

Zoning Confirmation Report

1657 Carling Avenue + 386 Tillbury Avenue

1.0 Overview

1.1 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Inside Edge Property (the “Owner”) to prepare this Zoning Confirmation Report in support of an application for the lands at 1657 Carling Avenue and 386 Tillbury Avenue, legally described as Part of Lot 2, Registered Plan 492 and Part of Block 4, Registered Plan 310595 in the City of Ottawa. The purpose of this application is to amend the existing site zoning to allow redevelopment of the lands with a 28-storey residential apartment building including ground floor commercial, sited on a podium that transitions from 6 to 9 storeys.

1.2 General Site Information

Legal Description	Part of Lot 2, Registered Plan 492 and Part of Block 4, Registered Plan 310595, Geographic Township of Nepean
Zoning By-law (2008-250)	Arterial Mainstreet (AM10) Residential Fourth Density, Subzone UC (R4UC)
City of Ottawa Official Plan (2022)	Inner Urban Transect; Corridor - Mainstreet (Evolving Overlay)
Schedule 1A Area	Area Y
Prepared	January 21, 2025

1.3 Proposed Development

The proposed development consists of a high-rise, 28-storey residential tower massed towards Carling Avenue and sited on a 6-storey podium at the street edge which transitions upward to 9 storeys alongside and behind the tower, and again downward to 6- and 4-storeys towards Tillbury Avenue (Figure 2). The building consists of 370 residential units. Ground floor commercial units are proposed in an amount of ~357 m², divided into four street-fronting units.

Site access is provided by a right-in, right-out driveway aisle on Carling Avenue and a full movement driveway aisle fronting onto Tillbury Avenue (Figure 1). Surface parking spaces are proposed for rideshare/carshare services, delivery services, and retail customers. Underground parking is provided for residential tenants and visitors. The parking space distribution is noted in the Zoning Compliance Table. Bicycle parking is proposed for tenants at a 1:1 ratio. Convenience bicycle parking to support the commercial uses is also proposed.

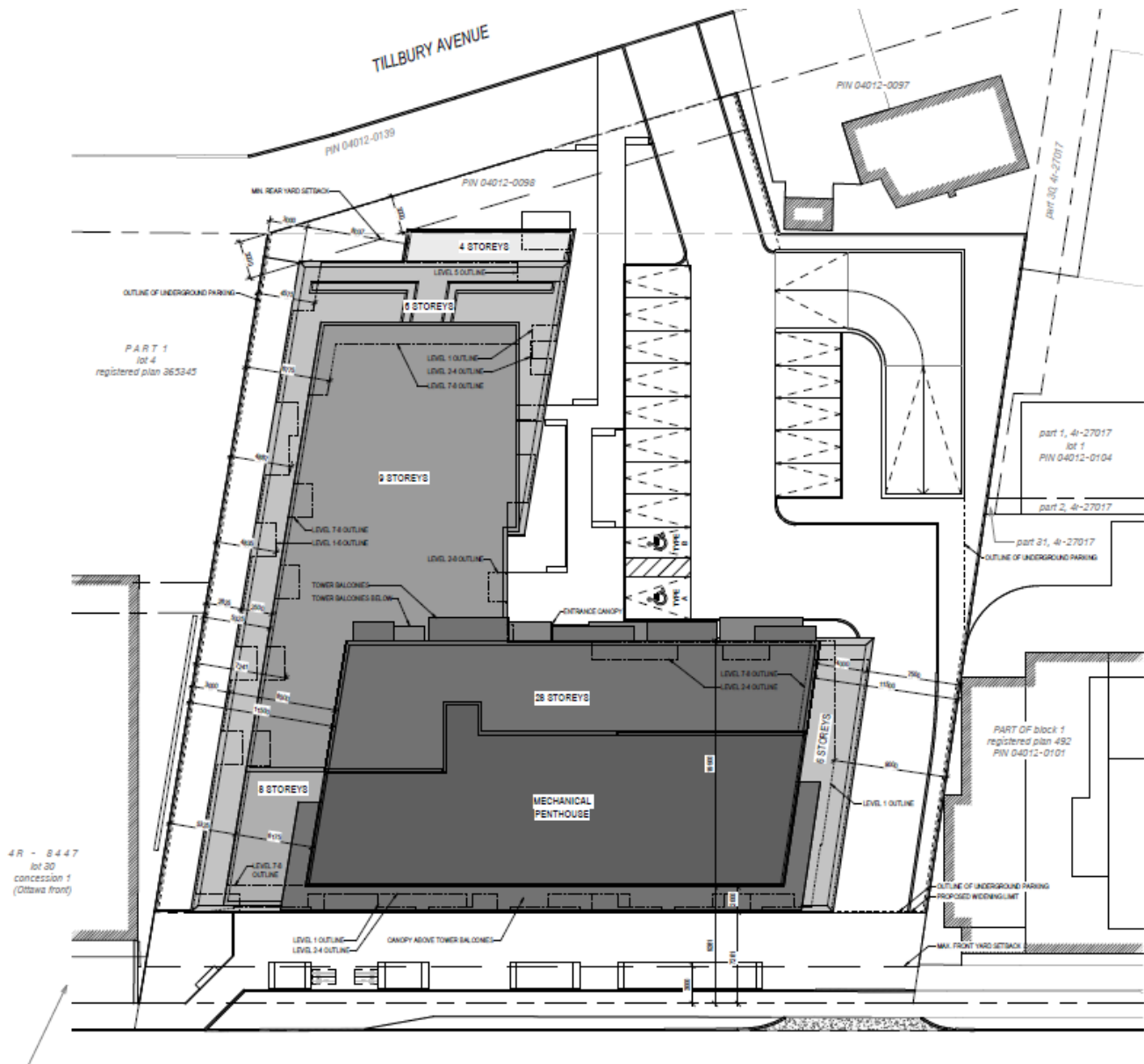


Figure 1: Excerpt from Proposed Site Plan.



Figure 2: Perspective Renderings.

2.0 Zoning Compliance

2.1 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 R4UC (Residential Fourth Density – Subzone UC) on the northern portion of the property (Figure 3). Additionally, the subject lands are within the Mature Neighbourhoods Overlay of the Zoning By-law, however, as the proposed development is a 28-storey mixed-use, high-rise building with dwelling units, these provisions are not appropriate.

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. The proposed use, Apartment Dwelling, High Rise, is a permitted use within the applicable zoning where an H-suffix, schedule or exception permits a height of 30m or greater on the lot (S.185[6][a]). The proposed building height of 87 metres would have the outcome of aligning this use with the lands.

The purpose of the Residential Fourth Density zone is to allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings and regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced.

The Zoning By-law Amendment application is intended to remove the R4UC zoning and apply AM10 zoning, as amended, to the entire site.

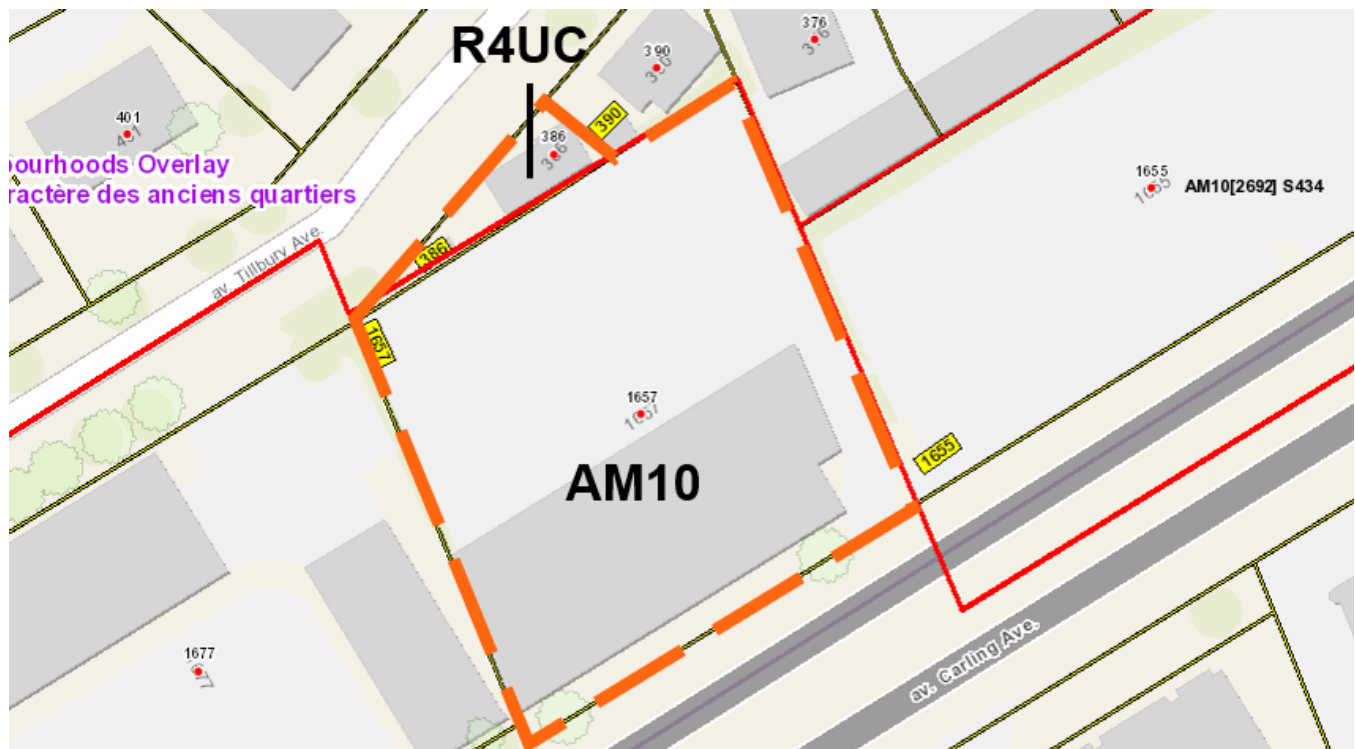


Figure 3: Aerial zoning map of the subject property.

Table 1: Zoning Compliance Table

Zoning Mechanism	Arterial Mainstreet - Subzone 10	Proposed	Compliance
Minimum Lot Area	No minimum	3,950 m ²	✓
Minimum Lot Width	No minimum	61.5 m	✓
Minimum Front Yard Setback	The minimum front yard setback is 0 metres, and at least 50% of the frontage along the front 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.	To comply following implementation of road widening: Front yard setback will go from 7.3m to 0m	✓
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	East Side: 7.5m (abuts residential zone) West Side: 3m (abuts mixed use zone)	✓ ✓
Minimum Rear Yard Setback	(i) 3.0 metres for any building wall within 20 metres of a lot line abutting a public street; (ii) 7.5 metres in all other cases	3m	✓ ✓
Building Height	Up to 20m from a rear lot abutting R1,R2,R3: 11m Up to 20m from R4: 15m 20m-30m from a rear lot abutting R1-R4: 20m Otherwise: 30m	N/A 29m 29m 86m	✓ X X X
Minimum Required Resident Parking (Area Y)	High-rise Apartment: After the first 12 units, 0.5 spaces per dwelling unit $370 - 12 = 358 \times 0.5 = \mathbf{179 \text{ spaces}}$	152 spaces	X
Minimum Required Visitor Parking (Area Y)	0 spaces for first 12 units 0.1 spaces for 358 units = 36 spaces	36 spaces	✓
Required Commercial Parking	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. 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. 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. All retail units proposed to be under 100 m ² , no parking required	15 spaces	✓

Zoning Mechanism	Arterial Mainstreet - Subzone 10	Proposed	Compliance
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, 6.0 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>Driveway: 6m</p> <p>Parking garage driveway – high rise apartment: 6.0 m</p>	<p>✓</p> <p>✓</p>
Minimum Number of Bicycle Parking Spaces	<p>0.5 per dwelling unit 370 x 0.5 = 185 spaces</p> <p>1 per 250 m² of Commercial GFA 357/250 = 2 spaces</p>	<p>370 spaces</p> <p>4 spaces</p>	<p>✓</p> <p>✓</p>
Minimum Required Private Amenity Area	<p>6 m² per dwelling unit 6 m² x 370 = 2,220 m²</p>	4,619 m ²	✓
Minimum Required Communal Amenity Area	A minimum of 50% of the required total amenity area = 1,110 m ²	1,124 m ²	✓
Landscaping Provisions for Parking Lots	<p>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.</p> <p>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</p>	Min. 1.5 m, greater in most instances as demonstrated on Site Plan	✓
Ground Floor Façade	<p>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:</p> <ul style="list-style-type: none"> (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; 	<p>Active entrances are proposed along Carling Avenue for the commercial and residential components of the high-rise apartment tower.</p> <p>> 50% of the ground floor façade of the building is comprised of transparent glazing and active entrances.</p>	✓

Zoning Mechanism	Arterial Mainstreet - Subzone 10	Proposed	Compliance
	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.		

2.2 Relief Required

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

A maximum building height of 87 metres, per a site-specific zoning schedule.

Existing zoning on the property limits the height of a building to a maximum of 30 metres within the AM10 zoned area. The Mainstreet Corridor designation of the Official Plan contemplates building heights up to 40 storeys where the ROW is in excess of 30m and an adequate transition is provided.

The proposed development is located within approximately 100 metres of a planned rapid transit station on Schedule C2 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 the supporting Planning Rationale prepared by Fotenn. The urban design and compatibility criteria of Section 4.6 has been met. A site-specific zoning schedule would allow for the site zoning to align with current policy direction with reference to the building design proposed.

Front Yard Setback of 7.3 metres, per a site-specific zoning schedule.

The proposed front yard setback exceeds the maximum set out in the Zoning By-law. This is due to accommodation for a future right-of-way widening applying to this portion of Carling Avenue. The front property line currently projects into the ROW at a greater rate than the adjacent lands (Figure 1). Once this additional land is conveyed to the municipality, the proposed setback will be located at the front property line and will come into conformity. Therefore, the setback compliance issue identified is technical in nature and the development outcome will function in line with the intention of the Zoning By-law.

Minimum Residential Parking of 0.41 spaces per unit.

Given the nature of the proposed development's location along a Mainstreet Corridor and within 100 metres of rapid transit, it is proposed that the required parking rate be reduced from 0.5 spaces per unit to 0.41 spaces per unit. This serves to promote use of active transportation options while reducing use of the vehicle access and egress to the site. The required number of visitor spaces has been maintained to ensure the viability of overall site functionality. Bicycle parking is proposed in excess of the minimum requirement at a ratio of 1:1.

Conclusion

The proposed development aligns with the requirements of the AM10 zoning and the broader Comprehensive Zoning By-law 2008-250 as applicable to the site, aside from the performance deficiencies described above. A Planning Rationale, dated January 21, 2025, was prepared by Fotenn and is enclosed with this application. It provides additional detail on the appropriateness of the proposed Zoning By-law Amendment.

If you have any questions, please do not hesitate to contact the undersigned.

Sincerely,



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Senior Planner



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Partner