developments proposed along the Avenue, acting as a gateway to this rapidly changing neighborhood. With a number of proposed new developments in the area, the subject property hinges together the different components and creates unity among all the components.

By concentrating the higher density in point blocks along Carling Avenue, and breaking down the scale as it returns along Archibald and Meath Streets, the project addresses the existing neighborhood through a series of building heights and setbacks as it rises to meet Carling Avenue.

In the full redevelopment scenario, an interior street creates an inward looking focal point for the development centered around a public square, and increases the porosity of the volumes and encourages the circulation between the different phases while acting as a gathering place for residents and visitors to the proposed retail at the ground floor along Carling Avenue.



Figure 18: Phase 1 Site Massing

8.4 Elevations

The expression is inspired by the recent contemporary constructions found in similar Urban Areas, those areas where the traditional urban fabric is suddenly interrupted by newer more densely planned developments. Using the traditional materials found in the surrounding

buildings, and complementing them with accents of curtain wall, the elevations of the buildings unfold to create dynamic facades and serve to orient the views towards alternative directions, while offering a constant backdrop to the Avenue and the side streets they line.

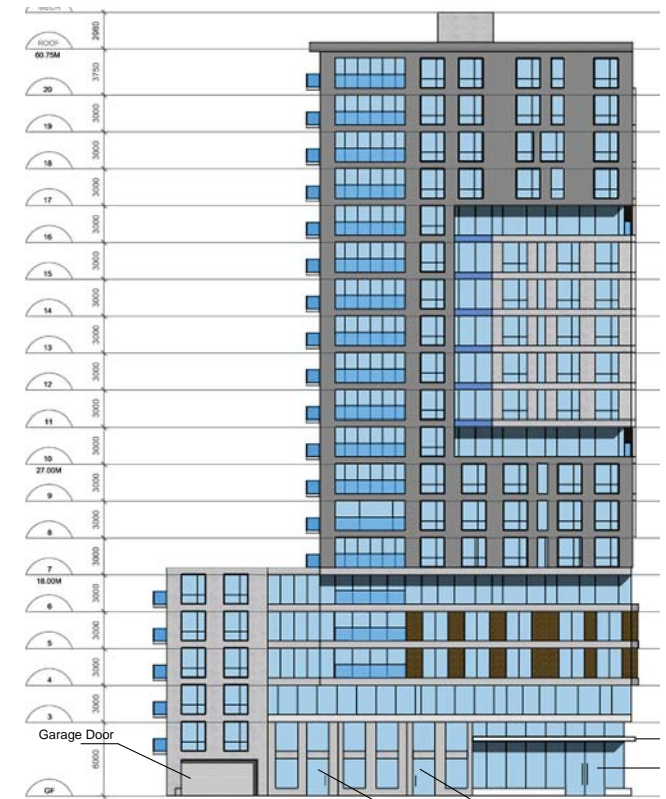


Figure 19: Building B Elevations - North and East

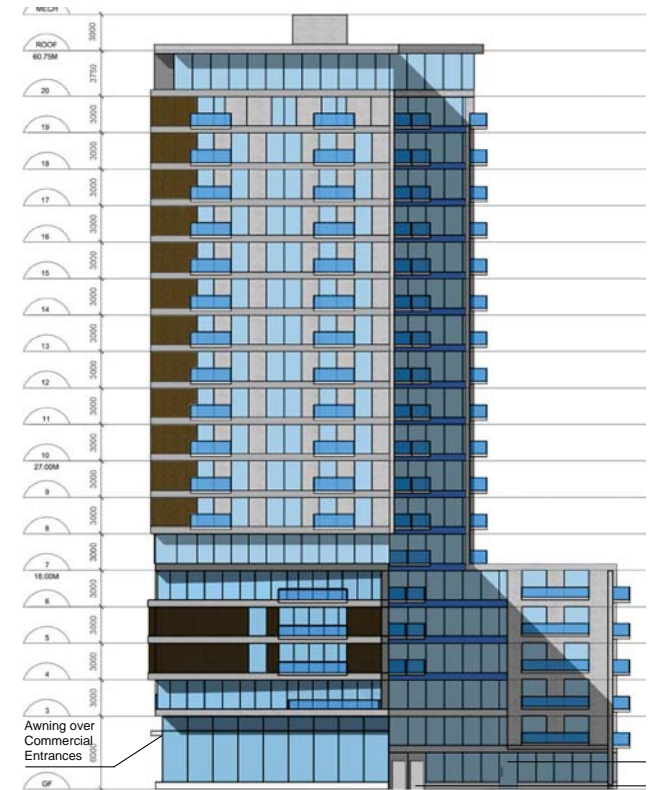


Figure 20: Building B Elevations - South and West

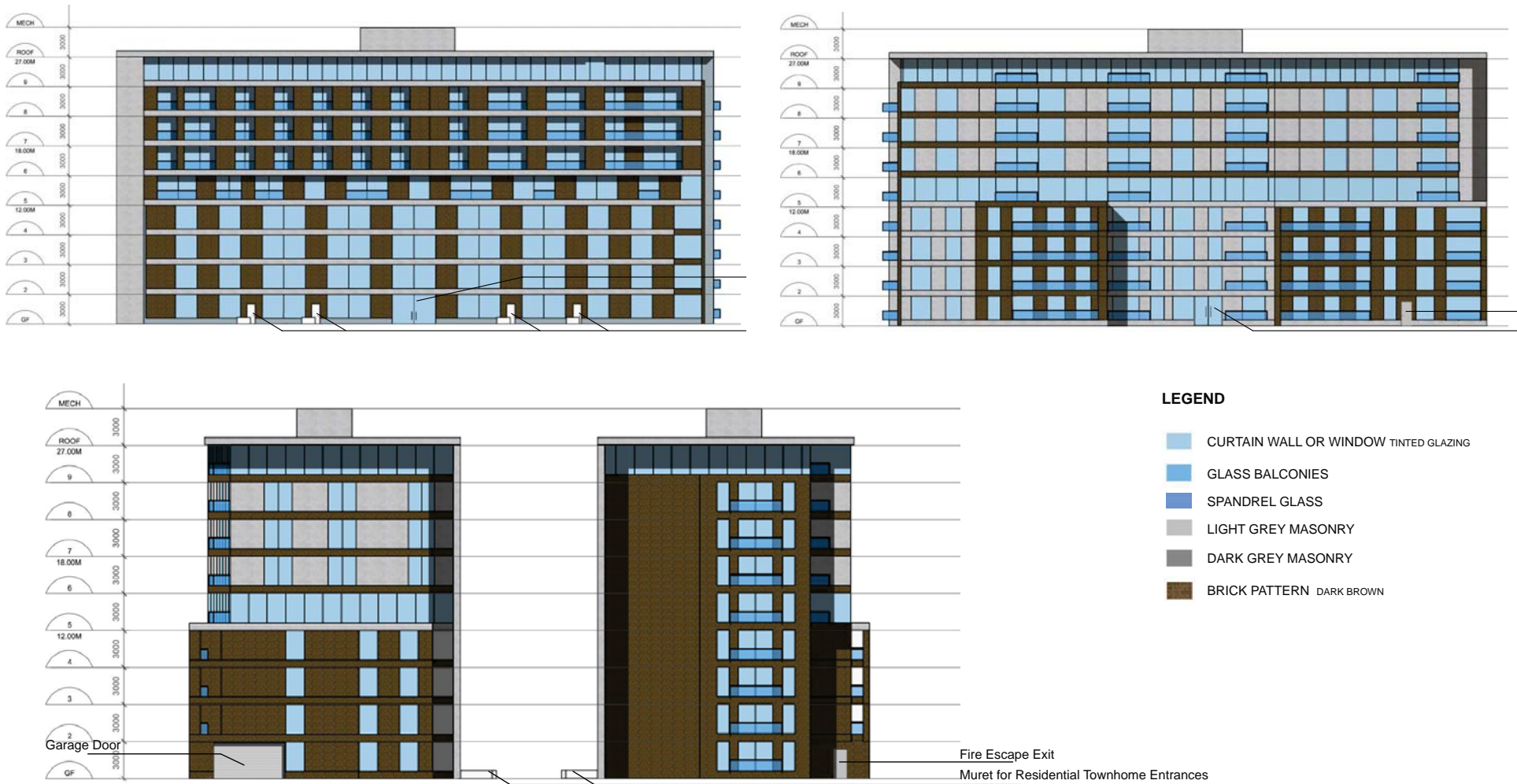


Figure 21: Building D Elevations

8.5 Views

The massing and articulation of the proposed development draws inspiration from the surrounding developments to continue the evolution of the Carling Avenue corridor.



Figure 22: Phase 1 Site Massing - Looking East on Carling Avenue



Figure 23: Phase 1 Site Massing - Looking Northwest



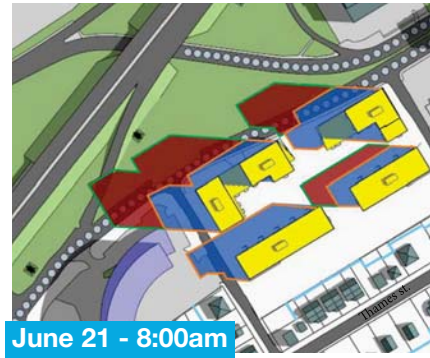
Figure 24: Phase 1 Site Massing - Looking Southeast from Carling Avenue

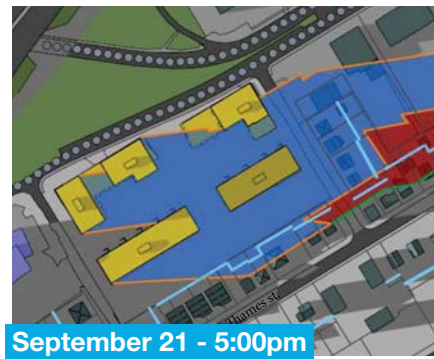
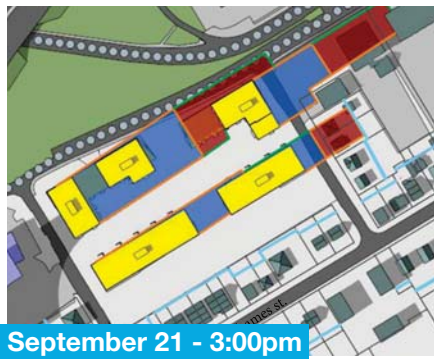
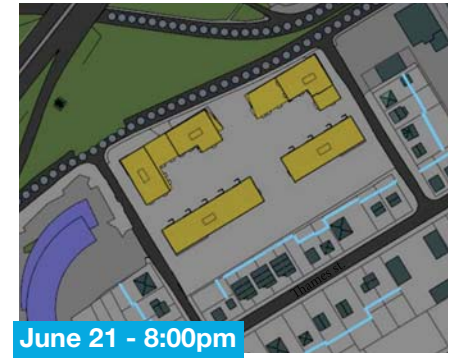
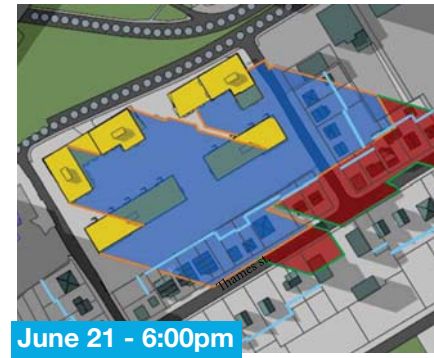
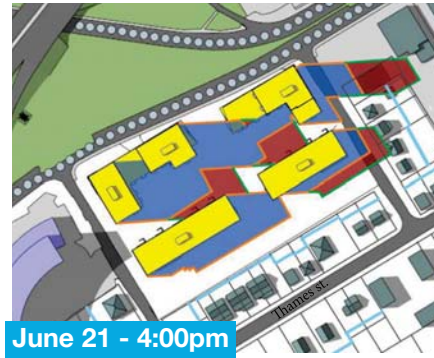
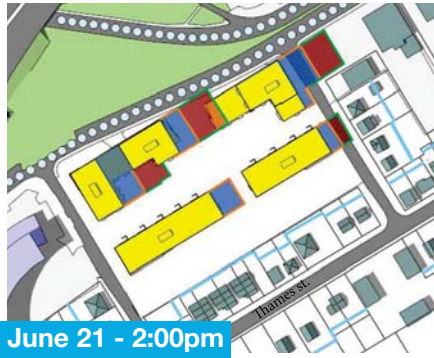


Figure 25: Phase 1 Site Massing - Looking North from Archibald Street

8.6 Shadow Analysis

The majority of shadows from the proposed development will be cast over Carling Avenue and Highway 417, minimizing the impact on surrounding properties.





9.0

DEVELOPMENT APPLICATIONS

49

9.1 Zoning By-law Amendment

The proposed Zoning By-law Amendment application seeks to amend current “Arterial Mainstreet, Subzone 10 (AM10)” and “Residential Fourth Density, Subzone N (R4N)” zoning on the subject property to “Arterial Mainstreet, Subzone 10, Schedule XXX (AM10 SXXX)”. The amendment would add a site-specific schedule to address built form, height, and setbacks.

Specifically, the schedule would seek to permit the proposed building height of 63.75 metres (20 storeys) adjacent to Carling Avenue while ensuring an appropriate transition by prescribing setbacks and building separation. The exception would also permit a reduced building wall frontage along Meath Street (49% instead of 50%).

9.2 Site Plan Control

A concurrent Site Plan Control application is also submitted to facilitate the first phase of the redevelopment. Phase 1 includes the demolition of the existing hotel high-rise building and parking structure and the construction of two (2) new buildings - a high-rise along Carling Avenue and a mid-rise building along Archibald Street. Phase 1 also includes the retention of the three (3) storey hotel building on the west side of the property and minor modifications to surface parking areas.

Phase 1 protects for the future redevelopment of the subject property and achieves an appropriate transition to the low-rise neighbourhood to the south in a compact, mixed-use built form.



Figure 26: Phase 1 Site Massing - Looking Northwest

10.0

CONCLUSIONS

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 efficient development of serviced, under-utilized lands located within settlement areas. The proposed development on the subject property will achieve a greater density and mix of land uses in a pattern that efficiently uses available infrastructure and transit services, and supports existing neighbourhood amenities.

Conforms to the City of Ottawa Official Plan

The subject property is designated “Arterial Mainstreet” in the Official Plan. The proposed residential and retail uses are permitted and encouraged along Arterial Mainstreets in a compact, mixed-use form.

Arterial Mainstreets have also been identified as target areas for compatible and appropriate intensification. Tall buildings (i.e. over 10 storeys) are to be located within these target areas, in proximity to transit stations, where a Secondary Plan permits it, and/or where built form transitions can be achieved. The proposed development meets the criteria for tall buildings and provides an excellent transition into the low-rise neighbourhood to the south. The high-rise buildings have been concentrated along Carling Avenue, providing a

setback of over 70 metres from the south (rear) property line. Mid-rise buildings along the side streets provide the step-down from the high-rise to the low-rise while building separation ensures a comfortable transition. Utilizing the City’s angular plane to evaluate the transition reveals that the proposed 20 storey heights are well within an acceptable transition.

The proposed development will not generate undue adverse impacts on the neighbouring properties and fulfills the compatibility objectives and design principles outlined in Section 2.5.1 and the compatibility criteria outlined in Section 4.11.

Has Regard for Official Plan Amendment No. 150

The proposed development supports the vision of intensification within a target area of Official Plan Amendment No. 150 and within proximity to transit. The proposed building height is greater than the 9 to 12 storeys envisioned for Arterial Mainstreets by OPA 150 but the sensitive building massing provides an appropriate transition from the height and density of Carling Avenue to the low-rise neighbourhood to the south, consistent with the policies of the Westgate Secondary Plan.

Maintains the General Intent of the Westgate Secondary Plan

The recently approved Westgate Secondary Plan provides limited policy direction for the subject lands. The lands are within the defined Westgate-Carling South Transition Area where appropriate transition is the primary focus. As discussed, the proposed development provides an excellent transition for the properties to the south.

Meets Applicable Design Guidelines

The proposed development generally meets the design direction provided in the Urban Design Guidelines for High-Rise Housing and Development Along Arterial Mainstreets. The proposed building takes advantage of an under-utilized property and achieves a compatible building in terms of form and design.

Maintains the General Intent of the Zoning By-Law

The zoning of the subject property is proposed to be amended to reflect the proposed development, including both Phase 1 and the complete redevelopment. At this time, only an amendment to the permitted building height is required. It is proposed that a site-specific schedule be added to regulate the location for building height, building frontage, and to specify setbacks.

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, encouraging growth within the urban boundary, capitalizing on the proximity to public transit, and contributing to the range and availability of housing for all ages and incomes.

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



Paul Black, MCIP RPP
Senior Planner



Carl Furney, MCIP RPP AICP
Associate Director, Planning and Policy

FOTENN Planning
+ Design