



1705 Carling Avenue

Planning Rationale
Zoning By-law Amendment + Site Plan Control
April 28, 2020



Prepared for Claridge Homes

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1.0 Introduction

1.1 Application Summary

Fotenn Consultants Inc., acting as agents for Claridge Homes, is pleased to submit the enclosed Planning Rationale in support of a Major Zoning By-law Amendment application and Site Plan Control Application for the lands municipally known as 1705 Carling Avenue (the 'subject lands') in the City of Ottawa.

The purpose of this Planning Rationale is to assess how the proposed development conforms to the existing policies and regulatory framework of the City of Ottawa as well as its compatibility with adjacent development and the surrounding community. A previous application for Site Plan Control was approved in 2018 (D07-12-18-0062) to permit the development of a nine (9) storey mixed use building containing a residential care facility on the first six (6) storeys in addition to 68 residential dwelling units in the three (3) floors above. However, the Site Plan Agreement was not completed and the lands were sold to Claridge Homes who have decided to alter the plans and propose a new development, as presented in this report.

In addition to this Planning Rationale, a number of studies and reports have been completed and submitted in support of the Zoning By-law Amendment and Site Plan Control applications.

North

The area north of the subject lands is characterized by low-rise residential dwellings. The majority of dwellings are detached dwellings, semi-detached, or townhouse dwellings as well as some three (3) to four (4) storey low-rise apartment buildings, which are generally located closer to Carling Avenue and along collector roads such as Churchill Avenue North. Notre Dame Highschool, Nepean Highschool, and Broadview Public School are located within 850 metres of the subject lands as well as the Dovercourt Recreation Centre.

East

Along Carling Avenue are a number of commercial uses such as gas bars, retail stores, car dealerships, storage facility, and office complexes. Further east, Carling Avenue intersects with Highway 417 before continuing eastward. This section of Carling Avenue is similarly characterized by commercial uses such as automobile dealerships, small businesses, and large commercial tenants such as Canadian Tire, however, there also exists some residential uses in the form of low-rise three (3) storey walk up apartments, high-rise apartments, a senior living facility, and hotels. Pockets of low-rise residential dwellings are located north and south of Carling Avenue going east. The Royal Ottawa Hospital and the Westgate Shopping Centre are also located east of the subject lands.

West

Similar to the eastern portion of Carling Avenue, a number of small businesses and commercial uses are located along Carling Avenue going westward from the subject lands. There are also residential uses in the form of detached and semi-detached dwellings as well as three (3) to four (4) storey low-rise walk up apartment dwellings that front directly onto Carling Avenue and spread north and south of the street in the communities of Glabar Park and Carlingwood.

South

The area immediately south of the subject lands along Carling Avenue is characterized by a variety of commercial uses including car dealerships and ancillary automotive uses, a Canadian Tire department store, some smaller restaurant and retail stores, and the former Saputo plant which is now vacant. Beyond this is Highway 417 which eventually intersects with Carling Avenue east of the subject lands. Abutting the south side of Highway 417 are many small businesses, light industrial operations, and commercial uses and beyond that is a small pocket of greenspace known as Clyde Woods and Carlington Park. The neighbourhood McKellar Heights is located just beyond Clyde Woods and consist mostly of low-rise residential dwellings with some small pockets of mid to high-rise apartment buildings.



Figure 2. View looking southwest along Tillbury Avenue showing adjacent low-rise residential dwellings and rear yard of the subject lands.



Figure 3. View from front yard of subject lands looking south into the property.



Figure 4. View of the subject lands from Carling Avenue looking north.

2.3 Transit Network

The proposed development is located along Carling Avenue, which is identified as a planned Light Rail Transit corridor with at-grade crossings and a planned Transit Station stop approximately 100 metres away at Carling Avenue & Clyde Avenue North (see Figure 5).

2.4 Road Network

As per Schedule E – Urban Road Network of the City of Ottawa’s Official Plan (Figure 6), Carling Avenue is identified as an arterial road. The arterial roads are the major roads of the city that carry large volumes of traffic over the longest distances.

2.5 Cycling Network

The subject lands are well connected to the City of Ottawa’s cycling network as Carling Avenue is identified as a roadway with on-road cycling infrastructure, per Schedule C – Primary Urban Cycling Network of the City of Ottawa’s Official Plan (Figure 7).

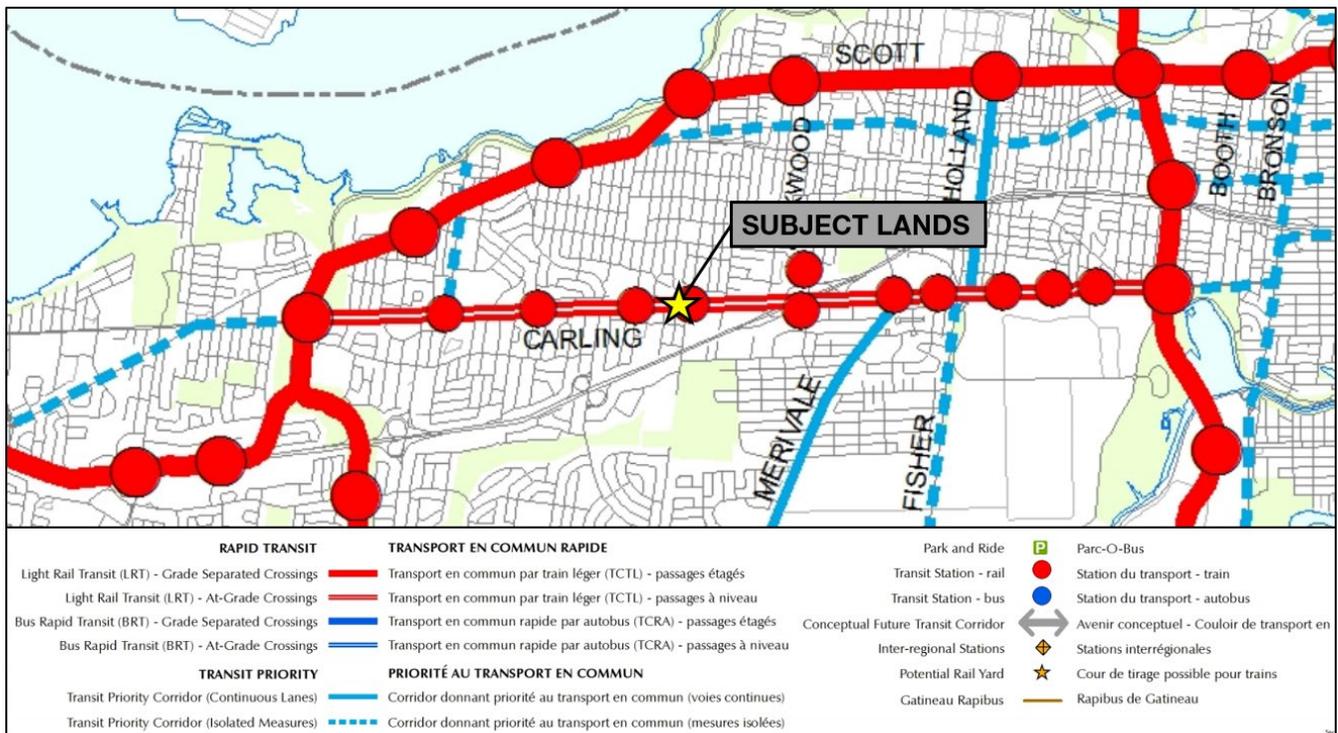


Figure 5. City of Ottawa Official Plan - Schedule D (Rapid Transit Network)



Figure 6. City of Ottawa Official Plan - Schedule E (Urban Road Network).

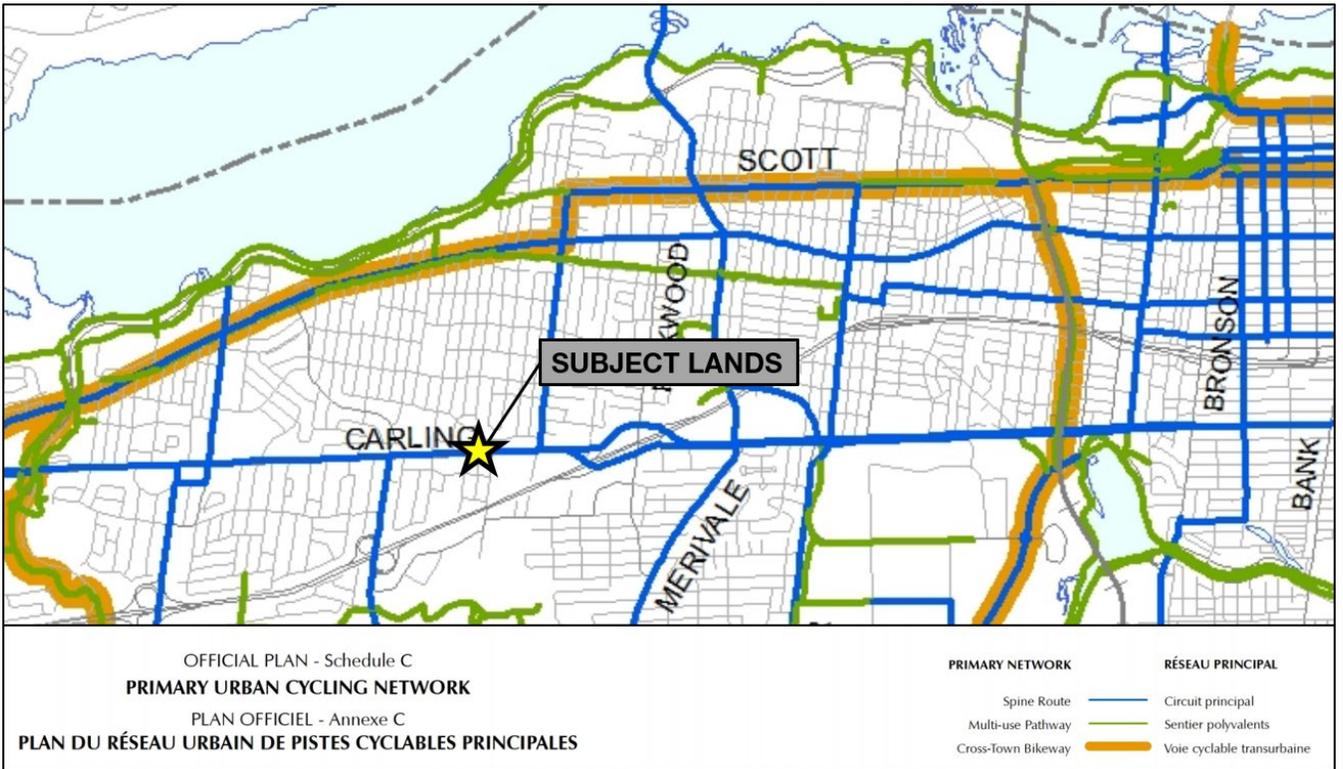


Figure 7. City of Ottawa Official Plan - Schedule C (Primary Urban Cycling Network).

Development Design Brief

The proposed development includes two (2) buildings, a rental high-rise apartment building at 22-storeys containing 194 dwelling units and a retirement home at 9-storeys with 160 units (Figure 8). Both buildings will share an underground parking lot which will connect the buildings below grade and contain a total of 234 parking spaces in addition to 19 surface parking spaces.



Figure 8. Rendering of proposed development at 1705 Carling Avenue.

A total of 13,537.65 square metres of gross floor area is proposed for the 22-storey apartment building with the following unit typology:

RENTAL-UNITS %		
UNIT TYPE	NUMBER OF UNITS	%
1BR	74	38.1%
1BR + D	21	10.8%
2BR	89	45.9%
BACHELOR	10	5.2%
	194	100.0%

Figure 9. Proposed high-rise apartment building unit typology.

The retirement home is proposed at 8,217.37 square metres of gross floor area with a unit typology as follows:

RETIREMENT HOME -UNITS %		
UNIT TYPE	NUMBER OF UNITS	%
1BR	45	28,1%
1BR + D	21	13,1%
2BR	10	6,3%
AC 1BR	10	6,3%
AC Suite	42	26,3%
Studio	11	6,9%
Suite	21	13,1%
	160	100,0%

52 ASSISTED CARE UNITS (32,6%)

108 UNITS (67,4%)

Figure 10. Proposed retirement home building unit typology.

3.1 Surrounding Area Views



Figure 11. Proposed development demonstrated within the context of the surrounding area.

Figure 11 demonstrates the proposed development within the context of the surrounding area. As discussed above in Section 2.2, this area of Carling Avenue can be characterized by many types of commercial uses in a variety of formats and sizes including automobile dealerships, automobile service stations, gas bars, big box retail stores, offices, strip malls, retail and restaurants. Additionally, a small number of residential uses are dispersed along Carling Avenue as mostly low-rise typology. The area north of Carling Avenue and the subject lands is a low-rise residential neighbourhood known as Highland Park. This area contains several schools,

parks, and recreation areas to serve the residents. South of the subject lands between Carling Avenue and the Queensway are a number of commercial, office, retail, light industrial and institutional uses.

3.2 Design Elements

The ground floor of the high-rise apartment building will contain a commercial unit fronting onto Carling Avenue with approximately 160 square metres of commercial area. The ground floor of the retirement home is proposed to contain a number of services and ancillary uses for the benefit of the residents including a hair salon, library and computer room, multi purpose room, gym, pool, sun room, game room, lounges, craft room, dining room, kitchen, and administrative offices. Outdoor amenity spaces at grade, including a recreational area and a garden, are also proposed for the retirement home and located to the rear of the building. In addition, terraces which connect to the interior dining area are also proposed at the rear of the building. The parkland dedication requirement is not being met for the proposed development therefore Cash-in-Lieu of parkland is proposed and will be determined through consultation with City of Ottawa staff during the approvals process. The rear yard area along Tillbury Avenue will be landscaped and will maintain the large existing hedge along the south property line.

The commercial unit of the residential tower and the secondary residential access are proposed as active entrances fronting Carling Avenue and directly accessible from the street. The retirement home does not have active entrances, however, a high degree of glazing is proposed. The main entrances for both buildings are proposed within the site to allow for safe drop-off of residents and a more comfortable environment for residents to access the site rather than via Carling Avenue, which is a busy arterial corridor. One vehicle access to the interior of the site is proposed from Carling Avenue which would end in a two-way loop to allow vehicles to reach both buildings and their respective underground parking entrances while safely being able to return to Carling Avenue.

The 22-storey high rise residential apartment building can be described as a modern style point tower with a podium base that provides transition in height through stepbacks and articulations. A six-storey podium is proposed with outdoor terraced areas above. Figure 12 demonstrates the proposed stepbacks above the sixth floor where the outdoor terrace is accommodated.

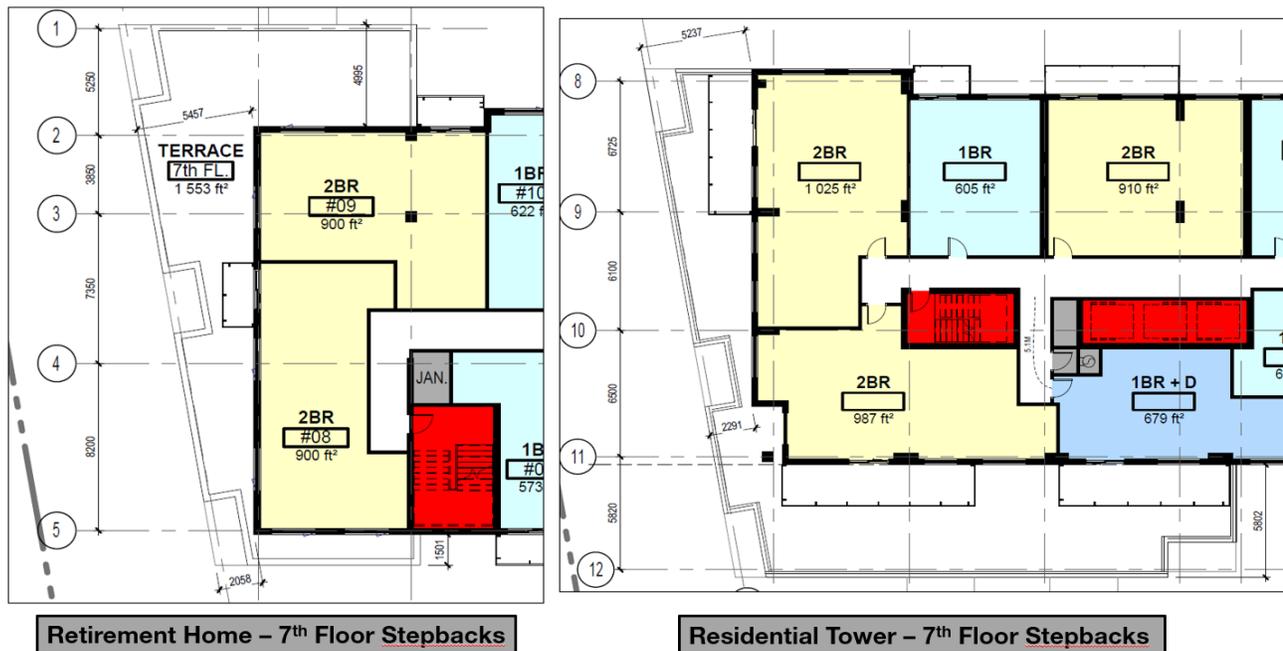


Figure 12. Proposed stepbacks at the 7th floors of each building.

Both buildings share similar design elements to complement one another yet each is expressed in its own unique form to recognize the differences in function. Modern design elements are proposed for each building including a masonry veneer of grey, light brown, charcoal, and light grey brick and artificial stone with accents of aluminum panels, glass spandrel panels, and tempered glass windows. Both buildings feature a combination of punched in balconies as well as cantilevered balconies in addition to vertical and horizontal articulations, which result in a visually engaging façade, as demonstrated in Figure 13.



Figure 13. Rendering of both building facades as viewed from Carling Avenue looking north.

The podium consists mostly of light grey brick to create additional visual contrast with the mostly charcoal/dark grey tower portion of the building. An additional 6.1 metre stepback is proposed at the rear of the building above the 16th storey, which will also provide a terraced area for use by residents. A 10-metre tower separation setback is provided along the east side yard property line in addition to a 16.8 metre separation distance from the proposed nine-storey retirement home building on the tower's west side.

The nine-storey retirement home building proposed for the property is designed with similar elements to the 22-storey tower, however, the building's configuration is more like a bar building rather than a point tower. Similar to the 22-storey residential apartment tower, the retirement home is designed with a six-storey podium to create a uniform frontage along Carling Avenue and will also feature amenity terrace spaces above for use by the residents. A large terraced area is proposed at the rear of the building above the fourth floor as a communal amenity area accessible to residents of the retirement home. The second and third storey are designed as assisted living style floors which include smaller bedroom suites and separate communal spaces to be used by residents in assisted living conditions for eating and personal needs in addition to spaces for nurses and other staff.



Figure 14. View of the facade of the 9-storey retirement home.

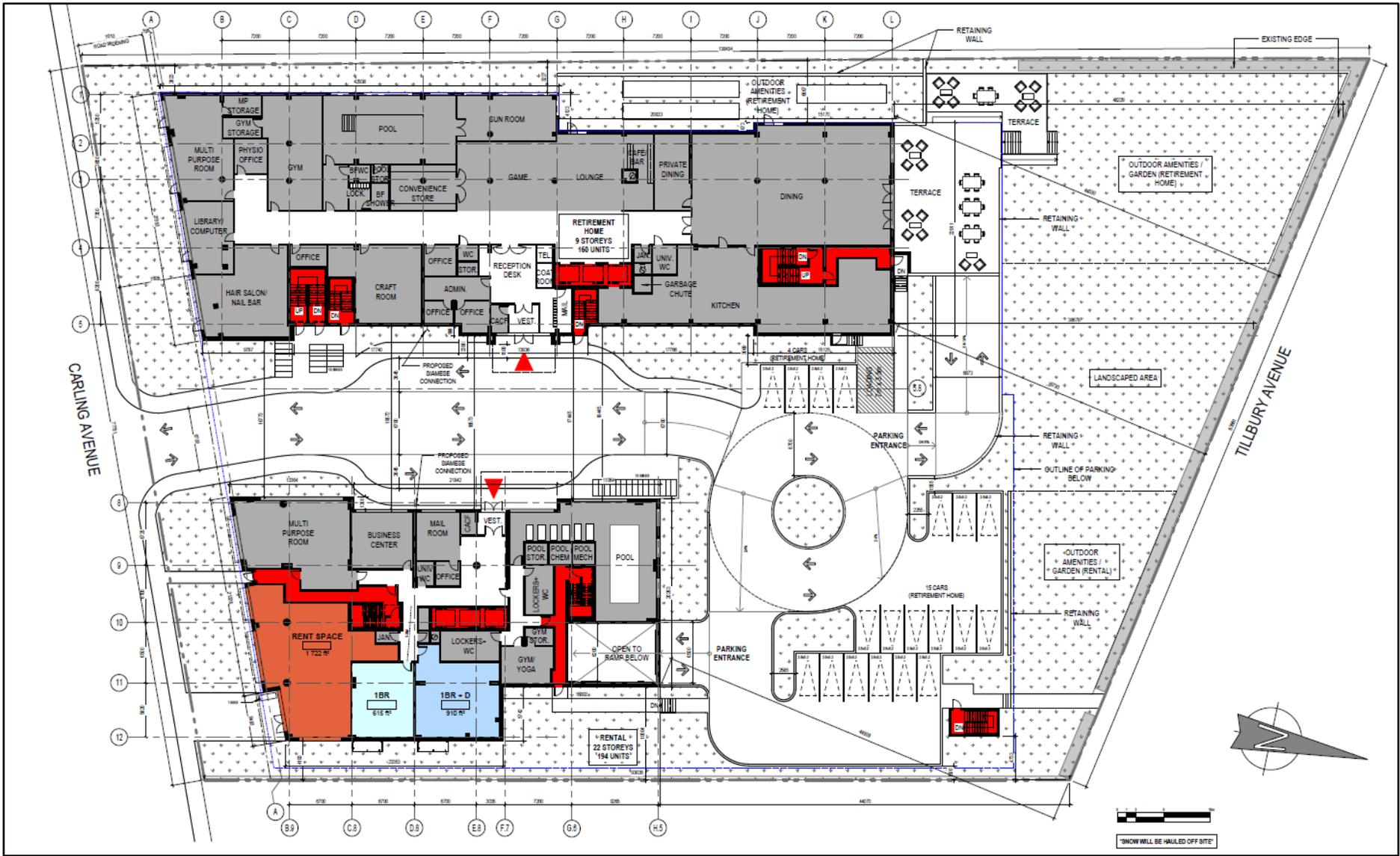


Figure 15. Proposed site plan for 1705 Carling Avenue.

4.0 Policy & Regulatory Framework

4.1 Provincial Policy Statement (2014)

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

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

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

- / Promotes the efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / Accommodates an appropriate range and mix of residential, employment, commercial, and other uses to meet long-term needs;
- / Avoids development and land use patterns which may cause environmental or public health and safety concerns;
- / Promotes cost-effective development patterns and standards to minimize land consumption and servicing costs;
- / Improves accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;
- / Proposing development in a settlement area, which is the focus of growth and development;
- / Proposes a density and mix of land uses which efficiently use land and resources, are appropriate for available infrastructure, and supports active transportation; and
- / Contributes to an appropriate range and mix of housing types and densities that efficiently use land, resources, infrastructure and public service facilities, and supports the use of active transportation and transit.

The proposed development is in conformity with the intent and policies of the Provincial Policy Statement (2014).

4.2 Provincial Policy Statement (2020)

The Province of Ontario recently released a revised Provincial Policy Statement, which will come into effect on May 1, 2020. The policies of the new PPS are generally similar to the 2014 policies.

New or revised policies that influence the proposed development include:

- / Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, 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;
- / Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- / Improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;

- / Permitting and facilitating: all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
- / Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

The proposed development is in conformity with the intent and policies of the proposed Provincial Policy Statement (2020).

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

3.6.3 – Arterial Mainstreets

The subject lands are designated Arterial Mainstreet on Official Plan Schedule B – Urban Policy Plan (Figure 14). The Arterial Mainstreet designation is planned to provide a mix of uses and have the potential to evolve, over time, into more compact, pedestrian-oriented and transit-friendly places; potentially through redevelopment of parking areas.

Policy 5 states that a broad range of uses is permitted on 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.

Policy 10 states that redevelopment 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 with active frontages that provide direct pedestrian access to the sidewalk.

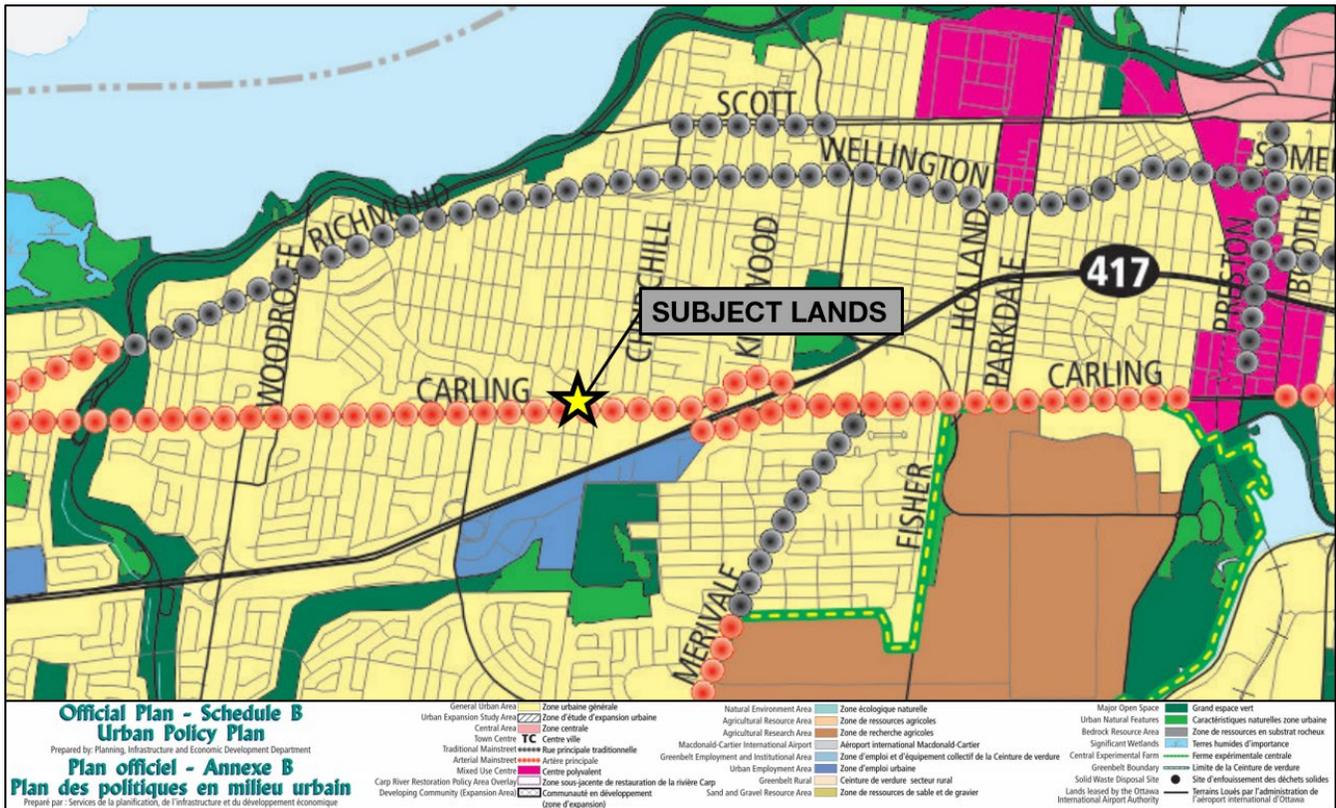


Figure 16. City of Ottawa Official Plan - Schedule B (Urban Policy Plan).

Policy 12 permits building heights up to nine storeys as-of-right on Arterial Mainstreets, except where a secondary plan states otherwise. Where secondary plans do not limit the height on an Arterial Mainstreet, high-rise buildings above nine storeys are permitted through a zoning by-law amendment and where the building will be located at one or more of the following nodes:

- / within 400 metres walking distance of a Rapid Transit Station on Schedule D of this Plan; or
- / directly abutting an intersection of the Mainstreet with another Mainstreet or a Transit Priority Corridor on Schedule D of this Plan; or
- / directly abutting a Major Urban Facility.

Additionally, the development must provide a community amenity and adequate transition is to be provided to adjacent low-rise neighbourhoods.

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.

The proposed development meets the policy objectives of Section 3.6.3 – Mainstreets and the additional height criteria of Policy 12. The subject lands directly abut a Mainstreet and are currently occupied by a motel, a restaurant, a detached dwelling, and surface parking lot. The proposed mixed-use development would redevelop and infill a site that is underutilized and has the potential to support higher densities and more intensive uses at a key location in proximity to transit. The subject lands are located within 100 metres walking distance of a planned transit stop at the intersection of Clyde Avenue North and Carling Avenue. Adequate transition to existing low rise residential dwellings is provided and discussed in greater detail below under Sections 2.5.1 and 4.11 of the Official Plan.

Section 2.2 – Managing Growth

Approximately 90% of the growth in the City of Ottawa is to be accommodated within the urban boundary where services are readily available or can be easily provided. This approach efficiently uses existing facilities and infrastructure while providing the least impact on agricultural lands, mineral resources, and environmental areas. This growth strategy is to be implemented through:

- / Intensification and infill; and
- / New development on vacant lands in designated growth areas.

Policy 1 of Section 2.2.2 defines residential intensification as the intensification of a property, building or area that results in a net increase in residential units or accommodation and includes [among others]:

- / Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
- / The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification; and
- / Infill development.

Policy 3 of Section 2.2.2 identifies Arterial Mainstreets as target areas for intensification.

Policy 5 identifies the Minimum Density Targets for areas with the greatest potential to support the Rapid Transit and Transit Priority Networks. Carling Avenue, being an Arterial Mainstreet, has a density target of 200 people and jobs per gross hectare.

Policy 10 states that intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met. Taller, denser developments should be located in areas where Rapid Transit can be supported and in areas where there are a mix of uses. Determination of the distribution of building heights should be based on the following criteria outlined in Policy 11:

- a) The location in a Target Area for Intensification or by proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights being located closest to the station or corridor; and
- b) The Design and Compatibility of the development with the surrounding existing context and planned function, as detailed in Section 4.11, with buildings clustered with other buildings of similar height.

Policy 16 of this section speaks to adequate separation between existing and potential future high-rise buildings and that consideration should be given to adjacent sites and their potential to one day develop high-rise buildings.

The proposed development conforms to the policies listed above. The subject lands are within a target area for intensification, being the Carling Avenue Mainstreet, and meet the definition of residential intensification. The proposed development will contribute to transit supportive densities and meet the Design and Compatibility objectives of the Official Plan, discussed in greater detail below. Adequate tower separation from the proposed high-rise tower to the adjacent site is provided.

2.5.1 – Urban Design and Compatibility

Section 2.5.1 sets out design and compatibility objectives, principles, and policies applicable to intensification and infill development within the urban area. The proposal meets the applicable objectives:

<p>To enhance the sense of community by creating and maintaining places with their own distinct identity.</p>	<p>The proposed development is an example of intensification and redevelopment of an underutilized property as the existing uses, including the large surface parking area, are low intensity and do not support transit. It will significantly enhance the streetscape along Carling Avenue and provide different types of housing and commercial uses to the area. High quality design of the buildings and of the property will contribute to a space with its own identity but will function as an integrated part of Carling Avenue.</p>
<p>To define quality public and private spaces through development.</p>	<p>In proposing a mixed-use development, the frontage along Carling will be enlivened by commercial uses and entrances directly onto Carling Avenue. Landscaping and an animated street wall will create a space that is attractive and comfortable for pedestrians. Private spaces, such as the communal amenity terraces and rear yard amenity areas, are proposed to be designed with high quality elements and will be a highlight of the development for residents.</p>
<p>To create places that are safe, accessible and are easy to get to.</p>	<p>Located on an arterial road with cycling infrastructure and within approximately 100 m of a planned rapid transit stop, the proposed development will be easily accessible by car, transit, bike or foot.</p>
<p>To ensure that new development respects the character of existing areas.</p>	<p>Consideration has been given to the design of the frontage and street wall to be compatible with existing front yard setbacks and the planned function of Carling Avenue. Appropriate separation distances and setbacks to adjacent low-rise residential dwellings has been provided and screening measures are proposed.</p>
<p>To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.</p>	<p>This portion of Carling Avenue is characterized by automobile-oriented uses, surface parking lots, and large light industrial properties, which make it a prime location for redevelopment in proximity to transit services. The proposed development will catalyze</p>

	positive change in the area towards the growth and intensification policy objectives of the Official Plan.
To understand and respect natural processes and features in development design.	Landscaping and stormwater infrastructure will serve to manage post development flows of water runoff on the property. A landscaped rear yard, including a pond, contribute natural elements to the site's design.
To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.	A high degree of glazing is proposed for the retirement home and residential components of the building which will aid in capturing natural light and heat. The provision of bicycle parking and proximity to transit provides alternate modes of transportation. Other sustainable design measures will be explored as the project progresses.

4.11 – Urban Design and Compatibility

Policy 2 of Section 4.11 provides compatibility criteria used for evaluating the compatibility of development applications. The proposed development has been evaluated against the compatibility criteria and supports/meets Policy 2 as follows:

Views

- / The proposed development at 22-storeys and nine storeys in height will not adversely impact any protected views.

Building Design

- / 7.01 metres of the frontage along Carling Avenue is to be dedicated to the City as part of the Right-of-Way widening requirements for this section of Carling Avenue. The buildings are setback 0.795 metres from this property limit, resulting in buildings with entrances fronting directly onto Carling Avenue.
- / The ground floor of each building is proposed at 4.5 metre in height with large windows, creating a pedestrian oriented façade at grade. Active entrances are proposed for the residential and commercial elements of the residential tower directly accessible from Carling Avenue.
- / The six-storey podiums of the proposed buildings are broken up physically and visually through articulation and varying materials to lessen the impact of its massing at the street level. Furthermore, the consistent six-storey podiums of both buildings and their similar massing create a new street wall condition that better reflects Carling Avenue's capacity for higher density uses and matches that of other proposed developments along Carling Avenue, including the proposed 24-storey mixed-use building at 1655 Carling Avenue.
- / The combination of punched in and cantilevered balconies, communal terraces above setbacks (Figure 11), ground floor amenity and ancillary uses, and rear yard amenity areas will result in a highly animated site at the ground floor and within outdoor amenity areas.
- / An internal courtyard area is proposed to provide access to the site, the underground parking, surface parking, and loading and servicing spaces. The courtyard is accessed via a double lane entranceway leading to drop off areas in front of each individual building where the main entrances are located and to the underground parking garage entrances. The access ends in a loop that redirects back to the main access off Carling Avenue. This access configuration reduces safety concerns of having vehicles queue along Carling Avenue to turn into the site and also provides space for pickups and drop off for both buildings but particularly retirement home residents who may require accessible transit accommodations or for emergency and medical vehicle access.
- / Each building features a mechanical penthouse above its topmost floor with appropriate screening and setbacks to reduce their visual impact.

Massing and Scale

- / The proposed 22-storey residential tower above a six-storey podium and the matching podium height of the nine-storey retirement home represent a design that conforms to the planned function of Carling Avenue.
- / The proposed design of the building establishes a front yard setback in keeping with prevailing patterns along Carling Avenue. Side yard setbacks reflect and respect the planned function of adjacent properties by incorporating a 2.78 metre side yard setback at the west side yard lot line and a 4.4 metre east side yard setback in addition to a ten (10) metre tower separation setback at the east lot line.
- / Some shadow impacts are anticipated to fall north towards properties along Tillbury Avenue and Tillbury Avenue West as well as to the low rise dwellings east of 1705 Carling Avenue, however, the slim design of the tower, the proposed setbacks, and a large rear yard setback will minimize the impacts to any one property at a given time of the year.
- / Transition to low-rise residential areas north and east of the subject lands is provided via the stepped back podium at the sixth floor, a 17th floor setback in the rear of the high rise apartment tower, a 44.5 metre rear yard setback, and a ten (10) metre tower setback to the east property line.

High-rise Buildings

- / The proposed design includes a 22-storey tower with a six-storey podium that interacts with the pedestrian realm through active frontages at a scale that corresponds to the existing and planned character of an arterial mainstreet, such as Carling Avenue. The nine-storey retirement home also mirrors the six-storey podium of the 22-storey tower.
- / The outdoor spaces proposed as part of the courtyard and rear yard are integrated with other outdoor amenity spaces such as the rear yard terraces of the retirement home and garden.
- / Visually, the six-storey podiums are accentuated by the change in materials, glazing of the tower and the articulation of the façade. This helps to break up the massing of the street wall.
- / The rear yard setback is proposed at 35.7 metres at its most narrow point to the retirement home, however, the rear yard is quite large and the residential tower is setback 44.5 metres from the rear lot line.
- / A tower separation distance of 44.6 metres to the rear yard lot line and a tower separation of 10 metres to the east side yard lot line is proposed in the design to accommodate any potential future towers on adjacent properties. Additionally, an 18.57 metre separation distance is proposed between the main wall of the 22-storey tower and the nine-storey retirement home building.
- / The 22-storey tower is designed with a typical base, middle, and top.
 - The base portion of the building features a 4.5 metre ground floor which complements the existing streetwall of other commercial and residential uses along Carling Avenue in the area and matches the design and scale of the retirement home's ground floor. Both buildings feature podiums that are six-storeys in height, similar to other proposals along Carling Avenue such as at 1655 Carling Avenue.
 - The tower portion of the building is setback enough to allow a potential future tower on the adjacent property to the east

Outdoor Amenity Areas

- / Setbacks and setbacks are proposed to create enough separation from adjacent outdoor amenity areas of existing residential dwellings to the east. Although the adjacent dwellings along Tillbury Avenue and to the west of the subject lands do not have outdoor amenity areas, sufficient separation is still maintained.
- / The large hedge along the north property line and portions of the west property line will be maintained to ensure continued privacy for the rear yard area, particularly for the retirement home which is introducing a garden and amenity area in the rear yard as well as a terrace at the ground floor.

- / The proposed development includes large terraced areas above the sixth floor along the front façade of both buildings and a second terrace at the fifth floor in the rear of the retirement home. A rooftop terrace is also proposed for the 22nd floor of the rental tower and a small terrace at the rear of the 17th storey.

Public Art

- / No public art is proposed for this development.

Design Priority Areas

- / Arterial Mainstreets are designated as design priority areas.
- / The ground floor is proposed at 4.5 metres in height with glazing and is planned to accommodate ground floor commercial uses and amenity uses. Active entrances are proposed for the residential tower.
- / The design elements of both buildings include punched in balconies, cantilevered balconies, vertical articulations, projections, and stepbacks to soften the interface with the public realm and create a visually engaging façade. Changing materials and colours help to define the ground floor from those above as well as other elements of the buildings such as the change in colours above the stepbacks.
- / Modern and elegant materials are proposed including glass, masonry veneer brick, and artificial stone.
- / An enhanced pedestrian-oriented frontage will be included as part of the design, particularly at those areas where entrances open onto Carling Avenue.
- / The massing and scale of the development allows for adequate separation of the buildings as well as adequate transition to adjacent properties while still creating private spaces for residents in the rear yard and through terraced areas that will make this an attractive, functional, and desirable place to call home.

First Nations Peoples Design Interest

- / The proposed development is not located on public lands or First Nations Peoples lands.

The proposed development's design elements are compatible with the criteria and design objectives listed in Sections 2.5.1 and 4.11 of the Official Plan.

4.4 Urban Design Guidelines for Transit Oriented Development

Transit Oriented Development (TOD) is generally considered to be medium or high-density development within 600 metres walking distance of a rapid transit stop or station. Given that the subject lands are within approximately 100 metres of a planned rapid transit stop, the following guidelines are applicable and have been met by the proposed design, among others:

- G.1** Provide transit supportive land uses within a 600-metre walking distance of a rapid transit stop or station. Transit-supportive land uses encourage transit use and transportation network efficiency as they establish high residential and/or employee densities;
- G.3** Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. Elements include a variety of different housing types, employment, local services and amenities that are consistent with the policy framework of the Official Plan and the City's Zoning By-Law. The mix of different uses can all be within one building and/or within different buildings within close proximity of one another;

- G.7** Locate buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit. Coordinate the location and integration of transit stops and shelters early in the design process to ensure sufficient space and adequate design;
- G.9** Create transition in scale between higher intensity development around the transit station and adjacent lower intensity communities by stepping down building heights and densities from the transit station;
- G.11** Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street;
- G.14** Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians;
- G.29** Provide convenient and attractive bicycle parking that is close to building entrances, protected from the weather, visible from the interior of the building and that does not impede the movement of pedestrians;
- G.35** Locate parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building. For buildings on corner sites, avoid locating parking lots on an exterior side;
- G.39** Encourage underground parking or parking structures over surface parking lots. Locate parking structures so that they do not impede pedestrian flows and design them with active street-level facades, including commercial uses and/or building articulation, non-transparent windows or soft and hard landscaping;

The proposed development incorporates many of the TOD urban design recommendations listed above and will contribute a transit supportive building and streetscape to this portion of Carling Avenue.

4.5 Urban Design Guidelines for Development Along Arterial Mainstreets

Arterial Mainstreets are generally characterised as post-1945 automobile-oriented streets with lower densities, larger buildings, varied setbacks, and single purpose commercial uses. The guidelines propose recommendations for urban design measures intended to support compatible development that respects the character of existing streets and adjacent neighbourhoods while promoting a gradual transformation to a more compact, pedestrian friendly pattern of development. This transformation is intended to be accommodated through a combination of higher density mixed-use and residential developments and the redevelopment of surface parking lots. The proposed development meets the following recommendations, among others:

- G.1** Locate new buildings along the public street edge;
- G.5** Provide streetscape elements such as trees, decorative paving, benches and bicycle parking between the building and the curb. These elements should match approved streetscape design plans for the area, or where there is no streetscape design plan, they should match and extend the existing context;
- G.6** Set new buildings 0 to 3.0 metres back from the front property line, and 0 to 3.0 metres back from the side property line for corner sites, in order to define the street edge and provide space for pedestrian activities and landscaping;
- G.11** Create intensified, mixed-use development, incorporating public amenities such as bus stops and transit shelters, at nodes and gateways by concentrating height and mass at these locations;

- G.13** Ensure that buildings occupy the majority of the lot frontage. If the site is on a corner, situate the building at the lot line with the entrance at the corner;
- G.14** Create a transition in the scale and density of the built form on the site when located next to lower density neighbourhoods to mitigate any potential impact;
- G.15** Landscape the area in front of a building wall and use projections, recesses, arcades, awnings, colour and texture to reduce the visual size of any unglazed walls;
- G.18** Use clear windows and doors to make the pedestrian level façade of walls, facing the street, highly transparent. Locate active uses along the street at grade, such as restaurants, specialty in-store boutiques, food concessions, seating areas, offices and lobbies;
- G.21** Provide unobstructed pedestrian walkways that are a minimum of 2.0 metres wide along any façade with a customer entrance, along any façade adjacent to parking areas, and between the primary entrance and the public sidewalk. Provide additional width where doors swing out and car bumpers can potentially interfere with the walkway. Make all other on-site pedestrian walkways at least 1.5 metres wide;
- G.27** Locate surface parking spaces at the side or rear of buildings. Provide only the minimum number of parking spaces required by the Zoning By-law;
- G.35** Provide a minimum 3.0 metre wide landscape area, which may include a solid wall or fence in addition to planting, at the edges of sites adjacent to residential or institutional properties;
- G.40** Landscape areas between the building and the sidewalk with foundation planting, trees, street furniture, and walkways to the public sidewalk.

The proposed design of the building includes many of the above-mentioned urban design recommendations, among others, appropriate for new development along Arterial Mainstreets.

4.6 Urban Design Guidelines for High-Rise Buildings

The City of Ottawa's Urban Design Guidelines for High-rise Buildings was approved by City Council on May 23, 2018 and provides recommendations for urban design and guidelines to be used during the review of development proposals. The proposed development meets the following recommendations, among others:

- G.1.12** Include base buildings that relate directly to the height and typology of the existing or planned streetwall context;
- G.1.16** When a proposed high-rise building abuts properties where a high-rise building is permitted, the lot should be of sufficient size to achieve tower separation, setback, and step back:
 - / 1,800m² for an interior lot or a through lot;
- G.1.17** When a proposed high-rise building abuts lots where only low-rise residential buildings are permitted, the lot should be of sufficient width or depth to establish the desirable transition:
 - / in the Central Area and the emerging downtown districts the lot should be of sufficient size to establish a minimum 20m tower setback from the abutting low-rise residential properties
- G.2.1** Enhance and create the overall pedestrian experience in the immediate surrounding public spaces (including POPS) through the design of the lower portion, typically the base, of the building, which:
 - / fits into the existing urban fabric, animates existing public spaces, and frames existing views; and

- / creates a new urban fabric, defines and animates new public spaces, and establishes new views.

- G.2.16** Additional height may be appropriate through the provision of step backs and architectural articulation, particularly on wider streets and deeper lots.
- G.2.18** Where there is an existing context of streetwall buildings with consistent height, the base of the proposed high-rise building should respect this condition through setbacks and architectural articulation.
- G.2.20** Respect the character and vertical rhythm of the adjacent properties and create a comfortable pedestrian scale by:
- / breaking up a long façade vertically through massing and architectural articulation to fit into the existing finer grain-built form context
- G.2.23** The ground floor of the base should be animated and highly transparent. Avoid blank walls, but if necessary, articulate them with the same materials, rhythm, and high-quality design as more active and animated frontages.
- G.2.29** Step back the tower, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening skyviews:
- / a step back of 3m or greater is encouraged.
 - / the minimum step back, including the balconies, should be 1.5m; and
 - / where development lots are very narrow (less than 30m), such as in the Central Area and emerging downtown districts, and a step back is difficult to achieve, use various design techniques to visually delineate the tower from the base (Figure 2-16). Use other measures to mitigate shadow and wind impacts.
- G.2.32** Articulate the tower with high-quality, sustainable materials and finishes to promote design excellence, innovation, and building longevity, including:
- / orienting and shaping the tower to improve building energy performance, natural ventilation, and daylighting;
 - / articulating the facades to respond to changes in solar orientation, wind effects, and context.
- G.2.36** Integrate roof-top mechanical or telecommunications equipment, signage, and amenity spaces into the design and massing of the upper floors.
- G.2.13** Place the base of a high-rise building to form continuous building edges along streets, parks, and public spaces or Privately Owned Public Space (POPS):
- / in the absence of an existing context of street wall buildings, create a new street wall condition to allow for phased development and evolution

The proposed development is of a high-quality design and responds to the recommendations of the Urban Design Guidelines for High Rise Buildings.

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

The subject lands are split zoned with AM10 (Arterial Mainstreet – Subzone 10) applicable to most of the southern portion of the property and R1O (Residential First Density – Subzone O) on the northern portion of the property (Figure 15). Additionally, the subject lands are within the Mature Neighbourhoods Overlay of the

zoning by-law, however, as the proposed development is a 22-storey high-rise apartment dwelling and a nine-storey retirement home, these provisions are not applicable.

The purpose of the Arterial Mainstreet zoning is to accommodate a broad range of uses including retail, service commercial, offices, residential, and institutional uses, in mixed-use buildings or in separate buildings as well as impose development standards that encourage intensification which is compatible with surrounding uses. A wide range of uses are permitted in Arterial Mainstreet zones, including a retirement home, however, an apartment dwelling, high-rise is not a permitted use in the Arterial Mainstreet zone and will be added as part of the Zoning By-law Amendment.

The purpose of the Residential First Density zone is to restrict building forms to single detached dwellings in areas designated as General Urban Area in the Official Plan while allowing a number of other residential housing choices within single detached dwellings and permitting ancillary uses to the principal residence in a manner that is compatible with existing land use patterns.

The Zoning By-law Amendment application is intended to remove the R1O zoning and apply AM10 zoning to the entire site.



Figure 15. Current zoning applicable to the subject lands.

4.7.1 Proposed Zoning

As discussed above, it is proposed that the Residential First Density – Subzone O zoning be removed from the northern portion of the property and that the entire property be re-zoned to Arterial Mainstreet – Subzone 10 with site specific exceptions, as demonstrated in Figure 16 below.

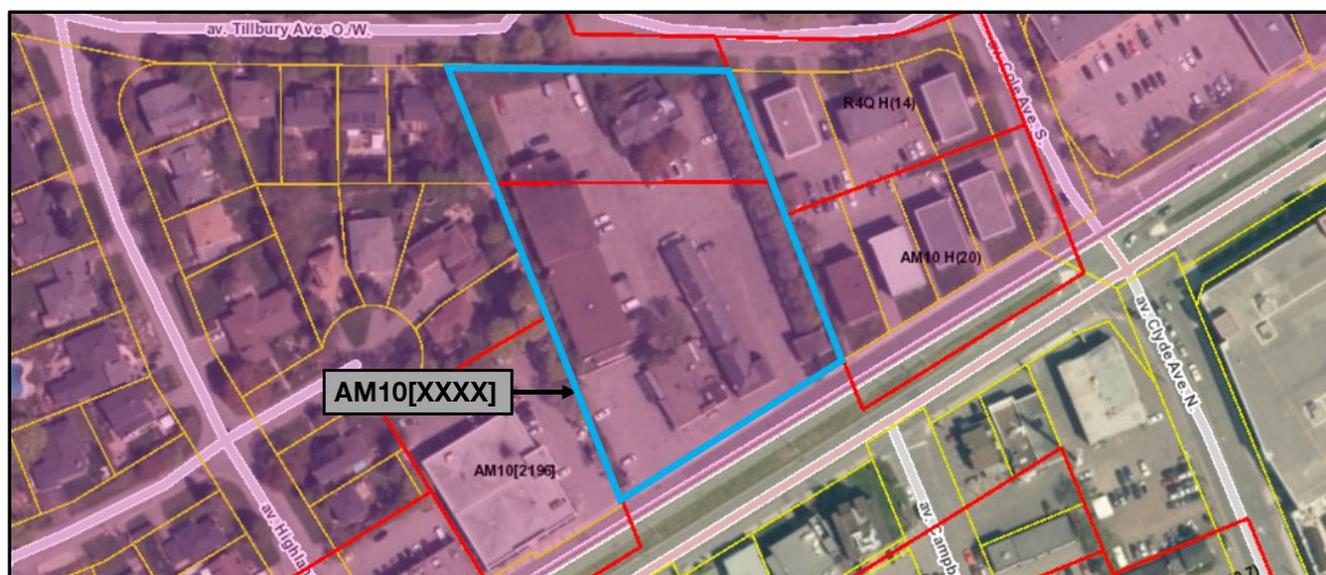


Figure 16. Proposed Arterial Mainstreet – Subzone 10 zoning.

The table below demonstrates a comparison of Arterial Mainstreet – Subzone 10 zoning provisions and what is proposed. Compliance with the provision is marked by a green checkmark and deficiencies are marked by a red X.

Zoning Mechanism	Arterial Mainstreet - Subzone 10	Proposed	Compliance
Minimum Lot Area	No minimum	8,928 m ²	✓
Minimum Lot Width	No minimum	77.75 m	✓
Minimum Front and Corner Side Yard	The minimum front and corner side yard setback for all buildings is 0 metres, and at least 50% of the frontage along the front lot line and corner side lot line must be occupied by building walls located within 4.5 metres of the frontage for a Residential use building, and within 3.0 metres for Non-residential and Mixed use buildings.	0.795 m 62.2% (48.4 m) of frontage occupied by buildings walls within 3.0 metres of front lot line	✓ ✓
Minimum Interior Side Yard Setback	Abutting a residential zone: 3.0 metres for the first 20 metres back from the street, 7.5 metres beyond 20 metres back from the street, All other cases: No minimum	West Side: 2.78 m abutting AM10[2196] zone; 6.67 m abutting R10 zone East Side: 4.39 m abutting AM10H(20); 10.14 m abutting R4QH(14)	✗ ✗ ✓ ✓
Minimum Rear Yard Setback	(i) 3.0 metres for any building wall within 20 metres of a lot line abutting a public street;	Retirement Home 35.73 m	✓

Zoning Mechanism		Arterial Mainstreet - Subzone 10	Proposed	Compliance
		(ii) 7.5 metres in all other cases	High-rise Apartment 44.5 m	✓
Building Height	Minimum	Any portion of a building located within 10 metres of a front lot line or corner lot line must satisfy the following minimum building heights: (i) if the building is a non-residential or mixed-use building, the ground floor requires a minimum height of 4.5 metres; and (ii) the minimum building height required is 7.5 metres, and must contain at least two storeys.	Ground floor height: 4.5 m	✓
	Maximum	In any area up to and including 20 metres from a rear lot line abutting a R1, R2 or R3 zone: 11 m In any area up to and including 20 metres from a rear lot line abutting an R4 zone: 15 m In any area over 20 metres and up to and including 30 metres from a rear lot line abutting a R1, R2, R3, or R4 zone: 20 m In any area outside of the areas identified in (i) through (iii) above; and, up to 7.5 metres from that part of a side lot line within 20 metres of a street and abutting a R1, R2, R3 or R4 zone: 15 m In all other cases: 30 m	Max height: 72.51 m	✗
Minimum Required Resident Parking (Area Y)		High-rise Apartment: After the first 12 units, 0.5 spaces per dwelling unit $194 - 12 = 182 \times 0.5 = 91$ spaces Retirement Home: After the first 12 units, 0.25 per dwelling unit or rooming unit plus 1 per 100 m ² of GFA used for medical, health, or personal services. $160 - 12 = 148 \times 0.25 = 37$ spaces 179 m ² of service areas = 2 space Total = 39 spaces	169 spaces 66 spaces	✓ ✓
Minimum Required Visitor Parking (Area Y)		High-rise Apartment: 0.1 per dwelling unit, after first 12 units No more than 30 spaces $194 - 12 = 182 \times 0.1 = 18$ spaces	18 spaces	✓

Zoning Mechanism	Arterial Mainstreet - Subzone 10	Proposed	Compliance
Required Commercial Parking	<p>in the case of a retail food store with a gross floor area of 1500 square metres or less, no off-street motor vehicle parking is required to be provided.</p> <p>in the case of a restaurant with a gross floor area of 350 square metres or less, no off-street motor vehicle parking is required to be provided.</p> <p>in the case of any other non-residential use with a gross floor area of 500 square metres or less, no off-street motor vehicle parking is required to be provided.</p> <p>160 m² proposed, no parking required</p>	0 spaces	✓
Minimum Parking Space Dimensions	2.6 m x 5.2 m	2.6 m x 5.2 m	✓
Aisle and Driveway Provisions	<p>A driveway providing access to a parking lot or parking garage must have a minimum width of:</p> <ul style="list-style-type: none"> - in the case of a parking lot, 6.7 metres for a double traffic lane - in the case of a parking garage, min. 6.0 metres for all, and max 6.7 m for a double traffic lane when 20 or more parking spaces for an apartment high-rise <p>An aisle providing access to parking spaces in a parking lot or parking garage:</p> <ul style="list-style-type: none"> (i) must comply with the minimum required width specified in Table 107 – between 56 and 90 degrees = 6.7 metres (ii) despite (i), in the case of a parking garage, an aisle servicing parking spaces angled at between 56 and 90 degrees must be at least 6.0 metres wide 	<p>Driveway: 6.7 m</p> <p>Parking garage driveway – retirement home: 6.87 m</p> <p>Parking garage driveway – high rise apartment: 6.5 m</p> <p>Parking lot: 6.7 m</p> <p>Parking garage: 6.0 m up to 6.7 m</p>	<p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p>
Minimum Number of Bicycle Parking Spaces	<p>High-rise Apartment: 0.5 per dwelling unit 194 x 0.5 = 97 spaces</p> <p>1 per 250 m² of Commercial GFA 160/250 = 0.64 spaces = 1 space</p> <p>Retirement Home:</p>	<p>97 spaces</p> <p>1 space</p> <p>40 spaces</p>	<p>✓</p> <p>✓</p> <p>✓</p>

Zoning Mechanism	Arterial Mainstreet - Subzone 10	Proposed	Compliance
	0.25 per dwelling unit 0.25 x 108 = 27 spaces		
Minimum Required Private Amenity Area	High-rise apartment: 6 m ² per dwelling unit, and 10% of the gross floor area of each rooming unit 6 m ² x 194 = 1,164 m ²	1,580 m ²	✓
	Retirement Home: 6 m ² per dwelling unit, and 10% of the gross floor area of each rooming unit 6 m ² x 160 = 960 m ²	2,624 m ²	✓
Minimum Required Communal Amenity Area	High-rise Apartment: A minimum of 50% of the required total amenity area = 582 m ²	715 m ²	✓
	Retirement Home: A minimum of 50% of the required total amenity area = 480 m ²	2,241 m ²	✓
	Aggregated into areas up to 54 m ² , and where more than one aggregated area is provided, at least one must be a minimum of 54 m ²		
Landscaping Provisions for Parking Lots	A minimum of 15% of the area of any parking lot, whether a principal or an accessory use, must be provided as perimeter or interior landscaped area. Minimum required width of a landscaped buffer of a parking lot: For a parking lot containing more than 10 but fewer than 100 spaces, (b) Not abutting a street: 1.5 m	Min. 1.5 m, greater in most instances as demonstrated on Site Plan	✓
Ground Floor Façade	The ground floor façade facing a public street of a building located within 4.5 metres of the front lot line or corner side lot line must include:	Front yard setback: 0.795 m	✓
	(i) a minimum of one active entrance from each individual occupancy located immediately adjacent to the front lot line or corner side lot line in the case of non-residential uses; and (ii) a minimum of one active entrance in the case of a residential use building; where an active entrance is angled on the corner of the building, such that it faces the intersection of the arterial mainstreet and a side street	Active entrances are proposed along Carling Avenue for the commercial and residential components of the high-rise apartment tower. No active entrances along Carling Avenue	✓ ✗

Zoning Mechanism	Arterial Mainstreet - Subzone 10	Proposed	Compliance
	<p>intersecting the arterial mainstreet, it is deemed to face both streets;</p> <p>A minimum of 50% of the surface area of the ground floor façade, measured from the average grade up to a height of 4.5 metres, facing a public street must be comprised of transparent glazing and active customer or resident entrance access doors.</p>	<p>are proposed for the retirement home.</p> <p>> 50% of the ground floor façade of both buildings is comprised of transparent glazing and active entrances.</p>	✓

4.8 Planned Unit Development Provisions

The provisions of Section 131 – Planned Unit Development are applicable to the proposed development as two buildings are proposed on one lot. The table below demonstrates a comparison of the Planned Unit Development provisions of the zoning by-law to what is being proposed as part of this development and whether or not compliance is met.

Zoning Mechanism	Requirement: Section 131 - Planned Unit Development	Proposed	Compliance
Minimum Width of Private Way	6 m	6.7 m	✓
Minimum Setback for any Wall of a Residential Use Building to a Private Way	Notwithstanding any front yard setback requirement associated with any zone or subzone, the minimum setback for any wall of a residential use building to a private way is 1.8 metres	2.39 m	✓
Minimum Setback for any Garage or Carport Entrance from a Private Way	5.2 m	N/A	✓
Minimum separation area between buildings within a planned unit development	(a) where the height of abutting buildings within the PUD is less than or equal to 14.5 metres	16.77 m	✓
	(b) all other cases		
Parking	<p>(a) In addition to providing parking pursuant to Section 100 of this by-law, parking within a planned unit development may be located anywhere within the development, whether or not the development parcels within the planned unit development are severed.</p> <p>(b) Required visitor parking may be provided as parallel parking on a private way, provided the private way has a minimum width of 8.5 metres.</p>	Shared underground parking located within the development, 19 surface parking spaces	✓

Landscaping and Parking	<p>(a) In the case of a planned unit development consisting of detached, linked-detached, semi-detached, three-unit or townhouse dwellings, or any combination thereof, all lands located between the dwelling unit or oversize dwelling unit, the extension of the main wall of the dwelling unit or oversize dwelling unit, and the private way are to be landscaped with soft landscaping, other than the area used for a driveway leading to the dwelling unit's associated parking space, garage or carport.</p> <p>(b) In no case may any dwelling unit or oversize dwelling unit located within a planned unit development that has its own driveway leading to its associated parking space, garage or carport have a driveway that is wider than the associated parking space, garage, or carport. Furthermore, the remaining area between the dwelling unit or oversize dwelling unit and the private way must be landscaped with soft landscaping, with the exception of a walkway of no more than 1.25 metres in width.</p>	N/A	✓
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4.9 High-rise Zoning Provisions

The City of Ottawa is in the process of implementing new High-Rise Zoning Provisions. The initial staff report was presented to Planning Committee on September 26, 2019, however, the provisions have been appealed since then and are therefore not in force and not applicable to the proposed development. A comparison of the provisions and the proposed development are presented in the table below purely as a reference.

Proposed Provisions		Area A Outside MD Zone but within Greenbelt	Proposed	Compliance
Minimum Lot Area	Corner Lot	1,150 m ²	N/A	N/A
	Interior Lot	1,350 m ²	8,928.0 m ²	✓
Definition of Tower		That portion of a building over 9 storeys or a height equal to the width of the widest public street abutting a lot line, whichever is less		
Minimum Interior Side and Rear Yard Setbacks for a Tower		10 m	Interior Side Yard: 10 m Rear Yard: 44.6 m	✓
Minimum Separation Distance Between Towers on the Same Lot		20 m	N/A, but 19.57 m separation distance between tower and retirement home is proposed	✓

4.10 Relief Required

Per this Major Zoning By-law Amendment Application, relief is required from the following zoning provisions:

Addition of Apartment Dwelling, High Rise to the list of permitted uses.

- / The proposed development includes a 22-storey tower, which, under the definitions of the Zoning By-law, is considered to be a high-rise building. This use is not listed under the permitted uses of the Arterial Mainstreet zone, however, given the context of the area surrounding the site as well as the proposed development's compatibility with adjacent existing and planned development, and its conformity to Official Plan policies, we are of the opinion that an Apartment Dwelling, High Rise is an appropriate use.

A maximum building height of 72.51 metres.

- / Existing zoning on the property limits the height of a building to a maximum of 30 metres within the AM10 zoned area and 8 metres within the R1O zoned area. The Arterial Mainstreet designation of the Official Plan contemplates building heights up to nine storeys. Furthermore, the policies of the Official Plan identify criteria for permitting development above nine storeys, including the following which are met by the proposed development:
 - within 400 metres walking distance of a Rapid Transit Station on Schedule D of this Plan; or
 - directly abutting an intersection of the Mainstreet with another Mainstreet or a Transit Priority Corridor on Schedule D of this Plan; or
 - and where the development provides a community amenity and adequate transition is provided to adjacent low-rise.

The proposed development is located within approximately 100 metres of a planned rapid transit station on Schedule D of the Official Plan, as discussed above. Additionally, the proposed design of the building provides adequate separation to adjacent low-rise buildings, for the reasons discussed in this report. Provision of a community amenity is being negotiated and will be included as part of Section 37 Community Benefits. The urban design and compatibility criteria of Section 2.5.1 and 4.11 have been met.

Relief from Ground Floor Façade Active Entrances Provision

- / The Arterial Mainstreet – Subzone 10 (AM10) zoning applicable to the site contains the following provision:

The ground floor façade facing a public street of a building located within 4.5 metres of the front lot line or corner side lot line must include:

- i. *a minimum of one active entrance from each individual occupancy located immediately adjacent to the front lot line or corner side lot line in the case of non-residential uses; and*
 - ii. *a minimum of one active entrance in the case of a residential use building; where an active entrance is angled on the corner of the building, such that it faces the intersection of the arterial mainstreet and a side street intersecting the arterial mainstreet, it is deemed to face both streets;*
- / The residential high-rise apartment building contains an active entrance for its commercial unit as well as an active entrance for the residential component of the building. Functionally, this tower acts as a true mixed-use building with a commercial unit on the ground floor accessible to the public directly from Carling Avenue and the frontage of the building reflects this function. A pathway connecting Carling Avenue to the ground floor of the residential high-rise is proposed in addition to a small entrance area in front of the commercial unit entrance, both of which contribute to a pedestrian oriented frontage at this location.

On the other hand, the retirement building does not function as a true mixed-use building. Although there are similarities in the form of the buildings, for example the ground floor of the retirement home contains amenity spaces and personal services with residential dwellings above, the function of a retirement home is quite different. The amenity areas and personal services at the ground floor are for the exclusive use of the residents and staff of the retirement home and do not serve the public, therefore having active entrances that open directly onto Carling Avenue is unnecessary and could pose safety and security concerns for vulnerable elderly residents. It was further rationalized that the retirement home main entrance would be better suited for the interior of the site to be accessed via a drive aisle with layby drop-off lanes rather than directly on Carling Avenue as this would cause issues with the high volume of traffic on Carling Avenue. As a result of these concerns, the entrance must be interior to the site and therefore the active entrance provision listed above cannot be met.

Relief from Interior Side Yard Setbacks

- / The Arterial Mainstreet – Subzone 10 (AM10) zoning applicable to the site contains the following provision for interior side yards:

Abutting a residential zone:

- 3.0 metres for the first 20 metres back from the street,
- 7.5 metres beyond 20 metres back from the street,

All other cases: No minimum

The western interior side yard setback that is proposed as part of this design would be deficient for both the portion that is within the first 20 metres from the street as well as the portion that is beyond 20 metres back from the street. The setbacks proposed are 2.78 m abutting the AM10[2196] zone within the first 20 metres back from the street, and 6.67 m abutting the R10 zone beyond 20 metres back from the street. This would mean the setbacks are deficient by 0.22 metres and 0.83 metres respectively, which are both minor deviations from the requirement. The minor deficiencies are the result of the proposed development's design which includes a generous rear yard amenity area, west side yard amenity area, a double wide vehicle access interior to the site, a drive loop, and sufficient separation distance between buildings.

Relief from Provisions of Section 139

- / The subject lands are within the City of Ottawa's Mature Neighbourhoods Overlay and would be required to meet the provisions of Section 139: Low-Rise Residential Infill Development in the Mature Neighbourhoods Overlay. As part of this amendment application, we are seeking a blanket removal of the Section 139 provisions. Carling Avenue is identified as the southernmost boundary of the Mature Neighbourhoods Overlay in this area, which makes sense as much of the area north of Carling Avenue are mature residential dwellings while south of Carling Avenue is a higher concentration of commercial and industrial uses, particularly in areas close to Highway 417. Given that Carling Avenue is an arterial road with transit services, it does not serve as a residential character street but rather a large, fast moving right of way and the applicable policies of the Official Plan (as discussed in this report) reflect this character. The proposed development is designed with heights reaching 22-storeys with mixed-uses on the ground floor fronting Carling Avenue which would contribute to its character as an Arterial Mainstreet; therefore, the provisions of Section 139 should not be applied.

5.0 Supporting Studies

5.1 Servicing and Stormwater Management Report

A Servicing and Stormwater Management Report was prepared by Novatech on April 15, 2020. The report indicates that water and sanitary servicing can be connected to the site via Tillbury Avenue with adequate flow, pressure, and capacity for the proposed development. An underground storage system will be used for stormwater storage and is proposed for the rear of the site. Additionally, sediment and erosion control measures will be implemented prior to and during construction.

5.2 Geotechnical Investigation

A Geotechnical Investigation was completed by Paterson Group on November 14^h, 2019 to determine an overview of the work program going forward. For the foundation design data to be applicable, the following aspects of the work program should be performed by a geotechnical consultant to meet the materials testing and observation services requirements:

- / Review of the geotechnical aspects of the excavation contractor's shoring design, prior to construction.
- / Review the bedrock stabilization and excavation requirements.
- / Observation of all bearing surfaces prior to the placement of concrete.
- / Sampling and testing of the concrete and fill materials used.
- / Periodic observation of the condition of unsupported excavation side slopes in excess of 3 m in height, if applicable.
- / Observation of all subgrades prior to backfilling.
- / Field density tests to determine the level of compaction achieved.
- / Sampling and testing of the bituminous concrete including mix design reviews.

5.3 Roadway Traffic Noise Assessment

A noise assessment was prepared by Gradient Wind on April 13, 2020 to determine the impacts of roadway traffic noise on the development. The study indicates that the highest noise levels are anticipated at the south façade facing Carling Avenue and Highway 417. This façade may require building components with a higher Sound Transmission Class (STC) rating where noise levels exceed 65 dBA. The proposed development will require central air conditioning or a similar ventilation system to allow occupants to keep their windows closed and maintain a comfortable sound level in their living spaces. The noise levels in the rear yard and the retirement home terrace do not exceed the 55 dBA criteria and no mitigation measures are proposed. Warning clauses are proposed to be included in all Lease, Purchase and Sale Agreements.

5.4 Phase I and II Environmental Site Assessment

Both a Phase I and a Phase II Environmental Site Assessment were completed by Paterson Group. The Phase I ESA was prepared on December 29, 2017 and the Phase II ESA was completed on November 14, 2019. Based on the initial investigations of the Phase I ESA, which revealed Areas of Potential Environmental Concern due to above-ground heating oil tanks, the recommendation from Paterson Group was to undergo a Phase II ESA. The Phase II ESA determined that soil samples had some concentration of petroleum hydrocarbons but that they were in compliance with MOECC standards. Groundwater sampling on the site revealed some slightly elevated levels of chloroform in the water likely due to nearby leaking water services, and although they slightly exceeded MOECC standards, the chloroform is not considered to be a contaminant in the groundwater and is not considered to pose a threat to the soil and groundwater at the site. All existing water services on the site will be decommissioned during redevelopment, as a result, any sources (leaking water services) will be eliminated.

5.5 Transportation Impact Assessment

A Transportation Impact Assessment was prepared by Novatech in April 2020. The report indicates that the net increase in trips generated by the proposed redevelopment is approximately 55 person trips in the AM and PM peak hours, which includes a increase of approximately 24 vehicle trips in the AM peak hour and 23 vehicle trips in the PM peak hour. The proposed redevelopment is projected to generate an additional 11 transit trips in both the AM and PM peak hours. No capacity problems are anticipated on OC Transpo routes 50 and 85. Additionally, the report indicates that all required Transit Demand Management (TDM) supportive design and infrastructure measures in the TDM checklist are met. Based on these findings, among others, the report recommends that the proposed development is acceptable from a transportation perspective.

5.6 Pedestrian Level Wind Study

The report was completed by Gradient Wind on April 21, 2020. The study was able to determine that the outdoor amenity area in the rear yard is suitable for sitting and standing during the summer season and that all other grade-level areas within the surrounding development will be acceptable for the intended uses throughout the year. The retirement home second floor amenity area and terrace is calm and suitable for seating year-round while the 5th level terraces may require some wind barriers to mitigate some of the impacts. Overall, within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no pedestrian areas surrounding the subject site at grade level or within the common amenity terraces were found to experience conditions that could be considered uncomfortable or dangerous.

6.0 Conclusion

It is our professional opinion that the proposed Major Zoning By-law Amendment and Site Plan Control applications are appropriate, represent good planning, and are in the public interest.

The proposal is consistent with the Provincial Policy Statement (PPS) by providing efficient and appropriate development on lands within the urban boundary and in an intensification target area which can support transit and contributes to the range of housing options available in the community.

The proposed development conforms to the Official Plan's vision for managing growth in the urban area and meets the policies for Arterial Mainstreets. The proposal responds to its context by respecting the existing residential dwellings of the area and contributing to the planned built form along Carling Avenue. The development meets the urban design and compatibility objectives, principles, and policies in Sections 2.5.1 and 4.11 of the Official Plan.

The proposed development meets the applicable requirements of the Comprehensive Zoning By-law 2008-250. The requested amendments are appropriate and will not create undue negative impacts on the community or surrounding properties.

Sincerely,



Nick Sutherland, MCIP RPP, LEED GA
Planner



Kersten Nitsche, MCIP RPP
Senior Planner