

Planning Addendum

30 Cleary Avenue

1.0 Introduction

Fotenn has prepared this document as an addendum to the Planning Rationale submitted in support of the forthcoming Zoning By-law Amendment and Official Plan Amendment applications (PC2023-0383) for 30 Cleary Avenue. The addendum has been prepared in response to Phase 3 Comments received through the pre-consultation process, specifically pertaining to the requested relief from the Sherbourne and New Orchard Secondary Plan and the proposed development's compliance with Section 12.3 of the Ottawa Official Plan.

This Addendum is intended to be read in conjunction with the Planning Rationale dated November 13, 2023, originally submitted as part of the most recent Phase 3 Pre-consultation submission.

2.0 12.3 – Establish direction for content of Area-Specific Policies

Section 12.3 of the Ottawa Official Plan provides direction on the content of an area-specific policy. Please see the following for how the requested Official Plan Amendment to the Sherbourne and New Orchard Secondary meets the outlined criteria.

12.3.1 The request for an amendment to this Plan to create an area-specific policy shall be supported by a planning rationale which includes all of the following:

a) Demonstration of conformity with applicable transect and overlay policies with respect to built form, other than building height;

Please see the already provided Planning Rationale for a fulsome discussion on the conformity of the proposed development's conformity to the Inner Urban Transect and Neighbourhood Designation.

b) The proposed type, scale and phasing of development of the site in its entirety is provided;

The phasing strategy for the proposed development has yet to be established. Phasing and its strategy will be contemplated and provided during the Site Plan Control application process. However, tentatively, it is believed that both buildings will be developed in a single phase. This will be confirmed during the Site Plan Control application process.

c) A plan for development that is consistent with all applicable urban design policies of Subsection 4.6, including provisions relating to the transition of the proposed built form on the development site to adjacent low-rise residential uses and a completed urban design brief and presentation for a focused design review;

Please see Section 3.2.5 of the already provided Planning Rationale for a fulsome discussion of Section 4.6 of the Official Plan.

d) A description of how the development is supportive of and contributes to healthy and inclusive communities and walkable 15-minute neighbourhoods as per Subsection 2.2.4;

Please refer to Section 2 of the already submitted Planning Rationale which reviews the site context, including its neighbouring amenities, road network, active transportation network, and transit network.

e) A description of access points and circulation for all modes of transportation, with priority given to pedestrians, cyclists and transit over private automobiles;

Please see the provided Site Plan and Design Brief, which note access points, ingress/egress from the site, as well as discuss alternative options contemplated during the design process.

- f) A housing approach that meets the intent of Subsection 4.2;

The proposed development contemplates two residential buildings which provide a variety of dwelling types. The proposed mid-rise building includes 66 dwellings, all of which are affordable housing units and developed in association with Ontario Aboriginal Housing Services.

- g) A landscape concept plan that demonstrates that the existing trees are retained and that incorporates the retention of existing trees into the development and new tree planting and meets the urban forest canopy cover policies in Subsection 4.8;

Please see the accompanying Landscape Plan, as well as the Design Brief.

- h) Identification of locations, sizes and shapes of future parks;

Please see the provided Landscape Plan, which identifies parkland areas on the site, as well as the NCC area north abutting the subject property to the north.

- i) Demonstration that there is no net loss of gross floor area for the non-residential land uses, which are otherwise supported by the applicable designation, which that existed on the site prior to development;

The proposed development seeks to develop 214 dwellings on a surface parking lot. Official Plan policies identify sites located in close proximity to Rapid Transit Stations as ideal locations to both eliminate parking and provide greater levels of residential intensification.

- j) Demonstration that, where a High-rise building is proposed, that the site is within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or funded rapid transit station, and of sufficient dimension to allow for a transition to abutting areas in built form massing;

Please see the provided Design Brief for a fulsome review of the appropriateness of the high-rise development, including modeling of the building with the surrounding context.

- k) Where taller building height is proposed, demonstration that the proposed development adequately integrates in scale, size and consideration of proposed land uses, with the surrounding existing or planned land uses;

Please see the provided Design Brief for a fulsome review of the appropriateness of the high-rise development, including modeling of the building with the surrounding context.

- l) Demonstration that, where a mid-rise building is proposed, that the site is located within 600 metre radius or 900 metres walking distance, whichever is greatest, of an existing or funded rapid transit station;

The proposed mid-rise building is located approximately 200 metres radius from an existing Rapid Transit Station.

- m) Reduced private automobile ownership strategies to encourage new residents to use public transit, for example reduce parking areas, car-sharing services and transit pass subsidies;

The subject property is located approximately 100 metres from an existing Rapid Transit Station and is contemplating a parking rate of roughly 0.5. Further, bicycle parking is provided at a parking rate of 1.1, more than doubling the required amount of bicycle parking. Finally, the subject property is well positioned to be located to the NCC pathway along the Ottawa River.

- n) Demonstration that the development exceeds the large dwelling unit requirement and provides development types which contribute to missing middle housing in accordance with Subsection 3.2; and

The proposed development includes 5 large dwelling units, which 2% of dwellings. However, there is no provision for required large dwellings within the Neighbourhood designation and Inner Urban Transect, only targets.

- o) Any other matters as deemed appropriate by the City.

All provided concerns by City staff have been contemplated and responded to. Either in this resubmission or in prior submission.

- 12.3.2 In general, where the site is greater than 2 hectares or is in an area with intensification pressure with multiple landowners and a significant amount of anticipated change, development shall proceed by way of a City-initiated secondary plan in order to consider the surrounding land uses and major city-building plans for the redevelopment.

The subject property is presently 2.07 hectares in area and located in the Sherbourne and New Orchard Secondary Plan study area. The requested area specific policy is seeking relief from Policy 17a of the Secondary Plan. The requested amendment is requested to accommodate the intensification pressures located on a property that is located within 100 metres of an LRT station.

- 12.3.3 Area-specific policies shall include a sunset clause based on the estimated date of completion of the proposed development and the City shall undertake amendments to this Plan as needed to remove area specific policies which have otherwise been built out and have implementing zoning to allow the development to proceed.

Any sunset clause or limiting clause shall be discussed during the forthcoming Site Plan Control application phase.