

FOTENN

485 ANCASTER AVENUE ZONING BY-LAW AMENDMENT



May 17, 2018

Planning Rationale
& Design Brief

Zoning By-law
Amendment



Prepared for:



Colonnade



BRIDGEPORT

Colonnade Bridgeport
100 Argyle Avenue, Suite 100
Ottawa, ON K2P 1B6
colonnadebridgeport.ca

Prepared by:

FOTENN Planning
+ Design

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

May 17, 2018

CONTENTS

- 1.0 INTRODUCTION1**
 - 1.1 Development Proposal1
 - 1.2 Development Applications.....3
 - 1.3 Supporting Studies, Reports, and Plans.....3
- 2.0 SURROUNDING AREA AND SITE CONTEXT.....4**
 - 2.1 Transportation Network.....6
- 3.0 POLICY AND REGULATORY FRAMEWORK.....8**
 - 3.1 Provincial Policy Statement.....8
 - 3.2 City of Ottawa Official Plan9
 - 3.2.2 Managing Growth..... 10
 - 3.2.3 Arterial Mainstreet Designation (Section 3.6.3) 11
 - 3.2.4 Building Liveable Communities..... 12
 - 3.3 City of Ottawa Comprehensive Zoning By-law (2008-250)..... 13
 - 3.3.1 Discussion of Zoning By-law Amendment..... 16
- 4.0 DESIGN BRIEF..... 17**
 - 4.1 City of Ottawa Official Plan 17
 - 4.1.1 Compatibility (Section 2.5.1) 17
 - 4.1.2 Urban Design and Compatibility (Section 4.11) 17
 - 4.1.3 Section 4.11 as Updated by Official Plan Amendment No. 150 18
 - 4.2 Urban Design Guidelines..... 21
 - 4.2.1 Urban Design Guidelines for Development along Arterial Mainstreets..... 21
 - 4.2.2 Urban Design Guidelines for High-Rise Housing 21
 - 4.2.3 Revised High-Rise Urban Design Guidelines and Zoning..... 22
- 5.0 CONCLUSION..... 24**
- 6.0 APPENDIX A – PROPOSED ZONING BY-LAW AMENDMENT 25**

1.0 INTRODUCTION

1

Fotenn Consultants Inc., acting as agents for Colonnade Bridgeport, is pleased to submit the enclosed Zoning By-law Amendment application and this supporting Planning Rationale for the lands municipally known as 485 Ancaster Avenue in the Bay Ward of the City of Ottawa.

The subject lands are located at the northwest corner of Woodroffe Avenue and Carling Avenue. They are legally described as Plan 461, Part Lots 1 & 8 less RP 4R-13307, Parts 1 and 2. Despite the land being referred to under the address of 485 Ancaster Avenue in the City database, the majority of the development area of the property is oriented towards Woodroffe Avenue and Carling Avenue.

The property has a total area of 6,025.4m² (or 1.49 acres). It is an irregular “L” shaped lot with frontage on Carling Avenue, Woodroffe Avenue, and Ancaster Avenue. The site is currently occupied by various connected buildings of up to 2.5 storeys in height and associated surface parking, the entirety of which is proposed for removal upon redevelopment.

1.1 Development Proposal

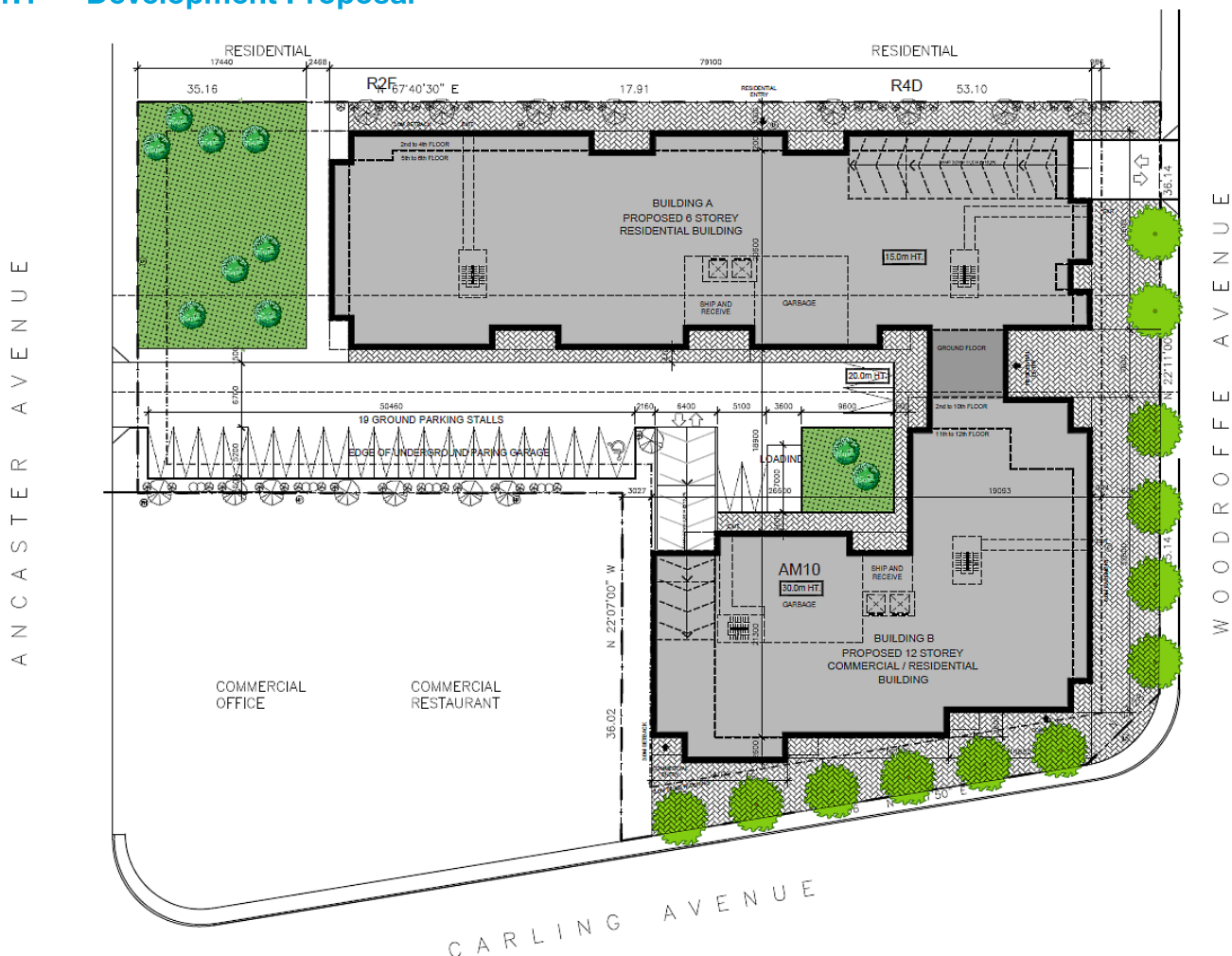


Figure 1: Site Plan

The applicant is proposing a two (2) building, mid and high rise apartment development with below-grade and surface parking as well as a new park along Ancaster Avenue. Building A will be 6-storeys in height and front



Figure 3: 3D perspective of proposed site

Site access is proposed from Ancaster Avenue and Woodroffe Avenue. The existing commercial vehicle access on Carling Avenue will be eliminated as part of this development. The Woodroffe Avenue access will be utilized solely for a ramp to the underground parking garage, whereas the Ancaster Avenue frontage will provide access to surface parking, an additional underground parking ramp, and the loading/refuse area.

1.2 Development Applications

In order to proceed with the development as envisioned, several planning applications will be required. The current application being submitted is the Minor Zoning By-law Amendment. The application is necessary to revise the zone provisions of the current Arterial Mainstreet, Subzone 10 – (AM10) zoning. The amendment will include permissions for an increased height, and modifications to loading aisle and landscape buffer requirements.

Once the appropriate zoning framework is established for the property, the next phase will be to proceed with a Site Plan Control application to acquire the appropriate permissions and refine the site design through collaboration with the City to permit the development. This will be undertaken at a later date under a separate application process.

1.3 Supporting Studies, Reports, and Plans

In addition to this Planning Rationale, the following studies, reports and plans form part of this Zoning By-law Amendment submission:

Studies/Reports

- / Assessment of Adequacy of Public Services, prepared by Novatech;
- / Transportation Impact Brief, prepared by Novatech;
- / Shadow Analysis, prepared by RLA Architecture; and
- / Wind Analysis, prepared by Gradient Wind Engineering.

Plans

- / Concept Plan, prepared RLA Architecture; and
- / Survey Plan, prepared by Annis O’Sullivan Vollebakk.

The studies/reports and plans identified above have been reviewed and support the proposed rezoning.

2.0 SURROUNDING AREA AND SITE CONTEXT

4



Figure 4: Site Context (2017 satellite imagery)



Figure 5: Site Photo

The subject lands are located at the northwest corner of Woodroffe Avenue and Carling Avenue, directly across from Carlingwood Shopping Centre. Carlingwood Shopping Centre is an older, regional shopping centre characterized by a two (2) storey commercial building, setback from the arterial roadway by surface parking. The property has a total size of 6,025.4m² (64,857 sf). It is an irregularly shaped lot with:

- / 52 metres of frontage on Carling Avenue,
- / 57.8 metres of frontage on Woodroffe Avenue, and
- / 40.6 metres of frontage on Ancaster Avenue.

A road widening protection of roughly 7 metres affects the front lot line along Carling Avenue. The Woodroffe Avenue right-of-way has already been widened to the extent of the protected area. A servicing easement affects the Woodroffe lot line, as indicated on the Concept Plan.

The site is currently occupied by five (5) connected buildings of up to 2.5 storeys and surface parking; the entirety of which is proposed for removal upon redevelopment. The buildings on-site were introduced gradually throughout the second half of the 20th century. They consist of vernacular low-rise commercial design.

The site is presently accessed through a right-in/right-out entrance on Carling Avenue, and a full movement entrance on Woodroffe Avenue.



Figure 6: 3D mapping of Site Context (Google Earth)

The site is surrounded by the following uses:

- / North: Established low-profile residential development
- / East: Carlingwood Shopping Centre and associated surface parking lot, Somerset Towers (14-storey residential development)
- / South: Low-rise, arterial mainstreet “big box” commercial development
- / West: Personal service businesses, office space, commercial development, residential uses

2.1 Transportation Network

The subject property is situated at the corner of two Arterial Roads – Carling Avenue and Woodroffe Avenue (Figure 7). Carling Avenue is six lanes wide with a centre median in front of the property. Woodroffe is 4 lanes wide, plus an additional turning lane in front of the property. The intended scale of development reflects the anticipated road capacity set out for this site. The site can be easily accessed from the Ontario 417 highway, and other areas of the City without directing traffic through local residential neighbourhoods.

The subject property is also situated at the location of a future Light Rail Rapid Transit Station, as per Schedule D – Rapid Transit Network of the Official Plan (Figure 8). Furthermore, Woodroffe is intended to become an Isolated Measures Transit Priority Corridor. This results in exceptional transit connectivity for the site. Increased site density can be supported by the future transit capacity, including the At-Grade Light Rail line which will feed into the City's core Grade-Separated Light Rail Network.

The subject property is located at the nexus of two on-road cycling routes on the City's Primary Urban Cycling Network (Figure 9). Both routes feed into the remainder of the City's cycling network; both on- and off-road. This cycling infrastructure will also offset the necessity for motor vehicle usage and thereby contribute to a stronger non-vehicular modal distribution associated with the greater density proposed for the site.



Figure 7: Schedule E of the Official Plan, Urban Road Network

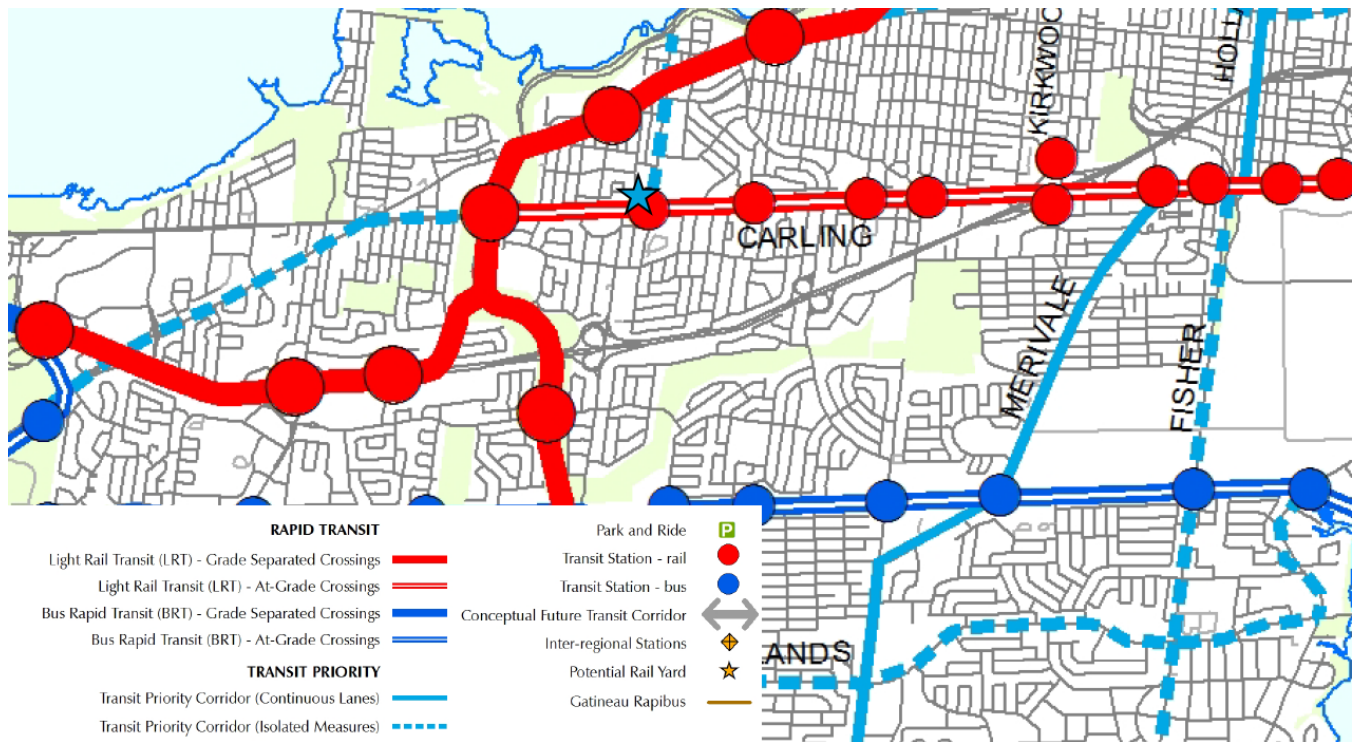


Figure 8: Schedule D of the Official Plan, Rapid Transit Network



Figure 9: Schedule C of the Official Plan, Primary Cycling Network

POLICY AND REGULATORY FRAMEWORK

3.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act in April 2014. It sets out a vision for land use planning in the Province of Ontario that encourages planning and development that is environmentally-sound, economically-strong and that enhances quality of life. Land planning policies are intended to promote efficient development patterns with a mix of housing, employment, open space and multi-modal transportation which are appropriate for and make efficient use of existing and planned infrastructure and public service facilities.

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”. Section 1.1.1 provides policy guidance for efficient development and land use patterns. The relevant policies are discussed below. This section states:

“Healthy, liveable and safe communities are sustained by:

a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

The proposal is efficient in that it makes use of underutilized land which is serviced, on an efficient transportation network, and intended for intensification as set out in the Official Plan and Zoning By-law.

b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

The proposal will introduce desirable apartment dwelling units in an area where single and semi-detached development are the prevailing form. The site will continue to provide commercial uses which the site has demonstrated itself to be appropriate for supporting over a long term.

c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;

This development does not create environmental or public health and safety concerns. It is appropriately setback where necessary to ensure traffic visibility. It is located within an area that is intended to grow to support active transportation, which will in turn improve public health. It will be designed in coordination with the Ontario Building Code. The proposed park on-site will result in environmental and public health benefits where it provides outdoor amenity area and greenspace for the surrounding neighbourhood. The park will be designed to be safe, secure, and accessible.

e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;

The proposed development is appropriately sized for the parcel of land. It does not leave excess vacant area that can be perceived as creating a sense of empty space. It will provide density in a well-suited area.

f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;

The redevelopment of this site provides an opportunity to incorporate modern accessibility requirements into a prime location. The building will include barrier-free parking spaces and will meet the accessibility requirements set out by the City and Province.

h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

The proposal does not trigger any climate or biological concerns.

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.

Therefore, the proposed development of the subject property with a mixed-use apartment building is consistent with the policies of the PPS.

3.2 City of Ottawa Official Plan

The City of Ottawa's Official Plan (OP) provides a vision and a policy framework to guide the future growth of the City of Ottawa. It is a legal document that addresses matters of provincial interest as defined by the Planning Act and the Provincial Policy Statement. A major Official Plan Amendment, No. 150, affects the subject lands and has recently been adopted and incorporated into the Official Plan document aside from select ongoing site-specific appeals. The applicable policies of the OP have been reviewed below.

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 this 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) discussed below and 2.5 (Building Liveable Communities), discussed in the Design Brief (4.0).

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 new services going forward, and will support other regional and community-scale commercial uses in the area, including the Carlingwood shopping centre.

3.2.2 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 underutilized 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 Avenue 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 the Design Brief (4.0).

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 230 new dwelling units which will achieve a density of 382 dwellings per net hectare, exceeding the City's target for intensification along the Carling Avenue Mainstreet corridor.



Figure 10: Schedule B of the Official Plan

3.2.3 Arterial Mainstreet Designation (Section 3.6.3)

The subject lands are presently designated Arterial Mainstreet in Schedule B of the City of Ottawa's Official Plan. Mainstreets are intended to support opportunities for intensification through more compact forms of development, a lively mix of uses, and a pedestrian-friendly environment. Specifically, arterial mainstreets are characterized as post-war, and typically exemplify larger lots, larger buildings, and a more automobile-oriented environment. The affective policies are contemplated below:

Policy 5 of Section 3.6.3 states that Arterial Mainstreets are important areas for the preparation of Community Design Plans. There is not presently a Community Design Plan which affects the subject property. This policy also states that development proposals on Mainstreets should be evaluated in the context of the policies in this section of the Official Plan as well as the design and compatibility policies set out in Section 2.5.1 and Section 4.11. These will be discussed as part of the Design Brief (4.0).

Policy 8 of Section 3.6.3 states that development and infill are encouraged on Arterial Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge and provides direct pedestrian access to the sidewalk. Any proposal for infill or redevelopment will be evaluated in light of the objectives of this Plan. This Plan supports building heights up to nine stories on Arterial Mainstreets. Greater building heights may be considered in accordance with policies 8 through 14 of Section 4.11.

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.

Policy 11 of Section 3.6.3 states that heights of up to 9 storeys will predominate on Arterial Mainstreets; however 12 storeys is permissible where the site is one or more of the following:

- (i) within 400m of a rapid transit station;
- (ii) directly abutting the intersection of the Mainstreet with another Mainstreet or Transit Priority Corridor,
- (iii) directly abutting a Major Urban Facility.

The subject property is highly appropriate for consideration under the above policies and satisfies the criteria for a taller, 12-storey building.

The subject property is located at the intersection of Carling Avenue and Woodroffe Avenue, two (2) multi-lane Arterial Roads. Carling Avenue is designated as an Arterial Mainstreet in the Ottawa Official Plan, abutting a Transit Priority Corridor.

The property is also located immediately abutting the a future Light Rail Rapid Transit Station, as per Schedule D – Rapid Transit Network of the Official Plan. Woodroffe Avenue is identified as an Isolated Measures Transit Priority Corridor as per Schedule D.

The property is directly adjacent to the Carlingwood Mall, a regional shopping centre which has the development potential to transition to a Major Urban Facility per Section 3.6.7 of the Official Plan.

3.2.4 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. The Design Brief (4.0) outlines the ways in which this property meets these aspirations.

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

The property is currently zoned “Arterial Mainstreet, Subzone 10 (AM10)”. The purpose of this zone is to:

- (1) accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated Arterial Mainstreet in the Official Plan; and
- (2) impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.

High-rise residential development is in keeping with the purpose and objectives of the Arterial Mainstreet zoning. At-grade commercial uses intended to service both the new residents and the existing, abutting neighbourhood contributes to the integration and compatibility of the project.

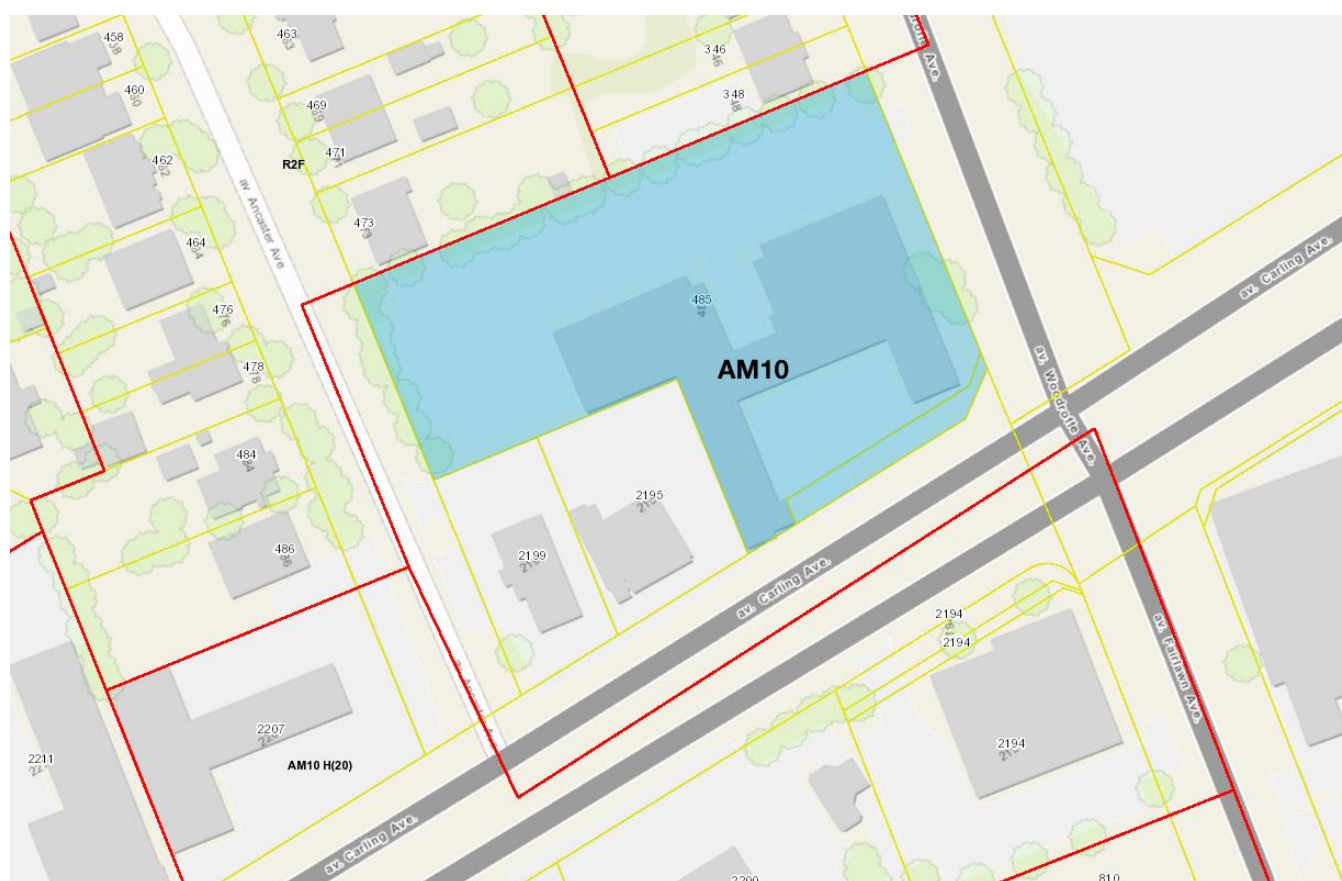


Figure 11: City of Ottawa Zoning By-law

The AM10 zone supports the intended “apartment dwelling, mid-high rise” residential use. It also supports a broad range of non-residential uses which will allow significant flexibility to future tenants occupying the ground floor commercial spaces. The intent is to sponsor community-serving commercial uses.

The proposed development is compared to the requirements of the AM10 zone below:

Performance Standard		Requirement	Proposed
Minimum Lot Area		No minimum	6,025.4m ²
Minimum Lot Width		No minimum	106 metres
Maximum Building Height		30m (minimum 7.5m and two storeys)	39m*
Maximum Height Abutting Rear Lot Lines			
	0m - 20m from R1/2/3:	11m	20m*
	0m - 20m from R4:	15m	20m*
	20m - 30m from R1/2/3/4:	20m	20m
Maximum Height Abutting Side Lot Lines			
	0m - 7.5m from R1/2/3/4:	15m	N/A
Front and Corner Side Yard Setback			
	Minimum	0m	Carling Ave: 0m (5m road widening allowance)
	Maximum for at least 50% of frontage; residential buildings	4.5m	
	Maximum for at least 50% of frontage; non-residential and mixed-use buildings	3m	Woodroffe Ave: 0.9m (6.0m easement on property line)
Interior Side Yard Setback			
Abutting Residential Zone			
	First 20m from the street	3m	N/A
	Beyond 20m from the street	7.5m	N/A
Not Abutting Residential Zone			
	At any distance from the street	No minimum	0m
Rear Yard Setback			
	Building wall within first 20m from the street	3m	7.5m
	Building wall beyond 20m from the street	7.5m	7.5m
Minimum Ground Floor Height		4.5m	4.5m
Maximum FSI		No maximum	3.87

*Blue shading indicates value requiring zoning amendment

The following zoning provisions also apply to the subject property:

/ Amenity Area

Amenity area will be required at a rate of 6m²/ dwelling unit; 50% communal

Amenity Area Type	Required Amenity Area (m2)	Amenity Area Location	Provided Amenity Area (m2)
Communal	696 (50% of total required)	Ancaster Ave. Park	446
		Internal Parkette	85
		Indoor Communal Amenities	522
Private	696	Balcony and Roof Deck Area	1,106
Total	1,392 (6m ² /dwelling unit)		2,159

/ Parking

The property is within Area X for parking requirements:

Parking Type	Required	Provided
Residential	110 (none for first 12 units, remainder at 0.5/unit)	193
Bicycle Parking	116 (0.5/unit)	149
Commercial Area A (138m ²)	No parking required for individual uses under 200m ² within a mixed-use, Area X building	N/A
Commercial Area B (184m ²)		
Commercial Area C (602m ²)	**dependent on use	23

/ Loading

1 loading space will be required for the proposed 929m² commercial space

1 loading space has been provided. The aisle accessing the space is deficient, which will be addressed by the Zoning By-law Amendment.

Provisions	Required	Provided
Length	7m	7m
Width	3.5m	3.6m
Driveway Accessing Space	6m	6.7m
Aisle Accessing Space	9m	6.7m*

/ Landscaping

Section 110 discusses Landscaping Provisions. The relevant requirements are noted below:

Provisions	Required	Provided
Parking Lot Landscape Buffer	Abutting a street – 3 metres	0.9m*
	Not abutting a street – 1.5 metres	1.5m
Total Landscaping	15% of parking lot area	34% of parking lot area

/ **Additional Zoning Requirements**

- A corner sight triangle is required per dimensions to be determined during Site Plan Control process.
- Active entrances and 50% ground floor glazing are required

These items have been provided.

3.3.1 Discussion of Zoning By-law Amendment

- / The proposed building height is greater than currently permitted in the by-law but is in keeping with the policy direction of the Official Plan's Arterial Mainstreet designation.
- / Any impacts to the additional building setbacks are mitigated by the building's form respecting and exceeding the current building setbacks at-grade and for portions of the residential towers.
- / Shadowing impacts and privacy considerations have been addressed by setbacks and building orientation.
- / Additional revisions to the by-law in terms of drive aisle width and landscape areas will not have any adverse visual or functional impacts.
- / The discussion of impacts is further addressed in the following Design Brief section (4.0).

The City of Ottawa ensures high-quality building and site design in key areas of the City through the provision of Official Plan policies and urban design guidelines. These policies and guidelines are intended to ensure compatibility with neighbouring areas, safety, functionality, flexibility, and positive aesthetics as they contribute to the identity of the City. The applicable policies and guidelines are discussed below.

4.1 City of Ottawa Official Plan

4.1.1 Compatibility (Section 2.5.1)

Section 2.5.1 of the Official Plan provides guidance on how to appropriately incorporate compatible development practices into new building projects. Compatible development is defined in the OP as development that is not necessarily the same as or similar to existing buildings, but that enhances and coexists with existing development without undue adverse impacts. It 'fits well' within its physical context and 'works well' among those functions that surround it. The Official Plan emphasizes that the above objectives are achievable without designing a development to be the same as existing developments.

Within this section, various Design Objectives are outlined to guide development, of which the following principles are considered most applicable to the proposed development:

Define quality public and private spaces through development

The proposed structure defines the street edge with a human-scaled, attractive development which frames the street corner with a contextually appropriate building setback. It will include street-fronting pedestrian access and no parking or automobile aisles are provided between the building and the front/corner property lines.

Create places that are safe, accessible and are easy to get to, and move through

Pedestrian and cyclist access is prioritized for the front access of the building, where there is a direct route from the sidewalk to a street-fronting entrance. Automobile traffic and parking is routed to Ancaster Avenue.

Ensure that new development respects the character of existing areas

The proposed development's building mass is broken down vertically to provide architectural interest. The design is in keeping with the overall vision for intensification along Arterial Mainstreets. Its balance of glazing and materials will integrate favourably with the modern infill commercial and residential becoming established within the immediate area.

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

The proposed development will be built to modern building and design standards and represents responsible infill development. Its proximity to the street edge promotes a comfortable pedestrian realm. The property has been designed with generous landscaping, including a park, which will assist in offsetting the building's carbon footprint.

4.1.2 Urban Design and Compatibility (Section 4.11)

Compatibility is achieved through a design that appropriately addresses impacts generated by infill or intensification. Section 4.11 of the Official Plan provides criteria that can be used to objectively evaluate the compatibility of infill or intensification. The proposed development meets the compatibility objectives established in Section 4.11 in the following ways:

Traffic	A Transportation Impact Assessment was prepared by Novatech Engineering. The existing road network can adequately support the development, and the trip generation can be handled by the existing infrastructure.
---------	---

Vehicular Access	The access points are separated from intersections to the greatest possible extent given the site context. The parking lot has been designed with acceptable aisle widths to allow for safe use. Only a single, at-grade vehicle connection to Ancaster Avenue will assist in managing traffic volumes.
Parking Requirements	A total of 216 parking spaces have been provided on-site, which exceeds the By-law requirements. The demand for vehicle parking can be supported on-site without a risk for overflow onto the abutting residential neighbourhoods.
Outdoor Amenity Areas	<p>The proposed development is transitioned appropriately to the abutting outdoor amenity areas to address privacy and over-looking concerns.</p> <p>The new public park proposed on Ancaster Avenue will provide a very comfortable transition to the existing dwellings along both the north and west segments along Ancaster Avenue.</p>
Loading Areas, Service Areas, and Outdoor Storage	Loading is provided on-site. It is screened from the public realm and integrated into the site. No outdoor storage is proposed.
Lighting	Lighting has been designed and will be installed to provide a safe and secure environment while meeting the City's requirements and ensuring no undue adverse impacts on adjacent properties.
Noise and Air Quality	A Noise Impact Study can be undertaken alongside a future Site Plan Control application. The appropriate mitigation measures can be determined through this finer design process.
Sunlight	A Shadow Analysis was undertaken by RLA Architecture. It demonstrates that the impacts have been sufficiently mitigated through strategic massing efforts as part of the design process.
Microclimate	No microclimate impacts will occur as a result of the proposed development.
Supporting Neighbourhood Services	The proposed development is in close proximity to a range of existing community amenities and services and will be adequately supported by them. A new public park is proposed on Ancaster Avenue to service new residents and the broader residential community.

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

4.1.3 Section 4.11 as Updated by Official Plan Amendment No. 150

The changes proposed in Official Plan Amendment No. 150 include significant updates to Section 4.11 – Urban Design and Compatible Development. While these particular changes are still under appeal, they have been reviewed below as they reflect the most recent opinion of Council.

Design Element	Proposed Development
Views 2. Enhancing the City skyline	The proposal will contribute to this intention by providing an attractive 12-storey building

<p>3. Views of the Parliament Buildings from Beechwood Cemetery.</p> <p>4. Policies to protect views of the Parliament Buildings and other national symbols in the Central Area</p>	<p>on an underutilized portion of an Arterial Mainstreet.</p> <p>The proposal does not infringe on this vista.</p> <p>The proposal does not infringe on these views.</p>
<p>Building Design</p> <p>5. Compatibility of new buildings with surroundings</p> <p>6. Façade, window, and entranceway orientation are towards the street</p> <p>7. Design of major intersections</p> <p>8. Developments including loading facilities, service areas, and mechanical equipment</p>	<p>Buildings are compatible with surrounding residential and reflect the intended development of Carling Avenue. The massing of the building steps back on upper floors to future development lands, and the proposed 6-story building is of a transitional scale to abutting residential dwellings.</p> <p>The buildings are oriented towards Carling Avenue and Woodroffe Avenue. At-grade retail and commercial uses will make a positive contribution to the streetscape.</p> <p>Not applicable.</p> <p>All machinery is located in screened, top floor mechanical penthouses. The receiving area cannot be seen from street frontages.</p>
<p>Massing and Scale</p> <p>9. Building massing; spacing between buildings (setbacks); and transition</p> <p>10. Provide a Shadow and/or Wind Analysis where required</p> <p>11. Transitions where building is taller than planned context</p>	<p>Building massing and transition have been managed through stepbacks and building articulation, the staggered building heights are appropriate as a transition.</p> <p>A Shadow Analysis was prepared by RLA Architecture which demonstrates sufficient mitigation measures to address any sunlight impacts.</p> <p>A Wind Analysis was prepared by Gradient Wind Engineering which demonstrates that no adverse wind impacts arise from the building design.</p> <p>Building is in line with the planned context of the Carling Avenue Arterial Mainstreet corridor.</p>

12. Methods for addressing significant height changes: Incremental changes in building height; massing; building setbacks and stepbacks	Building design includes reduced upper-level floorplates and articulation for suitable impact reduction.
High-Rise Buildings 13. Use of a podium and tower floorplate 14(a). Tower separation 14(b). Limitations for floor plates	Proposed building incorporates a tower and 6-storey podium in its design. Only one tower is proposed for the subject lot. The tower is located strategically to ensure separation from future tower development on nearby parcels. The proposed Building B high-rise building is appropriately oriented and reflects the building separation and setbacks necessary to support its proposed floor plate. Building A is not considered a high-rise structure.
Outdoor Amenity Areas 15. Minimize undesirable impacts on the existing private outdoor amenity spaces 16. Residential proposals should include well-designed, usable amenity areas that meet the Zoning By-Law Requirements.	Impacts have been minimized through building articulation, massing, and materials. Proposed building includes 2,159m ² amenity space, which exceeds the minimum requirement in the Zoning By-law. The new public park proposed on Ancaster Avenue will provide a very comfortable transition to the existing dwellings along both the north and west segments along Ancaster Avenue.
Public Art 17. High rise buildings are encouraged to include public art.	Noted.
Design Priority Areas 18(a). First storey should be taller in height. 18(b). Locate front building facades parallel to street 18(c). Include transparent windows at grade 18(d). Use architectural treatments to soften public realm 18(e). Provide sufficient lighting sources for public uses 18(f). Use façade treatments to provide visual interest 18(g). Signage should contribute to character of area 19. Portion of development impacting public realm should incorporate: 19(a). weather protection elements 19(b). landscaping 19(c). enhanced pedestrian surfaces	Reflected in design. Reflected in design. Reflected in design. Reflected in design. Reflected in design. Reflected in design. Signage not presently contemplated. Will be incorporated where possible at the Site Plan Control phase.

19(d). coordinated furnishings and utilities 19(e). memorials and public art	
20. Massing and scale of development will define and enclose public spaces	Proposal is supportive in defining and enclosing the surrounding area.
First Nations Peoples Design Interests 22. (Not applicable)	Not an identified area of First Nations interest.

The proposed development will not generate undue adverse impact on the neighbouring properties and fulfills the compatibility criteria outlined in Section 4.11 as updated by OPA No. 150.

4.2 Urban Design Guidelines

4.2.1 Urban Design Guidelines for Development along Arterial Mainstreets

The Urban Design Guidelines for Development along Arterial Mainstreets were approved by City Council on May 24, 2006. They provide design guidance in order to assess, promote and achieve appropriate development along Arterial Mainstreets. The key guidelines reflected in the development are as listed below:

- / **Guideline 1:** Proposed buildings will be located along the public street edge.
- / **Guideline 4:** Proposed buildings and landscaping will create continuous streetscapes on both Carling Avenue and Woodroffe Avenue.
- / **Guideline 7:** Proposed buildings will be compatible with the character of the existing/adjacent neighbourhood.
- / **Guideline 13:** Proposed buildings will occupy the majority of the lot frontage and will be situated at the corner.
- / **Guideline 14:** Proposed buildings will transition to adjacent lower density neighbourhoods.
- / **Guideline 16:** Proposed buildings will be richly detailed to created visual interest and human scale along the public street.
- / **Guideline 17:** The front façade will be oriented to face the public street and will include directly accessible and visible front doors.
- / **Guideline 18:** Clear windows and doors are proposed to make the pedestrian level façades highly transparent.
- / **Guideline 20:** The buildings will provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrances.
- / **Guideline 27:** Surface parking spaces will be at the side or rear of the building.

The proposal will be able to meet the design aspirations reflected in these guidelines. Adherence to the more detailed guidelines will be assessed at the Site Plan Control phase.

4.2.2 Urban Design Guidelines for High-Rise Housing

The Urban Design Guidelines for High-Rise Housing were approved by Council on October 28, 2009, and pertain to design guidance for structures of ten storeys or greater. In particular, they deal with seven elements of design: Context; built form; pedestrian and public realm; open space and amenities; environmental considerations; site circulation and parking; and services and utilities. Not every guideline will apply to every development and as such, the intent is not to use the guidelines as a checklist but to demonstrate a general adherence to the design direction provided in these documents.

The proposed development meets the following applicable design guidelines, among others:

- / **Guideline 1b:** The buildings contribute to a transitioning street fabric by;

- Establishing a pattern of street edges and site circulation that defines a public realm of streets and open spaces;
 - Using proportions, rhythm, and height of the building base and tower to define relationships to other buildings;
 - Providing direct links to public transit, sidewalks and streets;
 - Creating transitions that integrate the new urban fabric with areas of established fabric.
- / **Guideline 4:** Buildings will utilize step-downs, stepbacks, massing, and design to reduce impacts on lower profile areas.
- / **Guideline 5:** Creates a sense of transition between high-rise building and existing adjacent lower-profile areas through location, orientation, and separation of the proposed buildings.
- / **Guideline 12:** Proposes a form and massing which responds to the planned function of the area and the site's characteristics and context.
- / **Guideline 13:** Uses a design for the lower portion of the building that supports human-scaled streetscapes and quality pedestrian environments.
- / **Guideline 14:** Uses clear windows and doors to make the pedestrian level façade transparent and accessible.
- / **Guideline 15:** Will incorporate higher floor-to-floor heights on first few floors for flexibility of use.
- / **Guideline 16:** Locates clear glazing to provide visual interest toward interior activity which enhances the buildings relationship to the public realm.
- / **Guideline 18:** Provides an architecturally detailed façade with no blank or featureless sides.
- / **Guideline 19:** Breaks up the overall bulk of the proposed development into smaller segments through architectural detailing including changes of material and colour, contributing to more slender appearing buildings.
- / **Guideline 20:** Creates separation for light, solar exposure, views, and privacy, by staggering the exterior walls.
- / **Guideline 31:** Provides views from apartments to the streets and open space allowing visual surveillance and neighbourliness.
- / **Guideline 35:** Interior amenity courtyard will be framed by building walls.
- / **Guideline 39:** Park will be included for public use at grade.
- / **Guideline 53:** Public sidewalk is continuous across vehicle access points, and vehicles will not interfere with pedestrian priority.
- / **Guideline 56:** Locates the majority of parking and service areas underground.
- / **Guideline 58:** Locates and designs garage entry so as not to detract from the streetscape.
- / **Guideline 62:** Locates utilities and services within the building and away from public view and public areas.

The proposed development generally meets the design direction provided in the Guidelines for High-Rise Housing. The more detail-specific guidelines will be addressed at the Site Plan Control phase.

4.2.3 Revised High-Rise Urban Design Guidelines and Zoning

The City is presently completing a study which has the intention of updating the above-noted guidelines and the associated zoning requirements. Both will affect the subject property. The revised guidelines will act to implement the High-Rise building policies currently under appeal within Official Plan Amendment #150. The revised guidelines and zoning are expected to be heard by Council on May 23, 2018.

The following are the new zoning provisions proposed to be added for High-rise Buildings within the Greenbelt:

- / The proposed provisions for high-rise buildings require a 10 metre setback from the side and rear lot lines, for that portion of the high-rise building over six storeys. For two towers on one lot, there would be an additional requirement that the towers be a minimum of 20 metres apart.
- / A minimum lot area of 1,150 square metres would be required for a corner lot and a minimum lot area of 1,350 square metres would be required for an interior lot.

The revised guidelines of this policy document are summarized below as they pertain to the subject proposal.

1 - Context

- / No views or vistas are affected by this proposal. The proposal is not located in a downtown district.
- / The guidelines require distinguishing between landmark and background buildings. These structures can be considered as background buildings given that they respect and enhance the existing context and built form without dominating it.
- / A transition to lower-profile development is facilitated through the use of stepbacks and articulation cuts.
- / The lot is significantly above the recommended minimum lot area of 1,150m² for a corner lot.
- / There are no nearby heritage assets to consider for this development.

2 – Built Form

- / The proposed buildings have been designed with distinctive bases, middles, and tops.
- / The proposed buildings can be considered bar buildings. They are oriented to frame the street corner at a significant intersection. In line with the policies, they are no more than 12 storeys in height. This design contributes to the planned street wall condition.
- / The base of the proposed buildings are appropriately expressed given the width of the abutting ROWs.
- / The ground floor of the bases have been designed to be animated and transparent.
- / The middle sections will minimize shadow and wind impacts while creating an appropriate fenestration pattern.
- / The top sections will integrate machinery into the roof of each building.
- / As a residential proposal in an area outside the downtown, no exterior illumination of the building features is proposed.

3- Pedestrian Realm

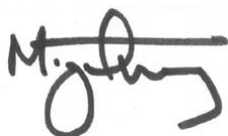
- / Main pedestrian entrances are linked with a seamless connection to the sidewalk.
- / Glazing is provided at the pedestrian level
- / Parking is located underground and accessed away from the primary pedestrian realm
- / Loading, servicing, and utilities are screened from view
- / The new public park proposed on Ancaster Avenue will provide a very comfortable streetscape along the narrow lot frontage and will function as a transition to the existing dwellings along both the north and west segments along Ancaster Avenue.

The proposed development meets the requirements set out in the revised Urban Design Guidelines for High-Rise Buildings, as proposed.

5.0 CONCLUSION

The proposed Zoning By-law Amendment is consistent with the Provincial Policy Statement, conforms to the policy direction of the Official Plan and the design direction of the applicable guidelines, and otherwise complies with the intention of the Zoning By-law. In our opinion, the proposed development represents good planning and is in the public interest.

We look forward to the opportunity to discuss this application with you once you've had an opportunity to review the plans. Please don't hesitate to contact the undersigned should have any questions, or require additional information. Please advise us in writing of the timelines for the technical circulation of the application materials at your earliest convenience.



Miguel Tremblay, MCIP, RPP
Director of Planning and Development



Scott Alain, M.Pl
Planner

APPENDIX A – PROPOSED ZONING BY-LAW AMENDMENT

The property is currently zoned AM10. The following is an inventory of revised zoning provisions and a proposed height schedule.

I - Exception Number	II - Applicable Zones	III - Additional Land Uses Permitted	IV - Land Uses Prohibited	V - Provisions
XXXX (By-law 2018-XX)	AM10 [XXXX] SXXX	None	None	<ul style="list-style-type: none"> / The maximum building height will be as per Schedule XXX / The minimum required aisle for a loading space accessed at 90 degrees shall be 6.7m / The minimum landscape buffer for a parking lot abutting a street is 0.9m.

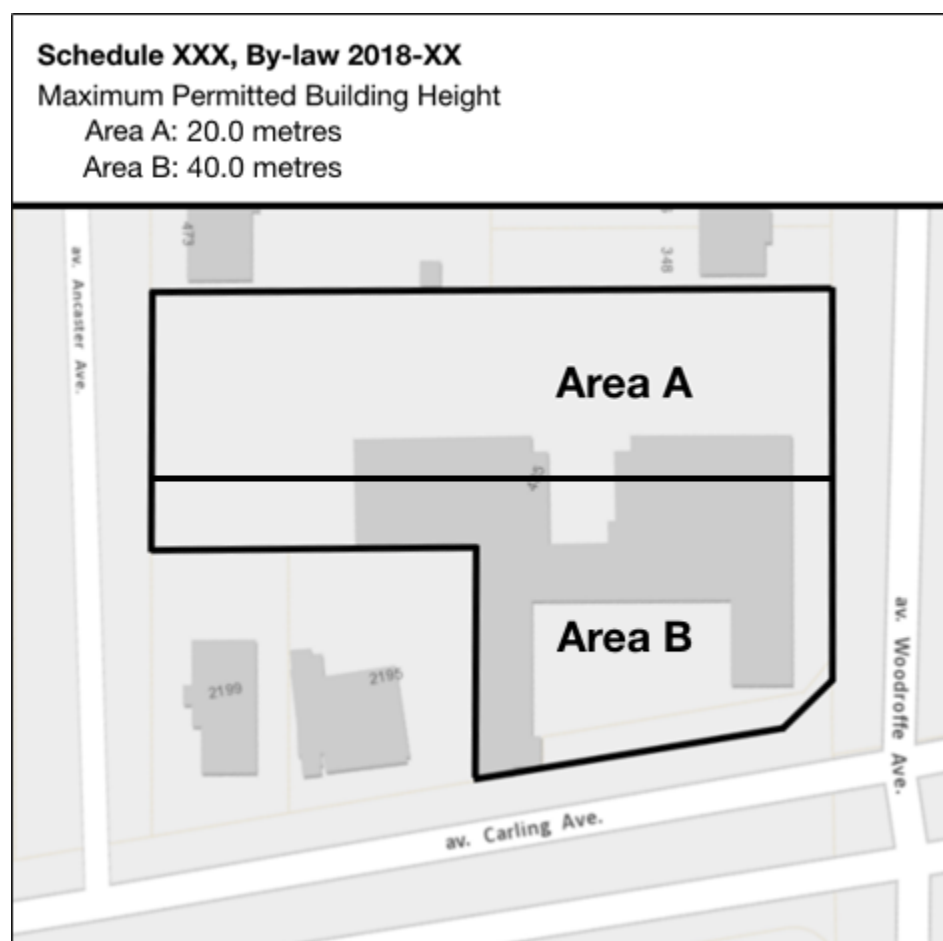


Figure 12: Draft Schedule XXX