

# FOTENN

## 1110 FISHER AVENUE



May 22, 2019

Planning Rationale

Zoning By-law  
Amendment



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## 1.1 Application Summary

The Zoning By-law Amendment application proposes to rezone the subject property to a site specific Residential Fifth Density Subzone B with a height regulation of 32 metres (R5B H32 [XXXX]). The purpose of the requested amendment to a R5B H32 [XXXX] Zone is to:

1. Permit a mid-rise apartment dwelling use;
2. Establish a site-specific maximum building height of 32 metres;

No further site-specific provisions or exceptions are proposed for the Residential Fifth Density zone at this time; however, site specific provisions may be proposed following analysis of the application by the City of Ottawa.

As part of this application, the following is to be submitted:

- / Site Servicing Report + Plan
- / Grading and Drainage Plan
- / Stormwater Management Report + Plan
- / Transportation Impact Assessment
- / Erosion and Sediment Control Plan
- / Noise + Vibration Study
- / Site Plan
- / Concept + Landscape Plan
- / Survey Plan
- / Architectural Elevations
- / Cultural Heritage Impact Statement
- / Phase 1 Environmental Site Assessment
- / Tree Conservation Report

## 1.2 Application History

Prior to this application, a Zoning By-law Amendment application (D02-02-13-0008) and a Site Plan Control application (D07-12-15-0172) were submitted in January of 2013. Initially, the Zoning By-law Amendment application proposed to change the zoning from 'Residential Second Density, Subzone F – R2F' to a 'Residential Third Density' zone in order to permit the development of a six (6) storey, 42 unit condominium building; however, following concerns raised by local residents and the ward councillor, this plan was put on hold and revised to a Planned Unit Development consisting of three (3) semi-detached dwellings and one townhome dwelling totalling nine (9) units. The Zoning By-law Amendment was approved in 2015 and the Site Plan Control application approved in 2016 following revisions based on circulation commentary, however, due to unforeseen engineering complications, the project was put on hold and eventually the decision was made not to pursue this development.

Since 2016, the property owner has worked on several new development concepts that were more feasible from a technical and financial perspective. Informal discussions were had with City of Ottawa Planning staff at various points throughout the process, however, it was not until early 2019 that a development concept was decided on. The latest development proposal is presented in this Planning Rationale. The revised applications are based on updated and emerging policy direction of Official Plan Amendment No. 150 and recent settlements of appeals to the LPAT.

## 1.3 Subject Lands

The subject lands are legally described as: PART OF LOT L CONCESSION A (RIDEAU FRONT), GEOGRAPHIC TOWNSHIP OF NEPEAN, CITY OF OTTAWA; and is known municipally as 1110 Fisher Avenue. The subject lands are currently vacant but were previously occupied with a two-storey single detached dwelling and a large paved surface area.

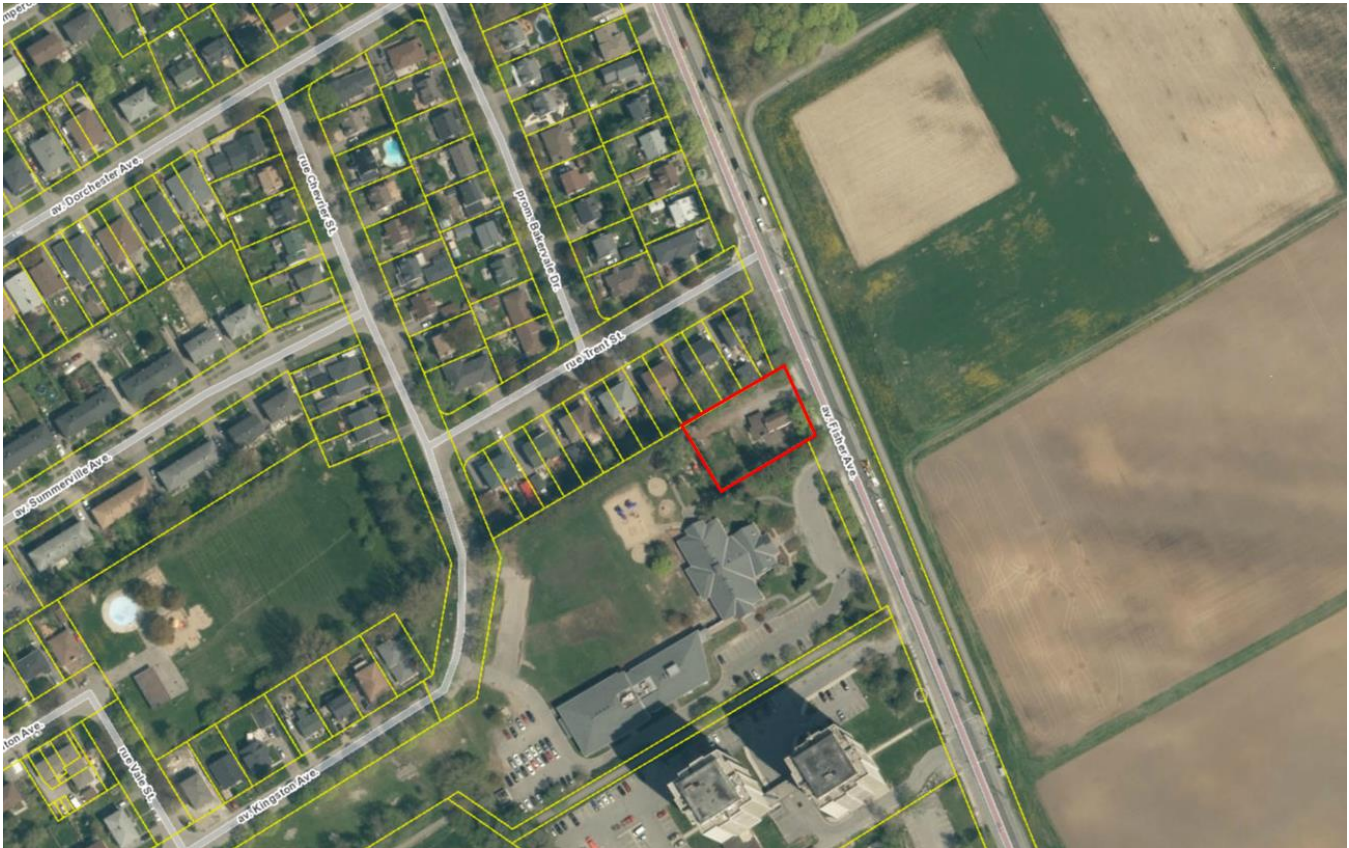


Figure 1. Subject Lands - 1110 Fisher Avenue.

## 1.4 Area Context

The subject lands are located approximately midway between Carling Avenue and Baseline Road along Fisher Avenue, and directly adjacent to the Central Experimental Farm. This section of Fisher Avenue is a single loaded corridor generally characterized by farmland as the Central Experimental Farm abuts the entire eastern frontage of the road and a large portion of the western frontage south of the subject lands between Baseline Road and Carling Avenue (see Figure 3). The neighborhood of Carlington is located north west of the subject lands and is generally characterized by low density, low rise dwellings. Fisher Avenue functions as the community boundary to the Carlington neighborhood. South and west of the subject lands along Baseline Road is the Fisher Heights and Courtland Park neighborhoods, also characterized by low-rise residential dwellings with some higher density apartment dwellings and commercial areas. West of the subject lands, beyond the Central Experimental Farm lands, is a large commercial and employment area containing a Walmart Supercentre, Food Basics, commercial retail and restaurants, and large office complexes which host employers such as the Canadian Food Inspection Agency and the Agriculture & Agri-Food Canada headquarters. Carleton University is located further east of the site beyond the Central Experimental Farm.

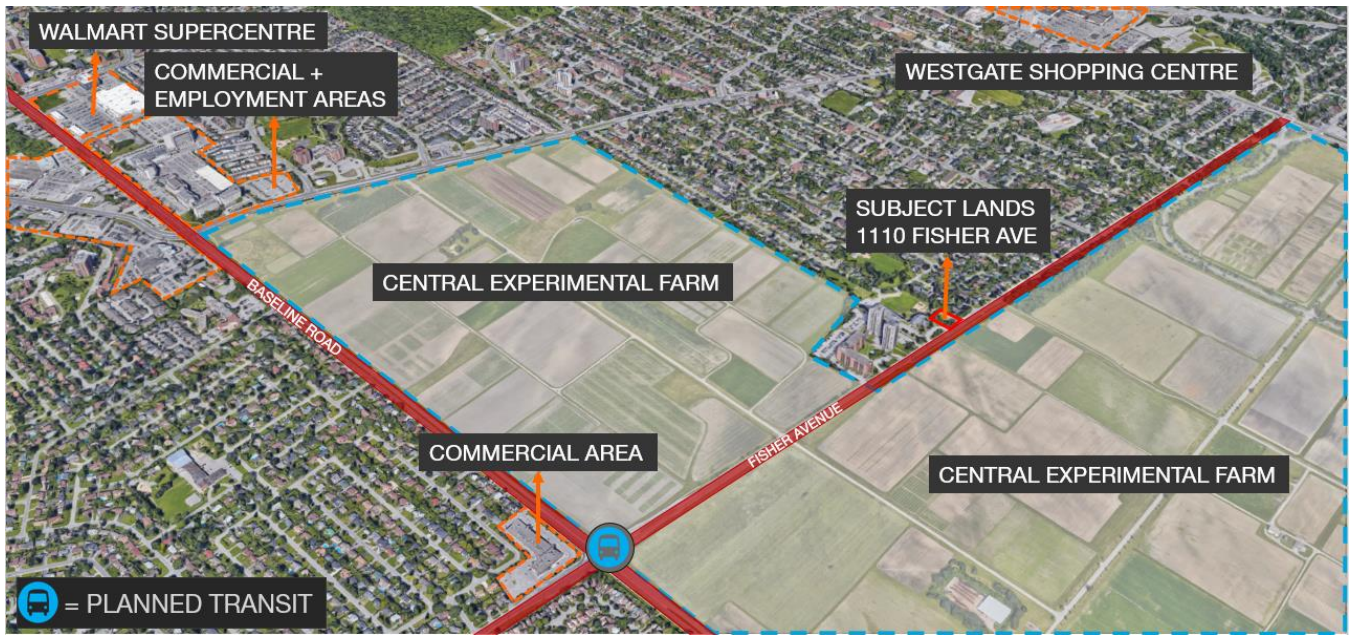


Figure 2. Surrounding area context - 1110 Fisher Avenue.



Figure 3. Subject lands as seen from Fisher Avenue.

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**North**

/ Low rise residential dwellings.



Figure 2. Trent Street, directly north of subject lands.

**East**

/ Central Experimental Farm lands; off road multi use pathway.



Figure 3. Central Experimental Farm lands on the east side of Fisher Avenue.



Figure 4. Multi-use pathway along Fisher Avenue which passes through Central Experimental Farm lands.

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**South**

- / Turnbull School is directly adjacent to the subject lands; further south are two 22-storey towers and a 9-storey apartment building



Figure 5. Turnbull School adjacent to subject lands.



Figure 6. Two 22-storey apartment buildings south of Turnbull School.



Figure 7. Slightly further south, a 9-storey apartment building.

## West

/ Central Experimental Farm lands; multi use pathway.



Figure 8. Western portion of Central Experimental Farm lands with multi-use pathway.

## 1.5 Transit Network

The subject lands are well served by local transit and the rapid transit networks. As identified in Schedule: Rapid Transit Network of the City of Ottawa's Official Plan, the nearest bus rapid transit station is located at the intersection of Fisher Avenue and Baseline Road, approximately 875 metres south of the subject lands. Additionally, Fisher Avenue is identified as a Transit Priority Corridor (Isolated Measures).



Figure 9. Schedule D - Rapid Transit Network.

## 1.6 Road Network

Fisher Avenue is identified in Schedule E: Urban Road Network as an Arterial road. Arterial roads are described as the major roads of the City that carry large volumes of traffic over the longest distances and function as major public and infrastructure corridors in the urban communities they traverse.

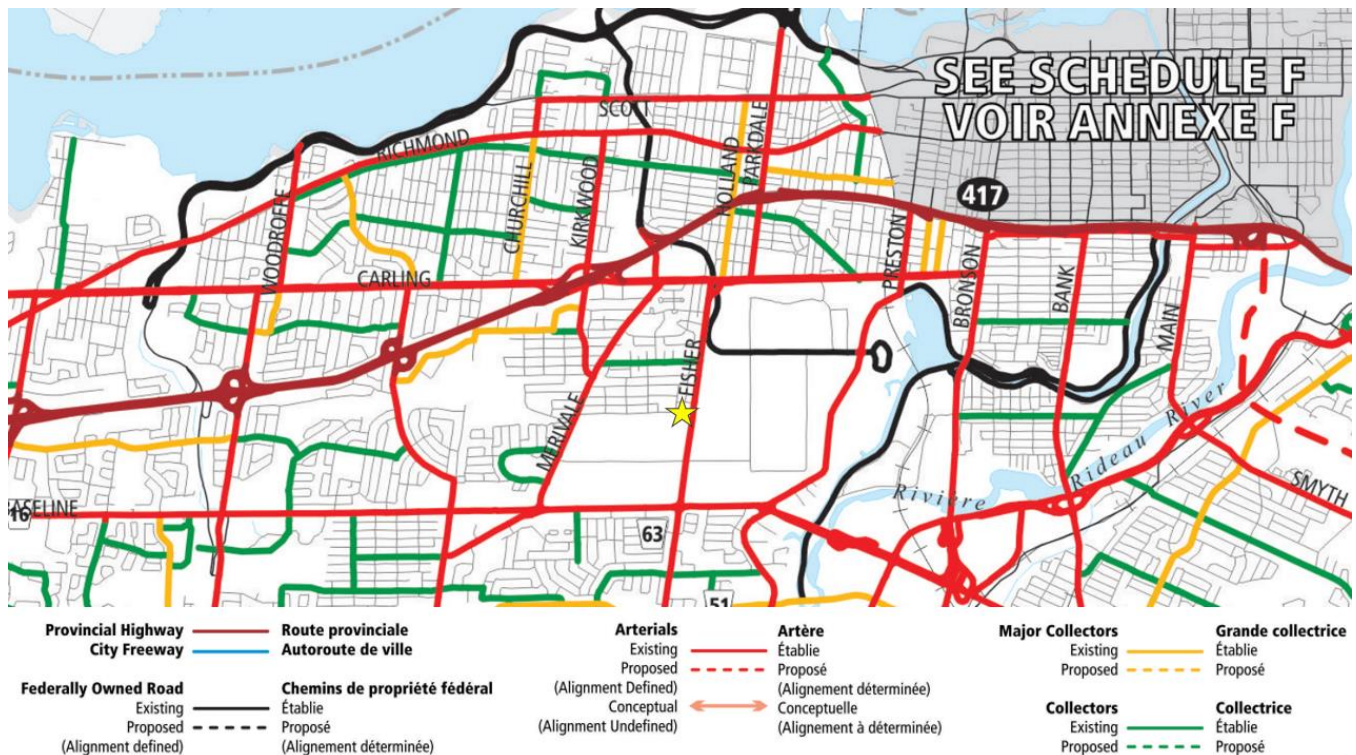


Figure 10. Schedule E of Official Plan - Urban Road Network.

## 1.7 Cycling Network

The subject lands are well serviced by cycling routes. Fisher Avenue is identified as having on-road cycling route as well as an off-road cycling route which passes on the eastern edge of Fisher Avenue on the Central Experimental Farm lands. Another off-road cycling route runs in an east-west direction just south of the subject lands also on the Central Experimental Farm lands.



Figure 11. Schedule C of Official Plan - Primary Urban Cycling Network.

## 2.0 PROPOSED DEVELOPMENT

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This Zoning By-law Amendment application would permit the proposed development of a 9-storey mid-rise apartment building with 62 units and three (3) levels of underground parking. The parking garage is proposed to have a total of 57 parking spaces for residents with two (2) accessible parking spaces, and eight (8) visitor parking spaces with one (1) accessible parking space. The first level of underground parking is also proposed to have the waste collection and servicing rooms. Bicycle parking is proposed at thirty-one (31) spaces.

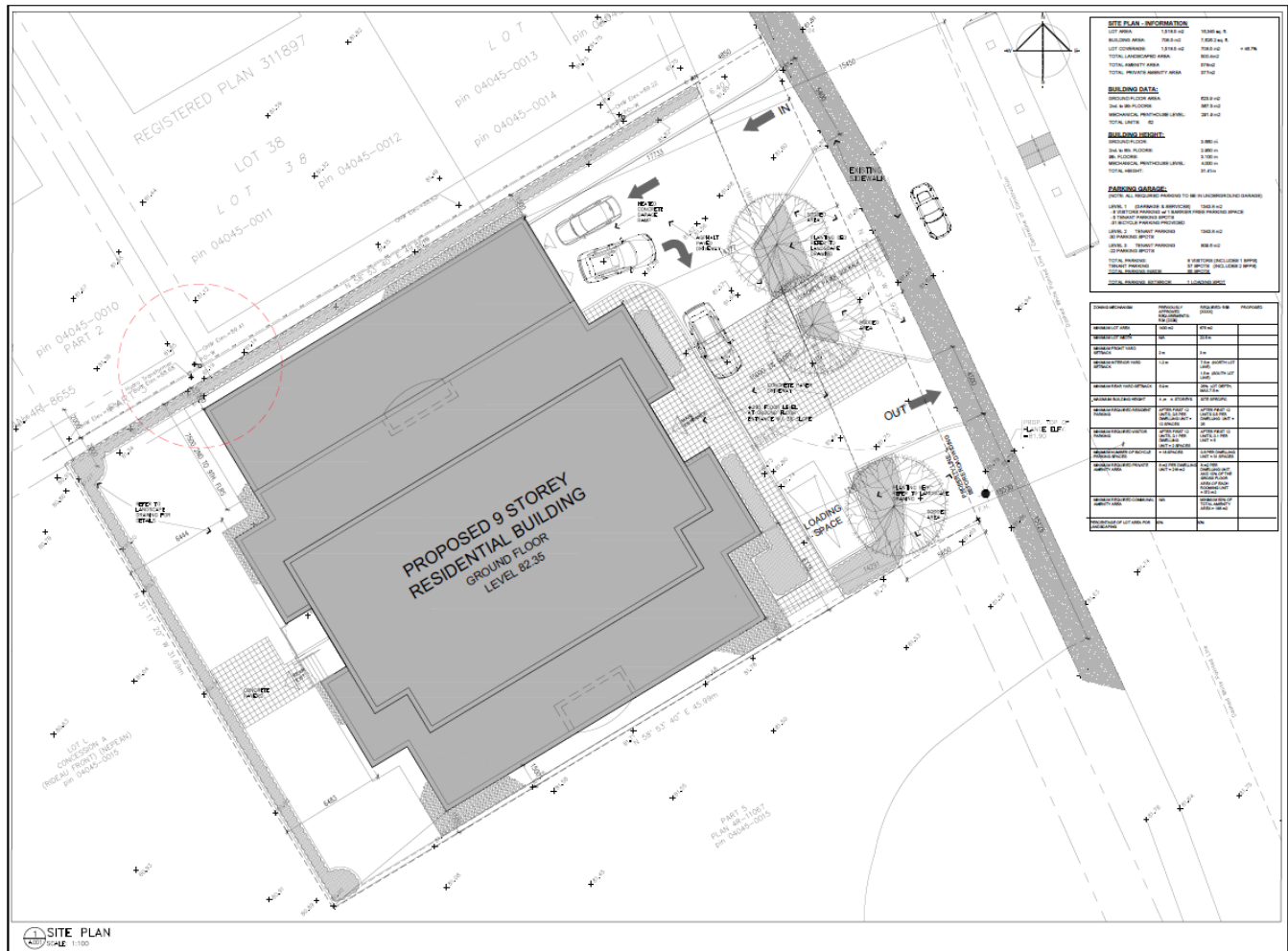


Figure 12. Proposed site plan for 1110 Fisher Avenue.

The building is proposed to have a mechanical penthouse above the 9<sup>th</sup> floor. Mechanical penthouses are excluded from building height calculations in the By-law, therefore the total building height to the 9<sup>th</sup> floor is 27.41 metres. The mechanical penthouse has a reduced floor plate area creating a step back that goes all the way around the mechanical floor. The building envelope remains consistent from floors 2 to 9, however, the ground floor is designed to accommodate the entrance to the underground parking and thus has a larger floor area. The ground floor underground parking entrance abuts the north property line and provides a 7.5 metre step back to the 2<sup>nd</sup> – 9<sup>th</sup> floors (see Figure 15).

Access to the site is proposed via a circular, one directional access drive with two (2) connections to Fisher Avenue. The northern access will enable easy entry into the parking garage and the loop provides sufficient turning radius for larger delivery or moving vehicles as well as emergency vehicles to enter and exit the site. A loading space is proposed in the front yard for delivery and drop off.

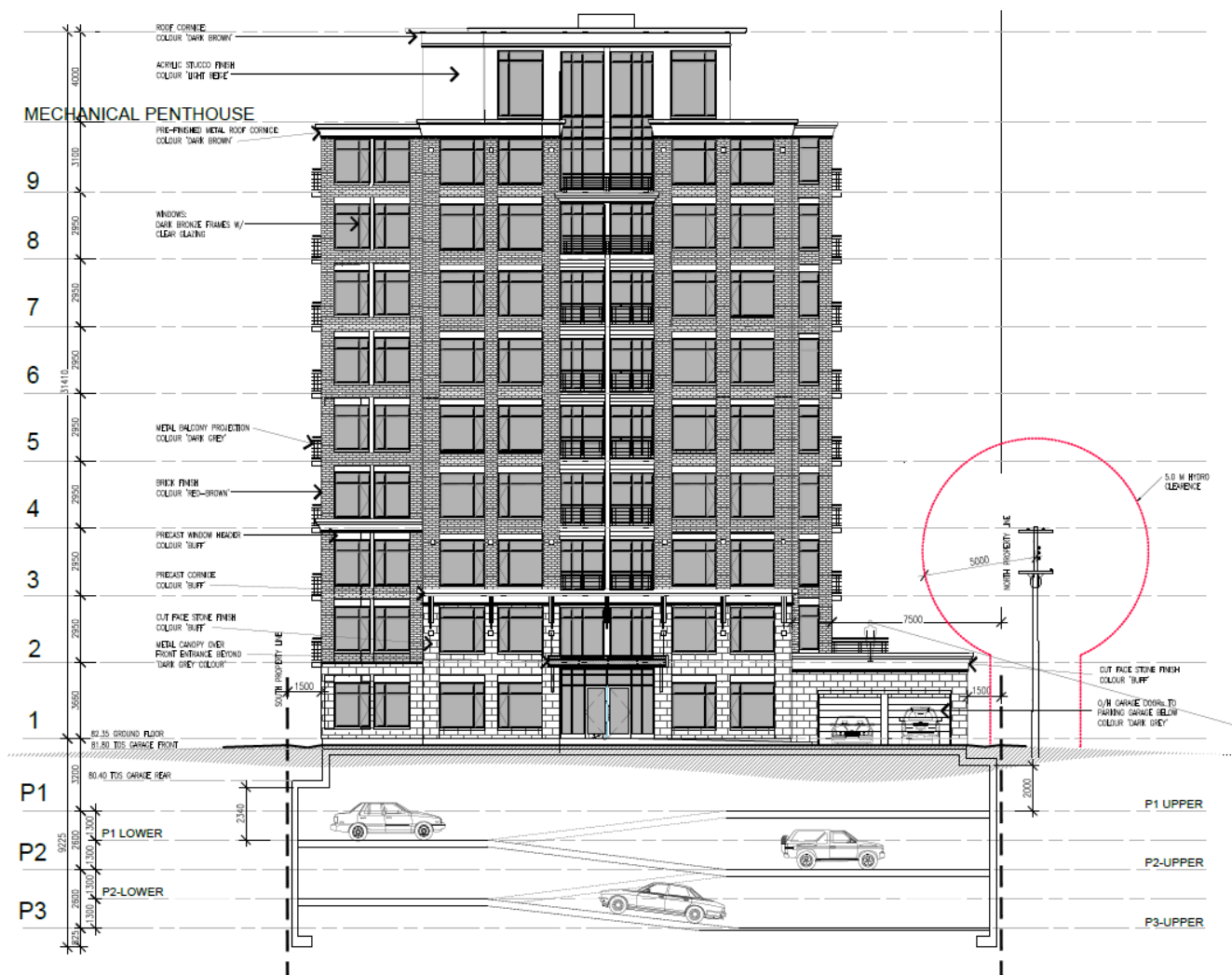


Figure 13. East elevation of the proposed development demonstrating the mechanical penthouse and underground parking entrance.

## POLICY & REGULATORY FRAMEWORK

### 3.1 Provincial Policy Statement (2014)

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning. Decisions affecting planning matters “shall be consistent with Provincial Policy Statements.”

The PPS promotes intensification of built-up areas to efficiently use land where existing infrastructure and public service facilities are readily available to avoid unjustified and uneconomic expansions. Planning authorities must identify appropriate locations and promote opportunities for intensification and redevelopment. In addition to meeting the fundamental objective of concentrating growth within established and serviced urban areas, the proposed development meets the following policy interests, among others:

- / Promotes 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, recreation, open space, and other uses to meet long-term needs;
- / Promotes cost-effective development patterns and standards to minimize land consumption and servicing costs;
- / Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted;
- / Promotes cost-effective development standards to minimize land consumption and servicing costs;
- / 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;
- / Is transit-supportive, where transit is planned, exists or may be developed;
- / In an appropriate location and promotes the opportunity for intensification and redevelopment as described by the municipality;
- / Development takes place in designated growth areas adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities;
- / Directs 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;
- / Promotes densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit where it exists or is to be developed;
- / Promotes land use patterns, density and mix of uses that minimize the length and number of vehicle trips and supports current and future use of transit and active transportation;
- / New development proposed on adjacent lands to existing or planned transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities;

**The proposed development is consistent with the Provincial Policy Statement. The proposed development is an efficient use of land and infrastructure in a cost-effective development pattern. The redevelopment of this site in proximity to transit supports new housing options in an appropriate location.**

### 3.2 City of Ottawa Official Plan (2003, as amended)

#### 3.2.1 General Urban Area

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

The subject property is designated General Urban Area on Official Plan Schedule B (Figure 16). The General Urban Area designation permits a wide range of uses from a variety of residential dwelling types to commercial, institutional, cultural, service, leisure, entertainment, and retail uses.

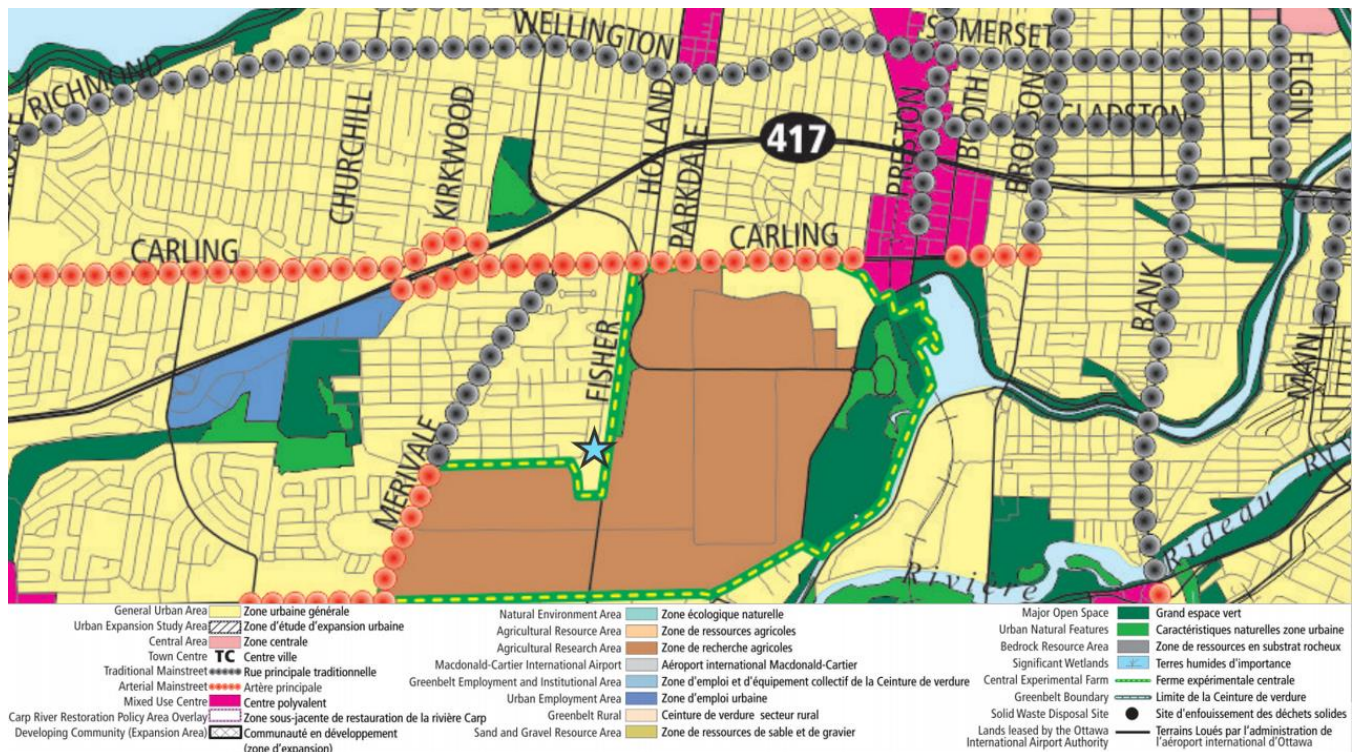


Figure 14. Schedule B - Urban Policy Plan.

The policies of the General Urban Area designation permit many types and densities of housing, however, building height is encouraged to be predominantly low-rise within this designation. Policy 3 of Section 3.6.1 states that building heights should continue to be low-rise, however, where Secondary Plans or the Zoning By-law permit greater heights than four storeys, these heights will remain in effect. Furthermore, Policy 4 outlines that notwithstanding Policy 3, new taller buildings may be considered for sites that:

- Front an Arterial Road on Schedule E or F of this Plan and which are:
  - Within 800 metres walking distance of a Rapid Transit Station on Schedule D of this Plan, or
  - On a Transit Priority Corridor on Schedule D of this Plan. For the purposes of this policy only, the "Transit Street" defined in the Riverside South Community Design Plan is considered an Arterial Road;
- are in an area characterised by taller buildings or sites zoned for taller buildings.

The proposed development at 9-storeys in building height is considered mid-rise, which is above what is encouraged in the General Urban Area; however, the proposal meets all of the criteria in Policy 3. The subject lands are located approximately 880 metres from the Fisher / Baseline Rapid Transit Station; slightly outside of the 800 metres walking distance recommendation, though a transit stop is located metres away from the subject lands at the intersection of Trent Street and Fisher Avenue. Fisher Avenue is identified as an arterial road on Schedule E and as Transit Priority Corridor (Isolated Measures) on Schedule D of the Official Plan. Directly south of the subject lands is an area characterized by taller buildings including 1140 Fisher Avenue with two (2) 22-storey high-rise apartment buildings, and at 1170 Fisher Avenue a 9-storey mid-rise apartment building. The lands, although abutting the easternmost edge of the Carlington Community, has a greater synergy and relationship with the high rise node fronting onto Fisher Avenue.

Policy 5 of Section 3.6.1 states that when considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will, among others:

- a) Recognize the importance of new development relating to existing community character so that it enhances and builds upon desirable established patterns and built form;
- b) Apply the policies of Section 2.5.1 and Section 4.11;
- c) Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area; and
- d) Assess ground-oriented multiple housing forms, such as duplex, triplex and fourplex, as one means of intensifying within established low-rise residential communities.

**The proposed development contributes to the existing mid to high-rise built form and provides a transition from the high-rise buildings located south of the subject lands towards the low-rise residential neighborhood located north of the subject lands. The design is sensitive to low-rise dwellings adjacent to the subject lands and features a stepped back envelope on its north face to reduce the impacts of a taller building on the existing dwellings. The proposal recognizes that the abutting four (4) residential lots on Trent Street have deeper lots than typical suburban lots, with rear yard setbacks of approximately 16.5 metres from the shared lot line. The deeper lots are supplemented by a significant tower setback for floors 2 to 9 of approximately 7.5 metres to the northern side lot line, further retaining privacy to the abutting dwellings. The subject property is not located within an existing low-rise neighborhood but rather on the edge, along the arterial roadway and within the cluster of existing high and mid-rise buildings. The building and site design have been considered to minimize any adverse impacts to the abutting Turnbull School, in terms of shadowing and loss of privacy. The relatively small tower footprint (623.9 m<sup>2</sup>) for floors 2 to 9 minimizes impacts and the interface to the abutting community and school.**

**The proposed new apartment building provides for additional rental units to the community increasing the range and mix of housing supply to the area. Further, due to the property's location along the Transit Corridor, the proposed development assists in promoting transit uses and has the ability to contribute to a greater supply of transit users. The compatibility of the development with Sections 2.5.1 and 4.11 are discussed in greater detail below.**

### **3.2.2 Managing Growth Within the Urban Area**

Section 2.2.2 of the Official Plan identifies the preferential types of new development and redevelopment in the City of Ottawa. Intensification and efficient use of land within the General Urban Area is proposed to be at a scale appropriate and compatible with the existing built context as well as proximity to major transit and roads. Proposals for redevelopment and intensification should also be in accordance with the Urban Design and Compatibility provisions of Section 2.5.1 and 4.11 of the Official Plan.

Policy 1 of Section 2.2.2 defines residential intensification as the redevelopment of an area or property that results in a net increase in residential units or accommodation including:

- / 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.
- / Infill development;

Policy 11 of Section 2.2.2 identifies preferred forms of intensification as those that can meet the urban design and compatibility objectives of the plan. Taller buildings and increases in density should be located in areas that can support the Rapid Transit network. Additionally, low-rise residential dwellings will be the predominant form of residential intensification in the General Urban Area; however, Policy 12 states that the distribution of appropriate building heights will be determined by:

- / The location in a Target Area for Intensification identified in policy 4 above 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
- / 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.

**The proposed development is considered residential intensification and infill development, which contributes to the objectives of the Urban Design and Compatibility sections of the Official Plan as detailed below. Although the policies state that intensification will be predominantly low-rise, the subject lands have the ability to support taller buildings due to the unique context of the site. Fisher Avenue is identified as a Transit Priority Corridor, per Schedule D, and is approximately 880 metres walking distance to the Baseline / Fisher Rapid Transit Station. The area is characterized by mid- and high-rise apartment dwellings located just south of the property, and the proposed development acts as a transitional building to the low-rise neighborhood north of the subject lands. Building orientation, size and height, upper floor setbacks, orientation of units have all been considered in assessing compatibility.**

### **3.2.3 Urban Design and Compatibility**

Section 2.5.1 notes that the introduction of new development into an existing urban fabric requires a sensitive approach and respect for the community's established characteristics. The Official Plan seeks to mitigate conflicts between existing and new development to ensure proposals are compatible with their surroundings, while allowing for sufficient flexibility and variation in building form and architectural design.

The Official Plan defines compatible development as development that enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. It is development that fits well and works well with its surroundings and tries to incorporate common characteristics of its setting. New development can achieve compatibility with its surroundings without necessarily being the same as existing development.

**The proposed development is of a compatible form and typology as the existing high-rise and mid-rise buildings south of the subject lands. The proposed building is of a lower profile with a reduced scale, a smaller footprint and a lesser number of units. Consideration has been taken to design elements of the building to mitigate negative impacts on adjacent low-rise residential areas, which is reflected in the design objectives described in greater detail below.**

Section 2.5.1 establishes design objectives supplemented by design principles to help achieve compatibility of form and function. The proposed development supports the following objectives and associated principles:

#### **1) To enhance the sense of community by creating and maintaining places with their own identity**

- / The proposed development is of a quality consistent with a major metropolis, adding a unique architectural design to the existing area.
- / Contributes to the creation of a distinctive street along Fisher Avenue, with active entrances along the street and setbacks designed to reduce negative impacts on adjacent properties.
- / Is sensitive to existing surrounding development, incorporating appropriate rear and side yard setbacks and step backs to abutting residential and institutional buildings and uses.

#### **2) To define quality public and private spaces through development**

- / Creates a social interface between the ground floor and public sidewalk.
- / Designs the building to frame the street, creating an active frontage where previously none existed and infilling a vacant lot.

- / Represents an overall transitioning of building height and form from south to north.
- / Enlivens the public realm by creating a building with vibrant and creative architectural features and complementary landscaping elements.

**3) To create places that are safe, accessible and are easy to get to, and move through**

- / Designs the building to feature a close relationship to the street, taking into account the planned road widening.
- / Provides a dual access entrance arrangement that allows for easy movement of vehicles into and out of the site as well as the parking garage.
- / Is accessible from public transit with local routes 86 and 89 operating along Fisher Avenue and approximately 880 metres walking distance from the Baseline / Fisher Rapid Transit Station.
- / The entrance is designed at grade to improve mobility and safety for residents and visitors requiring barrier free access.

**4) To ensure that new development respects the character of existing areas**

- / Integrates the building into the existing development fabric, including consideration of building height, setbacks, and circulation patterns.
- / Contributes to the architectural evolution of the neighbourhood by proposing a unique architectural design.
- / Represents an overall transitioning of building height along Fisher Avenue and reflects a sensitivity to the low-rise residential buildings to the north through stepped back massing.

**5) To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice**

- / Through intensification, contributes to the achievement of a more compact urban form over time.
- / Contributes to a variety of housing options in the community, allowing the neighbourhood to accommodate a range of people of different incomes and lifestyles at various stages in the life cycle.

**6) To understand and respect natural processes and features in development design**

- / Proposes landscaping features, including soft landscaping in the front yard, to allow for natural water percolation and reduce the heat island effect.
- / Incorporates stormwater management infrastructure to properly collect and discharge surface runoff.

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

- / Proposes an active land use in proximity to rapid transit, creating opportunities to meet daily needs by alternative modes of transportation.
- / Landscaping elements and trees are proposed throughout the site and will contribute to soil permeability and a reduced urban heat island effect.
- / Provides a supply of bicycle parking spaces as well as storage lockers and maintenance areas, to facilitate bicycle use by residents and visitors.

Policy 2 of Section 4.11 contains a set of criteria intended to provide a means to objectively evaluate the compatibility of infill development. The following is an evaluation of the proposal against the established criteria:

Table 1: Evaluation of Proposal Using Compatibility Criteria from Official Plan Section 4.11

<b>Compatibility Criterion</b>	<b>Conformity</b>
<b>Traffic</b>	/ Castleglenn Consultants is currently preparing a Transportation Impact Assessment (TIA).
<b>Vehicular Access</b>	<ul style="list-style-type: none"> <li>/ Vehicle ingress and egress are proposed to be provided by means of a private approach from Fisher Avenue.</li> <li>/ A loop access is proposed for the site that would have vehicles entering at the north access and exiting via the south access point. The access into the site leads directly to the entrance of the underground parking garage.</li> <li>/ The access and front lot configuration are also designed to accommodate the future road widening of Fisher Avenue.</li> </ul>
<b>Parking Requirements</b>	<ul style="list-style-type: none"> <li>/ A total of 65 parking spaces are proposed for the development, with 57 spots for tenants and eight (8) for visitors. Three (3) barrier free spaces are included as part of the total. This exceeds the parking requirements of the zoning by-law.</li> <li>/ Thirty-one (31) bicycle parking spaces are proposed for residents.</li> </ul>
<b>Outdoor Amenity Areas</b>	<ul style="list-style-type: none"> <li>/ The building design incorporates private amenity spaces in the form of balconies with each apartment having access to their own space.</li> <li>/ A communal amenity space is proposed for the ground floor, which will be either a fitness area or a communal lounge space. Outdoor communal amenity space is proposed for the rear yard area.</li> <li>/ Only the north side of the building will face residential dwellings and therefore there will be some overlook from the proposed building into the rear yards of adjacent low-rise residential properties; however, there currently exists some vegetation and several mature trees that will act to screen some of this overlook. Windows and balconies on the upper floors will be located approximately 7.5 metres from the shared lot line and approximately 25 metres from the 4 dwellings along abutting along Trent Street. A certain degree of overlook is to be expected for new development in urban areas.</li> </ul>
<b>Loading Areas, Service Areas and Outdoor Storage</b>	<ul style="list-style-type: none"> <li>/ All service and utility areas associated with the development are proposed to be contained internal to the building in the underground parking area or on the mechanical penthouse floor.</li> <li>/ Storage is located on the first level of underground parking.</li> <li>/ One (1) loading space is proposed for the front yard area for delivery vehicles.</li> </ul>
<b>Lighting</b>	/ Outdoor lighting will be reviewed through the Site Plan Control process and will be designed to minimize spill over lighting.
<b>Noise and Air Quality</b>	/ Negative impacts to noise or air quality are not anticipated to result from the proposed development.
<b>Sunlight and Microclimate</b>	<ul style="list-style-type: none"> <li>/ The slender design and stepbacks of the building act to mitigate some of the shadow impacts on adjacent properties.</li> <li>/ As demonstrated by the Sun Shadow Study, there are no impacts to adjacent properties during the summer except to small portions of</li> </ul>

Compatibility Criterion	Conformity
	<p>the adjacent school yard which will be slightly shadowed in the early morning hours. During the spring and fall there are slight shadow impacts to adjacent properties north of the subject lands during the pre-noon time hours, however, during the afternoon hours the shadow of the building falls across Fisher Avenue and onto Central Experimental Farm lands. During the winter months, shadows will fall on adjacent properties during the hours leading up to noon, however, the existing 22-storey towers located south of the subject lands currently shadow most of the dwellings that will be impacted by the proposed building's shadow during this time.</p>
<b>Supporting Neighbourhood Services</b>	<p>The subject property is well-served by neighbourhood services, including:</p> <ul style="list-style-type: none"> <li>/ Turnbull School, St. Augustine School, Ottawa Islamic School, W.E. Gowling Public School, St. Nicholas Adult High School</li> <li>/ Fisher / Baseline Rapid Transit Station.</li> <li>/ Meadowvale Park, Alexander Community Centre, Alexander Park, Central Experimental Farm, Celebration Park, Fisher Heights Park, Harrold Place Park.</li> <li>/ Existing cycling network along Fisher Avenue and off-road pathways throughout the Central Experimental Farm leading to the greater cycling network of the area.</li> </ul>

Policy 12 of Section 4.11 outlines provisions for integrating taller buildings within areas characterized by a lower built form. New development proposals are required to address issues of compatibility and integration to the existing character of the area and provide appropriate transition in built form, where possible. Transitions should be accomplished through a variety of means, including measures such as:

- / Incremental changes in building height (e.g. angular planes or stepping building profile up or down);
- / Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet);
- / Character (e.g. scale and rhythm, exterior treatment, use of colour and complementary building finishes);
- / Architectural design (e.g. the use of angular planes, cornice lines); and
- / Building setbacks.

**The proposed building is designed to be a transitional building between the high-rise towers at 1140 Fisher Avenue and the low-rise neighborhood north of the subject lands. The proposed building is stepped back to 7.5 metres from the 2<sup>nd</sup> to 9<sup>th</sup> floors on it's north facing façade, and a total distance of 7.5 metres from the north side property line. This increased stepback above the ground floor parking garage entrance is intended to reduce the impact of overlook and shadowing on those properties directly adjacent to the site along Trent Street. Additionally, the materiality of the ground floor and portions of the 2<sup>nd</sup> floor is distinct from the remainder of the building resulting in a visual transition and a podium effect that serves to reduce the overall mass of the building. The vertical articulation of the windows and balcony spaces further breaks up the massing of the building to reflect a finer grain built form that is appropriate for a transitional building.**

Policy 14 of Section 4.11 states that infill and redevelopment within low-rise neighborhoods should be in accordance with Policy 14 of Section 2.2.2, which references classifications of building heights. The proposed development falls under the definition of a mid-rise building. Furthermore, Policy 14 of Section 4.11 states that where new development requires an amendment to the zoning by-law to permit reduced setbacks, smaller lots,

increases in height, and which varies from the established area's pattern of built form, the proposal will be considered under the following provisions:

- / Building height, massing and scale permitted by the zoning of adjacent residential properties as well as the prevailing patterns established in the immediate area;
- / Prevailing patterns of rear and side yard setbacks and landscaped open space permitted by the zoning of adjacent residential properties as well as the prevailing patterns established in the immediate area;
- / The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this Section;

**There is a broad mix of zones on the adjacent properties ranging from Institutional and Open Space to Residential Second and Fifth Density zoning (Figure 17). The R5C zoning of 1140 and 1170 Fisher Avenue permits mid and high-rise apartment dwellings at heights up to 66 metres and 27 metres respectively. For those lots zoned R2F directly abutting the subject lands to the north, the required rear yard setback need not be greater than 7.5 metres, however, the average setback from the rear façade to the lot line is approximately 18 metres (including a 3 metre Hydro easement). This creates an effective setback from the rear façade of the low-rise residential dwellings to the 2<sup>nd</sup> floor façade of the proposed building of approximately 25.5 metres. The Turnbull School site may eventually be subject to redevelopment and intensification as the school site is approximately 5.5 acres and the lands are not fully developed. This would be a good opportunity for further transitional development to contribute to the evolution of built form in the area.**



Figure 15. Existing zoning of adjacent properties.

**The proposed zoning by-law amendment to permit a mid-rise apartment dwelling is appropriate for the subject lands based on the provisions of the Official Plan detailed above. While the General Urban Area Official Plan designation supports mainly low-rise development within neighborhoods, the mid-rise built form is above what is recommended for the General Urban Area; however, the proposed development meets all of the criteria for a taller building, in keeping with the existing character of the area. It is our**

**opinion that the proposed development is an appropriate form of intensification and demonstrates compatibility with existing taller buildings as well as existing low-rise residential areas and will contribute to the planned and existing transit of the area.**

### **3.3 City of Ottawa Official Plan Amendment (OPA) 150**

In 2013, the City of Ottawa reviewed its Official Plan, resulting in numerous changes to its land use policies. The Ministry of Municipal Affairs and Housing issued approval of OPA 150 in April 2014, but the Amendment is currently under appeal before the Ontario Municipal Board (OMB). The Local Planning Appeal Tribunal (LPAT), formerly the OMB, rendered decisions on some of the outstanding matters with regards to OPA 150 on October 22, 2018. A number of the policies relating to Section 3.6.1 and 4.11 have now been incorporated into the City's Official Plan. The discussion above reflects the most recently approved policies as per the LPAT decision and the following are amended policies yet to be enacted.

Section 3.6.1 – General Urban Area is proposed to be amended to include the following changes to Policy 3 and 4:

3. Except as provided by policy 4 below, or by policy 12 in section 2.2.2, the maximum building height in the General Urban Area will continue to be low-rise, being four stories or less, and within this range changes in height will be evaluated based on compatibility with the existing context and the planned function of the area. The design and compatibility policies in this Plan also apply. The tallest buildings will be encouraged to locate on properties fronting Arterial Roads, or adjacent to existing taller buildings. Existing zoning that permits building heights greater than those in this section will remain in effect.

**The proposed development is located on Fisher Avenue which is identified as an Arterial Road according to Schedule E of the Official Plan and on a Transit Priority Corridor on Schedule D: Rapid Transit Network. Additionally, the properties adjacent to the subject lands located south of the proposed development are characterized by two (2) buildings of 22-storeys and one (1) building at 9-storeys. Both buildings date back to the 1970s, and define the cluster of lots along Fisher Avenue.**

4. Notwithstanding the building heights specified in policy 3, greater heights may be considered in the following circumstances and where the urban design and compatible development policies in Section 4.11 are met:
  - a. up to six storeys where the property fronts on and has vehicular access to an Arterial Road on Schedules E or F of this Plan and is located:
    - 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. For the purposes of this policy only, the —Transit Street defined in the Riverside South Community Design Plan is considered an Arterial Road.
  - b. subject to a zoning amendment for infill up to a height that does not exceed the height permitted by adjacent existing development or planned function and where all of the following criteria are met:
    - i. the site is within 800 metre walking distance of a Rapid Transit station or 400 metres walking distance of a Transit Priority corridor; and
    - ii. the site is between two properties within the General Urban Area, and adjacent to or across a public street from at least one property that has existing zoning or a building that exceeds four storeys.
  - c. existing zoning that permits buildings of greater height.

**The urban design and compatibility policies have been addressed, as demonstrated above. The subject lands front an Arterial road and are located approximately 880 metres from the Rapid Transit Station at**

**Fisher and Baseline and along a Transit Priority Corridor. The proposed zoning amendment would permit a height that is less than the height of adjacent properties (22-storeys and 9-storeys) but providing a reasonable and appropriate transition in terms of building height, tower footprint, and intensity/density.**

Policies under Section 2.5.1 have been revised, but only to allow development proponents to respond in creative ways to the Design Objectives. Responses provided in the Official Plan section above continue to apply.

Policies under Section 4.11 have also been revised and organized into seven categories, including:

Table 2: Evaluation of Proposed Development Using Revised Compatibility Criteria in Section 4.11 of OPA 150

Compatibility Criterion	Conformity
<b>Views</b>	/ The proposed development is outside the Central Area and will have no impact on protected views.
<b>Building Design</b>	<ul style="list-style-type: none"> <li>/ The proposal incorporates a stepback of floors 2-9 on the north side of the building to ensure compatibility with surrounding development.</li> <li>/ The building creates visual interest by incorporating a range of building materials and articulated façades.</li> <li>/ The principal façade and entrances are oriented to Fisher Avenue.</li> <li>/ Includes windows and balconies on the building elevations that are visible from the public street.</li> </ul>
<b>Massing and Scale</b>	<ul style="list-style-type: none"> <li>/ The proposed building height, massing, and scale is designed with sensitivity to the surrounding development, as well as transitioning from existing mid and high-rise development to the south.</li> <li>/ The majority of shadowing impacts will fall on across Fisher Avenue onto Central Experimental Farm lands. During certain times, shadows will impact adjacent properties, however, this is to be expected in urban areas where new development is proposed.</li> </ul>
<b>High-Rise Buildings</b>	/ Not applicable as the proposed is not a high-rise building.
<b>Outdoor Amenity Areas</b>	<ul style="list-style-type: none"> <li>/ Private balconies are proposed for each unit in the building.</li> <li>/ The stepback on the north face of the building will create an effective setback of approximately 25.5 metres between the rear yards of the low-rise residential dwellings on Trent Street and the façade of the proposed building.</li> <li>/ Existing mature trees as well as trees and vegetation proposed as part of the development will serve to screen rear yards along Trent Street from significant overlook, though some loss of privacy is expected when new development is introduced in urban areas.</li> </ul>
<b>Public Art</b>	/ No public art is proposed at this time.
<b>Design Priority Areas</b>	<ul style="list-style-type: none"> <li>/ The front building façade is designed to be parallel to the public street, creating a continuous street frontage Fisher Avenue.</li> <li>/ The proposal includes dwellings at grade, featuring transparent windows.</li> <li>/ Proposes unique architectural treatments, including façade articulations and changing materials. The first storey and a half feature a different façade treatment which accentuates the transition</li> </ul>

between floors and creates a visual podium that softens the interface between the building and the public realm.

### 3.4 City of Ottawa Comprehensive Zoning By-law 2008-250

The subject property is currently zoned Residential Third Density - Subzone A with an exception (R3A[2229]). This was the result of a prior zoning by-law amendment (D02-02-13-0008). A Zoning By-law Amendment is required to introduce an apartment dwelling, mid-rise as a permitted use and to establish site specific zone standards to facilitate the proposed development.



Figure 16. Map identifying existing zones.

### 3.5 Relief Required

The Zoning By-law Amendment application proposes to rezone the subject property to a site specific Residential Fifth Density Subzone B with a height regulation of 27.41 metres (R5B H28 [XXXX]). The purpose of the requested amendment to a R5B H28 [XXXX] Zone is to:

3. Permit a mid-rise apartment dwelling use;
4. Establish a site-specific maximum building height of 27.41 metres;

No further site-specific provisions or exceptions are proposed for the Residential Fifth Density zone at this time; however, site specific provisions may be proposed following analysis of the application by the City of Ottawa.

Table 3: Zoning Evaluation

Zoning Mechanism	Previously Approved Requirements: R3A[2229]	Required: R5B[XXXX]	Proposed	Compliance
Minimum Lot Area	1400 m <sup>2</sup>	675 m <sup>2</sup>	1,518.5 m <sup>2</sup>	✓
Minimum Lot Width	N/A	22.5 m	31.92 m	✓
Minimum Front Yard Setback	2 m	3 m	6.76 m	✓
Minimum Interior Side Yard Setback	1.2 m	7.5 m (north lot line) 1.5 m (south lot line)	1.5 m 1.5 m	✓
Minimum Rear Yard Setback	5.9 m	25% lot depth, max 7.5 m	6.44 m	✓
Maximum Building Height	14 m, 4-storeys	Site Specific	27.41 m	✓
Minimum Required Resident Parking	After first 12 units, 0.5 per dwelling unit = 12 spaces	After first 12 units, 0.5 per dwelling unit = 25	57	✓
Minimum Required Visitor Parking	After first 12 units, 0.1 per dwelling unit = 2 spaces	After first 12 units, 0.1 per dwelling unit = 5	8	✓
Minimum Number of Bicycle Parking Spaces	0.5 per dwelling unit = 18 spaces	0.5 per dwelling unit = 31 spaces	31	✓
Minimum Required Private Amenity Area	6 m <sup>2</sup> per dwelling unit = 216 m <sup>2</sup>	6m <sup>2</sup> per dwelling unit, and 10% of the gross floor area of each rooming unit = 372 m <sup>2</sup>	377 m <sup>2</sup>	✓
Minimum Required Communal Amenity Area	N/A	Minimum 50% of total amenity area = 186 m <sup>2</sup>	201 m <sup>2</sup>	✓
Percentage of Lot Area for Landscaping	30%	30%	32.95%	✓

## 4.0 CONCLUSIONS

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

The proposal is consistent with the Provincial Policy Statement (PPS) by providing efficient and appropriate development on lands within the urban boundary 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 taller buildings in the General Urban Area. The proposal responds to its context by proposing a transitional building to ease the compatibility between existing tall buildings and established low-rise neighborhoods along Fisher 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 several of the applicable requirements in Comprehensive Zoning By-law 2008-250. The requested amendments are appropriate and will not create undue negative impacts on the community or surrounding properties.

Supporting studies confirm that the proposal is functional and appropriate.

Sincerely,



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FOTENN Consultants Inc



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