



3430 Carling Avenue

Planning Rationale + Design Brief
Zoning By-Law Amendment
August 16, 2021



Prepared for 3430 Carling Property Inc.

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1.0 Introduction

Fotenn Planning + Design has been retained by 3430 Carling Property Inc. to prepare this Planning Rationale in support of a Zoning-By-law Amendment Application to facilitate the proposed development on the lands municipally known as 3430 Carling Avenue (“subject site”), in the City of Ottawa.

3430 Carling Property Inc. intends to redevelop the lands with two (2) nine (9) storey, mid-rise residential apartment buildings. Both buildings would include four (4) storey podiums and street-fronting residential units. A total of 216 dwelling units are being proposed and will be marketed towards independent seniors looking to downsize or make use of a more compact community in close proximity to recreation and community amenities. The preliminary Site Plan includes soft landscaping at the front and rear of the property, 223 residential parking stalls, 43 visitor parking stalls and 2,563 square metres of amenity space in the form of entrance plazas, lobby spaces, amenity rooms, an amenity deck, an at-grade, landscaped communal amenity area in the rear yard, and private terraces and balconies. In addition, there is an at-grade 288 square metre amenity area located at the rear of the east building. The proposed building floorplans include a mix of units, including studios and one (1) and two (2)-bedroom units, with some of the one (1) and two (2) bedroom units also incorporating a den.

1.1 Development Applications

To facilitate the proposed development, a Minor Zoning By-law Amendment is being sought for the subject site, which is currently zoned “General Mixed-Use Subzone 20, Urban Exception 2628, Height Limit of 18.5 Metres” (GM20[2628] H(18.5)). The Zoning By-law Amendment proposes to increase the permitted building height to 30 metres from the existing 18.5-metre height. Reduction to the required resident parking and landscaped buffer are also being sought as part of the rezoning application. As discussed in this Rationale, a greater building height allows a building that it is designed to be more sensitive to its context and abutting residential properties, with a narrower building footprint, greater rear yard separation, a broken-up building massing along Carling Avenue and a step-back above the four (4) storey podiums.

A Site Plan Control Application for the proposed development will be submitted in the future to address site-specific design considerations such as landscaping, servicing locations, and building materiality.

Site Context and Surrounding Area

The subject site, municipally known as 3430 Carling Avenue, is located in the Crystal Beach (Ward 7-Bay) neighbourhood in the City of Ottawa. The site has a total combined area of 6,149 square metres (1.52 acres) with 143 metres of frontage along Carling Avenue and 128 metres abutting the residential dwellings fronting Elterwater Avenue. Prior to a required Right-of-Way (ROW) widening along Carling Avenue, the subject site has a depth of approximately 46 metres.

The subject site currently consists of a one (1) storey restaurant with a large surface parking lot fronting Carling Avenue. During off-peak business hours, the parking lot has been utilized by Department of National Defence employees. The parking use is a temporary permitted use under Urban Exception [2628] in the Zoning By-law.



Figure 1: Subject Site at 3430 Carling Avenue, Outlined in Blue



Figure 2: View Looking South (from Carling Avenue) Toward the Subject Site



Figure 3: View Looking Southeast of the Subject Site

2.1 Surrounding Area

The subject site is located within the Crystal Beach neighbourhood, west of the City's downtown. The neighbourhood boundaries can broadly be defined as Carling Avenue to the north, Holly Acres Drive to the east, Moodie Drive to the west, and Corkstown Road to the south. Area features in close proximity to the site include the Ottawa River, the Nepean Sailing Club, Andrew Haydon Park, and the Carling Campus for Department of National Defence. The immediate area comprises a mix of uses and building forms and is

characterized predominately by residential and commercial uses with low-rise building heights. A gas station is located to the east of the subject site, along Carling Avenue.

The adjacent land uses can be described as follows:

North: Directly north of Carling Avenue is the established Rocky Point neighbourhood. This area features detached dwellings on large lots fronting the Ottawa River and is in close proximity to Crystal Bay Beach. Northeast is Dick Bell Park, a multi-use pathway, and the Nepean Sailing Club. Further northeast is Andrew Haydon Park, which features a bandshell for outdoor concerts and a large picnic area, and a multi-use pathway along the Ottawa River.

South: Directly south of the subject site are numerous detached dwellings comprised of bungalows and ranch style homes and the Crystal Bay-Lakeview Park-Britannia Village residential neighbourhood. Further southwest is the Abbott Point of Care facility, the 417 Highway and the future location of the Moodie Drive Light Rail Transit (LRT) Station.

East: Directly east of the subject site and along Carling Avenue is a commercial gas and service station, diner, and large surface parking lot. Further east is a townhome and apartment complex comprised of two, three (3) storey buildings and three (3) blocks of townhomes. Nearby amenities east of the subject site include Maki House Community Centre, Maki Park, Lakeview Public School, Corkstown Park and Corkstown Outdoor Pool.

West: Directly west of the subject site is a residential complex comprised of four (4), three (3) storey apartment buildings and 28 townhomes, a large open space, and the Crystal Bay Centre for Special Education. Further west is the National Defence Headquarters, which features numerous buildings, surface parking lots, and nature paths surrounding the property.

It is important to note, from a policy and planned-function perspective, both the abutting residential complex to the west and the townhome and apartment complex to the east are currently zoned for Residential Fifth Density (R5) and permit high-rise buildings up to 34m in height.



View of Abutting Property to the West



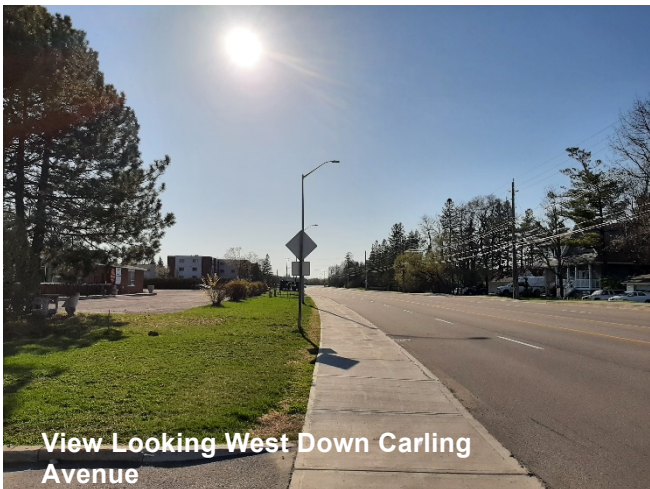
View of Abutting Property to the East



View to the North of the Property



View of the South Rear Lot Line



View Looking West Down Carling Avenue



View Looking East Down Carling Avenue

Figure 4: Photographs of the Surrounding Area

2.2 Road Network

The subject site is well-served by the existing road network. As shown on Figure 2, the subject site fronts Carling Avenue, which is identified as an Arterial Road in Schedule E – Urban Road Network of the City of Ottawa’s Official Plan. These roads are designed to carry large volumes of traffic over long distances. In addition, the subject site is located within 760 metres of Moodie Drive, another Arterial Road, which provides convenient access to Highway 417 and is within approximately 275 metres from Crystal Beach Drive, a collector road which distributes traffic from major arterial roads to the local road system.

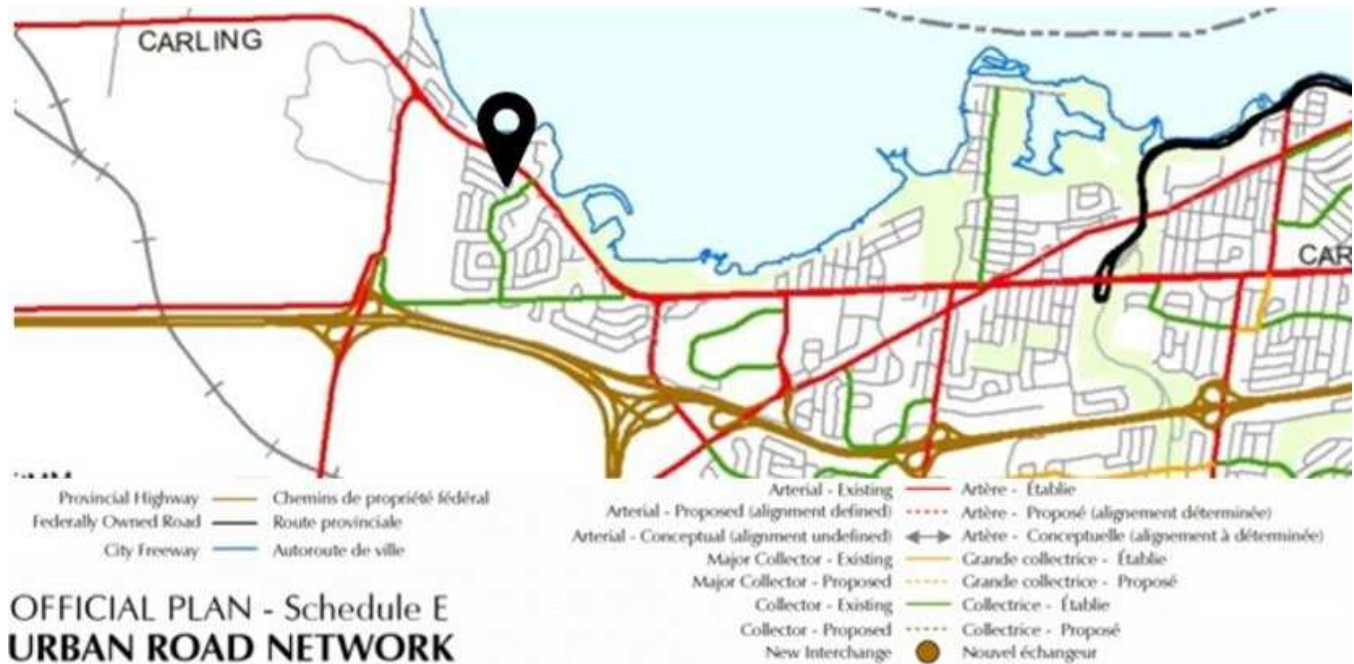


Figure 5: Excerpt from Schedule E – Urban Road Network of the City of Ottawa Official Plan (Subject Site Identified)

Carling Avenue is also designated as a Scenic Entry Route on Schedule I – Scenic Entry Routes (Urban) of the City of Ottawa Official Plan. The scenic-entry route designation connects major tourism, environmental, and heritage destinations that preserve important vistas and view corridors heading into downtown and works to create a positive impression of the City of Ottawa. Given that the current site conditions are an older restaurant building and surface parking lot, there are opportunities to redevelop the property in keeping with some of the expectations of scenic-entry routes: good building frontage, street facing residential units, streetscaping, sidewalks and private landscaped areas and rear yard parking.



Figure 6: Excerpt from Schedule I – Scenic-Entry Routes – Urban of the City of Ottawa Official Plan (Subject Site Identified)

2.3 Existing Transit Network

As shown in Figure 5 below, the subject property is located in close proximity to public transit routes along Carling Avenue, Moodie Drive and Crystal Beach Drive. The #258 route along Carling Drive and Crystal Beach Drive provides weekday connections to the O-Train that are available AM/PM peak-periods only. The #58 route provides access to more local destinations.

In the future, Moodie Station, which is an existing Transitway station located southeast of the intersection of Moodie Drive and Corkstown Road and approximately 1,200 metres to the south of the subject site, will be converted to a Light Rail Transit (LRT) station serving as the western terminus of the O-Train Confederation Line.



Figure 7: OC Transpo 2021 System Map (Subject Site Identified)

2.4 Cycling Network

Schedule C – Primary Urban Cycling Network identifies a Multi-use Pathway along Carling Avenue to the north of the subject site. The subject site is also located in proximity to cycling paths in the Greenbelt and multi-use pathways in Dick Bell Park and along the Ottawa River.

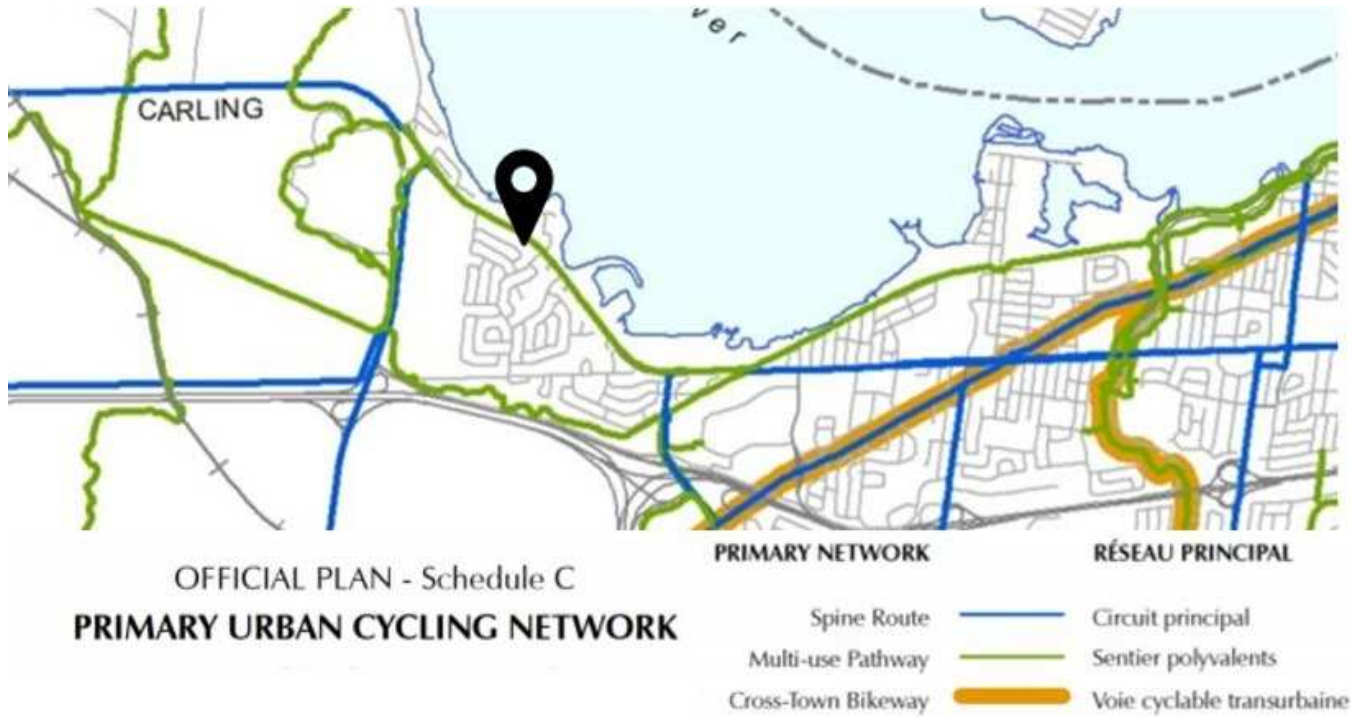


Figure 8: Excerpt from Schedule C- Primary Urban Cycling Network of the City of Ottawa Official Plan (Subject Site Identified)

3.0 Proposed Development

3430 Carling Property Inc. intends to redevelop the lands with two (2) nine (9) storey, mid-rise residential apartment buildings. Both buildings would include four (4) storey podiums and street-fronting residential units. A total of 216 dwelling units are being proposed and will be marketed towards independent seniors looking to downsize or make use of a more compact community in close proximity to recreation and community amenities. The proposed building floorplans include a mix of studios and one (1) and two (2)-bedroom units.

The proposed development includes soft landscaping at the front and rear of the property and a total of 266 parking spaces, much of which will be located underground aside from 12 surface parking spaces for visitors. 223 spaces will be for residents, with the remaining 43 reserved for visitors. The proposed development also provides 108 bicycle parking spaces on the main floor near the front building entrances. In total, 2,563 square metres of amenity space will be provided which includes 792 square metres of communal amenity areas, and 1,199 square metres of private balconies and patios.

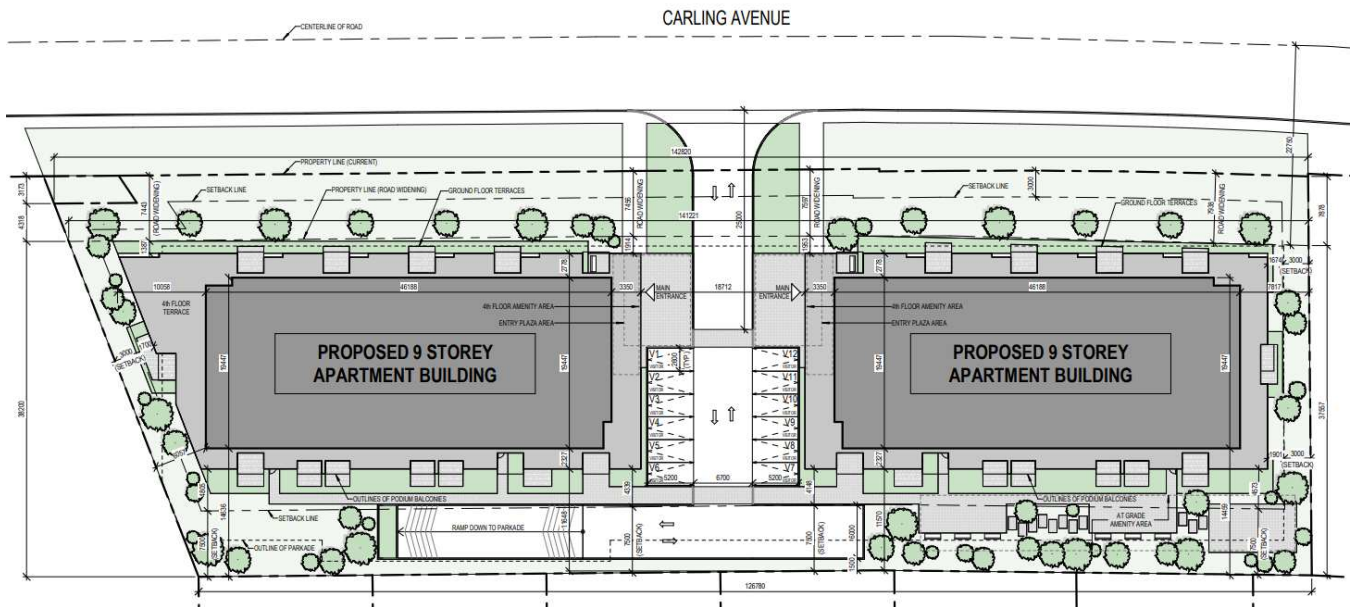


Figure 9: Site Plan of the Proposed Development

3.1 Building Height and Massing

Both buildings are proposed to be nine (9)-storeys (28.5 metres) in height. The proposed development will incorporate a total floor area of 18,853 square metres. Each building features a four (4) storey podium with a total combined floor plate of 2,501 square metres (with slightly less space at the ground floor level to make space for an entry plaza area). The fifth to ninth floors of the buildings will incorporate a limited combined floor area of 1,786 square metres.

The podiums on each building wrap around the exterior of the building, creating a distinct contrast between the podium and mid-rise components of the buildings. The podiums are both clad in interchanging red brick and grey masonry with interspersed orange vertical architectural bands to create visual interest. The podium units on the ground floor include a small terrace; the podium units on the second through fourth floors are incorporate recessed balconies with fritted glass.

The upper floors of both buildings are distinguished with a materiality change from red brick and grey masonry to glass, which helps create a sense of airiness among the top floors. The units feature cantilevered balconies with fritted glass to help reduce privacy impacts to abutting properties and decrease bird collisions.



Figure 10: Rendering of the Proposed Buildings, Looking South from Carling Avenue

At grade, the west and east podiums are generally set back 8.8 to 9.5 metres from the north (front) property line (with the exception of a 5.7-metre front yard setback from a slightly closer front lot line in the subject site's north corner). The upper portions of the buildings are stepped back from the podium and are set back approximately 12 metres from the front lot line along Carling Avenue.

The interior side yard setback along the east building is 4.7 metres at grade, increasing to 7.8 metres at the fifth floor through the podium's step back, which helps indicate the top portion of the building. The interior side yard setback along the west building is also 4.7 metres at grade, stepping back at the fifth floor again for a setback of just over six (6) metres.

The rear yard setback from both buildings to the south lot line is approximately 11.6 metres for the podium portion of the development, which increases to a minimum 13.9 metres above the fourth storey. The two (2) mid-rise buildings' first floors are separated 18.7 metres from each other. Beyond the fourth floor, the buildings share a 25.4-metre separation distance.

It is important to note that the existing General Mixed Use (GM) zoning's setback provisions allow for a continuous, longer building along Carling Avenue and a larger and deeper building into the subject site, in closer proximity to the low-rise residential dwellings along Elterwater Avenue to the south. The proposed development's two (2) buildings, each with a total of nine (9) storeys and four (4) storey podiums, substantially reduces the building massing along Carling Avenue, as compared to a single-building concept with approximately the same residential density.

The buildings feature a minimum separation distance of over 11.5 metres from the rear lot line, well above the GM zone's required rear yard setback of 7.5 metres. The additional rear yard separation is proportionate and addresses the additional building height of nine (9) storeys.

3.2 Ground Floor

The main residential entrances and lobbies for both buildings are proposed to be located in proximity to the central drive aisle. Both buildings feature an orange horizontal design feature / beam to indicate the entrance. To access the building, there is a landscaped pedestrian walkway from Carling Avenue and surface parking spaces provided at-grade. While the entrances do not face Carling Avenue, the lounge area animates the side of the building facing Carling Avenue. The ground floor on both buildings will incorporate a lobby, bicycle parking rooms, and dwelling units. Various shielding techniques will be considered to create positive outdoor terraces for some of the units.

3.3 Access and Egress

Vehicular access to the subject site will be from a full-movement vehicle access in the centre of the subject site along Carling Avenue, with access to a rear yard ramp for below-grade parking. The proposed driveway will lead to 12 surface visitor parking spaces located between the buildings, as well as a ramp at the rear of the west building accessing two levels of underground parking containing 223 parking spaces for residents, four (4) of which will be accessible stalls.

For ease of access, the bicycle parking has been enclosed within the first floor of each building lobby and can accommodate 54 bicycle stalls per building. This is a rate of 0.5 bicycle parking stalls per dwelling unit which meets the zoning requirements and encourages active transportation.

3.4 Amenity Space

Amenity space for both buildings will be provided through a mix of private and communal areas. The proposed development will incorporate 1,199 square metres of private terraces and recessed and cantilevered balconies. The proposed development will incorporate several ground floor amenities including lounges on the first floor of each building with a total combined area of 64 square metres, two (2) interior communal spaces on the fifth floor totalling 198 square metres, and amenity decks totalling 66 square metres. The proposed development also incorporates an at-grade outdoor amenity area of 288 square metres at the rear of the east building. In total, 2,563 square metres of amenity space are provided.

3.5 Design Intent

The buildings' massing is proposed to be divided into two (2), four (4) storey podiums, each topped by five (5) additional storeys with smaller floorplates. The podium's four (4) storey height encourages an active and livelier frontage along Carling Avenue and supports a gradual transition from the abutting residential neighbourhood to the south. The podium exteriors feature a traditional red brick, grey masonry with black window treatments and panelling for a more contemporary expression. To provide tenants with access to outdoor space, the units also feature recessed balconies with fritted glass.

The upper portions of the mid-rise buildings incorporate a heavily glazed façade, both to maximize the Ottawa River views and capture natural sunlight. The balconies from the fifth to ninth floors are cantilevered and feature a fritted glass to prevent bird strikes and provide privacy for abutting properties. The building's upper floors are stepped back on all sides to minimize their visual weight.



Figure 11: Rendering of the Proposed East Building, Looking Southeast from Carling Avenue



Figure 12: Rendering of the Proposed Buildings, Looking North



Figure 13: Proposed North Elevation Drawing (from Carling Avenue)



Figure 14: Proposed South Elevation Drawing

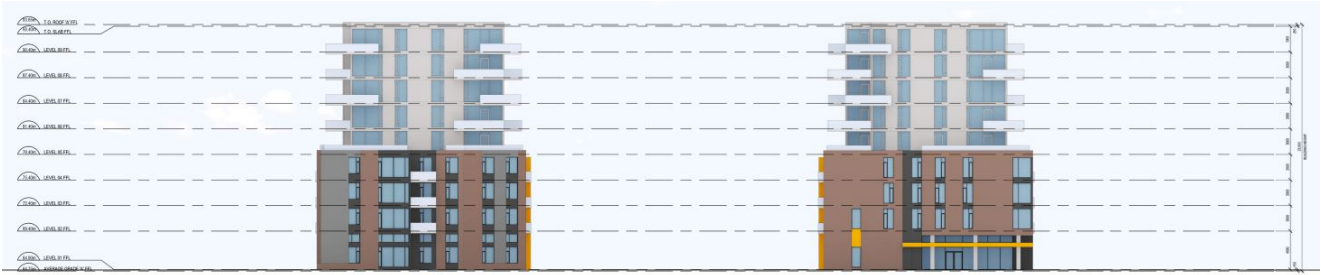


Figure 15: Proposed West Building - West (Left) and East (Right) Elevations

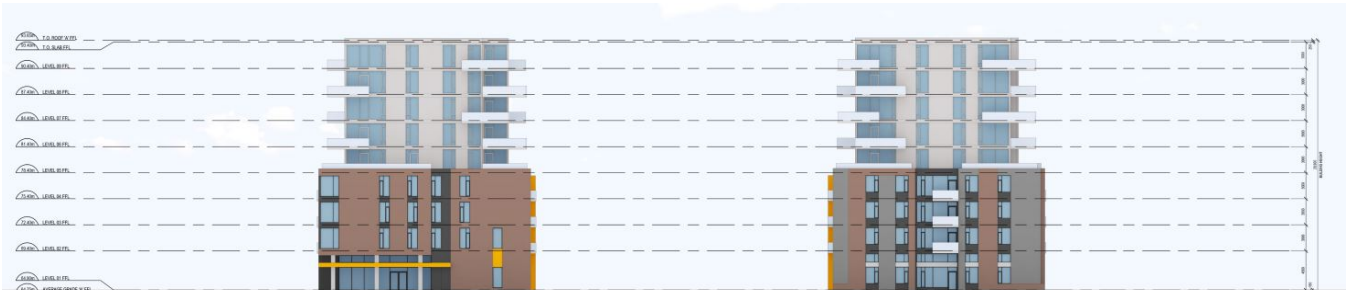


Figure 16: Proposed East Building - West (Left) and East (Right) Elevations

4.0 Policy and Regulatory Framework

4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act and came into effect May 1, 2020. It provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires the decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS recognizes that the long-term prosperity and social well-being of Ontarians depends on maintaining strong communities, a clean and healthy environment, and a strong economy. To this end, the PPS protects resources of provincial interest, public health and safety, and the quality of the natural and built environment. As noted in the PPS, provincial plans alongside municipal official plans provide a framework for comprehensive, integrated, place-based, and long-term planning that supports and integrates the principles of strong communities, a clean and healthy environment and economic growth, for the long term.

The PPS emphasizes the intensification of built-up areas in order to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomical expansion. To achieve this goal, planning authorities must identify and promote opportunities for intensification and redevelopment that sustain healthy and liveable communities by:

Section 1.1: Maintaining and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 Healthy, liveable, and safe communities are sustained by:

- (a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term.
- (b) accommodating an appropriate 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.
- (c) avoiding development and land use patterns which may cause environmental or public health and safety concerns.
- (e) promoting the integration 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.
- (f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society.
- (g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and project needs.

The proposed development is located within the urban boundary, on a serviced lot, and provides opportunities for the efficient use of land. This is reinforced by the proposed development’s close proximity to existing amenities and services including local parks, schools, employment, and retail. The proposed development supports accessibility and future growth needs of the community by providing a range and mix of house type sizes to accommodate aging-in place.

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

The Official Plan provides a vision of the future growth of the city and a policy framework to guide its physical development to the year 2036. By 2036, the population of Ottawa will push past the one million mark and possibly reach 1.1 million. This level of growth will open new opportunities for the city and its residents but will also bring enormous change and new challenges.

This Plan sets a policy framework for managing growth in ways that will reinforce the qualities of the city that are most valued by its residents: its distinctly liveable communities, its green and open character, and the landmarks and landforms that distinguish Ottawa from all other places. The Plan also recognizes Ottawa as a capital city, as a meeting place for Canadians and international visitors, and as host to Canada's most significant political, cultural, social, and economic institutions.

The City plans to meet this growth challenge by managing it in ways that supports livable communities and healthy environments. To do so, the Official Plan outlines strategic directions in four key areas, two of which are relevant for this proposal:

Managing Growth

- / The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently.
- / Growth in the existing designated urban areas will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking, and cycling facilities.
- / Infill and redevelopment will be compatible with existing context or planned function of the area and contribute to the diversity of housing, employment, or services in the area.

Building Liveable Communities

- / Attention to urban design will help create attractive communities where buildings, open space, and transportation work well together.
- / Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing and places to work and shop; and
- / The City will pursue a more affordable pattern of growth that allows for more efficient use of municipal infrastructure and reduces the need to build and maintain new infrastructure throughout its life cycle.

These strategic directions are developed further in the policies of Section 2.2.2 (Managing Growth) and 2.5 (Building Liveable Communities), as discussed below.

The proposed development takes advantage of an underutilized property within the City's urban area that is already serviced. The proposed development's compact form and mid-rise residential density will encourage a sustainable pattern of development, in proximity to employment and open space, and will contribute to a complete community with a range of unit types.

4.2.1 Section 2.2.2 – Managing Intensification within the Urban Area

The Official Plan supports intensification throughout the urban area where there are opportunities to accommodate more jobs and housing and increase transit use. Intensification is directed to Target Areas for Intensification which have the potential to develop at moderate to high densities in a compact form.

Policy 1 of Section 2.2.2 of the Official Plan 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:

- / 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;
- / Infill development;
- / The conversion or expansion of existing industrial, commercial, and institutional buildings for residential use; and,
- / The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses.

Policy 3 of Section 2.2.2 of the Official Plan states that target areas for intensification are the Central Area, Mixed Use Centres, Mainstreets, and Town Centres defined on Schedule B, and the Community Core in Riverside South.

Despite the above, Policy 22 of Section 2.2.2 of the Official Plan notes that the City also supports compatible intensification within the urban boundary, including areas designated General Urban Area. The City will promote opportunities for intensification in areas determined by the policies in Section 3.6.1. Intensification that is compatible with the surrounding context will also be supported on: brownfield sites that have been remediated; on underdeveloped sites such as current or former parking lots; in extensive areas previously used for outside storage; sites that are no longer viable for the purpose for which they were originally used or intended; and on sites of exhausted pits and quarries in the urban area where the urban design.

The proposed development meets the definition of residential intensification as defined by Section 2.2.2, Policy 1 of the Official Plan, as it seeks to create new residential buildings on an underutilized lot and is within the City's urban area.

4.2.2 Section 3.6.1 – General Urban Area Designation

The subject site is designated "General Urban Area" on Schedule B (Urban Policy Plan) of the City of Ottawa's Official Plan.



Figure 17: Excerpt from Schedule B – Urban Policy Plan of the City of Ottawa Official Plan (Subject Site Identified)

Section 3.6.1 of the Official Plan contains policies that guide development within the General Urban Area. This designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes, and life circumstances. Many different types and densities of housing are permitted. Building height in the General Urban Area should generally be low-rise (up to 4 storeys), although taller buildings may be permitted in key locations.

Specifically, relevant policies under the General Urban Area designation include:

Policy 3: Building heights in the General Urban Area will continue to be predominately low-rise. Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area.

Policy 4: New taller buildings may be considered for sites that:

- A. Front an Arterial Road on Schedules E or F of this Plan and which are:
 - i. Within 800 metres walking distance of a Rapid Transit Station on Schedule D of this Plan, or
 - ii. On a Transit Priority Corridor on Schedule D of this Plan.
- B. Are in an area already characterized by taller buildings or sites zoned to permit taller buildings.

Policy 5: When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- A. Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces;
- B. 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.

The proposal meets the intent of the General Urban Area designation through providing a mix of housing types for aging residents in the community so that they can continue to live in their

neighbourhood. It also redevelops and makes good use of an underutilized piece of land within close proximity to amenities and the transportation network. Lastly, the heights of the proposed buildings are in alignment with adjacent properties that are zoned to permit taller buildings that are of the right scale and mass for the location along Carling Avenue.

The proposed development meets the criteria in Policy 4, Section 3.6.1 outlined above. It is important to note that for a site to be considered for greater building height, the site should meet *either* policy 4 a) or policy 4 b). The lack of a conjunction between the first and second criteria is deliberate and reflects the Official Plan's intent to permit taller buildings on sites that meet a) or b), as described above, but that do not need to meet 4 a) i) and ii).

The property located at the intersection of Carling Avenue and Ullswater Drive (1 Ullswater Drive) to the west and the apartment complex at the intersection of Carling Avenue and Crystal Beach Drive (2A Crystal Beach Drive) to the east contribute to defining the character and planned function of the block on the side south of Carling Avenue. Although both properties are currently developed with two (2) and three-and-a-half (3.5) storey buildings, the current Residential Fifth Density, subzone A (R5A) zoning permits building heights up to 34 metres in these locations. The planned function of these properties is for high-rise buildings. Although currently zoned for 6-storeys, the subject site could be developed with greater building height, in keeping with Policy 3.6.1.4 b).

In terms of community character and a desired transition, the building height was carefully considered. Rather than a high-rise building, a mid-rise building is proposed on the subject site to recognize that the property is mid-block rather than a corner property. Further, a mid-rise building provides an additional opportunity for a built-form transition to the low-rise dwellings to the north along Carling Avenue and to the south along Elterwater Avenue.

It is important to note that the existing General Mixed Use (GM) zoning on the site allows for a continuous, longer building along Carling Avenue and a larger and deeper building into the site, in closer proximity to the low-rise residential dwellings along Elterwater Avenue to the south. Two (2) stand-alone nine (9) storey buildings on four (4) storey podiums substantially reduce the building massing along Carling Avenue, compared to a single-building concept with approximately the same residential density.

The buildings incorporate separation distances of at least 11.5 metres from the rear lot line, well above the existing zoning requirement of 7.5 metres.. The additional rear yard separation is proportionate and addresses the additional, nine (9) storey building height.

4.2.3 Section 2.5.1 – Designing Ottawa

Section 2.5.1– *Designing Ottawa* of the Official Plan contains design objectives which are qualitative statements of how the City wishes to influence the built environment. The proposed development meets these objectives as follows:

The proposed development responds to the identified Design Objectives in the following way:

- 1. To enhance the sense of community by creating and maintaining places with their own distinct identity.**

The proposed development will enhance the sense of community by redeveloping an underutilized property currently characterized by low-rise commercial and surface parking by creating a consistent street wall with improvements to the pedestrian environment through new landscaping.

- 2. To define quality public and private spaces through development**

To enhance the public boulevard, the orientation of the building podiums fronting Carling Avenue provides enhanced street activation, active entrances to the sidewalk and new landscaping in the right-of-way protection area.

3. **To create places that are safe, accessible and are easy to get to, and move through**
The two-way entrance for vehicles off Carling Avenue will minimize traffic impacts on neighbouring streets and minimize pedestrian-vehicle conflicts. The proposed development will also add more “eyes on the street” to make for a safer environment along Carling Avenue.
4. **To ensure that new development respects the character of existing areas**
The design of the building contemplates a built form that responds to the policies and regulations established for increased heights within the Official Plan and is complementary to existing buildings within close vicinity. The development also considers a generous separation distance of 18.7 metres between the buildings and a rear yard setback of at least 11.5 metres to maintain privacy for the abutting residents.
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.**
The proposed development contributes to a variety of mixed housing options by providing units in varying sizes including one (1) bedroom, two (2) bedroom and two (2) bedroom + den. The proposed development provides housing forms that will allow for “aging in place” for residents of the surrounding area.
6. **To understand and respect natural processes and features in development design.**
The proposed development is in close proximity to the Ottawa River and will capitalize on the waterfront views by using glass materials for the design of the upper portions of the mid-rise buildings. To avoid interference with migratory bird patterns, the upper balconies will feature fritted glass in an effort to avoid any unnecessary bird strikes.
7. **To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.**
The proposed development is capitalizing on an underutilized lot in the General Urban Area, which makes use of an already built-up urban fabric with existing utilities and amenities in the area. As a result, the proposed development minimizes resource consumption and carbon footprints due to its close proximity to numerous outdoor park spaces and multi-use pathways that help to reduce auto dependency and encourage more active modes of transportation.

4.2.4 Section 4.11 – Urban Design and Compatibility

Section 4.11 of the Official Plan addresses the potential impact of development on adjacent properties. Potential impacts include noise, light spillover, parking, access, shadowing, and microclimate conditions. While the policies of Section 4.11 are commonly used to evaluate the impact on existing development, they can be used to evaluate the impact on the planned function of neighbouring properties.

The following table addresses Policy 1 of Section 4.11, which requires that a design brief be included as part of a complete planning application. The following relevant policies have been considered in the design of the proposed development, to mitigate potential impact on neighbouring properties.

Policy		Proposed Development
1.	A Design Brief will be required as part of a complete application.	The requirements of the Design Brief have been integrated into this Planning Rationale.
Building Design		
5.	Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm. This will be assessed through: a. Setbacks, heights, and transition; b. Façade and roofline articulation;	The proposed buildings have a low-rise podium and mid-rise building form that is compatible with the existing and planned context along Carling Avenue as well as adjacent properties. In terms of podium height, the properties to the west and east are currently developed with 3.5-storey buildings along Carling Avenue.

	<p>c. Colours and materials;</p> <p>d. Architectural elements, including windows, doors, and projections;</p> <p>e. Pre-and post-construction grades on site; and</p> <p>f. Incorporating elements and details of common characteristics of the area.</p>	<p>The buildings feature generous setbacks that help to mitigate concerns of shadowing for nearby properties and provides opportunities for landscaping and private amenity areas.</p> <p>In breaking up the proposed development into two (2) buildings, rather than one larger building, the floor plate is significantly smaller and is therefore able to capture more sun exposure while reducing shadowing impacts to nearby properties. In terms of design, the podiums feature a traditional red brick, grey masonry with black window treatments and panelling that provide an attractive complementary look. The upper portions of the mid-rise building maximize views and capture sunlight with glass panelling and balconies. The contrast of the materials between the podium and upper floors results in the glass portion of the building looking almost transparent against the brick and intersecting masonry. This reduces the mass and height of the building while providing a feeling of airiness.</p> <p>The underground parking has been designed to be hidden from public view which reduces any visual impacts to the abutting properties to the south. In addition, the existing trees and hedges will be maintained providing additional separation between the proposed development and the rear-yard neighbouring properties.</p>
6.	New development shall orient the principal façade and entrances to the street; include windows on the elevations adjacent to public spaces; and use architectural elements, massing, and landscaping to accentuate entrances.	The principal façade and podium units orient along Carling Avenue, while the main resident and service entrance for the two buildings face the interior space between the buildings. The entrances feature distinct design details indicating their significance.
8.	To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building.	Servicing is planned to be internalized, either within the underground parking garage or as part of a rooftop penthouse; the exact mechanical design will be determined at a later, more detailed design stage. Visitor parking spaces will provide pick-up drop/off spaces for food delivery and packages near the building entrances at grade.
9.	Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.	The proposed development will feature internalized mechanical equipment and 100 square metres of amenity space on the 5th floor of each building.
Massing and Scale		
10.	Where no Secondary Plan is present, the City will assess the proposal on its approved Design Guidelines:	The proposed development features a low-rise podium and mid-storey form that is compatible

	<ul style="list-style-type: none"> / building height, massing, and scale by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting development and development that is across the street; / Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development; <ul style="list-style-type: none"> / The need to provide a transition between areas of different development intensity and scale as set out in Policy 12. 	<p>with the existing and planned context along Carling Avenue.</p> <p>The four (4) storey podium is set back more than eight (8) metres from the front lot line. To the east and west, the two (2) mid-rise towers are set back at least 4.6 metres from the adjacent properties to the east and west, which helps mitigate concerns of overlook and shadowing. To the south, the buildings are set back at least 11.5 metres from the abutting residential houses to ensure minimal shadow and privacy impacts.</p> <p>To preserve views for the residential neighbourhood, the two (2) buildings have been designed with a generous separation to allow for more light and sky views. Rather than building one (1) continuous building, the development of two (2) nine (9) storey buildings that are slender in size appears to be less bulky, and shallower into the site than a similarly dense (or denser) six (6) storey building permitted by the existing zoning setbacks (as shown on Figures 18 and 19 below).</p> <p>The building features two (2) levels of underground parking with an access ramp located at the rear of the west building. To minimize impacts to neighbours at the rear, a fence and additional tree planting will help to minimize noise and light impacts.</p>
11,	<p>The Shadow Analysis and Wind Analysis will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent of each analysis is to demonstrate how impacts have been minimized or avoided.</p>	<p>A shadow study has been prepared as part of the application to evaluate the impact of the proposed development on adjacent properties.</p> <p>Due to the significant road widening requirement (+/- 7.0m) and the significant width of the Carling Avenue right-of-way, the orientation of the buildings will generally mitigate significant shadow impacts to the north. As shown in the analysis, the shadows are minimal in the summer and early fall months for houses along Carling Avenue in Rocky Point. During the winter months, the longer shadows will have slight impacts on properties across the street in Rocky Point, but due to the larger lot sizes and fast-moving nature of the shadows themselves during this time of month there will be minimal adverse impacts on only a few residents.</p> <p>The Pedestrian Level Wind Study prepared by Gradient Wind Engineers assessed the pedestrian wind comfort and safety, within and surrounding the subject site. The findings of their report indicate acceptable levels of wind conditions on</p>

		the sidewalks along Carling Avenue and in the outdoor amenity areas. The analysis did not find any pedestrian areas that could experience dangerous weather conditions.
12.	Transition in height and massing through measures such as setbacks, step-backs and stepping down or variation in building form should be demonstrated to respect the surrounding planned context.	The proposed buildings' articulation, including both step-backs and balcony bump-outs on the upper floors, and with the introduction of glass on the building, contribute to a visually interesting design that creates contrast among the podium and upper floors.
13.	Building height and massing transitions will be accomplished through a variety of means, including: 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); Building setbacks and step-backs	The west and east buildings have been set back at least eight (8) metres from the north property line to accommodate the road widening requirements on Carling Avenue and mitigate the impacts of the mid-rise buildings on adjacent properties. The four (4) storey podium provides activation of the at-grade experience along Carling Avenue, and gradually transitions in height at the fifth floor where the building transitions to a slimmer mass with glass detailing that accentuates the skyline and preserves waterfront views.
Outdoor Amenity Areas		
19.	The development must minimize undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s).	To minimize privacy concerns and disruptions from rear-yard neighbours, the balconies on the podiums will be recessed where possible. This provides better architectural articulation and façade depth than cantilevered balconies which are featured on the higher levels. In addition, the development features new tree plantings to the north and the south to create a buffer and more attractive public realm.
20.	Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g., plazas, courtyards, squares, yards).	Amenity areas are provided in the form of balconies, ground floor entry plazas and lobbies, interior and exterior amenity spaces located on the fifth floor and a smaller outdoor amenity area at grade on the rear side of the east building.



Figure 18: Rendering Comparing the Proposed Development to the Building Envelope Permitted by the Existing Zone's Setback and Height Provisions (Purple) (View Looking North)



Figure 19: Rendering Comparing the Proposed Development to the Building Envelope Permitted by the Existing Zone's Setback and Height Provisions (Purple) (View Looking South)

4.2.5 Section 4.6.4 – Scenic-Entry Routes

Scenic-Entry Routes form a network that links major tourist, recreation, heritage, and natural environmental destinations in and beyond Ottawa. These routes are enjoyed by a variety of modes, including bus, bicycle, and

vehicle, and are used by not only residents but visitors and business travellers arriving in Ottawa and the National Capital Region.

Policy 2 notes that Guidelines for Scenic-Entry Routes will be developed and implemented by the City and used to promote:

- a. The creation of a safe and attractive environment for travellers including, where appropriate, such amenities as lay-bys, scenic lookouts, information, and directional signs to important urban and rural cultural, heritage, environmental and tourism destinations;
- b. Attention to such matters as building orientation, outside storage, access and egress, landscaping, fencing, lighting, and signage to an aesthetically pleasing streetscape;
- c. The protection of views to natural and cultural heritage features, mature trees, and roadside vegetation along and beyond the right-of-way;
- d. Coordination of landscaping, berming, pathways and other features within the rights-of-way with the creation of such features on adjacent land, including the potential to location these features of adjacent property;
- e. Any other items determined by the City.

Policy 3 states that until such time as the guidelines for Scenic-Entry Routes are prepared, development applications adjacent to these routes will be assessed against the criteria listed above, in addition to other requirements of this Plan.

Given that the current site conditions are an older restaurant building and surface parking lot, there are opportunities to redevelop the subject site in keeping with some of the expectations of scenic-entry routes outlined in Policy 2 above: good building frontage, street-facing residential units, streetscaping, sidewalks and private landscaped areas, and parking located away from the public right-of-way.

4.3 City of Ottawa Official Plan Update

The City of Ottawa is currently undertaking an Official Plan review, which will culminate in a new Official Plan, projected to be adopted by Council, in Fall 2021. The first phase of the new Official Plan process was completed in Fall 2019, and Council has approved high-level policy directions. On May 18, 2020, Planning Committee recommended that Council approved an intensification target of 60 percent for the new Official Plan. The first draft of proposed policies were issues in November 2020 with comments submitted by March 12, 2021. A revision of the draft Official Plan is expected in late July, early August 2021.

Preliminary policy directions for the new Official Plan include:

- / An intensification target of 60%
- / Orient land use designations around nodes, corridors, and neighbourhoods
- / Evolve to dense, walkable, 15-minute neighbourhoods;
- / A renewed emphasis on building form; and
- / Establishing minimum densities for new developments in proximity to important rapid transit stations.

As the current applications are being submitted prior to the adoption of the new Official Plan, the proposed development is assessed based on the policies of the current Official Plan, as discussed in Section 4.2.

4.4 City of Ottawa Zoning By-law (2008-250)

As shown in Figure 7 below, the subject lands are currently zoned "General Mixed Use, Subzone 20, Urban Exception 2628, Height Limit of 18.5 Metres" (GM20[2628] H(18.5)) in the City of Ottawa Comprehensive Zoning By-law (2008-250). The General Mixed-Use Zone intends to:

- 1) allow residential, commercial, and institutional uses, or mixed-use development in the General Urban Area and in the Upper Town, Lowertown and Sandy Hill West Character Areas of the Central Area designations of the Official Plan;
- 2) limit commercial uses to individual occupancies or in groupings in well defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas;
- 3) permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed; and
- 4) Impose development standards that will ensure that the uses are compatible and complement surrounding land uses.

The current zoning permits the proposed mid-rise apartment building use.

Exception 2628, which applies to the subject site, allows the use of a parking lot for a temporary period of three (3) years ending on June 10, 2023.



Figure 20: Zoning of Subject Site and of Abutting/Nearby Properties Along Carling Avenue

The proposed development is compared to the provisions of the existing GM20 zone in the table below:

Provision	Requirement	Proposed	Compliance
Minimum Lot Area	No minimum	6,163 m ²	✓
Minimum Lot Width	No minimum	Approximately 143m	✓
Minimum Front Yard Setback	3m	8.8m – 9.5m (except for a 5.7m setback from a front lot line in the northwest corner)	✓
Minimum Interior Side Yard Setback	3m	4.6m	✓
Minimum Rear Yard Setback	7.5m	11.5m	✓
Maximum Building Height	18.5m	28.5m	X

Provision	Requirement	Proposed	Compliance
Maximum Floor Space Index (FSI)	2	>2	X
Minimum Required Vehicle Parking (Area B on Schedule 1A)	Residential: 216 units @ 1.2/unit= 260	Residential: 223	X
	Visitor: 216 units @ 0.2/unit= 43	Visitor: 43	✓
Minimum Required Driveway Width	Minimum 3m for a single traffic lane and 6m for a double traffic lane.	6m	✓
Minimum Required Drive Aisle Width	6m	6m	✓
Parking Space Dimensions	Minimum width: 2.6m Minimum length: 5.2m Up to 40% of the required spaces may be reduced to a width of 2.4m x 4.6m where they are in a garage with 20+ spaces and are identified for small cars.	Minimum width: 2.6m Minimum length: 5.2m	✓
Minimum Required Landscaped Buffer Around a Parking Lot	15% of the area of a parking lot must be provided as perimeter or interior landscaped area	>15%	✓
Minimum Required Landscaped Area within a Parking Lot	For a parking lot containing more than 10 but fewer than 100 spaces, not abutting a street: 1.5m	1.5m	✓
Minimum Required Landscaped Buffer	/ Abutting a street: 3m / Abutting a residential or institutional zone: 3m	/ Abutting Carling Avenue: 3m / Abutting a residential zone: 1.5m	X
Minimum Required Bicycle Parking	Residential: 216 units @0.5/unit =108	108 spaces	✓
Minimum Bicycle Parking Space Dimensions	Horizontal: 0.6m wide x 1.8m long Vertical: 0.6m wide x 1.5m long	Horizontal: 0.6m wide x 1.8m long Vertical: 0.6m wide x 1.5m long	✓
Bicycle Parking Access	Minimum aisle width: 1.5m	Aisle width: 1.5m	✓
Amenity Area	216 units @ 6m ² per unit= 1,296m ² 50% communal: 648m ²	Total: 2,563m ² Communal: 792m ²	✓

Based on the above, a Minor Zoning By-law Amendment is required to address certain provisions through a site-specific exception. The proposed amendments are outlined in subsection 4.4.1 below.

4.4.1 Proposed Zoning By-law Amendment

The proposed Zoning By-law Amendment proposes to amend the zoning of the subject site to “General Mixed Use, Subzone 20, with a Site-Specific Exception, Height Limit of 30 Metres ” (GM20 [XXXX] H(30)). Proposed amendments to the subject site’s existing zoning include the following:

Building Height

Whereas the current GM20[2628] H(18.5) zoning permits a mid-rise building of up to 18.5 metres in height. a permitted building height of 30 metres is proposed for the subject site. As discussed in this Rationale, a greater building height allows a building that it is designed to be more sensitive to its context and abutting residential properties, with a narrower building footprint, greater rear yard separation, a broken-up building massing along Carling Avenue and a step-back above the four (4) storey podiums.

The proposed building heights are supported by the policies of the General Urban Area, in particular policy 3.6.1.4 b) in terms of suitability for greater building height. The planned function of abutting and nearby properties on the block on the south side of Carling Avenue, between Ullswater Drive and Crystal Beach Drive, currently permit high-rise buildings. Although both properties are currently developed with two (2) and three and a half (3.5) storey buildings, the current Residential Fifth Density, subzone A (R5A) zoning permits 11-storey buildings, 34 metres in height.

In terms of community character and a desired transition, the building height was carefully considered and mindful of abutting low-rise areas. Rather than another high-rise building, a mid-rise building is proposed at 3430 Carling Avenue to recognize that the subject site is mid-block rather than a corner property, and a mid-rise building provides an additional opportunity for a built-form transition to the low-rise dwellings to the north along Carling Avenue and to the south along Elterwater Avenue.

It is important to note that the existing General Mixed Use (GM) zoning on the site allows for a continuous, longer building along Carling Avenue and a larger and deeper building into the site, in closer proximity to the low-rise residential dwellings along Elterwater Avenue to the south. Two (2) stand-alone buildings, each with nine (9) storeys and a four (4) storey podium, substantially reduces the building massing along Carling Avenue, compared to a single-building concept with approximately the same residential density.

The podium and mid-rise portions of the building now have a minimum 11.5-metre setback from the rear lot line, well above the required 7.5m in the GM zone. The additional rear yard separation is proportionate and addresses the additional building height of 9-storeys.

The building’s contemporary design also responds well and is compatible with the City’s design objectives of Section 2.5.1 of the Official Plan as well as the compatibility criteria of Section 4.11 of the Official Plan. The building provides generous setbacks from Carling Avenue, opportunities for enhanced landscaping and has been designed to optimize privacy for nearby residents and adjacent properties.

Elimination of Floor Space Index Requirement

Whereas the subject site’s current zoning includes a maximum Floor Space Index (FSI) of 2, the proposed development will be in excess of this figure. The elimination of the FSI requirement will permit the proposed redevelopment of the subject site with a level of intensification that is appropriate for its location and circumstances.

Reduction in Required Vehicle Parking

The proposed development provides 223 parking spaces for residents, which is 37 spaces less than the required 260 spaces as per the Zoning By-law. Based on the development’s target market of active seniors, it is anticipated that private vehicle ownership will be lower due to demographic preferences. At least one (1) parking space will still be available for each dwelling unit. The proposed development will market its units with the number of available parking spaces accordingly.

Reduced Landscaped Buffer

The base GM zone requires a three (3) metre landscaped buffer where abutting a residential zone, whereas the proposed development incorporates a 1.5-metre landscaped buffer between the rear lot line (abutting a residential zone) and the driveway and parking garage ramp.

The proposed development has been site to provide a generous separation distance between the proposed buildings and the rear lot line while providing a quality at-grade experience along the right-of-way, necessitating the location of the parking garage ramp in the rear yard. The buffer will incorporate landscaping and fencing in order to minimize noise, privacy, and light spillover impacts. These details will be determine at a later design stage as part of the Site Plan Control application process.

5.0 Public Consultation Strategy

All public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities that have already been undertaken in preparation of this application submission, or will be undertaken in the following months after the application has been submitted, include:

- / Information Meetings with the Ward Councillor's Office
 - A meeting was held on February 23, 2021, to present a concept of the proposed development to the Ward Councillor, Councillor Theresa Kavanagh, and to the local Community Association president.
 - A second meeting was held on June 22, 2021, to present a revised development concept to the Ward Councillor and Community Association president in advance of a public information session.

- / Public Information Session with the Local Community (June 23rd, 2021)
 - An information session was held on June 23, 2021, to provide a clear understanding of the planning and development process and present the proposed development concept to the local community. Project team members were available to answer questions and receive feedback from the public.

- / Notification of Ward Councillor, Councillor Theresa Kavanagh
 - The Ward Councillor will be notified by the City of Ottawa's "Heads Up" e-mail once the application is received.

- / Notification to residents and local registered Community Associations
 - Will be completed by the City of Ottawa pursuant to the Planning Act and the City of Ottawa's Public Notification Policy.

- / Planning Committee Meeting Advertisement and Report Mail out to Public
 - Notification for the statutory public meeting will be undertaken by the City of Ottawa.

All public engagement activities will comply with the Planning Act requirements, including circulation of notices and the Statutory Public Meeting.

6.0 Conclusion

It is our professional opinion that the proposed Zoning By-law Amendment to permit two (2) nine (9) storey mid-rise buildings with four (4) storey podiums on the subject site constitutes good planning and is in the public interest for the following reasons:

- / The proposed development is consistent with the Provincial Policy Statement, proposing to utilize an undeveloped area by intensification within a built-up area where existing infrastructure and public service facilities are available.
- / The proposed development conforms with the City of Ottawa Official Plan's polices by providing a diverse range and choice of housing types to meet life circumstances (aging-in place) and meets the land use policies of the General Urban Area designation.
- / The proposed development meets the urban design objectives and compatibility criteria established in Sections 2.5.1, and 4.11 of the Official Plan.
- / The proposed development complies with most of the provisions of the City of Ottawa Zoning By-law, and the requested amendments are reasonable and maintain the intent and purpose of the Zoning By-law.

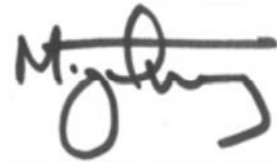
Sincerely,



Katie O'Callaghan, M.Pl
Planner



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Partner