



**Fernbank Apartments Inc.
Canadian Rental Development Services Inc.**

Planning Rationale

City of Ottawa

Minor Zoning By-law Amendment

1000 Robert Grant Avenue

René's Court

Updated September 2019

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1. Introduction and Summary of Proposal

This Planning Rationale has been prepared by Don Schultz, MCIP, RPP, Planning Manager at Canadian Rental Development Services Inc. (Lépine). The Planning Rationale is intended to support a Minor Zoning By-law Amendment application for the property located at 1000 Robert Grant Avenue in Stittsville. The registered owner of this property is Fernbank Apartments Inc., which is a subsidiary of Canadian Rental Development Services Inc. (Lépine Corporation).

The aim of the Planning Rationale is to assess the suitability of the proposed Zoning By-law Amendment and subsequent development in the context of the surrounding community and the policy and regulatory framework governing land use and development on the site.

Summary of Proposal

The primary purpose of this Zoning By-law Amendment application is to permit the use of **apartment dwelling, high-rise**. Although the use of **apartment dwelling, mid rise** is permitted in the AM - Arterial Mainstreet Zone, a Zoning By-law Amendment is required for buildings taller than 9 storeys.

The building height strategy is intended to provide a transition in built form, with taller buildings along Robert Grant Avenue and lower buildings on the east side of the site, facing Livery Street and the lower density housing further to the east. Two of the apartment buildings, with heights of 12 and 15 storeys, will be located along Robert Grant Avenue, while the third apartment building, with heights of 5 and 6 storeys, will face Livery Street. By increasing the building height on the west side of the site, the developer is able to create more open space in the centre of the community, which will link the future Village Green to the south with a Rapid Transit Station to the north. The proposed development will include three rental apartment buildings, with a total of 566 apartments. Resident and visitor parking will include 6 surface stalls and 617 stalls on two levels of an underground garage, which will be constructed underneath the entire site. 283 bicycle parking spaces will also be provided underground.

2. Existing Conditions

2.1 Site Overview

The site is legally described as Block 203, Plan 4M-1503 (PIN 044502006) and has been assigned the municipal address 1000 Robert Grant Avenue. The site location, context, and subdivision are shown in **Figures 2.1 through 2.4**.

The site is currently vacant, as are Blocks 202 and 201 to the south. A major hydro corridor, which will accommodate a future Rapid Transit Station, is located on Block 200 immediately to the north of the site. A portion of the Trans Canada Trail is dedicated on an abandoned rail bed immediately to the north of the hydro corridor. The surveyed frontage of the site along Robert Grant Avenue is 92.31 metres, while the property line parallel to Livery Street is 89.67 metres. The certified area of the site is 2.0174 hectares or approximately 5 acres.

2.2 Site Location

The site is situated between Robert Grant Avenue and Livery Street, approximately 100 metres south of the roundabout at Robert Grant Avenue and Abbott Street. Together with Blocks 201 and 202 to the south (see **Figure 2.4**), the subject site on Block 203 is to be developed as part of a mixed-use area around a Village Green, as identified in the Fernbank Community Design Plan (CDP). In accordance with the CDP, a low-density residential subdivision is under development to the east of Livery Street and south of Bobolink Ridge.

A new French Catholic High School is located at the northwest corner of the roundabout at Robert Grant Avenue and Abbott Street. Further to the west, a light industrial employment area is found north of Abbott Street. The CardelRec Recreation Complex at 1500 Shea Road is located 1.6 kilometres west of the site. Robert Grant Avenue, which currently extends only 1.2 kilometres south of the site to Fernbank Road, will ultimately connect Fernbank Road with Hazeldean Road, approximately 1.75 kilometres north of the subject site.



Figure 2.1: Local Context



Figure 2.2: Neighbourhood Context

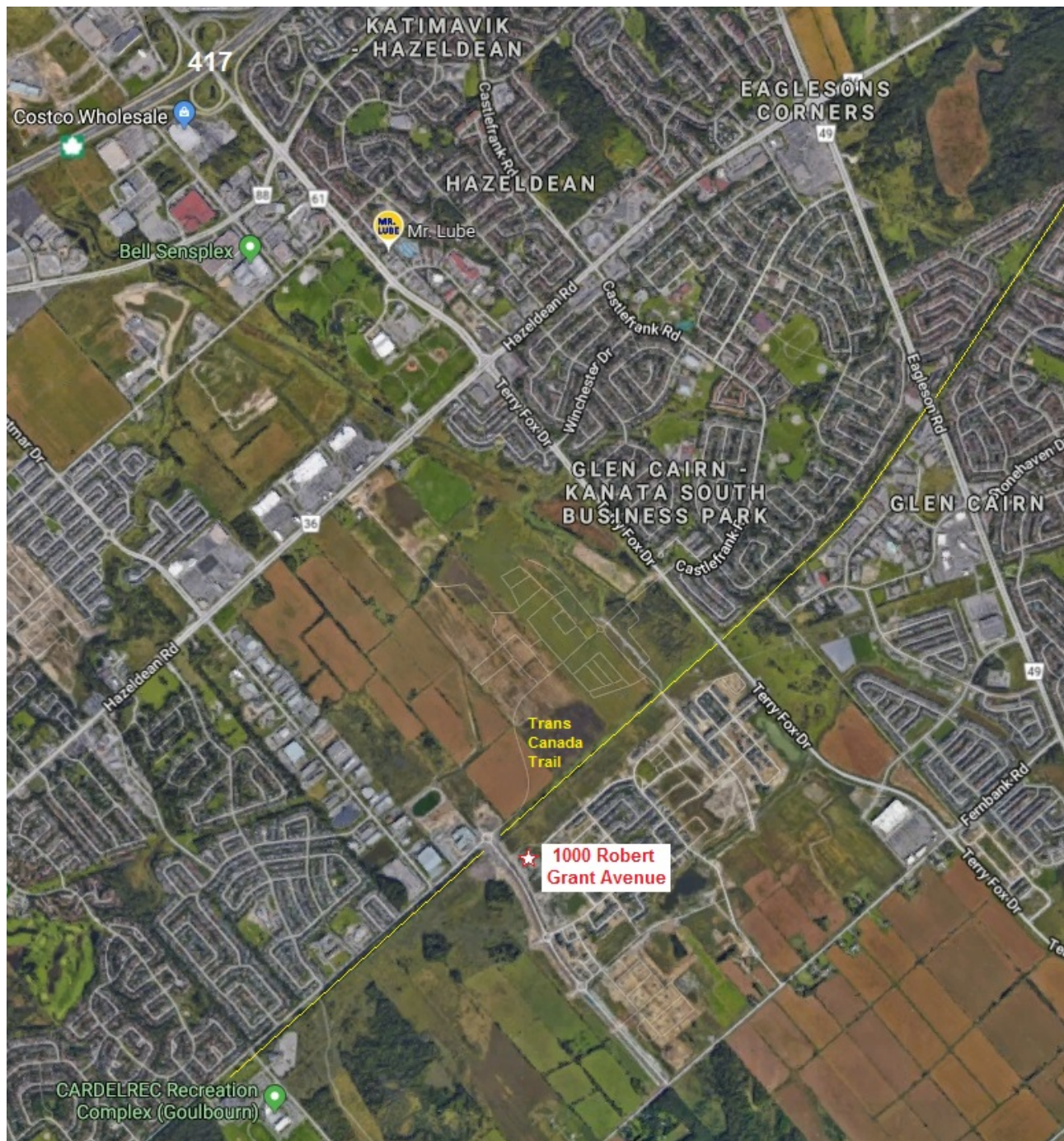


Figure 2.3: Regional Context

Several regional employment, retail, and community amenities are accessible from the site. Major employment areas in the region include the Palladium Drive business park, Kanata Town Centre, and the North Kanata Research Park. In addition to the CardelRec Recreation Complex on Shea Road, the Bell Sensplex and Canadian Tire Centre are located approximately 4 kilometres north of the site. These areas within Stittsville and South Kanata are well served by neighbourhood and regional retail centres along Stittsville Main Street, Hazeldean Road, and at the intersection of Fernbank Road and Terry Fox Drive. Kanata Town Centre and the Tanger Outlet Mall are located 5 to 6 kilometres north of the site on the north side of Highway 417. More local services and amenities will be available within the immediate neighbourhood, as the rest of the mixed-use centre on Blocks 201 and 202 is developed.

In terms of both zoning and existing built form, all of the residential development within a radius of more than 4 kilometres from 1000 Robert Grant Avenue (south of Highway 417 and west of the Green Belt) is **exclusively** low rise, low density housing. There are no residential buildings taller than four storeys and no residential densities higher than what the R4 Zone permits within this area of more than 50 square kilometres.

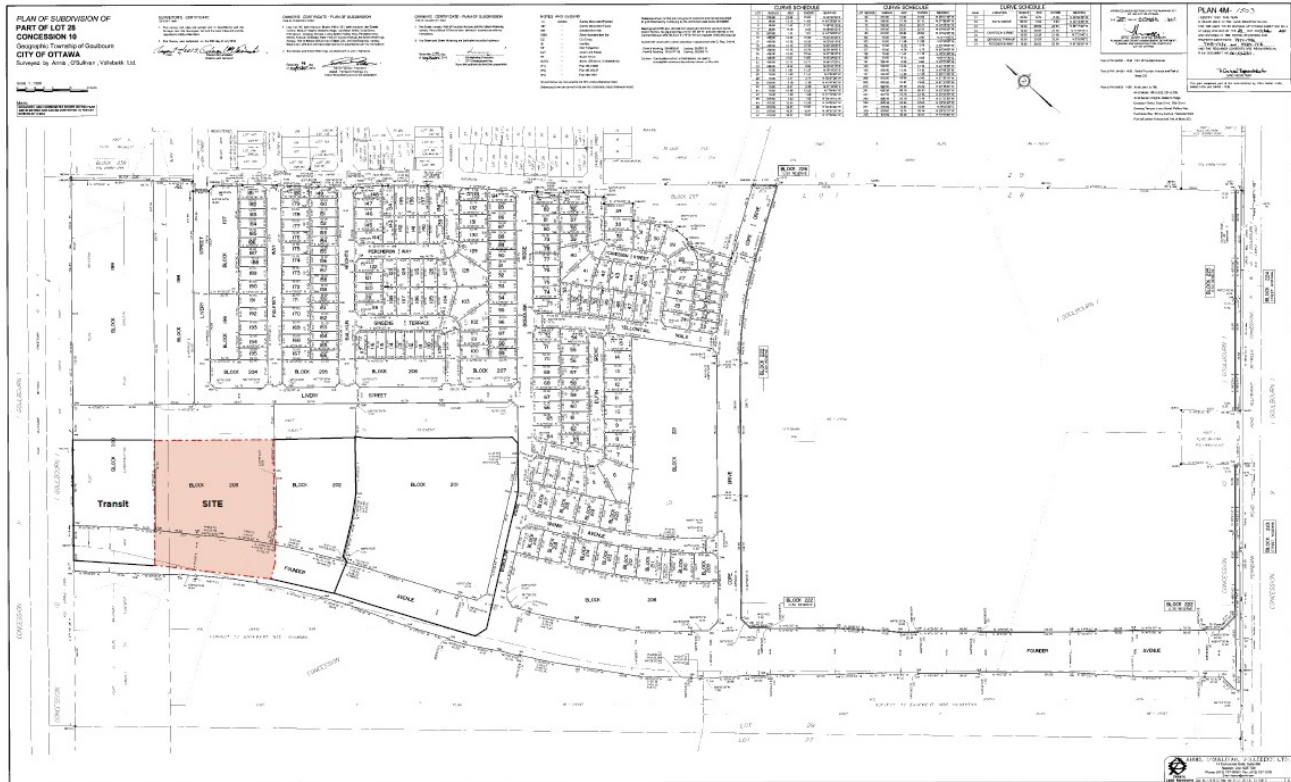


Figure 2.4: Plan 4M-1503

2.3 Road Network and Transit

The site has direct access onto Robert Grant Avenue and Livery Street. Robert Grant Avenue presently has a cross-section that includes one vehicle traffic lane in each direction, with wide boulevards and multi-use pathways (MUP) on both sides, which are designated Spine Routes in the City's Cycling Network (TMP Map 1). The three existing roundabouts on Robert Grant Avenue are designed to provide both traffic calming and a constant vehicular flow between Fernbank Road and Abbott Street. As an Arterial and Transit Priority Corridor, Robert Grant Avenue will eventually serve as an important link in the transportation network between Fernbank Road and Hazeldean Road.

Livery Street is a local residential street with a sidewalk on the west side of the street, along the frontage of the subject site. The Transportation Impact Assessment (TIA) for this proposed development takes into account the relative network functions and appropriate traffic volumes for both Robert Grant Avenue and Livery Street. A significant conclusion of the TIA for this project is that, once the site is fully developed and occupied, *the roundabout intersections on Robert Grant Avenue, at Bobolink Ridge and Abbott Street, are expected to operate at an excellent Level of Services (LOS) 'A' during peak traffic hours.*

The corner of Cope Drive and Yellowtail Walk, 600 metres south of the site, currently serves as the western terminus of OC Transpo Routes 167 and 252. Local Route 167 feeds into the Terry Fox Park & Ride on the north side of Highway 417, only during certain times of the day or on certain days of the week.

OC Transpo Connexion Route 252 carries riders to and from downtown Ottawa as far as the Mackenzie King Transitway Station (Rideau Centre) during peak hours only (weekdays from 6:00 to 9:00 a.m. and from 3:00 to 6:00 p.m.). Further development within the Fernbank CDP area, along with population growth in this neighbourhood, will create greater demand for local and express bus service, which will warrant the designation of Robert Grant Avenue as a Transit Priority Corridor. Residential development of the scale proposed at 1000 Robert Grant Avenue will accelerate and sustain both transit ridership and the level of bus service planned for this Transit Priority Corridor.

3. Development Proposal Overview

The proposed development will create 566 new 1-bedroom and 2-bedroom rental apartments within three buildings. As shown in **Figure 3.1**, Building A (5 and 6 storeys) will face Livery Street, while Building B (15 storeys) and Building C (12 storeys) will be constructed on both sides of the main entrance at Robert Grant Avenue. The centre of the site will be comprehensively landscaped and will include a 1-storey community amenity building (club house), a vehicle drop-off circle, surface parking stalls for visitors, loading areas, access to the underground parking, and a system of pathways. This pedestrian circulation system will connect the four buildings, link up with the multi-use pathway (MUP) on Robert Grant Avenue and the sidewalk on Livery Street, and provide connections between the mixed-use blocks to the south and the future Rapid Transit Station to the north. Full accessibility to areas within and surrounding the site will be provided for pedestrians and persons with disabilities.

Amenities on site will include a pool, gym, community meeting rooms, social activity areas, and offices for leasing and property management. This apartment community will have its own 24-hour concierge, security and reception services. Two levels of underground parking underneath the entire site will provide 617 stalls for residents, visitors, and persons with disabilities. 283 bicycle parking spaces will also be provided underground. The underground parking garage will have direct vehicular access to Robert Grant Avenue, Livery Street, and all four buildings on site. 6 surface parking stalls will also be provided for visitors.

3.1 Proposed Minor Zoning By-law Amendment

This application is classified as a Minor Zoning By-law Amendment, since the proposed zoning amendments mostly pertain to the performance standards of the existing AM Arterial Mainstreet Zone and certain parking provisions in Part 4 of the Zoning By-law. Because of the requested increase in maximum height to 15 storeys, the use of **apartment dwelling, high-rise** is proposed.

The Minor Zoning By-law Amendment application is not accompanied by a Site Plan Control application. The owner intends to submit a separate Site Plan Control application at a later date, closer to the commencement of construction when more design details have been confirmed. Although construction will be phased, it is possible that one Site Plan Control application will be submitted for the entire site.

Irrespective of the timing and scope of any future Site Plan Control application, pursuant to Section 93 of the Zoning By-law, the site will be considered one lot for zoning purposes.

This Minor Zoning By-law Amendment application proposes the modification of certain performance standards in order to facilitate the development of a viable community of apartment buildings, with superior landscaping, amenities, and underground parking that will support and sustain a high quality of life for the residents. In addition to the on-site design considerations presented in the concepts for this development, the proposed performance standard modifications will respect the surrounding community by requiring sensitive building height transitions and appropriate yard setbacks. Moreover, this proposed development will assist the City of Ottawa in achieving the Official Plan's goals for effective growth management, efficient use of municipal services, and responsible stewardship of urban land through residential intensification.

The application proposes modifications to the performance standards of the Zoning By-law in three categories (side yard, height, parking), with specific reference to the existing AM[2152] zoning and the parking provisions in Part 4 of the Zoning By-law. The proposed modifications are set forth in **Table 1**.

Table 1: Proposed Zoning Performance Standard Modifications

EXISTING STANDARD	PROPOSED STANDARD	PURPOSE OF MODIFICATION
<p><u>Minimum Interior Side Yard</u> AM Zoning Provisions, Table 185: no minimum</p>	<p><u>Minimum Interior Side Yard</u> Proposed: minimum 7.5 metres</p>	<p>This proposed interior side yard requirement, which is more stringent than the basic AM Zone standard, will provide additional building setbacks from the adjacent development.*</p>
<p><u>Maximum Building Height</u> AM Zoning Provisions, Table 185: (i) in any area up to and including 20 metres from a property line abutting a R1, R2 or R3 residential zone — 11 metres (ii) in any area up to and including 20 metres from a property line abutting a R4 zone — 15 metres (iii) in any area over 20 metres and up to and including 30 metres from a property line abutting a R1, R2, R3 or R4 zone — 20 metres (iv) more than 30 metres from a property line abutting a R1–R4 zone — 20 metres</p>	<p><u>Maximum Building Height</u> Proposed: (i) no amendment proposed no change in maximum height 1000 Robert Grant Avenue does not abut any R1, R2 or R3 residential zone; therefore, subject to (ii), (iii), and (iv) below, the maximum height in this area will remain as approved in the existing zoning, at 30 metres (9 storeys) (ii) in any area up to and including 20 metres from a property line abutting a R4 zone — 21 metres (6 storeys) (iii) in any area over 20 metres and up to and including 30 metres from a property line abutting a R1, R2, R3 or R4 zone — 21 metres (6 storeys) (iv) more than 30 metres from a property line abutting a R1–R4 zone — 54 metres (15 storeys)</p>	<p>Figure 3.4 (North Elevation) and Figure 3.6 (South Elevation) illustrate the proposed height transition and stepping back of heights. Although the proposed building along Livery Street is not high-rise, the proposed stepping back of heights is consistent with guideline 1.13 of the Urban Design Guidelines for High-rise Buildings:</p> <p>1.13 An angular plane, typically 45°, measured from the relevant property lines, should be used to provide a frame of reference for transition in scale from proposed high-rise buildings down to lower scale areas.</p> <p>Figures 3.4 and 3.6 are also consistent with Diagrams 1-3 and 1-4 of the Urban Design Guidelines for High-rise Buildings.</p> <p>This stepping back will provide a sensitive transition of building heights toward Livery Street and the neighbouring residential development, which is zoned R3Z[1837] and R4Z[2360].</p> <p>The proposed 18-metre height of the 5-storey portion of the apartment building would be 7 metres higher than the existing townhouses along Livery Street, which are permitted to have a maximum height of 11 metres under the R3Z standards.</p> <p>With specific reference to the interface between the proposed 6-storey portion of the building facing Livery Street and the proposed stacked townhouses in the adjacent R4Z zone, the proposed 21-metre height of the apartment building would only be 6 metres higher than the stacked townhouses, which are permitted to have a maximum height of 15 metres.</p> <p>The proposed heights for the apartment buildings along Robert Grant Avenue will create a landmark for this important future transit node.</p>
<p><u>Minimum Building Height</u> AM[2152] Zoning Exceptions: minimum building height: 11 metres</p>	<p><u>Minimum Building Height</u> Proposed: no minimum building height</p>	<p>The elimination of the minimum building height would accommodate the proposed 1-storey amenity building (club house) in the centre of the site.</p>

* For the purpose of clarifying yard requirements, both the Robert Grant Avenue and Livery Street frontages of the site are defined as front yards.

Table 2: Proposed Parking Standard Modifications

EXISTING STANDARD	PROPOSED STANDARD	PURPOSE OF MODIFICATION
<u>Minimum Parking Space Rate</u> • Part 4 Table 101, Row R12 • Dwelling, Mid-high Rise Apartment • Area C Rate 1.2 per dwelling unit	<u>Minimum Parking Space Rate</u> Proposed: 1.0 per dwelling unit	All rental apartment buildings developed, owned and managed by Lépine companies, which are located within the General Urban Area and within Area C in Schedule 1 of the Zoning By-law, have successfully accommodated the parking needs of the residents using this rate.
<u>Minimum Visitor Parking Space Rate</u> • Part 4, Table 102 • Apartment dwelling, low-rise or mid-high rise • Area C Rate: 0.2 per dwelling unit	<u>Minimum Visitor Parking Space Rate</u> Proposed: 0.1 per dwelling unit	All rental apartment buildings developed, owned and managed by Lépine companies, which are located within the General Urban Area and within Area C in Schedule 1 of the Zoning By-law, have successfully accommodated the parking needs of visitors using this rate.

Proposed Land Uses: Because of the requested increase in maximum height to 15 storeys, the use of **apartment dwelling, high-rise** is proposed in this application. Although not confirmed at this time, local service commercial or retail uses may be considered in the future, in accordance with the existing approved AM[2152] uses. Demand for small-scale retail on site will be monitored and evaluated in relation to the future commercial development on Blocks 202 and 201 to the south.

3.2 Servicing Easements

With reference to the yard requirements and other planning performance standards proposed in this application, it is necessary to clarify the intended building footprint locations in relation to the existing hydro and City of Ottawa servicing easements registered on title. Section 3.3.3.1 of the City of Ottawa Sewer Design Guidelines states, “*For permanent sewers, the minimum easement width considered adequate is 6.0 m plus 2.5 m for each additional utility, rounding to the nearest meter.*” The existing easements along the north side of the subject site include a City sewer easement and a hydro easement. For a sewer easement and one additional utility easement, the rounding requirement of Section 3.3.3.1 results in a minimum easement width of 9.0 metres. Along the north side of the subject site, the total width of the existing City sewer easement is 5.44 metres, while the existing hydro easement width is 4.0 metres. The total width of the City sewer easement plus the additional hydro easement is 9.44 metres, which is greater than the required minimum easement width of 9.0 metres. In addition, an expropriation easement for the hydro corridor to the north (separate from the 4.0-metre hydro easement), creates a total building setback of 15 metres from the north property line. With reference to **Figure 3.1**, the closest any of the proposed building footprints come to the centre line of the storm pipe is 3.7 metres, which is greater than the 3.0 metres that a 6.0-metre easement would provide. The existing easement widths on the north side of the site are adequate for protecting and allowing sufficient working room for maintenance and repair of that City infrastructure.

In the northeast corner of the site, the same storm pipe turns southward to run parallel to Livery Street. An easement was never dedicated for that storm sewer segment, so an easement to cover that portion of sewer will be registered on title through either this Zoning By-law Amendment process or a subsequent Site Plan Control approval. As with the easements along the north side of the site, the intended building footprint locations, together with the minimum front yard, will provide for an easement of adequate width to protect and allow for sufficient working room for maintenance and repair of that segment of the storm sewer.

3.3 Open Space

The proposed development will include significant landscaping and pathways within and through the site, as well as pedestrian connections to the adjacent development. The preliminary design and site plan concepts shown in **Figures 3.1 through 3.10** make allowance for considerable open space and outdoor features, including landscaping and pathways, which would occupy approximately **58% of the total site area**.

The landscaping and pathways on the site will be well integrated with the neighbouring public spaces and will be accessible to the apartment residents, visitors, and members of the surrounding community.

The Fernbank CDP provides for a Village Green, the core of which is to be developed on Block 202, immediately to the south of the subject site. The Parks and Open Space Guidelines in Section 6.5 of the Fernbank CDP state the following:

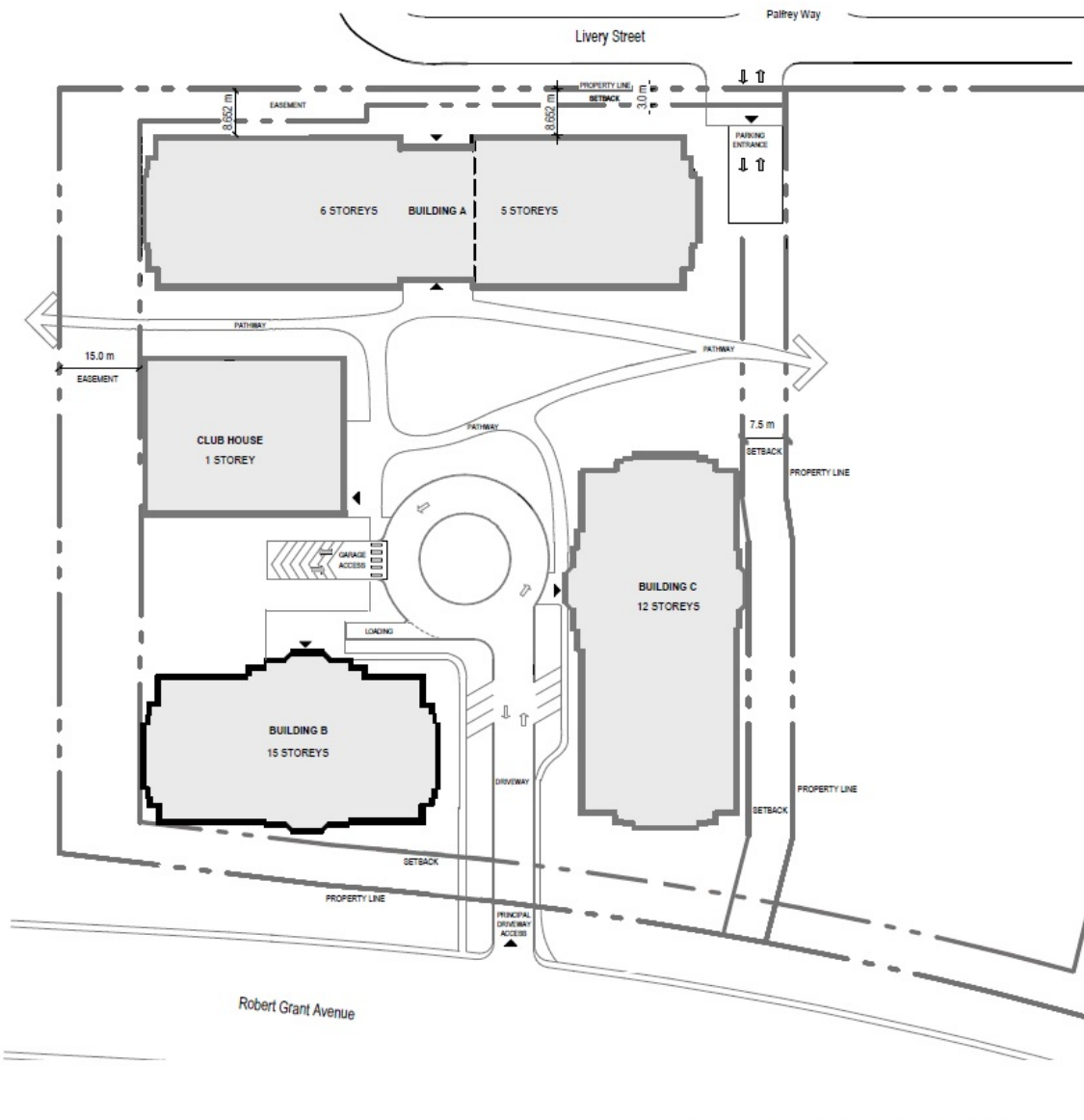
The Village Green is strategically located at the centre of the Community Core within the Fernbank Community, with proximity to a major transit way stop, the District Park, the Trans Canada Trail, a secondary school, and a large community population within walking distance. The Village Green would be a civic gathering place and passive public open space for people to meet and socialize, for residents and citizens at large to participate in various outdoor activities and to enjoy a public realm in a more urban context. Non-residential uses surrounding the Village Green will be encouraged. The Village Green is to be provided as a public open space but is not included within the dedicated parkland requirements.

The design for the proposed development advances the achievement of the CDP goal to create “a civic gathering place and passive public open space for people to meet and socialize, for residents and citizens at large to participate in various outdoor activities and to enjoy a public realm in a more urban context.” The proposed development is designed not only to complement the future Village Green, but also to expand and connect the Village Green to the surrounding community. The generous landscaping, pathways, and open space, made possible by the increased building height on the west side of the site and overall reduction in the building footprint, effectively establish a northward extension of the public realm from the Village Green toward the future Rapid Transit Station. This apartment community will be well connected to its surroundings, providing full accessibility to all areas within and around the site for pedestrians and persons with disabilities.

Further discussion of the ways in which the proposed development will be well connected and compatible with the Village Green is presented in Section 4.4 of this Planning Rationale.

In addition to its connections with the Village Green, this site's proximity to the Trans Canada Trail and the future District Park will ensure that residents will enjoy ample opportunities for passive recreation and access to the natural amenities of the area.

To supplement the substantial recreation facilities provided on site, such as the pool and gym in the common amenity building, residents and their visitors will have convenient access to the City's CardelRec Recreation Complex at 1500 Shea Road, which is located 1.6 kilometres west of the site.



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Figure 3.1: Site Plan Concept

Figures 3.2 through 3.10 include a colour site plan concept, a proposed height schedule for the Zoning By-law Amendment, dimensioned elevations, and sketch perspectives of the proposed development.

Tables 3 and 4 list residential unit counts and other general statistics for the proposed development.

- LEGEND**
- COMMON AREA
 - COMMON SPACE
 - OFFICE
 - PARTY ROOM
 - POOL
 - TECHNICAL ROOM
 - BICYCLE RACKS
 - LOCKERS, GARBAGE
 - VERTICAL CIRCULATION
 - CIRCULATION
 - BUILDING FOOTPRINT
 - ROOF
 - W.C.
 - UNIT TYPES**
 - 1 BEDROOM
 - 1 BEDROOM + DEN
 - 2 BEDROOM + DEN



Figure 3.2: Colour Site Plan Concept

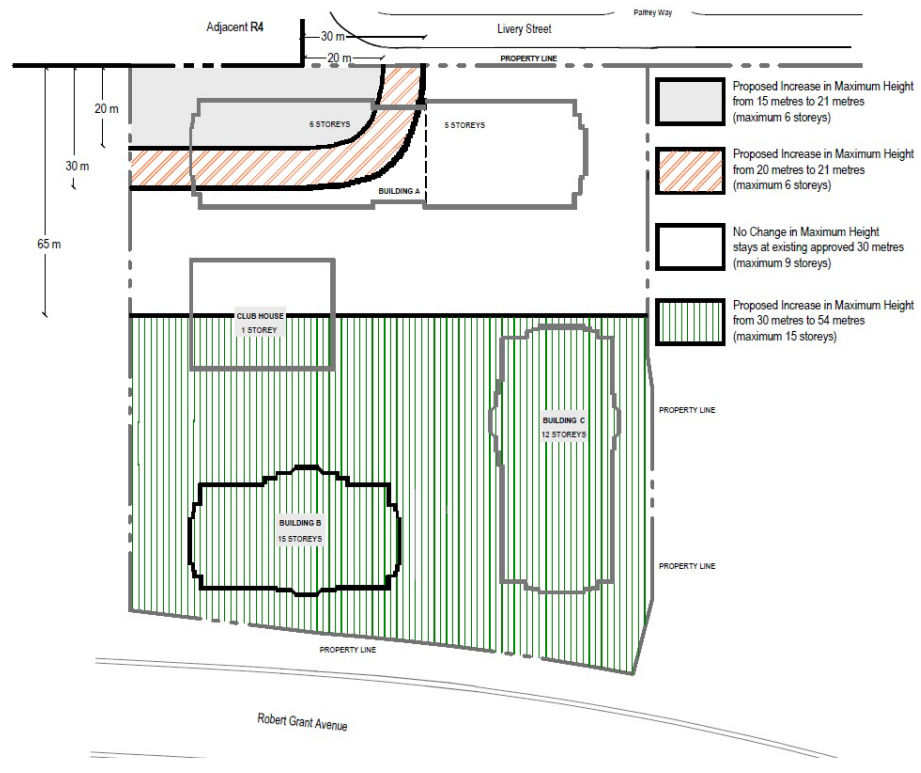


Figure 3.3: Proposed Height Schedule with Building Footprints



Figure 3.4: North Elevation



Figure 3.5: West Elevation



Figure 3.6: South Elevation



Figure 3.7: East Elevation

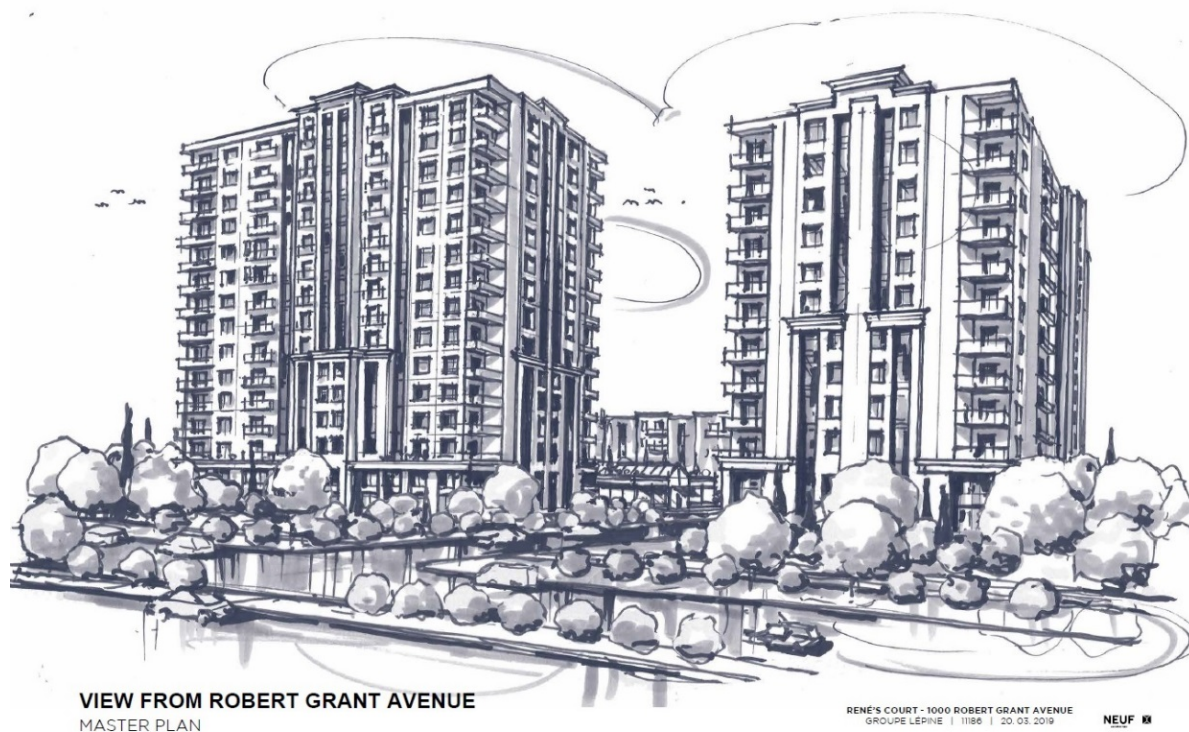


Figure 3.8: View from Robert Grant Avenue



Figure 3.9: View from Livery Street



Figure 3.10: Aerial View

Table 3: Total Unit Count

TOTAL UNIT COUNT					
	1BR		2BR		TOTAL
	qty		qty		qty
Building A	117		29		146
Building B	147		60		207
Building C	165		48		213
Clubhouse					
TOTAL	429		137		566

Table 4: General Statistics

GENERAL STATISTICS		
LOT AREA	20 174	m ²
Building footprints	7 437	m ²
PARKING		
Residential parking	566	1,0 parking / dwelling unit
Visitor parking	56,6	0,1 parking / dwelling unit (Excluding first 12 dwelling units)
TOTAL PARKING	623	
Bicycle parking	283	* 0,5 parking/unit * max 50% of required

4. Policy and Regulatory Framework

4.1 Provincial Policy Statement

The Provincial Policy Statement was issued under Section 3 of the Ontario *Planning Act* and came into effect in 2014. The 2014 Provincial Policy Statement provides policy direction on matters of provincial interest related to land use planning and development. It also supports the provincial goal to enhance the quality of life for all Ontarians. Section 3 of the *Planning Act* requires that municipal decisions affecting planning matters be consistent with the policy statements issued under the *Act*.

Part IV: Vision for Ontario's Land Use Planning System

Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel. They also support the financial well-being of the Province and municipalities over the long term, and minimize the undesirable effects of development, including impacts on air, water and other resources. Strong, liveable and healthy communities promote and enhance human health and social well-being, are economically and environmentally sound, and are resilient to climate change.

Part V: Policies

1.1.1 *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;*
- 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;*
- e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*
- 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;*

1.1.3.2 *Land use patterns within settlement areas shall be based on:*

- a) densities and a mix of land uses which:*
 - 1. efficiently use land and resources;*
 - 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
 - 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;*
 - 4. support active transportation;*
 - 5. are transit-supportive, where transit is planned, exists or may be developed;*

- 1.4.3 *Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:*
- a) *permitting and facilitating:*
 - 1. *all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements;*
 - c) *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;*
 - d) *promoting densities for new housing which 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; and*
- 1.6.6.1 *Planning for sewage and water services shall:*
- a) *direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing:*
 - 1. *municipal sewage services and municipal water services;*
- 1.6.7.4 *A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*
- 1.6.7.5 *Transportation and land use considerations shall be integrated at all stages of the planning process.*
- 2.2.1 *Planning authorities shall protect, improve or restore the quality and quantity of water by:*
- f) *planning for efficient and sustainable use of water resources, through practices for water conservation and sustaining water quality;*

The proposed development is consistent with the Provincial Policy Statement's Vision and Policies because it will provide much needed rental housing in Ottawa, at a density that will serve as a model for sensitive intensification in an area where a pattern of low-density development has prevailed for decades. Approval of this application will achieve the following policy objectives:

- Promote efficient and cost-effective development that minimizes land consumption and servicing costs, provides a mix of housing types, and improves accessibility for persons with disabilities (*Policy 1.1.1*).
- Establish a land use pattern at a density that will slow down the rate of urban expansion, minimize negative impacts to the environment, improve efficiency in the use of land and resources, promote energy conservation, and support transit and active transportation (*Policy 1.1.3.2*).
- Provide a range and mix of housing types and densities that will meet the social, health and well-being needs of current and future residents, including special needs requirements (*Policy 1.4.3*).
- Provide for efficient use of existing municipal sewage water services (*Policy 1.6.6.1*).
- Integrate land use and transportation with densities that will reduce the length and number of vehicle trips and support transit and active transportation (*Policies 1.6.7.4 and 1.6.7.5*).
- Make efficient and sustainable use of water resources which will be achieved by Lépine's Green Globe sustainability and water conservation measures (*Policy 2.2.1.f*).

4.2 City of Ottawa Official Plan

The consolidated 2003 Official Plan (as amended at the date of this Zoning By-law Amendment application) provides the planning policy framework and land use designations for evaluating proposed development. This proposed development respects the general intent of the Official Plan and supports the Strategic Directions set forth in Section 2 of the Official Plan.

Section 2.1 — Patterns of Growth indicates that, between 2021 and 2031, 53% of new dwelling units developed in the City of Ottawa will be built outside the Greenbelt. In order to meet both market demand and the City's density targets, it will be necessary to develop an increasing number of small dwelling units such as apartments outside the Greenbelt.

Section 2.2 — Managing Growth sets out strategic directions to meet the challenge of managing growth and directing it to the urban area, where existing infrastructure servicing and community facilities have been built or where they can be efficiently extended. Concentrating development in urban growth areas located outside the Greenbelt will also create land use patterns and densities that will support transit, cycling and walking.

Section 2.5.1 — Urban Design and Compatibility provides direction on urban design of new development. The intention is to be sensitive to and compatible with existing communities. **Table 5** indicates how this proposal addresses the City's design objectives.

Table 5: Official Plan Section 2.5.1 Design Objectives

Design Objective	Means of Achieving Design Objective
<i>To enhance the sense of community by creating and maintaining places with their own distinct identity.</i>	The scale of this project creates a small community in itself, while providing a sensitive height transition between the lower profile residential uses to the east and the Robert Grant Avenue Arterial Mainstreet.
<i>To define quality public and private spaces through development.</i>	The publicly accessible open space and pathways on site will link the Village Green with the future Rapid Transit Station and will effectively extend the Village Green further north.
<i>To create places that are safe, accessible and are easy to get to and move through.</i>	This apartment community will be well connected to its surroundings, providing full accessibility to all areas within and around the site for pedestrians and persons with disabilities.
<i>To ensure that new development respects the character of existing areas.</i>	The proposed height strategy will provide a sensitive transition of building heights down toward Livery Street and the neighbouring residential development. The proposed heights for the apartment buildings along Robert Grant Avenue will create a landmark for this important future transit node.
<i>To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.</i>	In response to changing trends over time, this development will add variety and market choice to Stittsville and the Fernbank CDP area. The design of large common areas in the amenity building and apartment buildings will provide adaptability for potential conversion of those spaces to local service commercial or small retail uses.
<i>To understand and respect natural processes and features in development design.</i>	Lépine projects include green roofs above underground parking structures and on upper terraces of the apartment buildings. Predominantly native species are used in the intensive landscaping.
<i>To maximize energy efficiency and promote sustainable design to reduce the resource consumption, energy use and carbon footprint of the built environment.</i>	Lépine's most recently occupied apartment development, <i>Les Terrasses Francesca</i> on Vanier Parkway, has received 3 Green Globes certification, which recognizes its exceptional sustainability in terms of design innovation, water conservation, energy efficiency, building materials, and construction practices. This developer intends to receive Green Globes certification for the subject project as well.

Section 3 of the Official Plan establishes the planning policies for the land uses designated in Schedule B of the Official Plan. The proposed development is consistent with the General Urban Area and Arterial Mainstreet policies in Section 3.

Section 3.6.1 – General Urban Area states that the General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.

Policy 4 of Section 3.6.1 – General Urban Area states that new taller buildings may be considered for sites that front an Arterial Road on Schedules E or F of this Plan and which are:

- i. within 800 metres walking distance of a Rapid Transit Station on Schedule D of this Plan, or
- ii. on a Transit Priority Corridor on Schedule D of this Plan.

The proposed development maintains the intent of the General Urban Area. It will add to the range of housing types and tenures in the area. Given that the site is on an Arterial Road and adjacent to a Rapid Transit Station as identified on Schedule D, the proposed increase in height is supported by Policy 4 of Section 3.6.1.

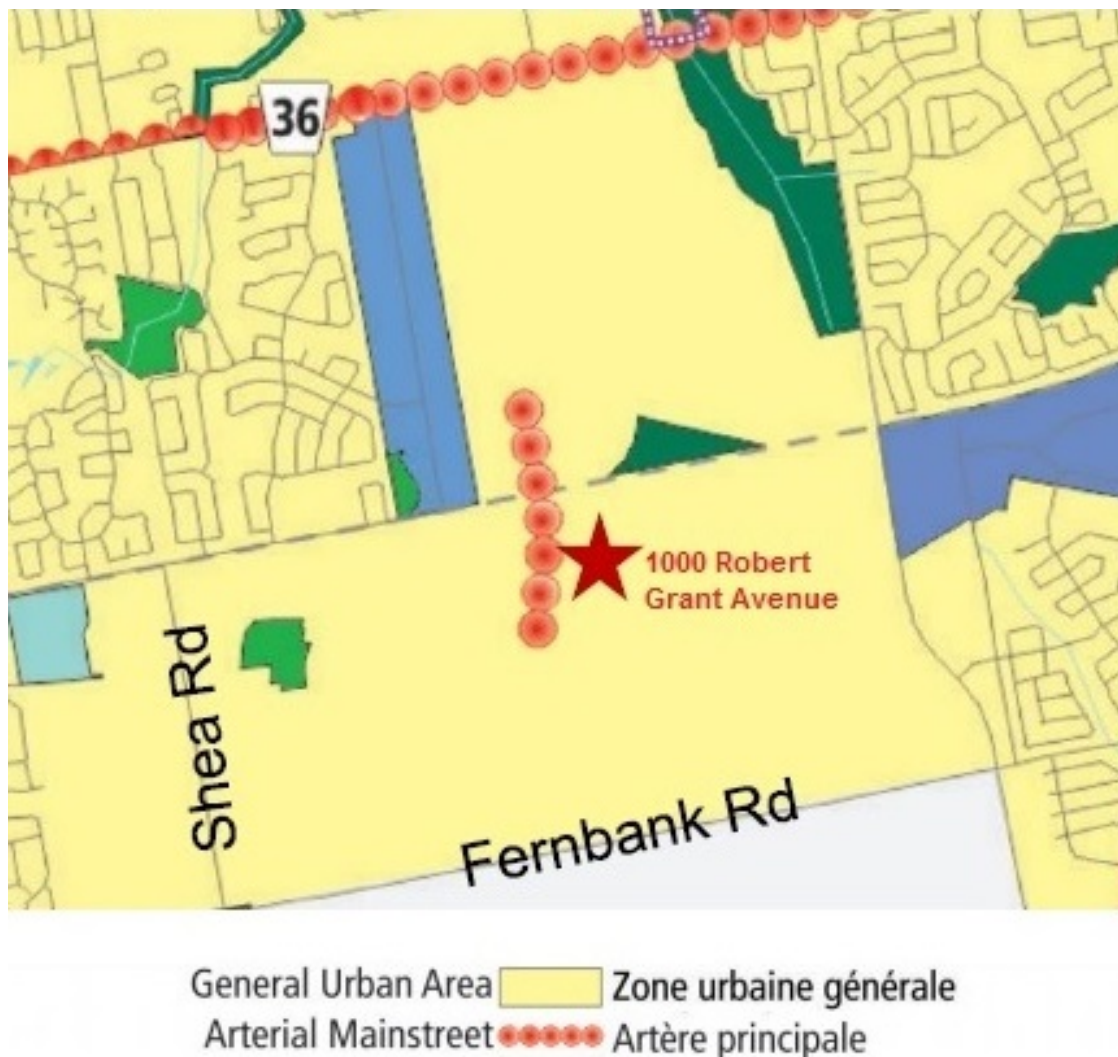


Figure 4.1: Official Plan Schedule B Extract — Land Use Designations

Section 3.6.3 — Mainstreets states, “Within newly developing ‘greenfields’ areas or within Town Centres, new models of Traditional or Arterial Mainstreets may evolve that are mixed-use and support walking, cycling and transit.”

Policy 1 of Section 3.6.3 states, “Arterial Mainstreets . . . are planned to provide a mix of uses and have the potential to evolve, over time, into more compact, pedestrian-oriented and transit friendly places. To facilitate this evolution, the zoning by-law may define the portion of the street frontage of an Arterial Mainstreet to be occupied by buildings located at or set back minimally from the sidewalk. Both Traditional and Arterial Mainstreets will fulfill and take advantage of their multi-modal transportation corridor function.”

Policy 5 of Section 3.6.3 states, “A broad range of uses is permitted on Traditional and Arterial Mainstreets, including retail and service commercial uses, offices, residential and institutional uses. Uses may be mixed in individual buildings or occur side by side in separate buildings.”

Section 3.6.3 includes other policies that guide development on Arterial Mainstreets; however, those other policies address infill development or redevelopment along Arterial Mainstreets. Given that the subject site is situated on vacant (undeveloped) land in a developing suburban community, this project is considered greenfield development.

The proposed development will achieve the objectives of the policies for Arterial Mainstreets as found in Section 3.6.3 of the Official Plan. The existing AM[2152] zoning includes a clause that is intended to implement Policy 1 of Section 3.6.3:

“a minimum of 50 per cent of the frontage along Founder Avenue [renamed to Robert Grant Avenue], measured at 3 metres from the corner lot line, must be occupied by building walls.”

This proposed Minor Zoning By-law Amendment does not seek to change the existing AM[2152] zoning requirement that *“a minimum of 50 per cent of the frontage along Founder Avenue, measured at 3 metres from the corner lot line, must be occupied by building walls.”*

The proposed development will address Policy 5 of Section 3.6.3 through design that will allow for flexibility and potential conversion to other uses approved under the existing AM[2152] zoning.

In accordance with Schedule C — Primary Urban Cycling Network, Robert Grant Avenue will incorporate on-road cycling facilities. Map 1 — Primary Urban Cycling Network in the City of Ottawa Transportation Master Plan also identifies Robert Grant Avenue as a Spine Route for cycling.

Schedule D — Rapid Transit Network classifies Robert Grant Avenue as a Bus Rapid Transit route (with a Rapid Transit Station adjacent to the subject site), while Schedule E — Urban Road Network shows Robert Grant Avenue as an Arterial Road.

Extracts from Schedules C through E are shown in the following **Figures 4.2 through 4.4**.

**CITY-WIDE NETWORK****RESEAU PRINCIPAL**

On-road Cycling Routes — Voies cyclables

Off-road Cycling Routes (multi-use pathways) — Cyclables hors chemin (sentiers polyvalents)

Figure 4.2: Official Plan Schedule C Extract — Primary Urban Cycling Network

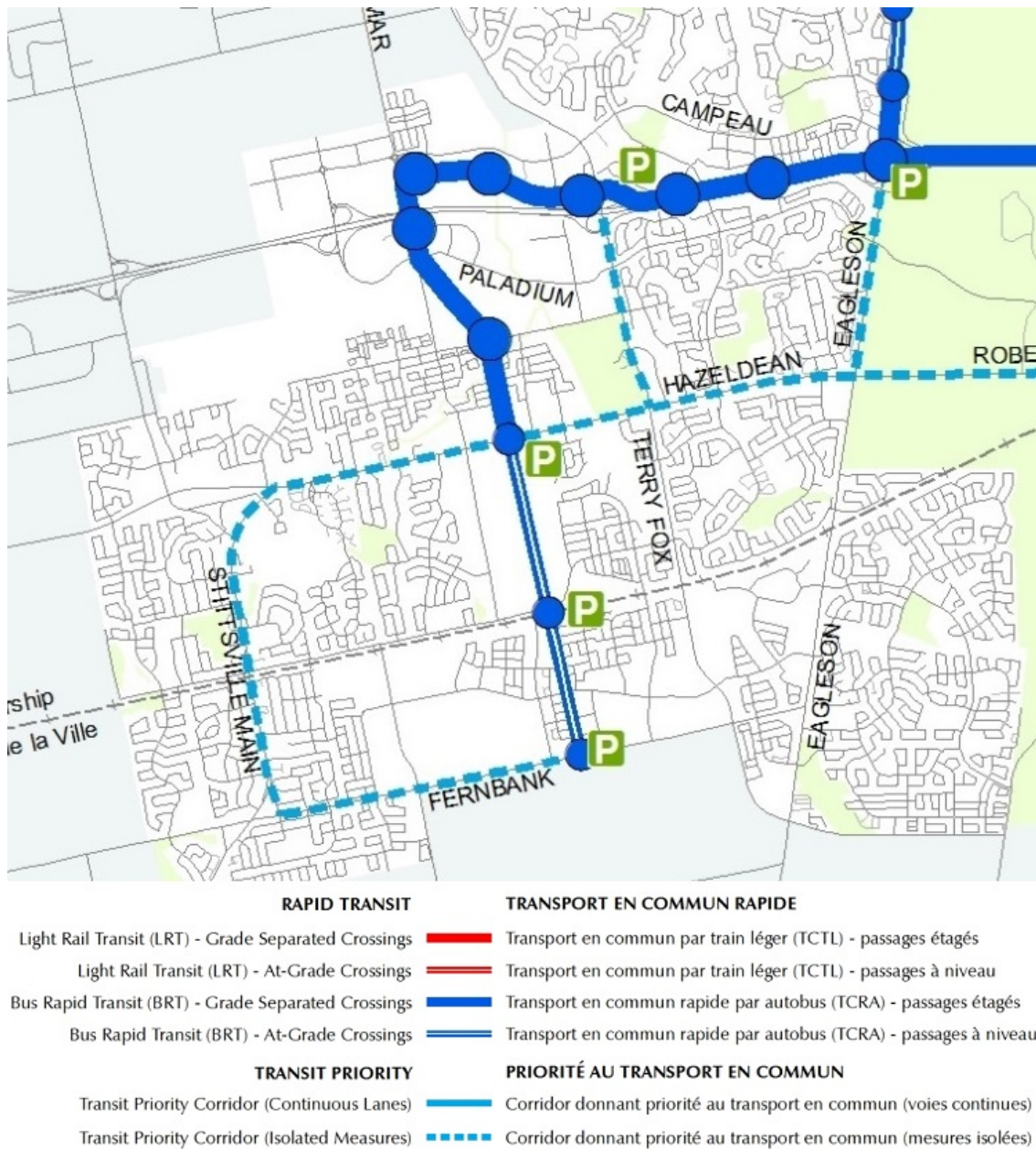
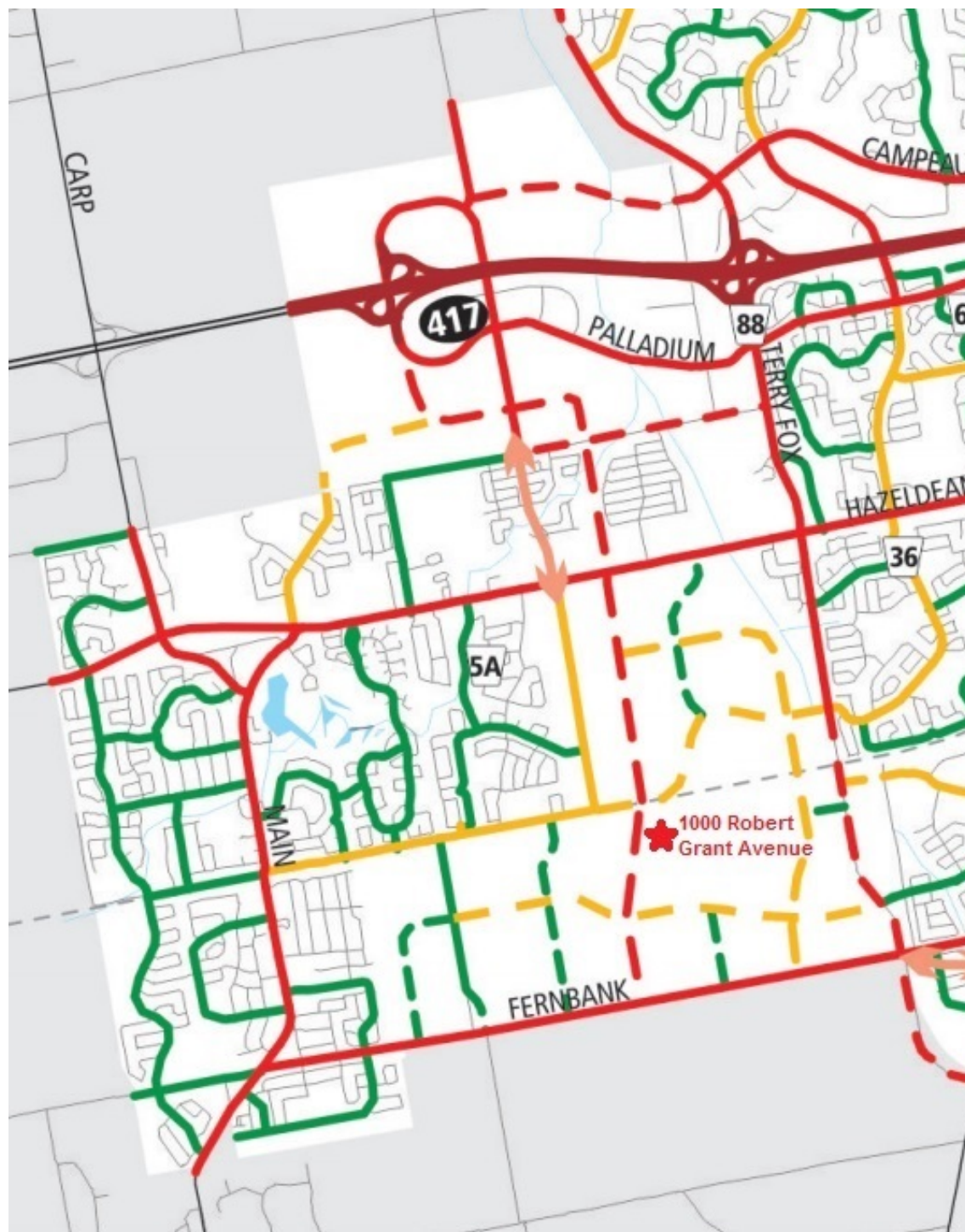


Figure 4.3: Official Plan Schedule D Extract — Rapid Transit Network

The proposed development is situated at an ideal location to take advantage of existing and planned transportation networks.



Arterials

Existing

Proposed



Artère

Établie

Proposé

Figure 4.4: Official Plan Schedule E Extract — Urban Road Network

4.3 Official Plan Amendment 150 Settlement of Appeals

In 2013, the City of Ottawa undertook a comprehensive review of the Official Plan, which the Ontario Planning Act requires every five years. The Official Plan Amendment based upon that review, OPA 150, was appealed in 2014. Certain issues raised in the 2014 appeals were resolved in 2017 through the subsequent OPA 180, while other appeal issues were resolved in 2019 by a Settlement negotiated between the City of Ottawa and the appellants. The Local Planning Appeals Tribunal (LPAT) issued its Memorandum of Oral Decision and Order with respect to that 2019 Settlement on July 18, 2019. As set forth in Rule 24.03 of the Local Planning Appeal Tribunal Rules, this Order became effective on the date that the Order was issued by electronic means, or in hard copy.

The Memorandum and Order with respect to the OPA 150 Settlement confirms that the Tribunal accepted the uncontested evidence of an expert witness produced by the City of Ottawa. In addition to the portions of the OPA 150 Settlement included in **Table 6** below, the evidence provided by that expert witness includes the following opinion:

“Mr. Finlay opined the proposed changes to OPA 150, Item 160 – Arterial Mainstreets – will permit greater flexibility for building heights generally restricted to nine storeys along Mainstreets, subject to a zoning change, if the building is to be within 400 metres (“m”) of a rapid transit station, at an intersection of two Mainstreets or at the intersection of a Mainstreet and a transit priority corridor or in a location abutting a Major Urban Facility. . . . Further, he opined OPA 150, Item 285, which replaces former policies in Section 4.11 of the City OP regarding Urban Design and Compatible Development, consolidates many such provisions previously scattered throughout the OP. The new policies proposed by OPA 150, Item 285 consolidates these provisions and focuses on new design policies for high-rise buildings, but not height restrictions or the location of tall buildings. . . . They also address street level animation of facades while providing flexibility in the screening of utility spaces and roof top equipment. Further, these new policies address appropriate separation distances between the tower portions of tall buildings, subject to existing Secondary Plans and zoning, which may have specific setbacks and separation provisions applicable to an area.”

Although the subject application for a Zoning By-law Amendment was submitted before the issuance of the July 18, 2019 Memorandum and Order, any future Site Plan Control application for the proposed development will be subject to approved Official Plan Amendments, including the OPA 150 Settlement. This Planning Rationale addresses the new OPA 150 Settlement policies with respect to Arterial Mainstreets, Building Design, Massing and Scale, and High-Rise Buildings. **Table 6** lists new and revised policies of the OPA 150 Settlement that would relate to this proposed development. The new and revised OPA 150 Settlement policies are **highlighted in grey with bold text** in the left column of **Table 6**.

Table 6: Related OPA 150 Settlement Policies

OPA 150 Settlement Policy Item 160	Relevant Aspects of Proposal
<p>Section 3.6.3</p> <p>11. On Arterial Mainstreets, unless a secondary plan states otherwise, building heights up to 9 storeys may be permitted as of right but High-rise buildings may only be permitted subject to a zoning amendment and where the building will be located at one or more of the following nodes:</p> <ul style="list-style-type: none"> a. within 400 metres walking distance of a Rapid Transit Station on Schedule D of this Plan; or b. directly abutting an intersection of the Mainstreet with another Mainstreet or a Transit Priority Corridor on Schedule D of this Plan; or c. directly abutting a Major Urban Facility: and where the development provides a community amenity and adequate transition is provided to adjacent low-rise. <p>The Zoning By-law may establish as-of-right building heights lower than nine storeys where site conditions, existing character and compatibility with adjacent development dictate that a lower building form is appropriate.</p>	<p>11(a) Figure 4.3 above confirms that the proposed development is adjacent to a future Bus Rapid Transit (BRT) Station, which satisfies the criterion that High-rise buildings may be permitted within 400 metres of a Rapid Transit Station; and</p> <p>the proposed development provides community amenities (the amenity building, open space accessible to the public, and pathways connecting the site to the Village Green and future Rapid Transit Station); and</p> <p>the height strategy provides a sensitive transition of building heights down toward Livery Street and the neighbouring low-rise.</p>
OPA 150 Settlement Policy Item 285	Relevant Aspects of Proposal
<p>Section 4.11 — Building Design</p> <p>6. The City will require that all applications for new development:</p> <ul style="list-style-type: none"> a. Orient the principal façade and entrance(s) of main building(s) to the street. b. Include windows on the building elevations that are adjacent to public spaces; c. Use architectural elements, massing, and landscaping to accentuate main building entrances. <p>8. To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.</p> <p>9. Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.</p>	<p>6(a) The principal façade and entrance to the building on Livery Street will be oriented to that street. In accordance with Section 6.6.2 of the Fernbank CDP, the entrances to the other buildings will be oriented to the interior driveway and amenity area (see Figure 3.2).</p> <p>6(b) All building elevations adjacent to the Village Green will have windows.</p> <p>6(c) All main building entrances will be accentuated by design features, articulation, variety of massing, and landscaping.</p> <p>8 Lépine routinely exceeds City of Ottawa standards by providing highly accessible environments for pedestrians and persons with disabilities. In general, mechanical equipment will be placed in the underground garage. Subject to utility requirements, equipment that needs to be placed at grade will be screened and integrated with service areas.</p> <p>9 The upper floors will be articulated with terraces and balconies. Roof-top equipment will be incorporated into the design and massing.</p>

OPA 150 Settlement Policy Item 285 (continued)	Relevant Aspects of Proposal
<p>Section 4.11 — Massing and Scale</p> <p>12. Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.</p> <p>13. Building height and massing transitions will be accomplished through a variety of means, including:</p> <ul style="list-style-type: none"> a. Incremental changes in building height (e.g. angular planes or stepping building profile up or down); b. Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet); c. Building setbacks and step-backs. <p>Section 4.11 — High-Rise Buildings</p> <p>14. High-Rise Buildings are a form of high-density development that can contribute to intensification, housing and employment opportunities and provide new view, skyline and landmark possibilities. High-Rise buildings should be designed to achieve the objectives of this Plan and avoid or reduce impacts or disruptions associated with:</p> <ul style="list-style-type: none"> a. pedestrian comfort, safety and usability resulting from changes to wind and shadow patterns in outdoor amenities and adjacent public and private spaces surrounding the building; b. public views, including view planes and view-sheds referred to in Policy 3 above c. proximity to heritage districts or buildings, d. reduced privacy for existing building occupants on the same lot or on adjacent lots, <p>15. Generally, High-Rise buildings, which consist of three integrated parts, a base, a middle and a top, can achieve many of the urban design objectives and address the impacts described above in the following ways;</p> <ul style="list-style-type: none"> a. The base of a high-rise building should respect the scale, proportion, and character of the surrounding buildings, adjacent streets, parks, and public or private open spaces and animate such spaces. 	<p>12 The proposed building height strategy will provide a sensitive transition of building heights down toward Livery Street and the residential development to the east.</p> <p>13(a) Creation of upper floor terraces and adherence to the angular plane provisions of the Urban Design Guidelines for High-rise Buildings will ensure appropriate height and massing transitions.</p> <p>13(b) Ground-oriented apartments will be included along elevations facing the public realm.</p> <p>13(c) Building footprints will be set back from the property line and upper floors will include terraces to achieve appropriate step-backs.</p> <p>14(a) Wind and shadow impacts at grade will be thoroughly analyzed and mitigated.</p> <p>14(b) The proposed development will not affect any of the public views, view planes, or view sheds protected in Policy 3.</p> <p>14(c) The proposed development will not affect any heritage districts or heritage buildings.</p> <p>14(d) There is no existing development adjacent to the subject site. Significant interior setbacks are proposed between the buildings. Building setbacks along Livery street, upper floor terraces, and compliance with angular plane provisions will address privacy and overlook issues.</p> <p>15(a) The building setbacks at grade and upper floor step-backs will respect the scale of the existing residential neighbourhood as well as the anticipated development and Village Green to the south.</p>

OPA 150 Settlement Policy Item 285 (continued)	Relevant Aspects of Proposal
<p>b. The tower, which typically includes a middle and a top, should step back from the base where possible. The tower design can reduce the building impacts identified above by incorporating an appropriate separation from existing or future adjacent towers located on the same lot or on an adjacent lot. The responsibility for providing an appropriate tower separation shall generally be shared between owners of abutting properties where high-rise buildings are permitted. A separation distance of 23m has been the City's general guidance but actual separation requirements may vary in different parts of the City depending on the context.</p> <p>c. Floor plates may also vary depending on the uses and the context. Generally, towers with a larger floor plates may require a greater separation from adjacent towers.</p> <p>17. The Zoning By-law will establish performance measures such as minimum tower separation distances and yard setbacks and may require minimum lot sizes for High-Rise buildings. Proposals for a high-rise building that include performance measures that deviate from the Zoning By-law shall demonstrate that the impacts identified in policy 13 can be satisfactorily avoided or reduced.</p> <p>18. The Urban Design Guidelines for High- Rise Buildings may establish general principles for the design of high-rise buildings, including the design of the base and guidance for tower separation distances.</p>	<p>15(b) As illustrated in Figures 3.8, 3.9, and 3.10, coherent design of the first floors of the towers and amenity building will create the desired differentiation between the base and middle of the towers. Terraces on the upper floors will further articulate the tops of the buildings. All three apartment buildings will be separated from each other by more than 23 metres.</p> <p>15(c) Significant separation distances between the buildings on this large site will create the proper sense of proportion.</p> <p>17 Table 1 above includes interior side yard dimensions that are greater than the current Zoning By-law requirement.</p> <p>18 Section 4.5 below describes how this proposal addresses the Urban Design Guidelines for High-Rise Buildings.</p>

4.4 Fernbank Community Design Plan (CDP)

The Fernbank CDP was approved as a non-statutory plan by Ottawa City Council in 2009 to provide a growth strategy and framework for development within the southeast sector of Stittsville. At the date of this Planning Rationale, Council has not approved any Secondary Plan related to the Fernbank CDP, which if approved would implement certain provisions of the CDP as a statutory plan under the Ontario *Planning Act*.

The subject development site is situated within the Community Core, as shown on the CDP Land Use Plan. Specifically, the site is situated between the Village Green and a Potential Transit Station Park and Ride.

The proposed development is consistent with the policy direction provided in the Fernbank Community Design Plan. The site is located within the Mixed Use land use policy area, where the Village Green is identified on the CDP Land Use Plan. The Mixed Use policies permit a broad range of uses, including those proposed in this application.

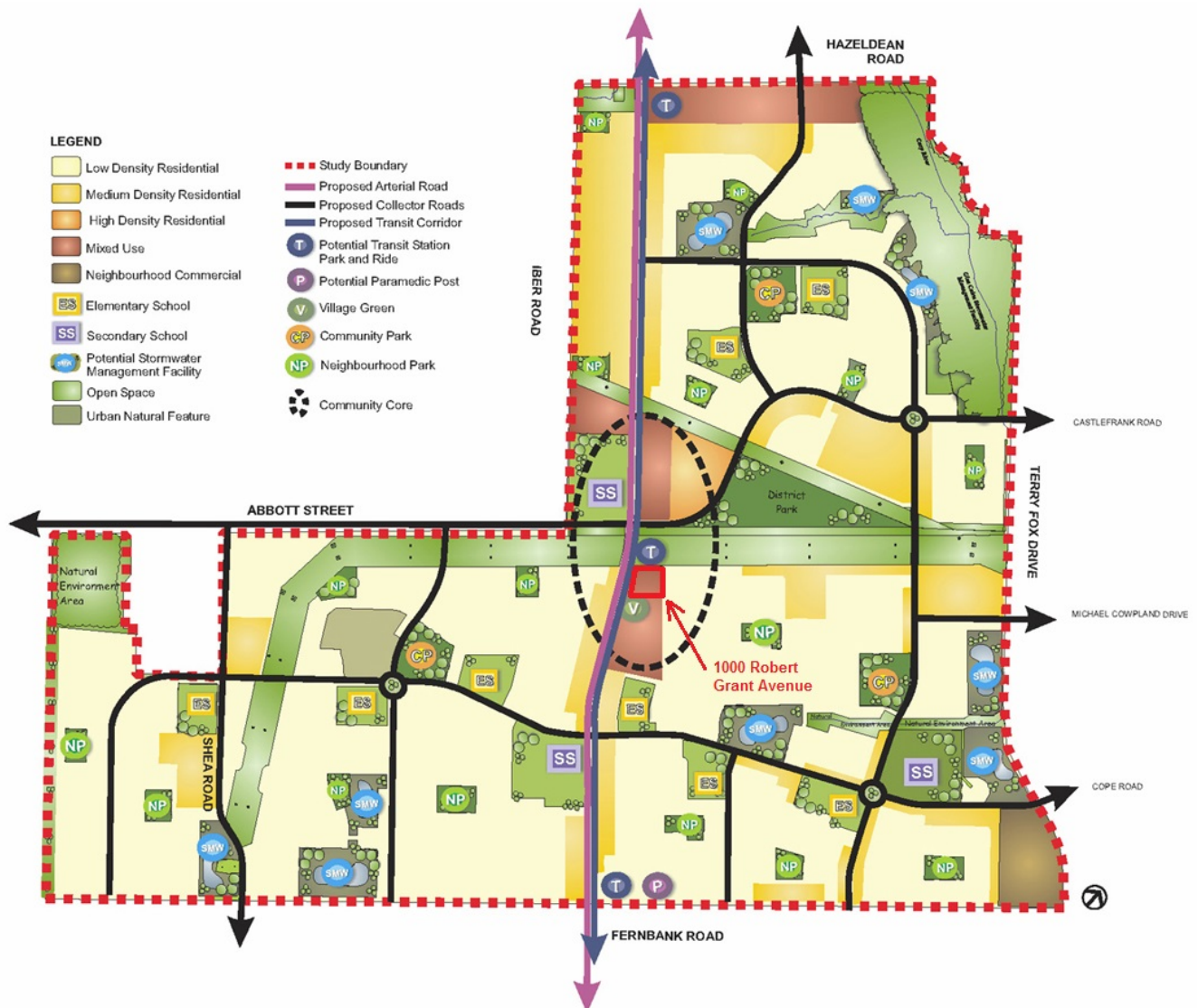


Figure 4.5: Fernbank CDP Land Use Plan

Section 6.0 — *Community Design Guidelines* of the CDP sets forth Guidelines for different types of public space and development.

Section 6.5.1 — *Parks* includes Guidelines that specifically address the Village Green.

The Village Green is strategically located at the centre of the Community Core within the Fernbank Community, with proximity to a major transit way stop, the District Park, the Trans Canada Trail, a secondary school, and a large community population within walking distance. The Village Green would be a civic gathering place and passive public open space for people to meet and socialize, for residents and citizens at large to participate in various outdoor activities and to enjoy a public realm in a more urban context. Non-residential uses surrounding the Village Green will be encouraged. The Village Green is to be provided as a public open space but is not included within the dedicated parkland requirements.

Guidelines:

- *A strong defined edge around the perimeter of the Village Green should be provided through landscape elements and built form.*
- *The Village Green should be exposed to the main thoroughfares to provide good visibility and accessibility.*
- *Where possible, the Village Green may be connected to public uses such as a transit station, neighbourhood commercial (retail, café, banks, etc.), and institutional uses (library, community services, medical offices).*
- *A focal area within the Village Green should be designed to provide seating, landscaping, and an open space area that may be used to host a variety of public functions (such as a farmers' market, arts and crafts show, music festivities etc.)*
- *Visual amenities such as gardens, pergolas/gazebos, water features/skating rink, and public art should also be provided.*
- *Pedestrian connections should be provided to sidewalks.*

The proposed development will be consistent with the Village Green Guidelines in the following respects:

- The apartment buildings will provide a strong defining edge adjacent to the north side of the Village Green.
- The central landscaped area and pathways proposed for this development are designed to expand and connect the Village Green to the future Rapid Transit Station.
- As with other Lépine projects, amenities such as gardens, gazebos, and street furniture will be included in the central open space area and, where feasible and appropriate, adjacent to Livery Street and Robert Grant Avenue.
- The pathways on this site will connect with public sidewalks, multi-use pathways (MUP), and the pedestrian circulation system on the Village Green.

Section 6.6 — Site Design and Built Form Guidelines sets forth Guidelines that address development in the Community Core and Mixed Use policy areas. *Section 6.6* also provides Guidelines for apartment buildings. The following extracts from *Section 6.6.1 — Community Core*, *Section 6.6.2 — Apartment Buildings*, and *Section 6.6.3 — Mixed Use* relate to the proposed development.

Section 6.6.1 — Community Core

- *Buildings should be located at close to the street edge, to provide a continuous street frontage.*
- *Built form, height, materials and colours for buildings should be coordinated to complement adjacent buildings.*
- *A continuous and consistent streetscape should be maintained along the streets around the Village Green.*
- *Pedestrian and vehicle access and circulation within, an individual site should provide safe and well defined routes.*
- *Landscaped open space and amenity areas such as entrance plazas, forecourts and outdoor cafes are encouraged in front of the buildings adjacent to the Village Green.*
- *Maintain a minimum visual building height of two storeys.*
- *Surface parking areas should be located at the rear or side of the buildings. Parking areas should not be permitted in the front of the buildings along the arterial road.*
- *On-street parking around the Village Green should be permitted.*

- *Surface parking area should be well lit to ensure public safety.*
- *Where possible, the integration of small, interconnected parking areas should be encouraged.*
- *Surface parking areas should be visually softened by introducing trees, planters and clearly defined pedestrian routes.*
- *Entrances should be clearly defined and visible from the street.*
- *Pedestrian pathways and bicycle facilities should be provided within the Community Core and connected to the community trail network.*
- *Blank building walls that are visually prominent are discouraged.*
- *Canopies should be encouraged to provide colour and interest to streetscapes, as well as weather protection for pedestrians and for merchants' goods. Awnings also reinforce the identity of individual retail and service outlets located within the Community Core.*
- *Where possible, transit-waiting amenities should be integrated into the overall building design.*
- *Utilities, such as transformers and switching mechanisms, should be enclosed within the building, wherever possible. Where the placement of utilities within the building is not feasible, utility placement will be screened from public view through landscaping and/or other screening mechanisms.*
- *Loading, garbage facilities and other service functions should be screened from the street and from public view. Location of these facilities within or at the rear of buildings is encouraged.*

The buildings in the proposed development will be well articulated and will create consistent streetscapes along the Livery Street and Robert Grant Avenue frontages. Pedestrian and vehicle access and circulation within the site will be designed according to safe and well defined routes. This apartment community will be well connected to its surroundings, providing full accessibility to all areas within and around the site for pedestrians and persons with disabilities. The landscaped open spaces in front of the buildings will include entrance plazas, forecourts, or other distinctive design treatments.

With the exception of a small number of surface parking stalls for visitors, which will be well lit and softened by the site landscaping, all parking for residents and visitors will be provided underground. Utility installations, loading areas, and garbage facilities will be either enclosed within buildings or screened from the streets and the Village Green.

Certain of the Community Core Guidelines do not relate to the proposed development, while others are at a level of the detail that will be addressed in subsequent Site Plan Control applications.

Section 6.6.2 — Apartment Buildings

- *All residential apartments should be located close to a public street with a principal façade and entry facing a street or public open space. For buildings interior to the site, the main entrance should be oriented toward the interior driveway and where applicable, the amenity area.*
- *Parking should not be permitted between the street and the principal façade of the building.*
- *Architectural design on all elevations should be consistent.*
- *Parking areas should be screened from the public street through landscaping.*
- *Service areas should be located at the rear of the building and screened from public view.*
- *Where possible, utility elements and equipment should be located away from publicly exposed views, and are discouraged from being located in the front yard or flankage yard of a corner lot. Where utilities are required to be located in the front or flankage yards, the utilities should be located in a discreet area or screened from public view through landscaping or other screening mechanisms.*

The apartment buildings in the proposed development will face Livery Street and Robert Grant Avenue. All the building elevations will be well articulated and consistent.

Section 6.6.3 — Mixed Use

- *Buildings which are located at the street edge and provide a continuous street frontage are strongly encouraged.*
- *Pedestrian and vehicle access and circulation within an individual site should provide safe and well-defined routes.*
- *Entrances should be clearly defined and visible from the street.*
- *Ground floor spaces facing the street should have windows and door[s] which face directly onto the street.*
- *The scale of mixed use buildings should relate and be compatible to adjacent development.*
- *Corner buildings should be sited to address both streets with similar architectural treatments.*
- *Where practical, the use of parking structures or underground parking is encouraged.*
- *Surface parking areas should be located at the side or rear of the buildings, where possible.*
- *Surface parking area should be well lit to ensure public safety.*
- *Lighting for commercial buildings and parking areas should be directed away from adjacent properties.*
- *Where a section of the parking area is located adjacent to the street, the street edge of the commercial site should be designed with a landscape treatment to provide visual screening of the parking area from the street.*
- *Loading, garbage facilities and other service functions should be screened from the street and from public view. Location of these facilities within or at the rear of buildings is encouraged.*
- *The existing heritage structure should be incorporated into the development or relocated within the community.*
- *Where possible, utility elements and equipment should be located away from publicly exposed views, and are discouraged from being located in the front yard or flankage yard of a corner lot. Where utilities are required to be located in the front or flankage yards, the utilities should be located in a discreet area or screened from public view through landscaping or other screening mechanisms.*

Many of the Guidelines in Section 6.6.3 are duplicated in the Guidelines for the Village Green, Community Core, and Apartments, so the ways in which the proposed development addresses those Guidelines are not discussed here. Other Mixed Use Guidelines do not relate to the proposed development, while others are at a level of the detail that will be addressed in subsequent Site Plan Control applications.

With respect to specific Mixed Use Guidelines that may not be addressed elsewhere in this Planning Rationale, where buildings have ground floor apartments fronting the street, those apartments will have windows or private amenity areas (patios or balconies) facing the street. As indicated in this Planning Rationale's discussions of the height strategy, the scale of the buildings will be compatible with the existing adjacent development.

4.5 City of Ottawa Urban Design Guidelines for High-rise Buildings

The City of Ottawa Urban Design Guidelines for High-rise Buildings, which were approved as a non-statutory planning document in 2018, include one Guideline that may be applied to the proposed development. *Guideline 1.13* addresses the concept of an angular plane.

1.13 An angular plane, typically 45°, measured from the relevant property lines, should be used to provide a frame of reference for transition in scale from proposed high-rise buildings down to lower scale areas.

Although the proposed building along Livery Street is not high-rise, the proposed stepping back of heights for that building and the overall development is consistent with *Guideline 1.13*. **Figure 3.4 (North Elevation)** and **Figure 3.6 (South Elevation)** above illustrate the proposed height transition and stepping back of heights from Livery Street.

Figures 3.4 and **3.6** are also consistent with Diagrams 1-3 and 1-4 of the Urban Design Guidelines for High-rise Buildings.

To reiterate the contents of **Table 1** above, this stepping back will provide a sensitive transition of building heights toward Livery Street and the neighbouring residential development.

The proposed heights for the apartment buildings along Robert Grant Avenue will create a landmark for this important future transit node.

4.6 City of Ottawa Zoning By-law

The site is currently zoned Arterial Mainstreet AM[2152], pursuant to Sections 185 and 186 of the City of Ottawa Zoning By-law (2008-250 Consolidation, as amended up to February 2019). Exception 2152, which was approved by Ottawa City Council 2014, is a site-specific Exception that applies only to the site at 1000 Robert Grant Avenue. The extent of the AM[2152] zone is shown in **Figure 4.6**.



Figure 4.6: Zoning for the Site and Surrounding Area

The purpose of the AM – Arterial Mainstreet Zone is to:

- (a) 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
- (b) impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.

The following residential uses are permitted in the AM – Arterial Mainstreet Zone:

apartment dwelling, low rise	planned unit development
apartment dwelling, mid rise	retirement home
bed and breakfast	retirement home, converted
dwelling unit	rooming house
group home	stacked dwelling
home-based business	townhouse dwelling
home-based day care	

Notwithstanding the permitted residential uses in the AM zone, Exception 2152 prohibits the residential use of townhouse dwelling and several automobile oriented uses.

The proposed use of **apartment dwelling, high-rise** is requested in order to accommodate the increase in maximum height to 15 storeys. Given that apartments will be the predominant use, this is considered a form-based use amendment rather than the addition of a new use to the AM Zone.

Table 185 in the Zoning By-law lists the provisions for the AM – Arterial Mainstreet zone. **Table 7** below includes the provisions from Table 185 that are relevant to this application.

Table 7: Relevant AM – Arterial Mainstreet Zoning Provisions

ZONING MECHANISMS			PROVISIONS
(c) Front yard and corner side yard	(ii) residential use building	Minimum	3 m
(d) Minimum interior side yard	(i) abutting a residential zone		7.5 m
	(ii) all other cases		No minimum
(f) Maximum building height	(i) in any area up to and including 20 metres from a property line abutting a R1, R2 or R3 residential zone		11 m
	(ii) in any area up to and including 20 metres from a property line abutting a R4 zone		15 m
	(iii) in any area over 20 metres and up to and including 30 metres from a property line abutting a R1, R2, R3 or R4 zone		20 metres, or as shown on the zoning map
	(iv) more than 30 metres from a property line abutting a R1 – R4 zone		30 metres but in no case greater than nine storeys, or as shown on the zoning map
	(v) in all other cases		30 metres but in no case greater than nine storeys, or as shown on the zoning map

In addition to the AM – Arterial Mainstreet zoning provisions, Exception 2152 includes the following provisions:

- minimum building height: 11 metres.
- a minimum of 50 per cent of the frontage along Founder Avenue [renamed to Robert Grant Avenue], measured at 3 metres from the corner lot line, must be occupied by building walls.
 - Notwithstanding the above provision, if site plan approval over all or part of the lands has been given pursuant to the provisions of the Planning Act for development consisting of building walls within three metres of the corner lot line occupying at least 50 per cent of that part of the frontage of Founder Avenue [Robert Grant Avenue] shown on the plan, development of the entire lot may be constructed in phases for the purposes of complying with the above requirement.
- there is no maximum floor space index
- stacked dwellings shall not exceed 60 dwelling units in total.

Table 1 in Section 3.1 of this Planning Rationale compares the relevant approved AM – Arterial Mainstreet zoning provisions with the zoning provisions proposed in this Zoning By-law Amendment. **Table 1** also includes the purposes of the proposed amendments.

In addition to the proposed amendments to the AM – Arterial Mainstreet zoning provisions, this application proposes certain modifications to the parking standards in Part 4 of the Zoning By-law.

As stipulated in Row R12 of Table 101 in Part 4, the approved parking rate for mid-rise and high-rise apartment buildings is 1.2 parking spaces per dwelling unit. This application proposes a rate of **1.0 parking space per dwelling unit** for the apartment buildings to be developed on the site.

Similarly, Table 102 of Part 4 requires a visitor parking rate for mid-rise and high-rise apartment buildings of 0.2 visitor parking space per dwelling unit. This application proposes a rate of **0.1 visitor parking space per dwelling unit** for the apartment buildings to be developed on the site.

The combined parking rate for resident and visitor spaces would be **1.1 parking space per dwelling unit** for the apartment buildings on the site.

Table 2 in Section 3.1 of this Planning Rationale compares the relevant parking rates in Part 4 with the parking rates proposed in this Zoning By-law Amendment application.

The rationale for this modified parking ratio is that all rental apartment buildings developed, owned, and managed by Lépine companies, which are located within the General Urban Area and within Area C in Schedule 1 of the Zoning By-law, have successfully used lower rates to accommodate the parking needs of both residents and visitors.

Conventional suburban parking standards are neither necessary nor appropriate for contemporary mid to high rise rental apartment housing. These standards force the dedication of scarce public and private resources to excessive accommodation of the private automobile. For the developer and resident alike, such resources are better spent on features that improve the quality of life, such as larger apartments and more appealing and usable amenity areas.

Reduced parking ratios also encourage greater use of public transit. Social and market trends, particularly for single residents of one-bedroom rental apartments, reveal the increasing popularity of active transportation, public transit, and car sharing services. Many residents of smaller apartments choose to own only one vehicle, with increasing numbers opting not to own a car at all. Lépine's experience indicates that a more realistic parking ratio for one-bedroom apartments would be 0.85 parking space per unit.

Most of Lépine's larger apartments with two or three bedrooms are occupied by couples who have chosen to own only one automobile. The residents of these larger apartments, who tend to be older than the residents of the smaller units, often adopt travel patterns that favour driving during off-peak hours. For these reasons, Lépine's rental apartment developments do not create the same types of parking demand, traffic impacts, or congestion that are commonly associated with lower density suburban subdivisions.

5. Summary Opinion

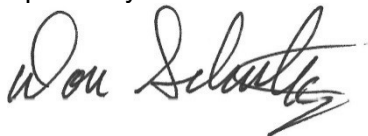
It is the professional opinion of Don Schultz, MCIP, RPP that this Zoning By-law Amendment application represents good land use planning and is appropriate for the site for the following reasons:

- The proposed development is consistent with the Provincial Policy Statement policies with respect to promoting the efficient use of land, existing infrastructure, and public facilities. This proposed development exemplifies cost-effective development patterns and standards, which will minimize land consumption and servicing costs.
- The proposed Zoning By-law Amendment conforms to the City of Ottawa Official Plan goals, objectives, and policies for the General Urban Area, particularly in relation to promoting a full range and type of housing choices. The site location provides the opportunity to take advantage of transit, employment, retail, service and institutional uses in the area. As the surrounding community continues to develop, the resident population of this development will support additional local commercial, retail, and public services, which will lead to the establishment of a more complete and sustainable community.
- This application respects the policies and guidelines of the Fernbank Community Design Plan. The proposed development will advance the realization of the CDP vision.
- With particular reference to the height strategy presented in this application, the proposed development will conform to the compatibility criteria established in the Official Plan and the Urban Design Guidelines for High-rise Buildings.
- This application meets the general purpose and intent of the Zoning By-law. The proposed amendments and modifications to the zoning performance standards and parking rates are of a scope and scale that respect the parameters of the AM Zone and the Part 4 parking provisions of the Zoning By-law. The proposed use of **apartment dwelling, high-rise** is requested in order to accommodate the increase in maximum height to 15 storeys. Given that apartments will be the predominant use, this is considered a form-based use amendment rather than the addition of a new use to the AM Zone.

In conclusion, the proposal to develop a high-rise residential apartment building on this site represents good land use planning and is in the public interest.

Please contact Don Schultz at (613) 591-9090 or dschultz@lepinecorp.com for clarification or responses to questions regarding the content of this Planning Rationale.

Prepared by:



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Planning Manager

