



770 BROOKFIELD ROAD MINOR ZONING BY-LAW AMENDMENT





Prepared for:

Atlantis Investments Inc.

Prepared by:

FOTENN Planning
+ Design

Fotenn Planning + Design
223 McLeod Street
Ottawa, ON K2P 0Z8
fotenn.com

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1.0 INTRODUCTION

On behalf of Atlantis Investments, Owner, Fotenn Planning + Design has prepared this Planning Rationale in support of a Minor Zoning By-law Amendment application for the lands municipally known as 770 Brookfield Road in the City of Ottawa.

1.1 Application History

Atlantis Investments, with assistance from Fotenn Consultants and Hobin Architecture Incorporated, is submitting an application for Minor Zoning By-law Amendment to permit a proposed mixed-use development on the property municipally known as 770 Brookfield Road.

The property previously accommodated a two-storey office building and a commercial parking lot. While the office building has since been demolished, the parking lot is still in operation. The property was rezoned under the 1998 Zoning By-law in 2004, with provisions tailoring to a site-specific development proposal for a nine-storey mixed-use residential / commercial development with 330 apartment dwellings, ground floor commercial space, and underground parking. The office building was proposed to be retained, with the proposed building envisioned as a redevelopment of the parking lot on the west side of the property.

Two Schedules were appended to the site-specific zoning. The intent of the first schedule, now referenced as Schedule 147, was to apply maximum building heights up to 27 metres to the western portion of the property, where the mixed-use building was proposed to be located. The intent of the second schedule, now referenced as Schedule 148 was to consider the entire lot as a single lot for zoning purposes. The site-specific provisions of the resulting zone, including the Schedules, were carried forward in Comprehensive Zoning By-law 2008-250, with the General Commercial Zoning amended to General Mixed-Use Zone. The current zoning is General Mixed Use Subzone 1, Exception 155, Maximum Floor Space Index 1.5, Schedules 147 and 148 (GM1 [155] F(1.5) S147, 148).

A Minor Variance application to the Committee of Adjustment was approved on November 1, 2017. The approved variances apply to the first phase of the development on the western portion of the property, whereas the Zoning By-law Amendment application described in this Planning Rationale seeks relief that will apply to the entire property. The approved variances reduce setbacks for residential units and increase building heights established in Zoning Schedule 147, based on the building design developed through consultations with community members.



Figure 1: Subject Property in Community Context

The subject property is located on the south side of Brookfield Road between Riverside Drive and Flannery Drive in the Riverside Park neighbourhood. The property was formerly developed with a two-storey office building and surface parking lot, but the office building has been demolished. The surface parking lot is still operational, providing public parking for area workers and visitors.

The property is rectangular-shaped and is bounded by Brookfield Road to the north, Hobson Road to the east, low-density residential development fronting on Egan Road to the south, and a small-scale restaurant to the west.

The subject property is located in a mixed-use area, with commercial and institutional uses to the north, west, and east, and residential uses to the south. The non-residential uses generally front onto Brookfield Road and Riverside Drive to the west. The land uses surrounding the site are:

- / North: Large office use accommodating Canada Post administration
- / East: Brookfield High School
- / South: Riverside Park residential community
- / West: Restaurant, fire station, retail stores



Figure 2: Subject Property in Context

The subject property is located in proximity to several amenities and community facilities, including:

- / Carleton University
- / Brookfield High School
- / Paget Park
- / Mooney's Bay Park & Mooney's Bay Beach
- / Future Confederation Heights Light Rail Station

The property has frontage on Brookfield Road, a designated Major Collector Road on Official Plan Schedule E (Urban Road Network). Major Collector Roads are designed to connect communities and distribute traffic between the arterial system and the local road system.

The eastern lot line fronts onto Hobson Road, a local road. As defined in Annex 1 of the Official Plan, local roads are found within communities and distribute traffic from arterial and collector streets to individual properties, typically over short distances.

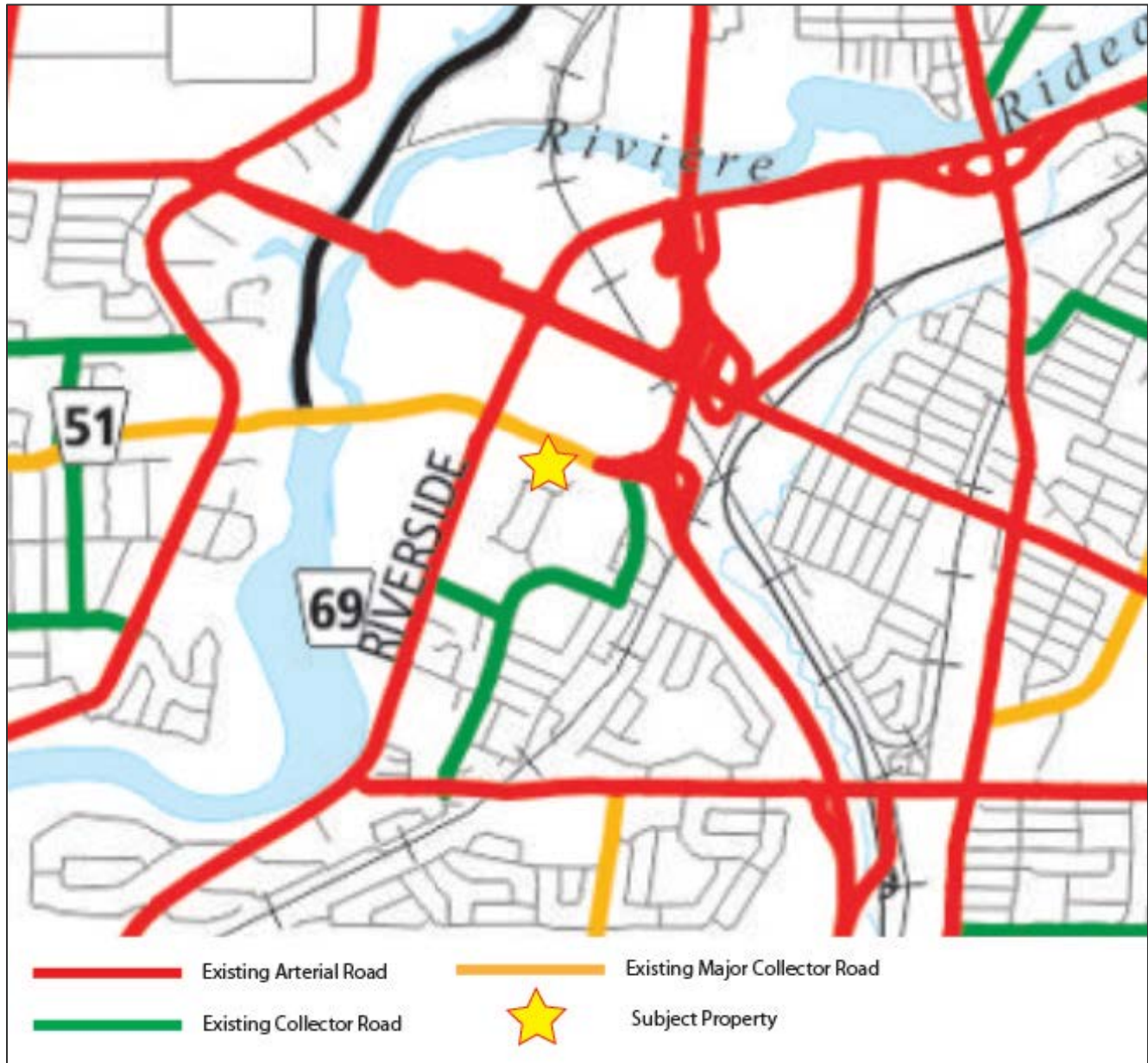


Figure 3: Extract from Official Plan Schedule E (Urban Road Network)



Figure 4: Existing Condition on the Subject Property



Figure 5: Existing Parking Lot on Subject Property

3.0 DEVELOPMENT PROPOSAL & DESIGN BRIEF

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3.1 Site Opportunities & Constraints

The subject property is located in a developed urban area in the Riverside Park neighbourhood of Ottawa. The property is located in proximity to several services, including public transit and parks. In particular, the property is located within a 600-metre radius of the Confederation Rapid Transit Station.

The site topography is flat, with only minimal vegetation along the perimeter, rendering it suitable for development. Surrounding features are illustrated on Figure 6 below, and surrounding major land use features are illustrated on Figure 7.



Figure 6: Surrounding Features



Figure 7: Surrounding Features



Figure 8: Surrounding Views

3.2 Site Plan

Atlantis Investments proposes to develop the subject property with a mixed-use, multi-building complex consisting of ground-related retail uses and residential dwelling units. Figure 9 shows a rendering of the proposal, looking southeast.

The development is proposed to be constructed in two phases, with Phase 1 on the west portion of the property. The development phases feature nearly-identical buildings, arranged in a mirror-image of one another. Each phase includes a nine-storey mixed-use building, a two-storey retail and amenity building, and a six-storey residential building. The nine-storey and two-storey buildings are attached along the frontage of the lot, with the six-storey L-shaped residential buildings located near the centre of the property.

Each phase is proposed to feature approximately 413 units, with a total of 826 units across both phases. A total of 1,207 square metres of gross floor area is planned for retail uses fronting onto Brookfield Road, divided evenly between two buildings.

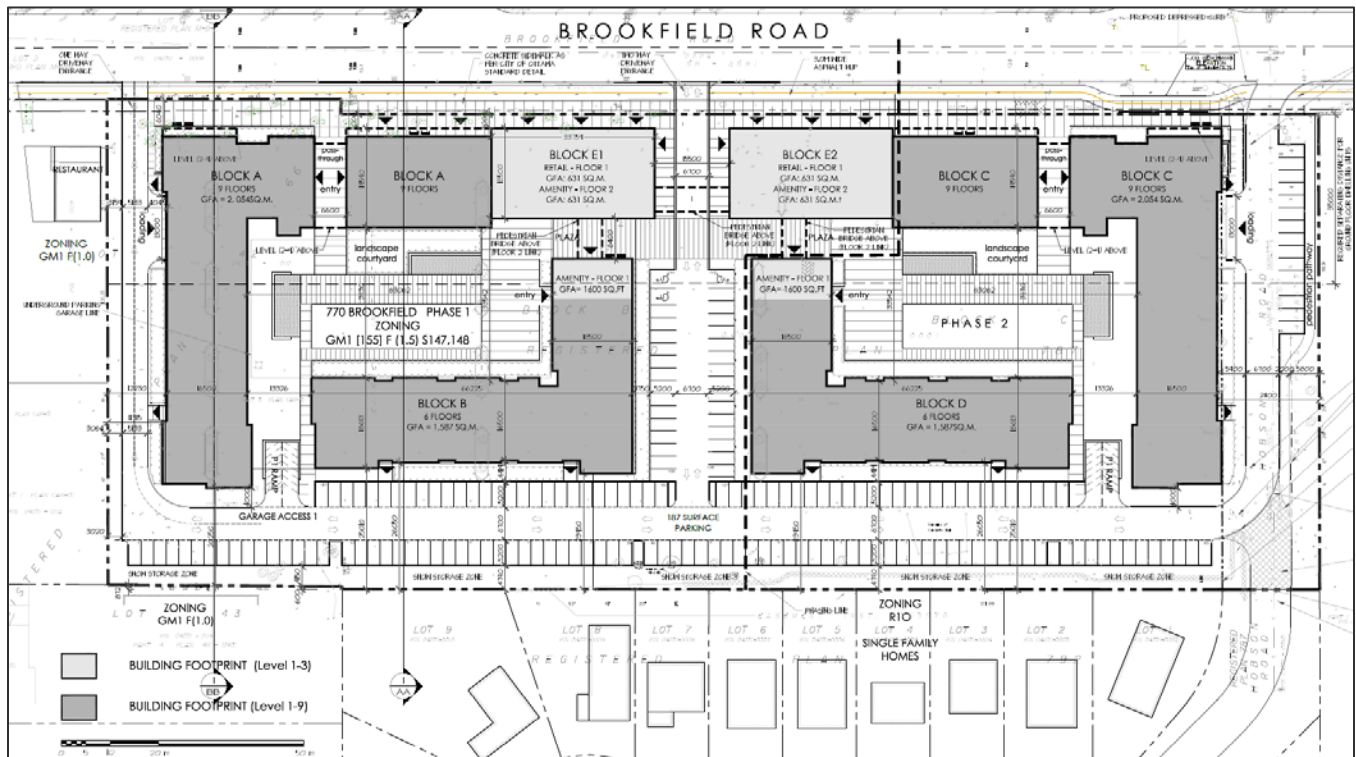


Figure 9: Proposed Site Plan



Figure 10: Rendering of Aerial View



Figure 11: Aerial View of Internal Courtyard

3.3 Massing

The massing of the buildings is strategically designed to re-allocate permitted density in a manner that reduces impacts on the adjacent residential uses. The site-specific height limits established in Schedule 147 of the Zoning By-law restricts building heights on the west portion of the property to 18 metres at the front, with the intention of incorporating a podium with stepbacks above the sixth storey. The proposal deliberately adds density to the front of the property, incorporating a transition to the south and shifting density further away from the adjacent residential area.

Schedule 147 applies an 18-metre maximum height limit across the entire eastern portion of the property, which was intended to recognize the previously-existing office building on the property. Consequently, a variance is required for the portion of the east buildings proposed above the 18-metre limit. The principle of re-allocating density to the front of the building also applies to the eastern portion of the development. Figure 13 illustrates the permitted building envelope and the areas requiring relief from the prevailing zoning provisions.



Figure 12: Rendering of Proposed Development, Looking Southeast

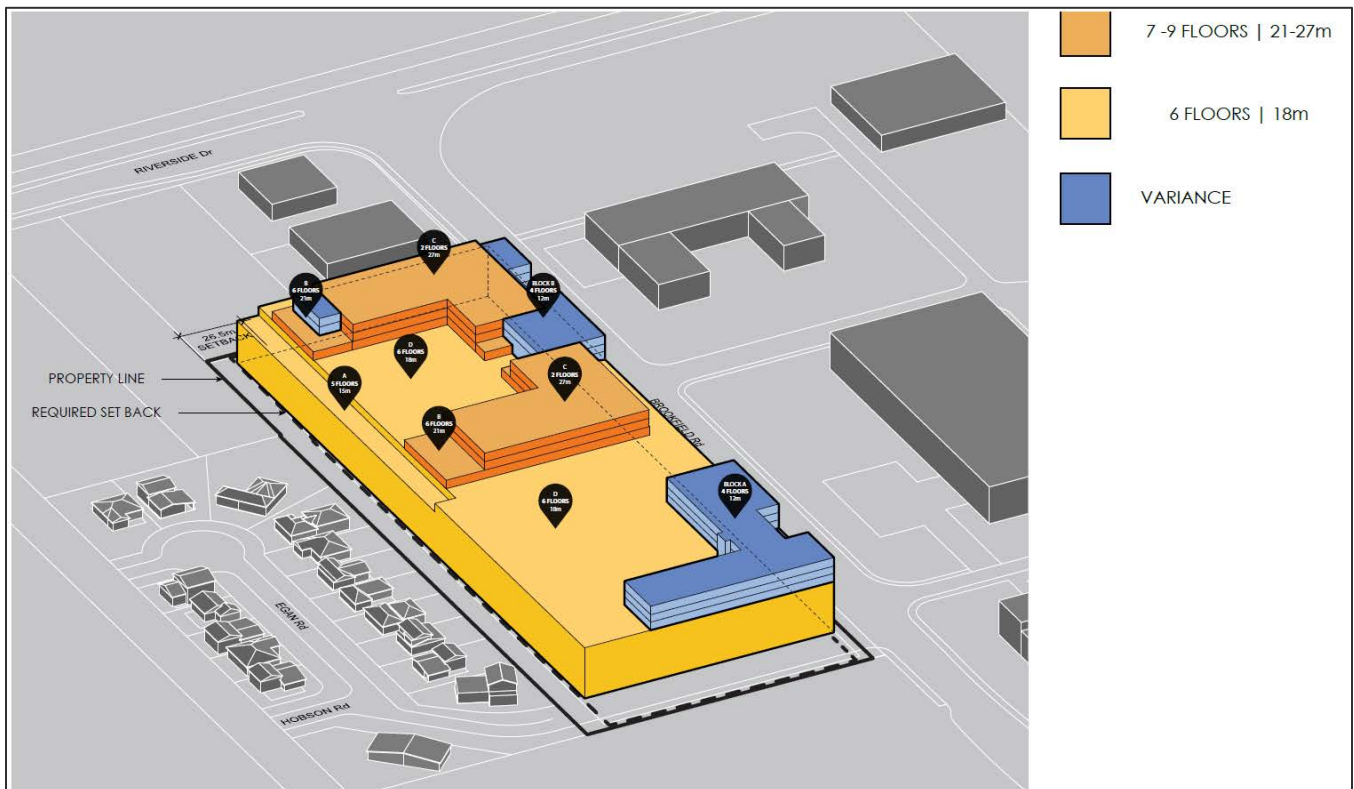


Figure 13: Permitted Massing (Yellow / Orange) and Requested Variances (Blue)

Each phase features a landscaped courtyard between the buildings, enclosed by the L-shaped buildings along the perimeters. The courtyard is proposed to be landscaped, with a mix of hard and soft landscaping elements. The courtyards provide amenity areas for building residents and visitors and are generally shielded from the traffic noise of Brookfield Road. Direct pedestrian access to the courtyards is provided from the adjacent buildings, as well as from a common plaza proposed at the north-centre area of the development between the buildings of each phase.

3.4 Elevations



Figure 14: West Elevation



Figure 15: East Elevation (Blocks A + B)



Figure 16: East Elevation (Blocks B + E)



Figure 17: South Elevation (Blocks A + B)



Figure 18: South Elevation (Blocks A + E)

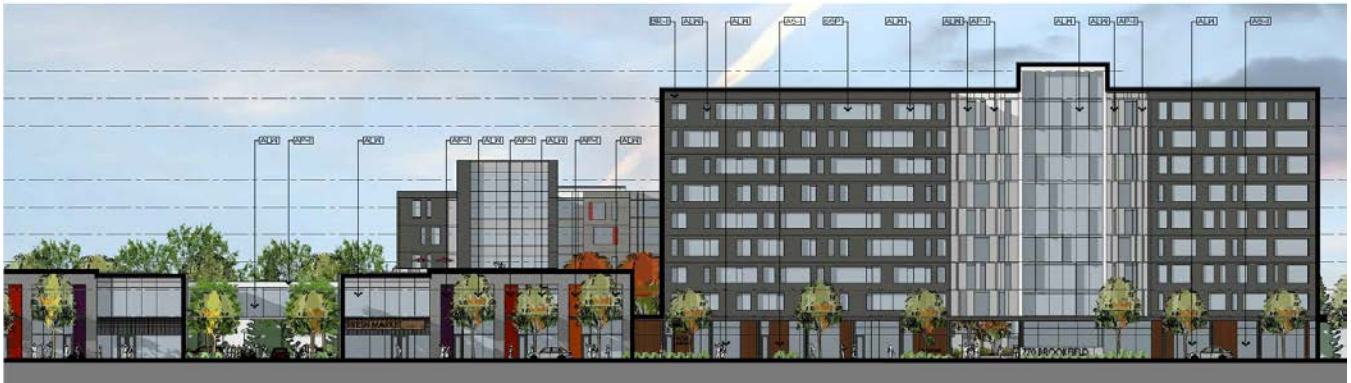


Figure 19: North Elevation (Block A + E)



Figure 20: North Elevation (Block B)



Figure 21: East Elevation (Block A)



Figure 22: East Elevation (Blocks B + E)

3.5 Transportation

Vehicular access to the development is proposed from Brookfield Road, with two ingress points and one egress point. The ingress points are located along the western lot line and the centre of the development between the two phases. The egress point is proposed along the eastern lot line, requiring vehicles to exit the development by turning right (east) on Brookfield Road.

An existing asphalt sidewalk will provide pedestrian access and active transportation options for users of the development. Direct pedestrian connections to the interior of the development are proposed at the centre of the property, linking the interior plazas and courtyards. An additional pedestrian pathway is proposed along the eastern perimeter of the property, connecting to the sidewalk in the Brookfield Road right-of-way east of the proposed egress point.

Surface parking is proposed at the rear and centre portions of the property, with 166 perpendicular parking spaces proposed. Additionally, underground parking is proposed beneath the buildings, with two separate access ramps located at the rear of each phase.

In addition to the interior courtyards, soft landscaping is proposed along the perimeter of the property. The Landscape Plan provided in the application illustrates the proposed landscape elements.

3.6 General Design Direction

The architecture of the building responds to two primary design drivers. First, the building design is intended to achieve a built form transition between the employment precinct to the north and the residential neighbourhood to the south. Additionally, the reallocation of the density to the north side of the lot creates a greater buffer to the more sensitive residential uses to the south. An increased rear yard setback and the provision of additional landscaping on the south side of the lot aims to achieve this objective.

Secondly, the goal of the design is to encourage the animation of Brookfield Road, which currently has an automobile-centric character. The intent is to transform the auto-centric roadway into a mixed-use streetscape with multi-modal transportation options. Specifically, the at-grade commercial uses will help to promote street-level animation for pedestrians and create a more walkable environment. Additionally, the design includes provisions for an on-street parking option to help slow traffic flow along Brookfield Road.

The design includes a courtyard feature at the centre of the development, which is intended to provide a semi-public outdoor amenity. The courtyard provides a large, programmable outdoor courtyard space for student activities contained between the building footprints to control noise and privacy from the residential neighbourhood to the south.

The intent is to develop a courtyard scheme for the entire site that would maximize private amenity and retail at the ground floor and animate both the Brookfield Road street edge and extend internally to the landscape courtyard spaces. The development design is focused on positioning the public retail amenity to the centre of the site and connecting larger private residential courtyards as extensions of the central public space.

The result creates a continuous street edge focused on animating the ground floor within indoor amenity and retail along Brookfield Road. The amenity and retail spaces extend to the internal courtyards, providing additional animation for the public and private courtyards at the centre of the site. This arrangement organizes all student activity internally for noisemitigation purposes and to maximize privacy of residential neighbours to the south.

POLICY & REGULATORY FRAMEWORK

4.1 Provincial Policy Statement

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

The PPS promotes the development of strong communities, which rely on the establishment of efficient land use and development patterns and the accommodation of an appropriate range and mix of uses.

The proposed development meets the applicable policies of the PPS, including:

- / Promotes the efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term.
- / Accommodates an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs;
- / Promotes cost-effective development patterns and standards to minimize land consumption and servicing costs;
- / Proposes development in a settlement area, which is the focus of growth and development;
- / Proposes a density and mix of land uses which efficiently use land and resources, are appropriate for available infrastructure, and supports active transportation;
- / Contributes to an appropriate range and mix of housing types and densities that efficiently use land, resources, infrastructure and public service facilities, and supports the use of active transportation and transit;
- / Connects to municipal water services and municipal sewage services, the preferred form of servicing in settlement areas;
- / Contributes to a land use pattern, density and mix of uses that minimizes the length and number of vehicle trips and supports current and future use of transit and active transportation.

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

The City of Ottawa Official Plan provides a vision of Ottawa's future growth and a policy framework to guide its physical development to the year 2031. Additionally, the Plan addresses matters of provincial interest, as defined by the Provincial Policy Statement, and serves as a basis for a wide range of municipal activities.

The subject property is designated General Urban Area on Official Plan Schedule B (Urban Policy Plan). The designation permits all types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses. Policy 3 of Section 3.6.1 specifies that residential intensification through infill or redevelopment in the General Urban Area will:

- / Recognize the importance of new development relating to existing community character so that it enhances and builds upon desirable established patterns and built form;
- / Applies the policies of Official Plan Sections 2.5.1 and 4.11;
- / Considers its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area.

Policy 5 states that the General Urban Area permits uses that may generate traffic, noise, or other impacts that have the potential to create conflicts with the surrounding residential community. Such uses will be directed to:

- / Locations along the rapid transit system, or an arterial or major collector road with sufficient capacity to accommodate the anticipated traffic generated and where frequent, all-day transit service can be provided;
- / Suitable locations on the perimeter of, or isolated from, established residential neighbourhoods. In this regard, existing or proposed building orientation, massing and design, and the presence of mitigating circumstances such as distance, changes in topography, or the presence of features such as significant depths of mature forests may be taken into account.



Figure 23: Extract from Official Plan Schedule B (Urban Policy Plan)

Policy 3 of Section 2.2.2 requires that all intensification will occur in accordance with the provisions of Sections 2.5.1 and 4.11. Policy 14 supports intensification in the General Urban Area, in the following cases, provided that all other Official Plan policies are met:

- / Lands within 600 metres of future or existing rapid-transit stations with potential to develop as compact, mixed-use and pedestrian-friendly cores;
- / Lands that are no longer viable for the purpose for which they were intended, such as older industrial areas [...];
- / Lands where the present use is maintained but the addition of residential uses or other uses can be accomplished in a complementary manner, such as on under-utilized shopping centre sites;
- / Lands currently or formerly used as parking lots or other extensive storage purposes;
- / Lands where records indicate existing contamination due to previous commercial or industrial use, but which can be made suitable for development if cleaned up.

Section 2.5.1 contains a set of objectives and principles to achieve compatible urban design for new development. The proposed development meets the applicable design objectives:

- / Enhances the sense of community by responding to the surrounding physical context and surrounding uses;
- / Defines quality public and private spaces through development by delineating the frontage of the property along the public street and incorporating an enclosed private courtyard for users of the building;
- / Creates places that are safe, accessible, and are easy to get to and move through by including multiple ingress / egress points for vehicles and an integrated sidewalks and pathway network;
- / Respects the character of existing areas by creating a mix of uses appropriate to the context, creating a transition between the commercial uses to the north and the residential area to the south;
- / Considers adaptability and diversity by contributing to a diversity of housing options in the community and introducing transit-supportive uses on the property;
- / Understands and respects natural processes and features by proposing stormwater management infrastructure on the property, as well as soft landscaping to encourage natural infiltration of storm water; and
- / Maximizes energy-efficiency and promotes sustainable design by proposing an appropriate density within proximity to rapid transit facilities.

Policy 2 of Section 4.11 establishes a set of compatibility criteria for evaluating development applications. The proposed development meets the applicable criteria:

| Criteria | Evaluation |
|-----------------------------|---|
| Traffic | As confirmed in a Traffic Study prepared by Parsons, the surrounding road network contains sufficient capacity to accommodate the traffic generated by the proposed development. |
| Vehicular Access | Vehicular access is proposed from Brookfield Road, a designated Major Collector Road in the Official Plan. |
| Parking Requirements | <p>This Zoning By-law Amendment application seeks to reduce the required rate of parking on the site. Parking demand for the anticipated demographic of building occupants is anticipated to be low, and opportunities for active modes of transportation are available in the community.</p> <p>The property is located within 600 metres of rapid transit, which generally allow reduced rates of parking. However, the subject property is subject to parking rates that apply to more suburban locations with an absence of</p> |

| Criteria | Evaluation |
|--|--|
| | rapid transit infrastructure. The requested relief to the minimum parking requirement is based on these realities. |
| Outdoor Amenity Areas | A large landscaped courtyard is proposed in each phase of the proposed development. |
| Loading Areas, Service Areas, and Outdoor Storage | One loading space is provided in each phase of the development. |
| Lighting | Lighting is designed to meet City standards and is not anticipated to result in undue adverse impacts on adjacent properties. |
| Noise and Air Quality | The proposed development is not anticipated to result in undue adverse impacts on adjacent properties. |
| Sunlight | Shadows cast by the development will fall primarily on Brookfield Road right-of-way. |
| Microclimate | The proposed development is not anticipated to result in microclimate impacts. |
| Supporting Neighbourhood Services | In addition to the retail uses proposed along Brookfield Road, the property is located in proximity to community services, including parks and public transit. |

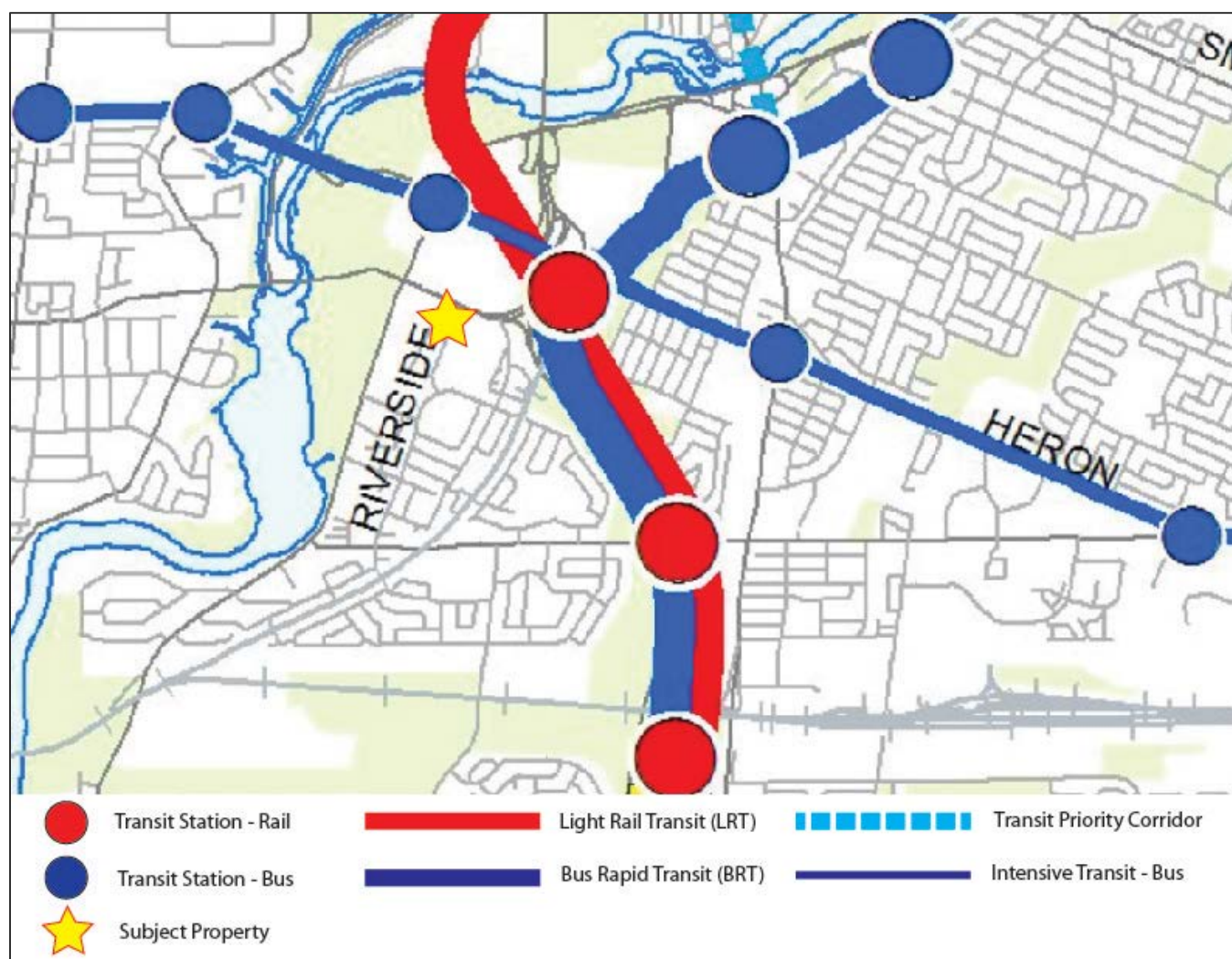


Figure 24: Extract from Official Plan Schedule D (Rapid Transit Network)

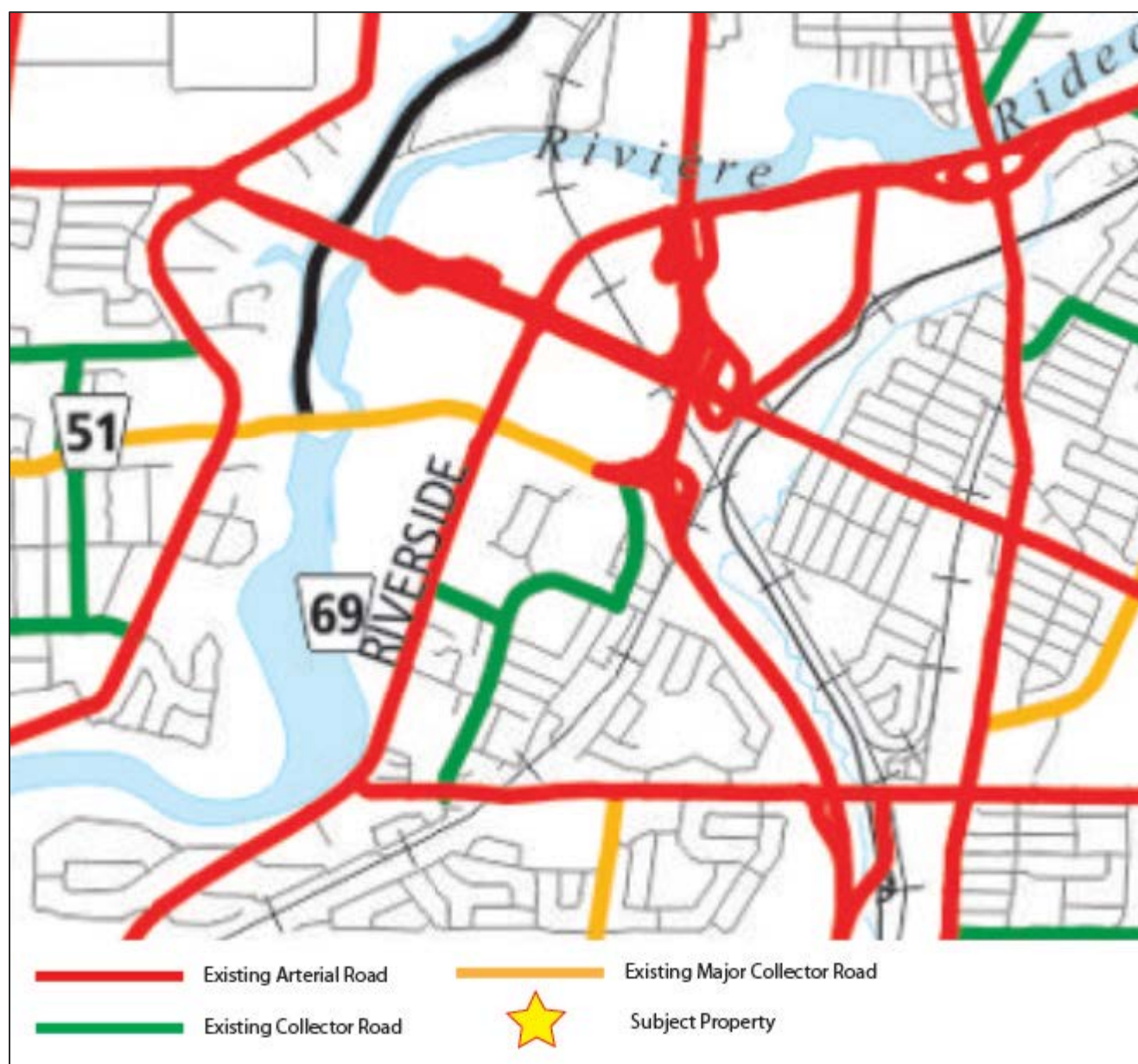


Figure 25: Extract from Official Plan Schedule E (Urban Road Network)

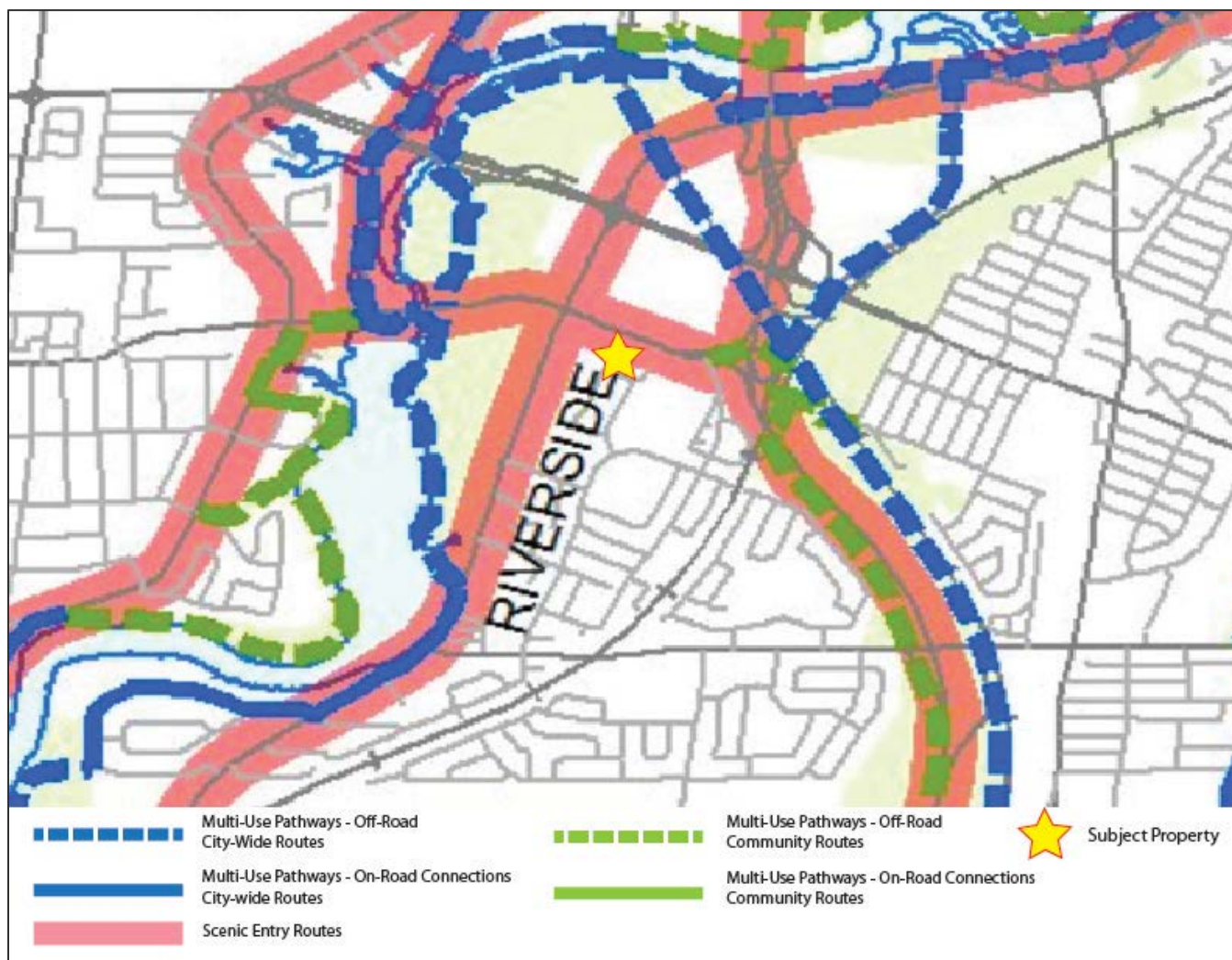


Figure 26: Extract from Official Plan Schedule I (Multi-Use Pathways and Scenic Entry Routes)

The proposed development is consistent with the policies of the Official Plan, including Sections 2.2.2, 2.5.1, and 4.11. The proposed development is permitted within the General Urban Area designation.

4.3 City of Ottawa Official Plan Amendment (OPA) 150

In 2013, the City of Ottawa updated its Official Plan, resulting in numerous changes to its land use policies. The Ministry of Municipal Affairs and Housing issued approval of Official Plan Amendment (OPA) 150 in April 2014, but the Amendment is currently under appeal before the Ontario Municipal Board (OMB). Until the OMB renders its decision, the current policies of the City of Ottawa Official Plan (2003, as amended) remain in full force and effect.

Revisions to Section 3.6.1 establishing policies for the General Urban Area include a maximum building height of four storeys. The revised Section 4.11 contains more robust policies related to building and site design. Policy 5 requires proponents to also demonstrate how the design of the development fits with the existing desirable character and planned function.

Revised Policy 6 contains new design requirements for principal entrances, windows, and other architectural elements. Revised Policy 12 states that building height and massing transitions will be accomplished through a variety of means, including incremental changes in building height, massing, and building setbacks and stepbacks. Revised Policy 18 contains special design directions for Design Priority Areas, to ensure that proposed buildings interface with streetscape elements to enhance the public realm.

While the proposed development does not meet the four-storey maximum height policy in OPA 150, it generally meets the design policies introduced in Section 4.11.

4.4 Secondary Plans

The subject property is located within both the Confederation Heights Secondary Plan area and the Riverside Park Secondary Plan area. Under the Confederation Heights Secondary Plan, the site is within a Mixed Use land category, which is intended for low-profile retail and residential intensification in accordance with the zoning in place at the time of the Secondary Plan, having since been amended, and references policies under the Riverside Park Secondary Plan.

Under the Riverside Park Secondary Plan, the site is in the Mixed Use Residential / Commercial land category and development within this area is to provide a transition from the Confederation Heights Mixed Use Centre to the north, the residential area to the south, and Mooney's Bay Park to the west. There are guidelines for development with respect to parking, amenity space, entrances, building and site design and landscaping, which will contribute to the transition. There are no specific heights to describe how the transition is to take place from a height perspective.

The property on the north side of Brookfield Road is identified under the Confederation Heights Secondary Plan as Primary Employment Centre, and the associated policy direction envisions development ranging from low (4 storeys) to high (12 storeys) around focal points.

The proposed development is consistent with the policies of the Confederation Heights Secondary Plan and the Riverside Park Secondary Plan.

4.5 Transit-Oriented Development Guidelines

The Transit-Oriented Development Guidelines were approved by Ottawa City Council in September 2007. The guidelines are intended to provide design guidance to development applications within proximity to rapid transit stations. The proposed development meets the following guidelines:

- / Provides a transit-supportive land use within a 600-metre walking distance of a rapid transit station;
- / Provides a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally;
- / Locates buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit;
- / Create transition in scale between higher intensity development around the transit station and adjacent lower intensity communities by stepping down building heights and densities from the transit station;
- / Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order to provide ease of entrance, visual interest and increased security through informal viewing;
- / Design pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and barrier-free;

- / Ensure pedestrian walkways are an adequate width to accommodate anticipated pedestrian volumes, with a minimum width of 2.0 metres with accessible grade changes;
- / Design ground floors to be appealing to pedestrians, with such uses as retail, personal service, restaurants, outdoor cafés, and residences;
- / Provide no more than the required number of vehicle parking spaces, as per the Zoning By-law;
- / Locate parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building;
- / Design access driveways to be shared between facilities;
- / Provides underground parking;
- / Designs parking lots to include direct and safe pedestrian linkages while maintaining pedestrian comfort and access;and
- / Locates loading areas off the street, behind the buildings. Avoid routing deliveries through parking areas and across primary pedestrian, transit and cyclist routes.

4.6 Comprehensive Zoning By-law 2008-250

The subject property is zoned General Mixed Use Subzone 1, Exception 155, Maximum Floor Space Index of 1.5, Schedules 147 and 148 (GM1 [155] F(1.5) S147, 148).



Figure 27: Zoning Map

The intent of the GM zone is to:

- / Allow residential, commercial and institutional uses, or mixed-use development in the General Urban Area Official Plan designations, among others;
- / Limit commercial uses to individual occupancies or in groupings in well-defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas;
- / Permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed; and
- / Impose development standards that will ensure that the uses are compatible and complement surrounding land uses.

The GM parent zone permits a range of uses:

| | |
|--------------------------------------|------------------------------------|
| Animal care establishment | Medical facility |
| Animal hospital | Municipal service centre |
| Artist studio | Office |
| Bank | Personal service business |
| Bank machine | Place of assembly |
| Catering establishment | Place of worship |
| Click and collect facility | Post office |
| Community centre | Recreational and athletic facility |
| Community health and resource centre | Research and development centre |
| Convenience store | Residential care facility |
| Day care | Restaurant |
| Diplomatic mission | Retail food store |
| Drive-through facility | Retail store |
| Emergency service | Service and repair shop |
| Funeral home | Shelter |
| Home-based business | Small batch brewery |
| Home-based day care | Technology industry |
| Instructional facility | Training centre |
| Library | Urban agriculture |
| Apartment dwelling, low-rise | Retirement home, converted |
| Apartment dwelling, mid rise | Rooming house |
| Bed and breakfast | Rooming house, converted |
| Dwelling unit | Rooming unit |
| Group home | Stacked dwelling |
| Planned unit development | Townhouse dwelling |
| Retirement home | |

In the GM1 zone, the following provisions apply:

- / No more than 50% of the permitted floor space index may be used.
- / The provisions of subsection 187(3)(h)(ii) applies but may be reduced to 1 metre where a minimum 1.4 metre high opaque screen is provided; and

-
- / The 50% floor space index maximum cited above does not apply to the following uses, where the full floor space index may be used:
- o Apartment dwelling, low rise
 - o Apartment dwelling, mid-high rise
 - o Community centre
 - o Community health and resource centre
 - o Day care
 - o Dwelling unit
 - o Group home
 - o Library
 - o Planned unit development
 - o Residential care facility
 - o Retirement home
 - o Retirement home, converted
 - o Rooming house
 - o Rooming house, converted
 - o Rooming unit
 - o Shelter
 - o Stacked dwelling
 - o Townhouse dwelling

Exception 155 permits parking lot and parking garage uses, and establishes additional provisions:

- / A parking lot attendant's shelter may locate anywhere in this zone;
- / The residential uses listed in subsection 187(2) are permitted provided that 22.5% of the ground floor area of each building is occupied by one or more of the non-residential uses listed in subsection 187(1), and provided that each building contains not less than 500 m² of non-residential space;
- / Dwelling units on the ground floor must not be located within 35 m of Brookfield Road;
- / Maximum building heights for a building having non-residential uses on the first or second floor only are as shown on Schedule 147;
- / For zoning purposes, the entire area to be considered as one lot; and
- / The maximum Floor Space Index for a building having non-residential uses above the second floor is 1.0.

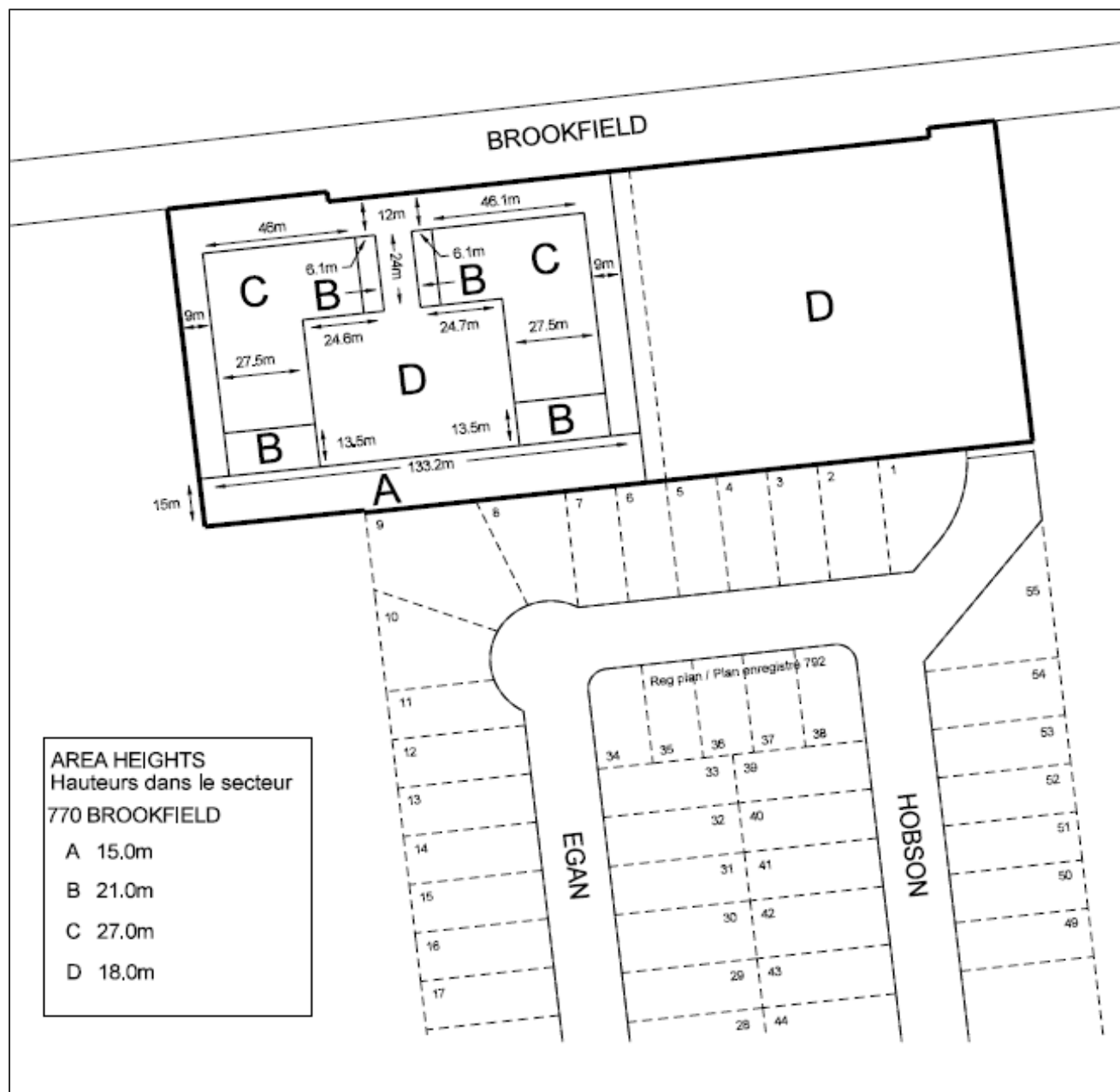


Figure 28: Schedule 147 of Comprehensive Zoning By-law 2008-250

The table below evaluates the proposed development against the applicable zoning provisions.

Table 1: Zoning Evaluation

| Zoning Mechanism | Required | Proposed | Compliance |
|---|--|--------------------|------------|
| Minimum Lot Area | No minimum | 2.76 ha | ✓ |
| Minimum Lot Width | No minimum | 233 m | ✓ |
| Maximum Front Yard Setback | 3 m | 3 m | ✓ |
| Minimum Interior Side Yard Setback | (i) For a non-residential or mixed-use building, from any portion of a lot line abutting a residential zone: 5 m | N/A | ✓ |
| | (ii) For a residential use building: Equal or lower than 11 metres in height: 1.2 m Higher than 11 metres in height: 3 m | N/A | ✓ |
| | (iii) All other cases: No minimum | 11.3 m 21 m | ✓ |
| | | | |
| Minimum Rear Yard Setback | From any portion of a rear lot line abutting a residential zone: 7.5 m | 20 m | ✓ |
| | For a residential use building: 7.5 m | 20 m | ✓ |
| Maximum Building Height | As per Schedule 147 | Variances required | ✗ |
| Maximum Floor Space Index | 1.5 | 1.82 | ✗ |
| Minimum Width of Landscaped Area | Abutting a street: 3 m | 3 m | ✓ |
| | Abutting a residential or institutional zone: 3 m | 4.1 m | ✓ |
| | Other cases: No minimum | -Varies- | ✓ |

| Zoning Mechanism | Required | Proposed | Compliance |
|---|---|---|------------|
| Required Resident Parking | 1 per dwelling unit (808 spaces) | 199 | ✗ |
| Required Visitor Parking | 0.2 per unit 808 units x 0.2 = 162 spaces | 162 | ✓ |
| Required Bicycle Parking | 0.5 per unit 808 units x 0.5 = 404 spaces | 404 | ✓ |
| Required Amenity Space | 6 m ² per dwelling unit (Minimum 50% must be communal) Block A: 1,158 m ² (193 units) Block B: 900 m ² (150 units) | 3,339 m ² | ✓ |
| Maximum Amount of Floor Space Used for Retail Use | No more than 50% of the permitted floor space index may be used | ~5% retail | ✓ |
| Location of Parking Lot Attendant's Shelter | May be located anywhere in the zone | N/A | ✓ |
| Residential Use Condition | Residential uses permitted if minimum 22.5% of the ground floor area of each building is occupied by a permitted non-residential use, with minimum 500 m ² in each building. | >500 m ² non-residential space provided per block | ✓ |
| Minimum Setback for Dwelling Units | Dwelling units on the ground floor must be set back a minimum 35 metres from Brookfield Road | Dwelling units located within 31.5 metres of Brookfield Road* | ✗ |
| Maximum Floor Space Index for Non-Residential Uses | 1.0 for a building with non-residential uses above second floor | N/A | ✓ |

*Subject to approval by Committee of Adjustment

Requested Amendments

As indicated in Table 1, zoning relief is required for the following provisions. A rationale in support of each variance is included below:

- / **An increase to the maximum building height established on Schedule 147 on portions of the property.**

The proposed development deliberately re-allocates height and density on the property and relocates the most impactful massing to the north portion of the property near Brookfield Road. Figure 29 illustrates the permitted massing and the requested relief.



Figure 29: Permitted Massing (Yellow / Orange) and Requested Variances (Blue)

A variance application was approved at the Committee of Adjustment for the proposed height variances in Phase 1 (west) of the development. The requested relief in the Zoning By-law Amendment application seeks to apply the permissions for the proposed massing to the entire property.

The relief reflects a more desirable design, which:

- a) Achieves a better transition to and from surrounding development;
- b) Reduces impact on low-rise residential development south of the property; and
- c) Was conceived as a result of consultation with the community and staff.

The relief to the building height provisions would be achieved by replacing Schedule 147 with a new height schedule reflecting the proposed building heights.

/ **Increase in permitted Floor Space Index (FSI)**

The permitted FSI is 1.5, whereas the proposed development features an FSI of 1.82. The maximum FSI is integrated into the site-specific zoning for the property, which was established based on the unbuilt development concept proposed by the previous owner.

The GM zone permits a maximum FSI of 2.0, unless otherwise specified. The GM1 zone permits the full FSI to be used for mid-rise apartment buildings, representing a denser development than proposed. The proposed increase in permitted FSI generally results from the reallocation of density, as overall building heights and setbacks are not exceeded. The proposal represents a relatively insignificant increase, given the scale of the property, and will not create undue traffic, servicing, or visual impacts.

/ **Reduction in required resident parking.**

The proposal includes a total resident parking supply of 0.25 spaces per unit. The reduced rate is proposed in response to the proximity to transit, as well as the anticipated take-up by the target demographic intended to occupy the building.

The subject property is located in Area C on Schedule 1A of the Zoning By-law, which applies auto-oriented suburban minimum parking rates to the property. The north side of Brookfield Road is classified as Area Z on Schedule 1A, which is intended to create transit-oriented areas and requires no parking for all uses. Consequently, there is a significant contrast in parking requirements between the north and south sides of Brookfield Road.

Despite the Area classification on Schedule 1A, the property is located within 600 metres of the Confederation Heights Rapid Transit Station. Residents and visitors to the property will be able to access public transit within walking distance.

Additionally, the building is anticipated to be occupied by Carleton University students, many of whom will elect to access the campus by active modes of transportation.

5.0 CONCLUSION

It is our professional opinion that the proposed Minor Zoning By-law Amendment application is appropriate, represents good planning, and is in the public interest.

The proposal is consistent with the Provincial Policy Statement (PPS) by providing efficient and appropriate development on lands within the urban boundary that contributes to the range of housing options available in the community.

The proposed development conforms to the Official Plan's vision for managing growth in the urban area, and meets the policies for the General Urban Area. The proposal responds to its context by ensuring a built form transition to neighbouring properties, and meets the urban design and compatibility objectives, principles, and policies in Sections 2.5.1 and 4.11 of the Official Plan.

The proposed development meets many of the applicable requirements in Comprehensive Zoning By-law 2008-250. The requested amendments are reasonable and appropriate for the property, and will not result in undue adverse impacts.

Supporting studies confirm that the proposal is functional and appropriate.

Sincerely,



Jaime Posen, MCIP RPP
Planner



Carl Furney, MCIP RPP AICP
Associate Director, Planning + Development