



3430 Carling Avenue

Planning Rationale + Design Brief Addendum
Zoning By-law Amendment
December 15, 2022



Prepared for Rohit Communities Ontario Inc.

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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) previously prepared a Planning Rationale and Design Brief, dated August 16, 2021, in support of a Zoning By-law Amendment application for the lands municipally known as 3430 Carling Avenue in the City of Ottawa (the “subject property”).

This report is an addendum to the August 2021 Planning Rationale and Design Brief and is intended to summarize the changes to the development since the original submission and to address outstanding comments from the review of the application.

This Addendum should be read in conjunction with the original August 2021 Planning Rationale. All opinions and findings of the original report remain valid.

1.1 Recent Application History

On August 16, 2021, a Minor Zoning By-law Amendment application (File: D-02-02-21-0082) was filed by Fotenn on behalf of 3430 Carling Property Inc. to facilitate the development of the subject property with two (2) nine (9) storey, mid-rise residential apartment buildings. Both buildings would include four (4) storey podiums and street-fronting residential units. The proposed development included a total of 216 dwelling units, which were to be marketed towards independent seniors looking to downsize or make use of a more compact community in close proximity to recreation amenities.

A Minor Zoning By-law Amendment was sought for the subject property, zoned “General Mixed-Use Subzone 20, Urban Exception 2628, Height Limit of 18.5 Metres” (GM20[2628] H(18.5)), the purpose of which was to:

- / Increase the permitted building height to 30 metres from the existing 18.5-metre height;
- / Eliminate the Floor Space Index maximum of 2;
- / Reduce the minimum required resident parking requirement; and,
- / Reduce the minimum width of a landscaped buffer between the GM-zoned subject property and residentially zoned properties.

The purpose of these amendments was to allow for a built form that was 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.

1.2 Public Consultation Strategy

As part of the original Zoning By-law Amendment submission, a public consultation strategy in line with the *Planning Act* was required to be identified and outlined. The following public engagement steps and activities were part of the original public engagement strategy:

- / 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 23, 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.

- / Information session with the Ward Councillor's Community Association Executive and Neighbours (July 26, 2022)
 - An onsite meeting was held to introduce the new developer, review the subject property and surrounding context, and outline and discuss proposed design changes undertaken in response to public and technical circulation comments.
- / Notification of Ward Councillor, Councillor Theresa Kavanagh
 - The Ward Councillor was notified by the City of Ottawa's "Heads Up" e-mail once the application was 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.

1.3 Resubmission Materials

In addition to this Planning Rationale and Design Brief Addendum, please find enclosed under separate cover the following materials being submitted in support of the revised development proposal and Minor Zoning By-law Amendment application:

- / **Site Plan and Parking Levels**, prepared by Project1 Studio, dated December 13, 2022;
- / **Elevation Drawings**, prepared by Project1 Studio, dated December 9, 2022;
- / **Design Brief**, prepared by Project1 Studio, dated December 6, 2022; and,
- / **Landscape Plan**, prepared by Fotenn Planning + Design, dated November 15, 2022;

A comment response table addressing technical circulation comments is also enclosed as part of this resubmission.

Proposed Development and Summary of Design Changes

Rohit Communities Ontario Inc. is now undertaking the development proposal and is intending to redevelop the subject property with two (2) six (6) storey, mid-rise residential apartment buildings. The two-building design was favoured over a continuous block as it provides a mid-block connection through the subject property and creates variety along the streetscape. Both buildings include a masonry podium alternating between two and three storeys. A total of 186 dwelling units are proposed, 98 of which will be in the west building and 88 of which will be in the east building. The unit mix will consist of the following:

- / 55 one-bedroom units;
- / 41 one-bedroom + den units;
- / 67 two-bedroom units; and,
- / 23 two-bedroom + den units.

The proposed development incorporates soft landscaping in the front, side and rear yards of the subject property. The proposed development will provide a total of 289 vehicle parking spaces, most of which will be located in an underground garage, aside from 18 surface parking spaces for visitors at the rear of the buildings. The proposed development will also provide 96 bicycle parking spaces, 88 of which will be located indoors on the main floor of the buildings, and the remainder of which will be conveniently located for visitors, adjacent to the rear entrance doors of the buildings.

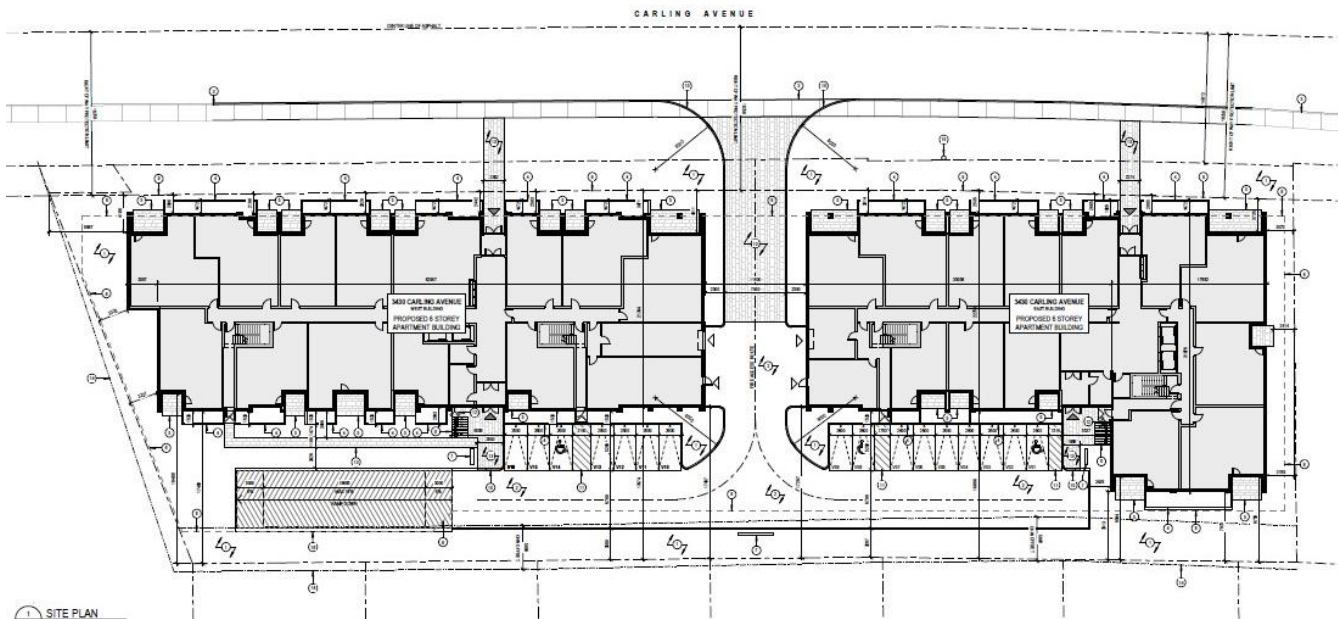


Figure 1: Site Plan of the proposed development.

2.1 Changes to the Proposed Development

The following changes have been made to the originally proposed redevelopment of the subject property in response to the comments received from the technical review, feedback from public engagement events, and change in ownership of the subject property and proposed development:

- / **Building heights** have been reduced from nine (9) storeys (28.5 metres) to six (6) storeys (19.2 metres);

- / All **exterior parking** is now proposed to be located at the rear of buildings, whereas exterior parking was previously proposed to be located adjacent to the central drive aisle between the two buildings;
- / As a result of the above-noted revision, **the driveway throat length off Carling Avenue** has been increased from 25 metres to 42.5 metres (26.6 metres if considering the throat length be interrupted by the garbage staging areas at the sides of both buildings), providing additional room for orderly access and egress to and from the subject property;
- / **The landscaped buffer width** at the rear of the subject property has been increased, from 1.5 metres minimum to 3.2 metres minimum;
- / **Building placement** has been moved further north, closer to Carling Avenue (as discussed in the ROW reduction rationale);
- / **Separation distance** between buildings has been reduced from 18.7 metres to 11.6 metres;
- / **Total provided vehicle parking** has been increased from 266 spaces to 289 spaces and is now in compliance with the minimum parking requirements outlined in the City of Ottawa's Zoning By-law;
- / **The Floor Space Index (FSI)** has been reduced from 3.06 to 2.04; and,
- / **The unit count** has been reduced from 216 units to 186 units.



North Elevation of Revised Proposal



North Elevation of Original Submission

Figure 2: Massing revision changes of the proposed development (top) and the originally proposed development (bottom).

2.2 Building Height and Massing

Both buildings are proposed to be six (6) storeys (19.2 metres) in height. The proposed development will incorporate a total gross floor area of approximately 12,596 square metres. Each building will feature a two-to-three charcoal brick masonry storey podium with an alternating staggered pattern which wraps around the exterior of the building, creating a distinct contrast between the podium and mid-rise components of the buildings. The upper floors of both buildings are distinguished by materiality changes from the podium, featuring a mixture of different colour panelling, balconies, and frame elements.

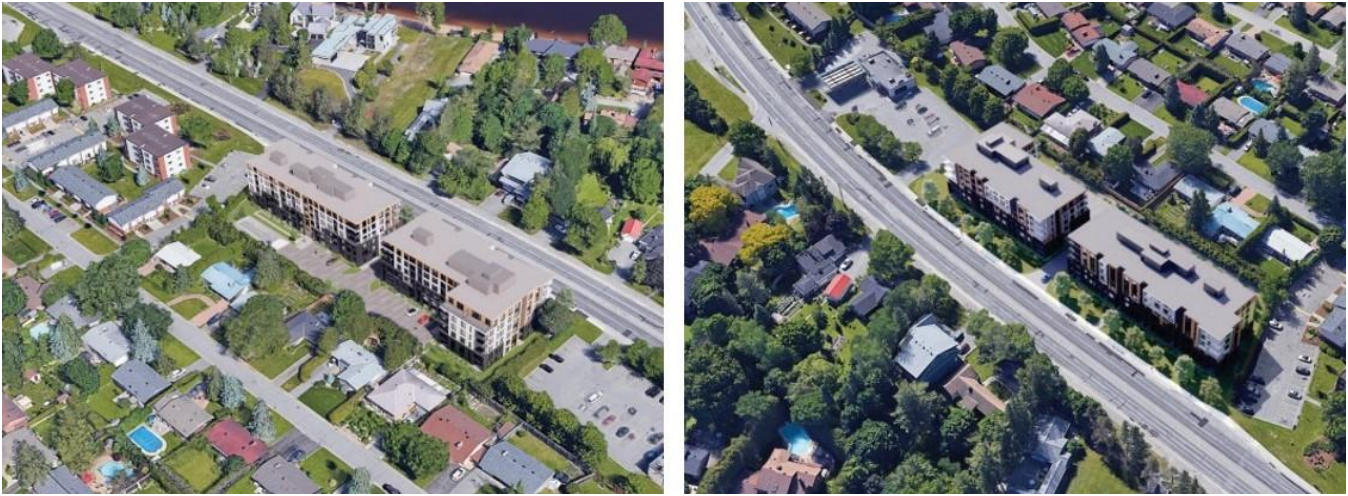


Figure 3: Left image: rendering view looking northwest. Right Image: rendering view looking southeast.

At grade, the west and east podiums are set back 6.1 metres from the existing north (front) property line (with the exception of a 2.3 metre front yard setback from a slightly closer front lot line on the subject property's northwest corner). With the anticipated widening of the right-of-way along Carling Avenue, the proposed development will be set back XX metres from the right-of-way protection limit. The proposed development's proximity to Carling Avenue will allow it to appropriately frame the street. Although not significantly stepped back, the upper portions of the buildings are designed with lighter colour tones that provide a clear visual differentiation from the podium.

The rear yard setback from both buildings to the southern lot line is approximately 7.8 metres from a small portion of the eastern building, with the majority of the built form being set back approximately 17 metres from the rear lot line. The top (sixth) storey of the southernmost portion of the eastern building stepback is stepped back 2.9 metres in order to reduce concerns of transition and overlook on the low-rise properties to the south. Almost all balconies facing the rear (south) yard are fully recessed, increasing the separation distance from the rear yards of abutting dwellings to the south.

A separation distance of 11.6 metres between both buildings breaks up the massing of the built form along Carling Avenue and allows for the driveway to run between the buildings to the rear of the subject property.



TRANSITION MEASURES

- 1 Separation**
Increased setback from South Property Line
- 2 Recessed Balconies**
Use of only recessed balconies on South Elevation to increase separation from balconies to south property line, reducing privacy and overlook concerns.
- 3 Cladding**
Use of a different cladding material on upper level to reduce visual impact of the building and make it feel more like a 5 storey building
- 4 Step-Back**
The portion of the building that does turn towards the south property line steps back on the top floor to increase privacy and reduce overlook.
- 5 Landscape Buffer**
Increased landscape buffer from edge of drive aisle to South property line.

Figure 4: Excerpt from Building Transition Measures

2.3 Ground Floor and Streetscape

The updated development has been pulled forward towards Carling Avenue, creating a more intimate connection with the Carling Avenue corridor, and lessening the massing impact on the neighbouring detached dwellings to the south. Two pathways that lead to the main entrances (one for each building) have been introduced along Carling Avenue (as seen in Figures 4 and 5 below), providing direct pedestrian access to the Carling Avenue right-of-way. Each building also incorporates an entrance door oriented towards the rear of the subject property for convenient access to and from the visitor parking spaces in the rear yard.



Figure 5: Rendering view of subject property looking east.

The ground floors of both buildings will incorporate a lobby, a bicycle parking room, a parcel room, a garbage room, and dwelling units. Various shielding techniques will be used to create a private outdoor terrace for some of the units.



Figure 6: Rendering view of subject property looking west.

Landscaping with a variety of mature trees and shrubs will provide greenery along the corridor that matches the existing vegetation on the other side of Carling Avenue as seen in Figures 4 and 5.

2.4 Access and Egress

Vehicular access to the subject property will be from a full-movement vehicle access in the centre of the subject property along Carling Avenue, which connects to a rear ramp for below-grade parking. The proposed driveway leads to 18 surface visitor parking spaces located at the rear of the building, as well as the ramp at the rear of the west building accessing two levels of underground parking containing 266 parking spaces (247 of which are for residents, and the remaining 19 of which are for visitors).



Notes on Public Realm

While 'public realm' typically implies the area between the building and the street frontage, for this project we are equally mindful of the transition to the existing residential neighborhood to the south as well. This being the case, we are treating the rear yard as a type of public realm because this area needs to offer a respectful response to the existing housing to the south while also accommodating the majority of the visitor and vehicle traffic to the project. The rear of the building has received equal design attention to the street side with the objective of fostering an environment that is welcoming to residents and their guests, while also offering transition to the houses to the south that mitigates overlook and privacy concerns and of serves as a respectful and appropriate backdrop.

KEYNOTE LEGEND

- 1 Street Facing Main Entrance
- 2 At Grade Resident Patio
- 3 Raised Planter
- 4 Planting Bed
- 5 Street Trees
- 6 Central Drive Aisle
- 7 3m Landscape Buffer
- 8 Ramp to Underground Parking
- 9 Landscaping and Signage
- 10 Accent Landscaping and Sign
- 11 Rear Yard Soft Landscaping

Figure 7: Subject property and its relationship to the public realm and circulation design.

For ease of access, the bicycle parking has been enclosed within the first floor of each building lobby and can accommodate 96 spaces (40 in the west building, 48 in the east building). The provided bicycle parking will meet the zoning requirement and, in being largely sheltered yet conveniently located on the ground floor of the buildings, will encourage active transportation.

2.5 Amenity Space

The proposed development offers a variety of private and communal amenity areas. An enlarged lobby on the ground floor of the east building will provide communal interior amenity space, while exterior communal amenity terraces will be located on the rooftops of both buildings. Private amenity space will be provided in the form of terraces and balconies. Balconies will be partially or fully recessed, providing some protection from inclement weather.

2.6 Sustainability

The project is not targeting any specific goals with respect to sustainability. That said, the project will include a number of design features that will offer significant energy efficiency:

- / The majority of parking is underground. By limiting the amount of surface parking we are ensuring a greater amount of soft landscaping which will reduce the surface run-off created by this development. In addition, the flat roof will provide an opportunity for storm water storage, and a cistern is included in the design to ensure a storm water flow-rate that will not overwhelm existing infrastructure.
- / The project will include onboard insulation on the exterior walls, which creates a more cohesive thermal barrier and reduces thermal bridges through the exterior walls.
- / The project will be only using durable cladding materials, all of which are insulated using a 'rain screen' design, ensuring that these cladding materials will perform well over the long term and will not require replacement.
- / The project will be using high-efficiency appliances. All lighting will use LED luminaires which combined will result in a significant reduction in the electrical demand for the building.
- / The installation of electric car charging stations are being explored.
- / The roofing will have a light colour, increasing reflectivity and reducing heat island effects.
- / The project will be retaining as many trees as possible on the south property line, and the proposed development includes significant landscaping and tree planting.

3.0

Policy and Regulatory Framework

A thorough review of applicable planning policies and framework was undertaken in the August 2021 Planning Rationale and Design Brief previously submitted to the City as part of the original Zoning By-law Amendment application submission. This Addendum will focus on any relevant changes to what was discussed therein and include further clarification.

The City of Ottawa Official Plan (2003, as amended) was officially replaced by the City of Ottawa Official Plan (2022) on November 4, 2022.

3.1 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved on November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

The Zoning By-law Amendment application for the proposed redevelopment of the subject property was submitted while the City's previous Official Plan (2003, as amended) was in full force and effect; as such it is our interpretation that the policies of the previous Official Plan continue to apply to this application. Nonetheless, the proposed development also meets the policies of the newly approved Official Plan as outlined below.

3.1.1 Strategic Directions

The Official Plan proposes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves include the following:

1) Achieve, by the end of the planning period, more growth by intensification than by greenfield development.

Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

2) By 2046, the majority of trips in the city will be made by sustainable transportation.

The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

3) Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.

A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

4) Embed environmental, climate and health resiliency and energy into the framework of our planning policies.

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

5) Embed economic development into the framework of our planning policies.

In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

The proposed development meets the Strategic Directions of the Official Plan by redeveloping a large, underutilized property located in the City's existing, built-up area. The proposed compact, efficient intensification of the subject property will locate greater density in an area with existing services and amenities, reducing vehicle trip lengths. The proposed development is designed to transition appropriately to the existing low-rise residential neighbourhood to the south and to provide a built form that frames the street along Carling Avenue at a human scale.

3.1.2 Cross-Cutting Issues

Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- / Intensification
- / Economic Development
- / Energy and Climate Change
- / Healthy and Inclusive Communities
- / Gender Equity
- / Culture

Many of these cross-cutting issues are addressed in other City policy documents and plans, and consequently, the Official Plan needs to be read in conjunction with those other policy documents.

3.1.3 Transect and Land Use Designation

3.1.3.1 Outer Urban Transect

Schedule A divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural).

The subject property is located in the Outer Urban Transect, as seen in Figure 9 below. The Outer Urban Transect comprises neighbourhoods inside the Greenbelt built in the last third of the twentieth century. The neighbourhoods represent the classic suburban model and are characterized by the separation of land uses, standalone buildings, generous setbacks and low-rise building forms. These neighbourhoods were originally intended as predominantly residential bedroom neighbourhoods, planned and built around automobile travel, with a relatively small range of low-density housing types.



Figure 8: Subject property on Schedule A – Transect Policy Areas of the City of Ottawa Official Plan.

Policy 2(a) of Section 5.3.1 states that the Outer Urban Transect is generally characterized by low- to mid-density development. Development shall be low-rise within Neighbourhoods and along Minor Corridors.

3.1.3.2 Neighbourhood Designation

The subject property is designated as 'Neighbourhood' on Schedule B3 – Outer Urban Transect of the City of Ottawa Official Plan, as seen in Figure 10 below. Neighbourhoods are contiguous urban areas that constitute the heart of communities. It is the intent of this Plan that they, along with hubs and corridors, permit a mix of building forms and densities.

Policy 2 of Section 6.3.1 states that permitted building heights in neighbourhoods shall be low-rise, except:

- Where existing zoning or secondary plans allow for greater building heights; or
- In areas already characterized by taller buildings.

Policy 3 of Section 6.3.1 (a) states that development in the Neighbourhood designation which seeks additional height beyond 4 storeys may be evaluated through a Zoning By-law amendment, without the need to amend this Plan, in cases that fall under the provisions of Subsection 6.3.1 Policy 2) but where the zoning does not provide corresponding permissions.

Policy 4 of Section 6.3.1 states that the Zoning By-law and approvals under the *Planning Act* shall allow a range of residential and non-residential built forms within the Neighbourhood designation.

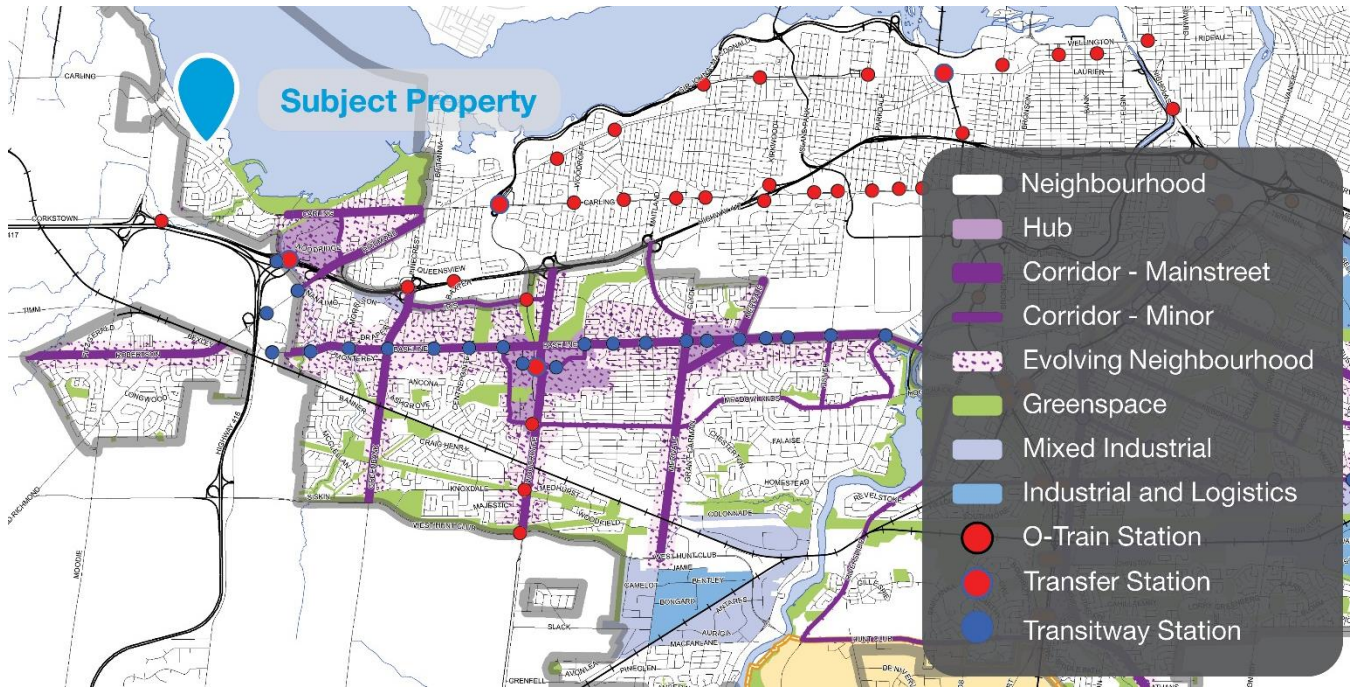


Figure 9: Subject Property on Schedule B3 – Outer Urban Transect of the City of Ottawa Official Plan (2022).

The proposed redevelopment of the subject property meets the policies of the Outer Urban Transect and Neighbourhood designation. The subject property is currently zoned to permit a mid-rise building height, and is in an area characterized by other nearby sites with mid-rise building height permissions. The proposed height increase is minor and will not result in any undue adverse impacts. The proposed mid-rise apartment building use will contribute to the mix and range of residential densities and forms in the area.

3.1.4 Growth Management Framework

Ottawa's population is projected to grow by 40 per cent between 2018 and 2046 with 51% of that growth targeted to occur through intensification within the built-up areas of the City. This overall intensification target is anticipated to be achieved through a gradual increase in intensification over the life of the Official Plan (stepping from 40% in 2018 up to 60% by 2046).

Per Policy 4 of Section 3.2, residential intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. Policy 5 of Section 3.2 states that intensification is permitted and encouraged on former industrial or commercial sites.

The proposed intensification of the subject property, which is currently occupied by a former commercial (restaurant) building, is permitted given existing development permissions and availability of municipal water and sewer services.

3.1.5 Urban Design

Urban Design concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

Carling Avenue, adjacent to the subject property, is identified as a “Scenic Route” on Schedule C13 of the Official Plan. Per Policy 4.6.2.4, development abutting Scenic Routes shall contribute to conserving or creating a desirable context by such means as:

- a) Protecting the opportunity to view natural and cultural heritage features;
- b) Preserving and restoring landscaping, including but not limited to distinctive trees and vegetation along the right of way;
- c) Orienting buildings towards the Scenic Route and providing direct pedestrian access, where appropriate;
- d) Providing screening by way of opaque fencing or landscape buffers to hide surface parking lots or outside storage; and
- e) Managing the intensity and spill-over of lighting on adjacent parcels.

The proposed development contributes to creating a desirable context along a Scenic Route by orienting the buildings along the Scenic Route and providing direct pedestrian access from the right-of-way, and by screening surface parking from the public realm by placing it at the rear of the subject property. The proposed development will further consider management of onsite lighting through the Site Plan Control process.

Policy 4.6.5.3 states that development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

The proposed development minimizes conflict between vehicles and pedestrians and improves the attractiveness of the public realm by locating the majority of the parking underground, with some surface parking screened from public view at the rear of the subject property. Trees are planned to be located in front of the buildings where possible.

Policy 4.6.6 contains policies related to enabling the sensitive integration of new development into existing neighbourhoods. Policy 4.6.6.2 states that transition between mid and high-rise buildings and adjacent properties designated as Neighbourhood will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, setbacks, and generally be guided by the application of an angular plane as may be set out by the Zoning By-law or Council-approved Plans or design guidelines.

Per Policy 4.6.6.4, amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and in consideration of all seasons.

The proposed development provides a variety of amenity areas, including private and communal spaces that are located indoors and outdoors. Both buildings will incorporate rooftop terraces largely facing toward the north, away from the rear yards of abutting dwellings to the south. An expanded indoor lobby area on the east building’s ground floor provides a sheltered, easily accessible amenity space. Each unit will also benefit from a private balcony or terrace. Many of the balconies are recessed, providing some protection from outdoor weather elements.

Per Policy 4.6.6.7, mid-rise buildings shall be designed to respond to the context, and transect area policies, and should:

- / Frame the street and provide mid-block connections to break up large blocks;
- / Include a base with active frontages, and a middle that relates to the scale and character of the surrounding buildings or planned context;
- / Be generally proportionate in height to the width of the right-of-way, with additional height permitted in the Downtown Core transect; and,
- / Provide sufficient setbacks and stepbacks to:
 - Provide landscaping and adequate space for tree planting;

- Avoid a street canyon effect; and,
- Minimize microclimate impacts on the public realm and private amenity areas.

The proposed development meets the design policies relating to mid-rise buildings as it:

- / **Appropriately frames the street at a human scale and provides a mid-block connection between the two buildings to break up the built form;**
- / **Increases activity and passive surveillance along the right-of-way by incorporating units fronting onto Carling Avenue;**
- / **Is of a height that is not greater than the width of the abutting a right-of-way; and,**
- / **Is designed in a way that allows for some landscaping, avoids or minimizes a street canyon effect and other microclimate impacts, and provides generous setbacks from abutting low-rise residential lots.**

3.1.6 Road Classification and Rights-of-Way Protection

Schedule C16 of the Official Plan describes road classifications for City streets and roads that, other than local streets and roads, are illustrated on Schedules C4, C5, C9 and C10. Rights-of-way protection requirements for various streets and roads are described in Table 1 of this Schedule. Table 1 of Schedule C16 identifies a right-of-way protection of 44.5 metres for Carling Avenue adjacent to the subject property.

On July 24, 2022, Fotenn submitted a Right-of-Way (ROW) Widening Reduction Rationale for the subject property. The purpose of the Planning Rationale was to advocate for a reduction of the ROW widening required by Schedule C16 of the Official Plan. The proposed reduction would help facilitate the redevelopment of the subject property with two (2) new six (6) storey residential buildings. The placement of the proposed development further north into the ROW widening requirement identified by the City would allow for greater separation (and thus, better transition) from the abutting low-rise residential lots to the south. It was stated that Carling Avenue at its current width provides a sufficient separation between the proposed buildings and the low-rise residential lots across Carling to the north.

On July 28, 2022, City staff deemed a ROW of 37.5 metres, compared to the forecasted 44.5 metres in the Official Plan for the following reasons:

- / **The current Carling Avenue Corridor consists of a complete corridor, with landscaped boulevards, a sidewalk, a multi-use pathway, and 4 lanes of traffic (2 east bound, 2 west bound), dedicated turn lanes, and with a generous centre median.**
- / **The reduction of the ROW protection is supportable given that the existing ROW, as constructed, meets Active Transportation and Transit policies outlined in Section 2.3.1 of the previous Official Plan (2003, as amended).**
- / **The existing Carling Avenue ROW meets the visions, elements, and principles of the Transportation Master Plan and is not scheduled for any future Rapid Transit, Transit Priority, or road infrastructure upgrades.**
- / **The existing Carling Avenue multi-use pathway is an ideal example of a separated multi-use pathway under the City of Ottawa Cycling plan, indicating it has the lowest Level of Traffic Stress. Additionally, no new cycling projects are scheduled for this section of Carling Avenue.**
- / **The existing Carling Avenue ROW provides adequate walkability under the Ottawa Pedestrian Plan and is not scheduled for any future infrastructure upgrades.**
- / **The proposed development of the subject property will benefit from being located closer to the existing ROW.**
- / **It is expected that the acquisition of a 44.5-metre ROW protection along the entire extent of Carling Avenue in proximity to the subject property will be difficult to achieve due to existing residential building patterns on certain nearby lots.**

- / **The requested reduction is minor in nature and should have little to no impact given no active transportation or transit infrastructure upgrades have been identified along the corridor.**

3.2 City of Ottawa Zoning By-law (2008-150)

As shown in Figure 11 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 existing zoning permits the proposed mid-rise apartment building use.

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



Figure 10: Zoning map of the subject property and surrounding area

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	142.8 m	✓
Minimum Front Yard Setback	3 m	6.125 m	X

Provision	Requirement	Proposed	Compliance
		From northwest lot line condition: 2.3 m Post-ROW widening: 1.5 m	
Minimum Interior Side Yard Setback	3 m	3.07 m	✓
Minimum Rear Yard Setback	7.5 m	7.8 m	✓
Maximum Building Height	18.5 m	19.2 m	X
Maximum Floor Space Index (FSI)	2	2.04	X
Permitted Projections into Required Yards	Ornamental elements such as sills, belt courses, cornices, parapets and pilasters: 0.6 m, but not closer than 0.6 m to a lot line	A fin wall projecting out from the western wall of the west building is located 2.49 m from the interior side lot line (0.5 m projection into required yard)	✓
Minimum Separation Distance Between Buildings in a Planned Unit Development	3 m	11.6 m	✓
Minimum Separation Distance Between a Building and a Private Way in a Planned Unit Development	1.8 m	1.5 m	X
Minimum Required Vehicle Parking (Area B on Schedule 1A)	Residential: 186 units @ 1.2/unit= 223	Residential: 247	✓
	Visitor: 186 units @ 0.2/unit= 37	Visitor: 37	✓
Required Driveway Width (Double Traffic Lane)	Minimum: 6 m Maximum: 6.7 m	7.0 m	X
Minimum Required Drive Aisle Width	6 m	6 m	✓
Parking Space Dimensions	Minimum width: 2.6 m Minimum length: 5.2 m	Minimum width: 2.6 m Minimum length: 5.2 m	✓
	Up to 50% of the required spaces may be reduced to a width of 2.4m x 4.6m: 111	Reduced width and/or length spaces: 25	

Provision	Requirement	Proposed	Compliance
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: 1.5 m	3.2 m	✓
Minimum Required Landscaped Buffer	Abutting a street: 3 m Abutting a residential or institutional zone: 3 m	Abutting Carling Avenue: 2.3 m Abutting a residential zone: 3.2 m	X
Minimum Required Bicycle Parking	Residential: 186 units @0.5/unit = 93	96 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: 1.5 m	Aisle width: 1.5 m	✓
Amenity Area	186 units @ 6m ² per unit= 1,116 m ² 50% communal: 558 8m ²	Total: 1,750 m ² Communal: 558 m ²	✓

Based on the above, a Zoning By-law Amendment is required to address certain provisions through a site-specific exception. The proposed amendments are outlined in subsection 3.2.1 below.

3.2.1 Proposed Zoning By-law Amendment

The proposed Zoning By-law Amendment proposes to amend the zoning of the subject property to “General Mixed Use, Subzone 20, with a Site-Specific Exception, Height Limit of 21 Metres” (GM20 [XXXX] H(21)). Proposed amendments to the subject property’s existing zoning include the following:

Increased 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 21 metres is proposed for the subject property. As discussed in this Rationale Addendum, the proposed building height represents a minor departure from the existing zoning permission and will not result in the incorporation of additional storeys; rather, greater building height will allow for more comfortable floor-to-ceiling heights.

The existing height permissions for the subject property and nearby properties envision a mid-rise built form context along the south side of Carling Avenue along this block. The subject property’s depth allows for an appropriate transition to low-rise residential areas to the south through the provision of generous setbacks and a stepback after the fifth storey for the portion of the east building closest to the south (rear) lot line.

The proposed development has been thoughtfully designed to break up the building massing through a mid-block driveway access that creates two distinct, stand-alone buildings. The proposed development’s materiality also creates a two-to-three storey podium look, further breaking up the building massing.

Although the proposed development is planned to be 19.2 metres in height, a maximum 21-metre building height permission is being sought through this rezoning application in order to establish some flexibility should detailed design considerations (such as but not limited to site grading) result in slightly taller building heights.

Reduced Minimum Front Yard Setback

Whereas the GM zone requires a minimum 3-metre front yard setback, the proposed development will provide a 6.1-metre front yard setback from the majority of the front lot line abutting Carling Avenue to the north, aside from a 2.3-metre setback from an irregular lot line condition in the northwest corner of the subject property. In addition to the irregular condition, the proposed development will be set back 1.5 to 1.8 metres from the front lot line upon conveyance of the required right-of-way protection along Carling Avenue. A reduced minimum front yard setback of 1.5 metres will bring the project into compliance given the irregular northwest front lot line condition and will formalize the proposed future condition along Carling Avenue. The reduced setback will allow the proposed buildings to appropriately frame the street with a thoughtful, human-scaled design.

Increased Minimum 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 slightly in excess of this figure with an FSI of 2.04, which translates to a Gross Floor Area (GFA) of approximately 270 square metres in excess of the currently permitted GFA. An increase in the maximum Floor Space Index from 2.0 to 2.1 will permit the proposed redevelopment of the subject property with a level of intensification that is appropriate for its location and circumstances, and represents a negligible difference that will have no undue adverse impact on the use of the subject property or on abutting lots.

Reduced Minimum Separation Distance from a Private Way in a Planned Unit Development

Whereas the Zoning By-law requires a 1.8-metre wide minimum setback for any wall of a residential use building to a private, the proposed development will provide a 1.5-metre setback between the surface parking lot in the rear yard and the nearest residential building walls. The reduced separation distance will achieve a wider landscaped buffer between the parking lot and the rear lot line and will have no undue adverse impact on the proposed development, as the reduction represents a difference of only 0.3 metres and will apply to a condition abutting visitor parking spaces, which will be subject to slower traffic movements and less circulation. The proposed condition will have no impact on the provision of comfortable building entrances.

Increased Maximum Width of a Driveway

Whereas the Zoning By-law states that the maximum permitted width for a double traffic lane that leads to 20 or more parking spaces for a mid-rise apartment building is 6.7 metres, the proposed driveway access off Carling Avenue will be 7.0 metres wide. The increased driveway width will allow for functional onsite truck turning and will not result in a significant increase in pavement coverage on the lot.

Reduced Landscaped Buffer

Whereas the base GM zone requires a three (3) metre landscaped buffer where abutting a street, the proposed development's setback of 2.3 metres from the northwesternmost portion of the front lot line, where there is an irregular lot line condition. Further, upon conveyance of the required right-of-way protection along Carling Avenue, a minimum landscaped area of 1.5 metres will be provided between the front lot line and the proposed buildings. The proposed development is located in close proximity to the front lot line to appropriately frame the street at a human scale and will provide landscaping where possible.

4.0 Conclusion

In considering the technical and public comments received from the City's circulation from the original Zoning By-law Amendment application submission, the revised development proposal, and the newly approved Official Plan, it is our professional planning opinion that the proposed development represents good land use planning and is in the public interest for the following reasons:

- / The proposed development is consistent with the Provincial Policy Statement (2020), proposing to utilize an undeveloped area through intensification within a built-up area where existing public infrastructure and public service facilities are available.
- / The proposed development conforms to the Outer Urban Transect and Neighbourhood designation policies of the City of Ottawa Official Plan (2022), given its proposed residential use and the subject property's existing height permission, which allows for a mid-rise, six-storey built form.
- / The proposed development conforms to the applicable urban design policies in Section 4.6 of the Official Plan, particularly by locating the buildings in close proximity to the street, screening parking from public view, and providing appropriate transition measures to nearby low-lying areas.
- / The proposed development complies with the majority of the provisions of the City of Ottawa Zoning By-law (2008-250), while the requested amendments are reasonable and maintain the intent and purpose of the Zoning By-law.

Should you have additional questions or require clarification on any of the information provided herein, please do not hesitate to contact the undersigned.

Sincerely,



Bipin Dhillon, MPA M.PL.
Planner



Nico Church, MCIP RPP
Senior Planner