



1640 and 1660 Carling Avenue, Ottawa

Planning Rationale
Zoning By-law Amendment
December 22, 2022



Prepared for RioCan Holdings Inc.

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1.0 Introduction

Fotenn Consultants Inc. has been retained by RioCan Holdings Inc. (“RioCan”) to prepare this Planning Rationale and Design Brief to assess the appropriateness of the proposed redevelopment of the lands located at 1640 and 1660 Carling Avenue (“subject property”) in the City of Ottawa. The proposed redevelopment includes six (6) mixed-use buildings ranging in height from nine (9) to forty (40) storeys with a new public park and amenities adjacent to the future light rail transit station along Carling Avenue.

The subject property has most recently been occupied by a two-storey retail store and restaurant. The retail store has recently vacated the property and now remains vacant, despite efforts to lease the space. The restaurant, Boston Pizza, is in the northeast corner of the subject property and will remain.

The proposed redevelopment would include approximately 1,715 residential units with a new public park and ample public space around the buildings. A new public street crosses through the site, connecting Clyde Avenue North to Carling Avenue.

The subject property represents an important opportunity for intensification along the Carling Avenue corridor which is intended to be served by a future light rail transit (LRT) line and station located at the corner of Carling Avenue and Clyde Avenue North.

1.1 Purpose of the Application

The subject property is currently zoned “Arterial Mainstreet, Subzone 10 (AM10)” in the City of Ottawa Zoning By-law (2008-250). The proposed Zoning By-law Amendment would amend the zoning of the subject property to “Arterial Mainstreet, Subzone 10, Exception XXXX, Schedule YYY (AM[XXXX] SYYY)” to permit the proposed development. A new site-specific zoning schedule would establish permit building heights a site-specific exception would provide provisions specific to the redevelopment of the site.

Future development applications would be required to create the proposed public road and resolve building and site design matters related specifically to each of the buildings.

Site Context and Surrounding Area

2.1 Subject Property

The subject property is known municipally as 1640 and 1660 Carling Avenue in the City of Ottawa (Figure 1). Currently, the subject property is developed for commercial uses including a large-format retail store (formerly Canadian Tire) and associated surface parking and a Boston Pizza restaurant with surface parking. The two (2) parcels have approximately 156 metres of combined frontage along Carling Avenue, approximately 142 metres of frontage along Clyde Avenue North, and a total area of approximately 22,998 square metres (2.29 hectares).



Figure 1. The Subject Property - 1640 and 1660 Carling Avenue.

2.2 Surrounding Context

The subject property is located along the Carling Avenue arterial mainstreet corridor which features a wide range of uses including several commercial plazas and buildings, office and institutional complexes, light industrial areas, and pockets of residential dwellings at various densities. The surrounding context is summarized as follows:

North: A number of small of commercial uses front the north side of Carling Avenue, including several sites approved for redevelopment, or currently under construction. This includes ongoing construction at 1709 Carling Avenue (16 and 22 storeys) and 1655 Carling Avenue (16 and 18 storeys). Further north is the low-rise residential Westboro neighbourhood, featuring a mix of low-rise apartments, townhouses, detached and semi-detached dwellings.

East: Immediately east of the subject property are two (2) car dealerships and a retail store. Further east are office and industrial uses.



Figure 2: Context Photos

South: Immediately south of the subject property is a former industrial site (861 Clyde) which has been approved for large scale redevelopment including a mix of uses in six (6) buildings with heights ranging from nine (9) to 39 storeys. That redevelopment also proposed a public park along Clyde Avenue North, immediately south of the subject property. Further south is Highway 417 and the Carling Business Area along Laperriere Avenue and Carlington Park which has greenspace, baseball diamonds, and J. Alph. Dulude Arena.

West: West of Clyde Avenue North, is a mix of light industrial, commercial, and institutional uses. Further west are low-density residential uses.

2.3 Road Network

As per Schedule C4 – Urban Road Network of City of Ottawa’s Official Plan (Figure 3), Carling Avenue is identified as an Arterial Road. Arterials are the major routes of the City’s transportation network that generally carry large volumes of traffic over the longest distances. Arterials function as major public and infrastructure corridors in the urban communities and villages they traverse. They not only accommodate private and commercial vehicles and public transit buses, but also serve other modes of travel including such as people walking and cycling as well as provide corridors for public infrastructure and utilities. Churchill Avenue to the east is identified as a Major Collector Road, providing north and south connectivity to Carling Avenue. Major Collectors connect communities and usually provide connections between arterial and local roads. They are also social places that bring local users together to interact during their daily travels.

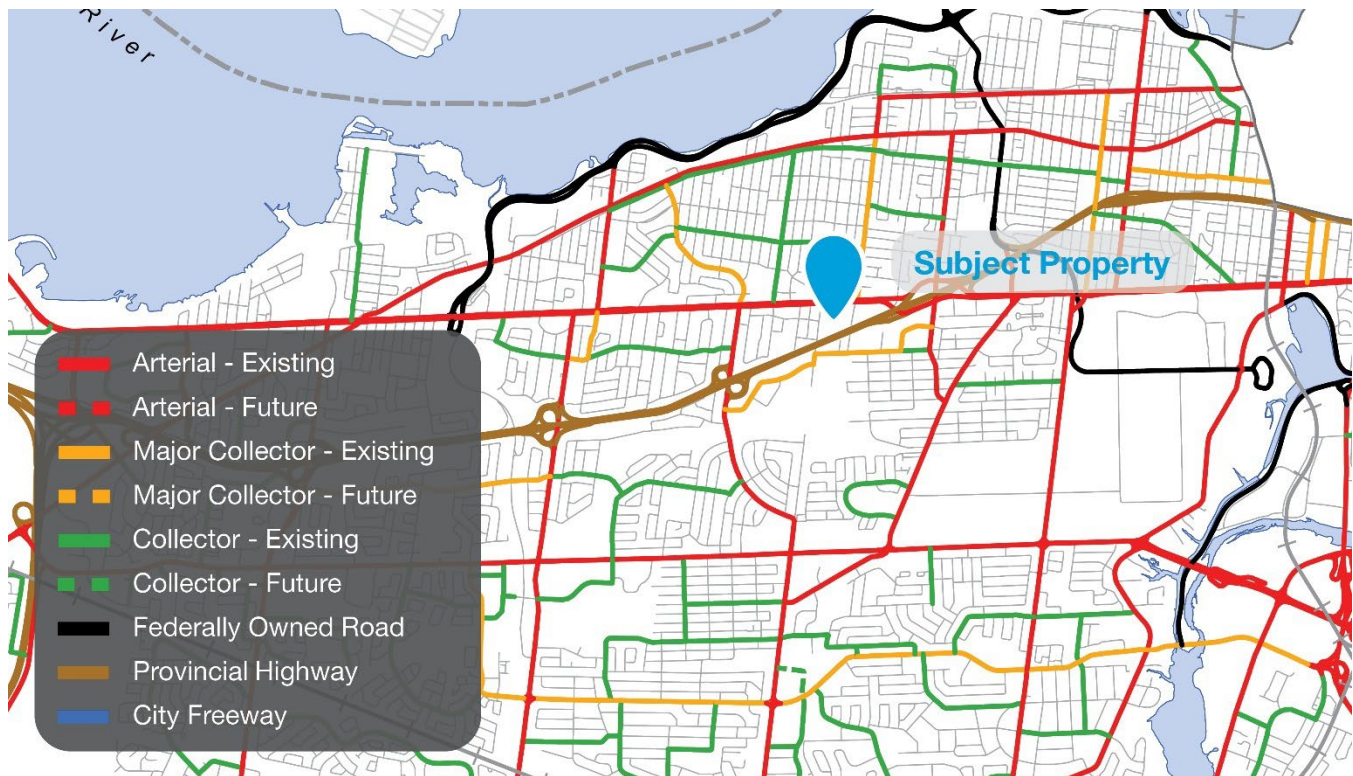


Figure 3: Subject Property on Schedule C4 – Urban Road Network of the City of Ottawa’s Official Plan (2022).

2.4 Transit Network

The subject property is located along Carling Avenue which is identified as a planned Light Rail Transit corridor with at-grade crossings on Schedule C2 of the Official Plan (Figure 4) with a station planned for the intersection of Carling Avenue and Clyde. The subject property is currently served by buses along Carling Avenue including route 85 which operates on 20 minute headway in peak hours, and 30 minute headway throughout the balance of the day. New isolated transit priority measures are planned for Carling Avenue which would see the outside lane in both directions reserved for buses. These works are planned by the City for completion in the coming years.

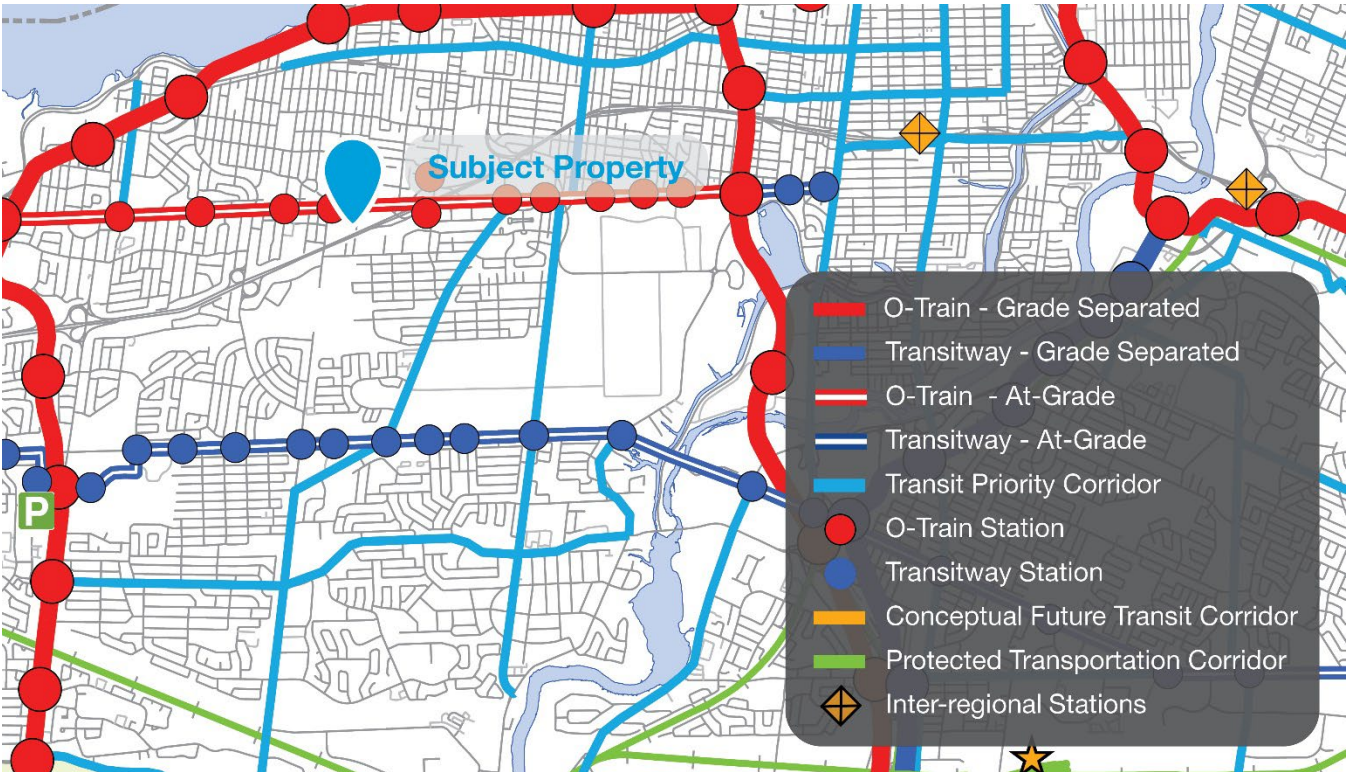


Figure 4: Subject Property on Schedule C2 – Transit Network (Ultimate) of the City of Ottawa Official Plan (2022).

2.5 Active Transportation Network

Subject property is not located in proximity to any major pathways as identified on Schedule C3 – Active Transportation Network of the City of Ottawa Official Plan (Figure 5). Carling Avenue is planned for cycling facilities in the future and Churchill Avenue North, east of the subject property, provides an important north-south connection between the subject property and Scott Street, and the Ottawa River Pathway to the north.

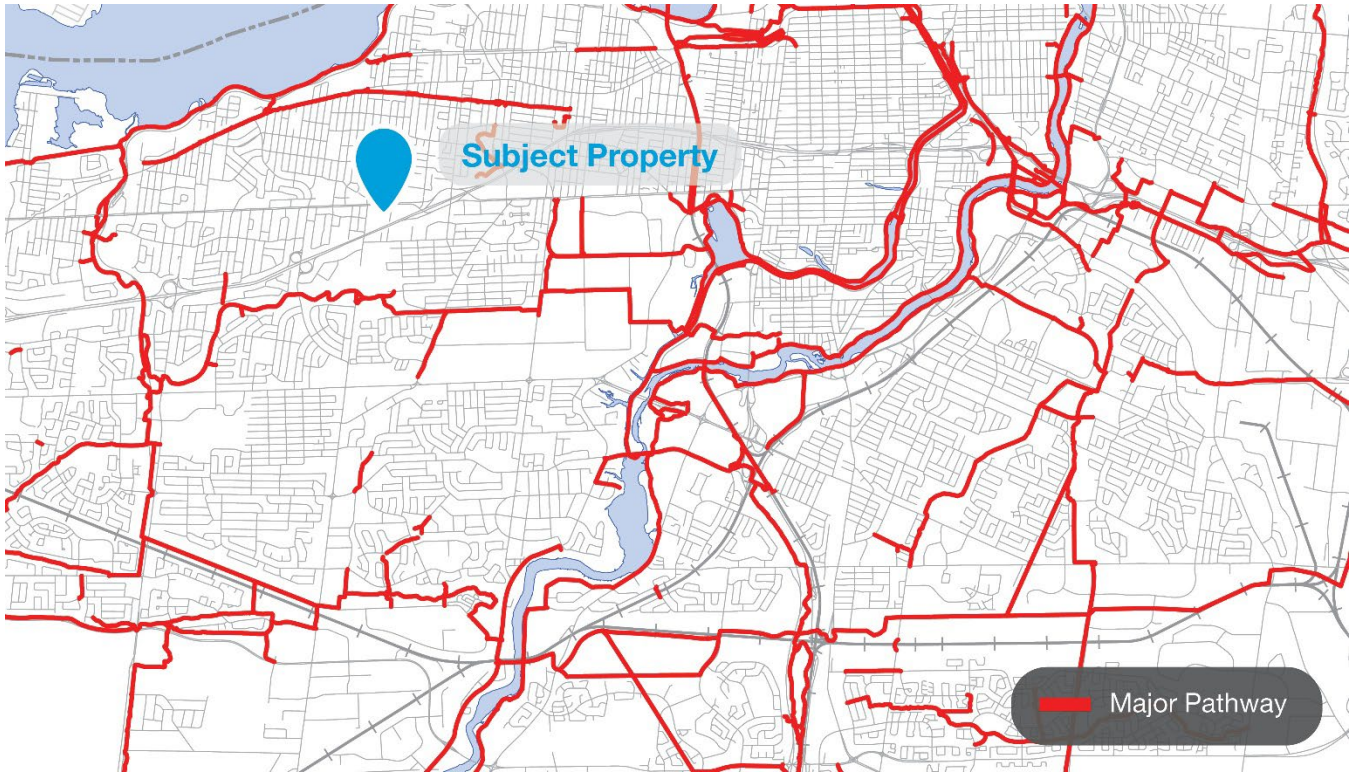


Figure 5: Subject Property on Schedule C3 – Active Transportation Network of the City of Ottawa Official Plan (2022).

Proposed Development and Design Brief

The proposed development is a master plan to permit six (6) mid and high-rise buildings on the subject property. The total development would include approximately 1,715 residential units. Proposed building heights range from nine (9) to 40 storeys with a mix of housing types and tenures envisioned for the site. Ground floor retail is also envisioned for some of the buildings.

A new public street, with a 20-metre cross-section, is proposed to cross through the site and connect Clyde Avenue North to Carling Avenue. The L-shaped roadway would provide connectivity through the site for pedestrians, cyclists, and vehicles. The street is envisioned with on-street parking on both sides, totalling 38 spaces.

The tallest buildings are generally proposed closest to the corner of Carling and Clyde. These buildings, Buildings 5 and 6, are proposed at 37 and 40 storeys, respectively. They are both proposed currently as rental buildings. Buildings 1 and 2 are also proposed as rental buildings and are located on the east side of the new public street with heights of 22 and 30 storeys, respectively. Building 3 is the only proposed mid-rise building (9 storeys) on the site and is envisioned as a potential seniors residential building. Finally, building 4, located in the southwest corner of the site, is envisioned as a potential condominium building with a height of 20 storeys.

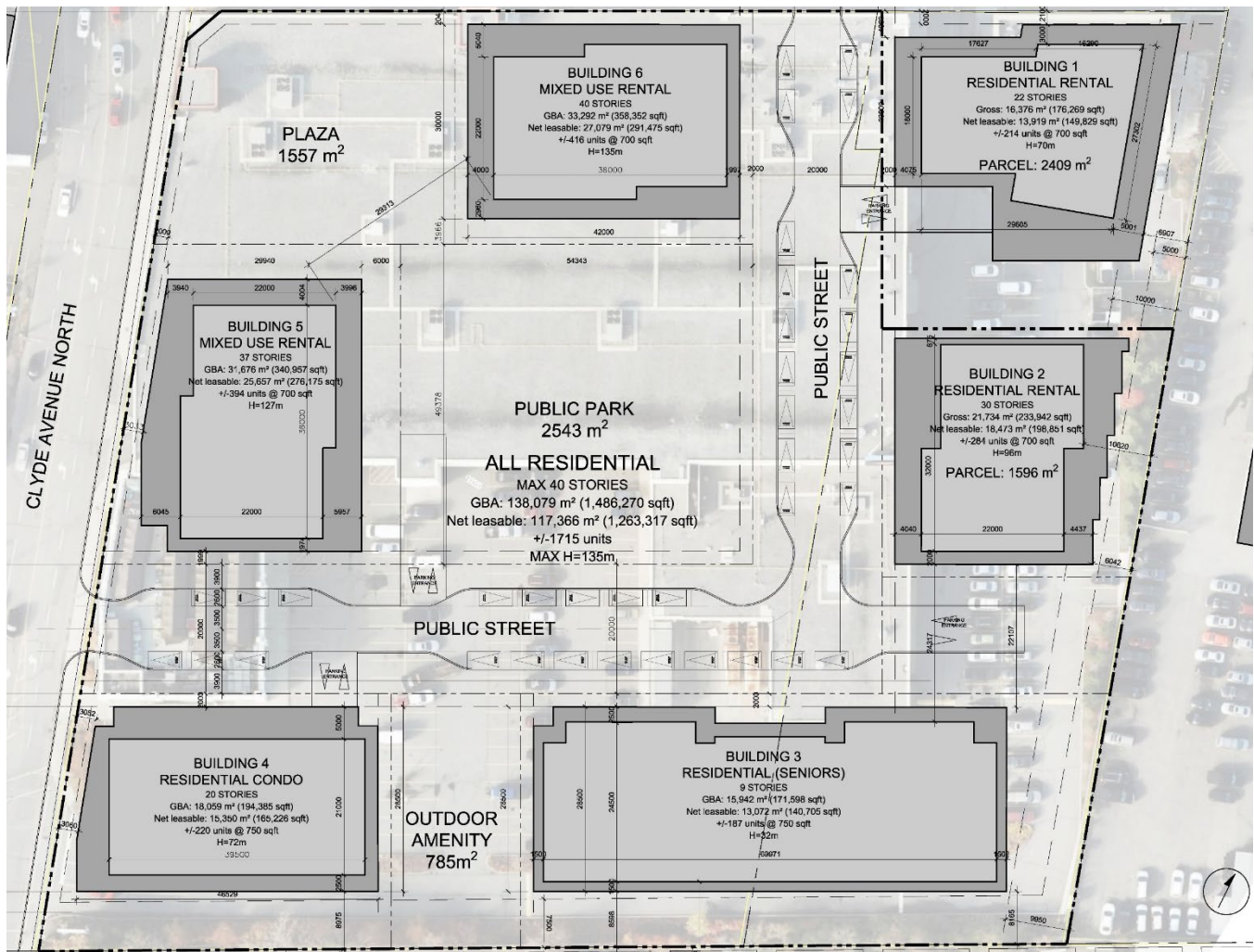


Figure 6: Conceptual Site Plan

All the proposed towers sit atop podiums with generous stepbacks envisioned to the towers above. Generous spacing between the proposed buildings allows ample room for landscaping and planting to contribute to the public realm and amenity areas for residents of the new community and the surrounding neighbourhood. Through future Site Plan Control applications, amenity spaces for residents within the buildings would be determined to satisfy the requirements of the Zoning By-law.

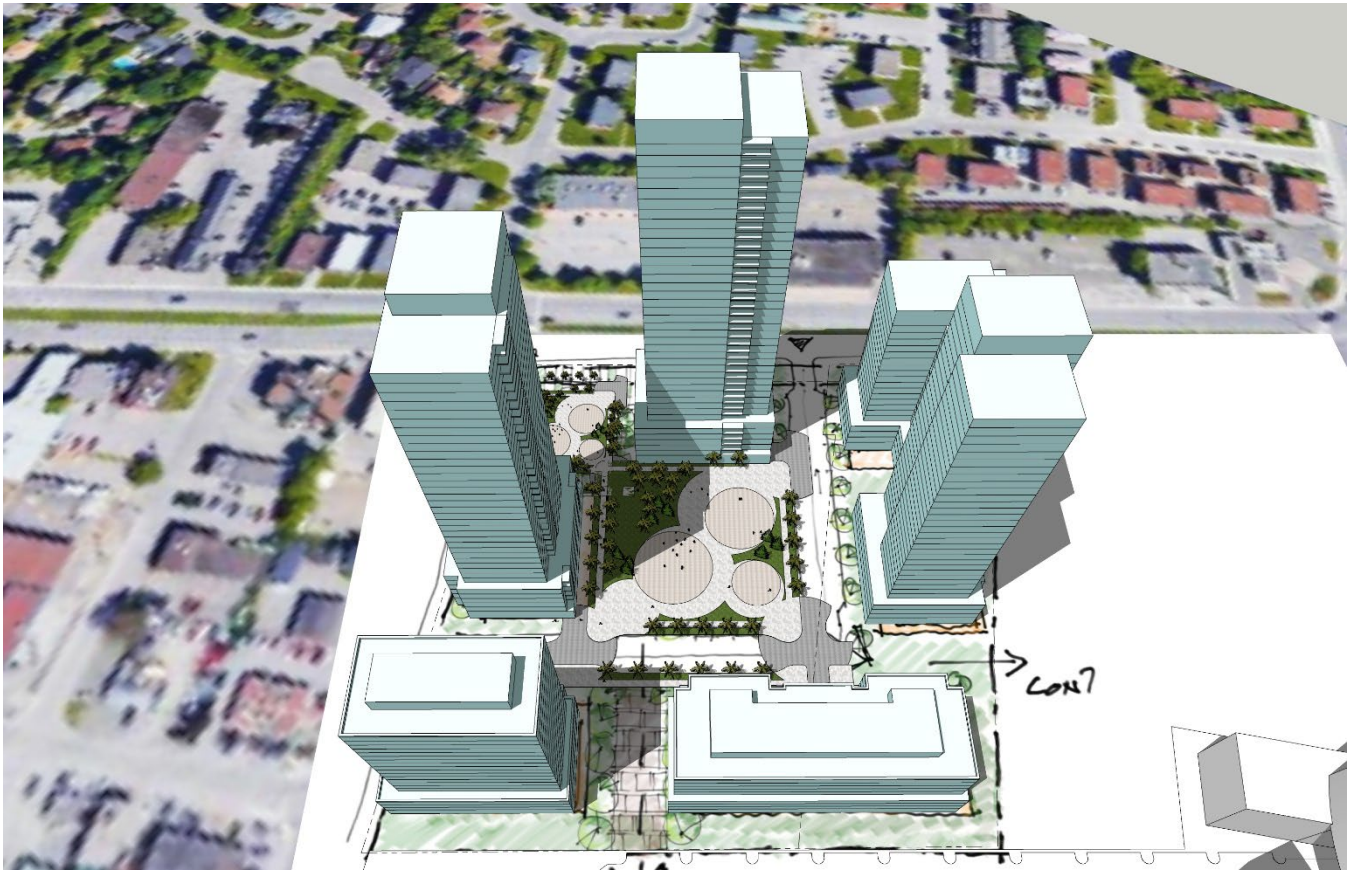


Figure 7: Conceptual Site Massing

The proposed development includes a public park with a total area of 2,543 square metres in the centre of the development, abutting the new public street on two (2) sides. This park would be a city-owned and developed park. The park space is connected to the plaza entry and the northwest corner of the site, adjacent to the future transit station. This plaza is envisioned as a privately-owned public space (POPS) and has an area of 1,557 square metres. Together, these spaces provide an important connection point from the corner into the proposed development for pedestrians and cyclists.

A final outdoor amenity space is proposed between Buildings 3 and 4 along the south edge of the site. This is envisioned as an amenity area for residents, but also a connection for pedestrians and cyclists to the proposed development on the adjacent property at 861 Clyde Avenue. The connection would generally align with the proposed private street and parkette on that site.

All vehicular access is provided from the new public street and parking garage access has been consolidated, where possible, to limit the number of entrances. The parking garage is envisioned as a shared lot amongst the various buildings and would have approximately 896 parking spaces.

A future roadway connection has been protected for the lands to the east, which could redevelop in the future. The roadway connection would allow for the completion of a public east-west road connection between Clyde Avenue North and Churchill Avenue North.

Bike parking would be provided within each of the proposed buildings, or within the underground parking garage, to meet or exceed the Zoning By-law requirements. Exact location, access points, and placement of bicycle parking spaces would be determined through the future Site Plan Control applications.

Please refer to the submitted Design Brief prepared by Hobin Architecture for the balance of the design Brief components.

4.0 Policy and Regulatory Framework

4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS emphasizes intensification in built-up areas to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion. To achieve this goal, planning authorities are to identify and promote opportunities for intensification and redevelopment. The relevant policy interests to the current application are as follows:

- 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; promoting the integration of 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;
 - e) promoting the integration of 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;
 - g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
- 1.1.3.1 Settlement areas shall be the focus of growth and development;
- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
 - a) efficiently use land and resources;
 - b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 - e) support active transportation; and
 - f) are transit-supportive, where transit is planned, exists or may be developed;
- 1.3.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.
- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.

- 1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

The proposed development is located within the City of Ottawa settlement area, on a serviced lot, along a future rapid transit (LRT) corridor immediately adjacent to a planned station. As a site directly abutting an Arterial Mainstreet and on the edge of an established neighbourhood, the site presents an opportunity for the efficient use of land in proximity to existing amenities and services including parks, schools, employment, retail, and transit.

The proposed development will contribute to the mix of housing types sizes to accommodate a variety of family and tenant compositions. A new public park on the lands will support the creation of healthy communities.

The subject site is an appropriate location for development that promotes opportunities for transit-supportive development along a future rapid transit corridor. The proposed development will provide a significant supply and range of housing options through intensification and redevelopment.

- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
- b) permitting and facilitating:
 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
 - c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
 - d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and
 - e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

The proposed development, which is part of a greater redevelopment along Carling Avenue and to the south, will contribute to achieving residential intensification in an appropriate location to make use of existing services, including infrastructure, public service facilities, and existing and planned transit.

- 1.5.1 Healthy, active communities should be promoted by:
- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;
 - b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;
- 1.6.7.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.
- 1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

The proposed development provides an internal street and a system of parks and open spaces which facilitate the circulation of vehicle and pedestrian traffic efficiently through the site and create social interaction. The development also provides convenient cycling facilities to encourage cycling. Finally, the proposed development is located immediately adjacent to a planned rapid transit (LRT) corridor and future station at the intersection of Carling/Clyde.

- 1.6.1 Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:

- a) financially viable over their life cycle, which may be demonstrated through asset management planning; and
- b) available to meet current and projected needs.

- 1.6.6.1 Planning for sewage and water services shall:

- b) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:
 1. municipal sewage services and municipal water services; and
 2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;
- d) integrate servicing and land use considerations at all stages of the planning process; and
- e) be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5. For clarity, where municipal sewage services and municipal water services are not available, planned or feasible, planning authorities have the ability to consider the use of the servicing options set out through policies 1.6.6.3, 1.6.6.4, and 1.6.6.5 provided that the specified conditions are met.

- 1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

- 1.6.6.7 Planning for stormwater management shall:

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;
- b) minimize, or, where possible, prevent increases in contaminant loads;
- c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;
- d) mitigate risks to human health, safety, property and the environment;
- e) maximize the extent and function of vegetative and pervious surfaces; and
- f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.

Development is proposed on a site that is presently serviced and therefore represents an efficient form of land use and servicing. The servicing study has confirmed that sufficient capacity exists in the system to accommodate the proposed development.

- 1.7.1 Long-term economic prosperity should be supported by:

- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce

The proposed development provides additional residential opportunities within the urban boundary and enhances the vitality of the nearby residential community and an existing Arterial Mainstreet. The design of the development promotes an improved sense of place along Carling Avenue by creating a continuous street wall and intensifying lands in proximity to transit and active transportation networks.

- 1.8 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:
- (a) promote compact form and a structure of nodes and corridors;
 - (b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas; and
 - (e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

The proposed development provides additional residential intensification within an existing walkable community, and adjacent to a planned rapid transit corridor and station. The proposed building is located on an infill site and will have environmental benefits as it will reduce development pressure on outlying areas which, in turn, helps to safeguard lands that serve important ecological functions and reduce the amount that people drive, improving air quality and reducing greenhouse gas emissions.

In summary, through providing residential intensification on a serviced lot that is currently underutilized along a future rapid transit corridor and immediately adjacent to a future station, the proposed development is consistent with the objectives and intent of the Provincial Policy Statement.

4.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved 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.

4.2.1 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.

4.2.2 Transect and Land Use Designation

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 in the Inner Urban Transect, an area that immediately surrounds the Downtown Core. The built form and site design in this Transect includes both urban and suburban characteristics with the intended pattern being urban.

Policy 5.2.1.2 states that the City shall support the development of large parcels and superblocks into fully urban districts and integrated neighbourhood centres including:

- a) Intensification or redevelopment of old shopping centres;
- c) Requiring that the development of such parcels introduce permanent and high-quality public pedestrian networks within the site through easements and public streets, and to orient new buildings to such networks and to public streets.

Policy 5.2.1.3 states that the Inner Urban Transect is generally planned for mid- to high-density development subject to proximity to rapid transit and limits on building height per the underlying designation, the separation of tower elements, and established Secondary Plan policies.

Policy 5.2.1.4 states that the Inner Urban Transect will continue to develop as a mixed-use environment where Hubs provide residents with a full range of services within a walking distance from home, to support the growth of 15-minute neighbourhoods.

Policy 5.2.2.2 states that walking, cycling and transit will be prioritized in the Inner Urban transect and that interruptions on the public realm for vehicular accesses will be minimized. Further, policy 5.2.2.3 states that surface vehicular parking within 300 metres of a rapid transit station will be very limited to a small number of spaces for short-term drop-off and pick-up only and that surface parking should be screened from the public realm.

The subject lands are designated “Corridor – Mainstreet” on Schedule B2 – Inner Urban Transect Area (Figure 8). The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting neighbourhoods, but lower density than nearby Hubs.

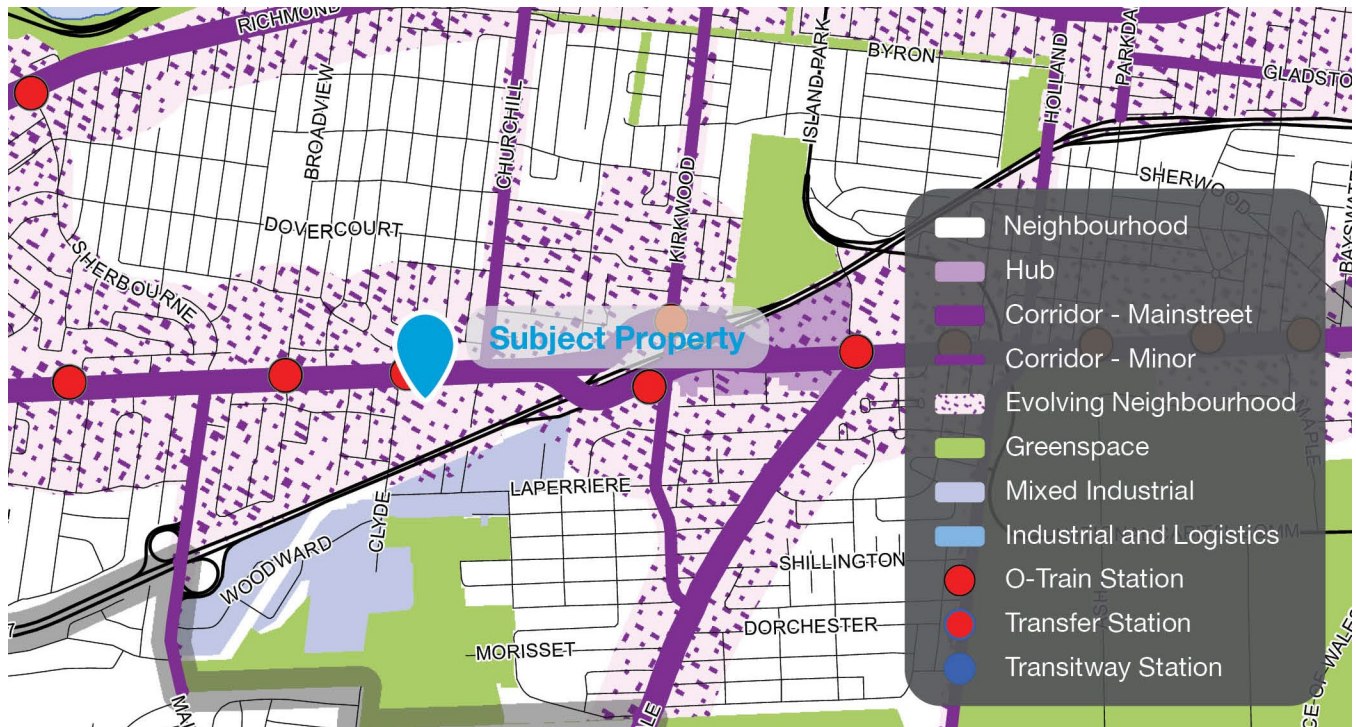


Figure 8: Subject Property on Schedule B2- Inner Urban Transect of the Official Plan.

Per policy 6.2.1.1, the Mainstreet Corridor designation generally applies for a depth of 220 metres from the centreline of the street identified as a Mainstreet Corridor. Policy 6.2.1.2 states that development within the corridor shall establish buildings that locate the maximum permitted building heights and highest densities closest to the Corridor. Further, development may be required to provide public mid-block pedestrian connections to nearby streets or abutting designations. Sites generally greater than one (1) hectare in area, or 100 metres in depth, shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists, transit users, and, where development will be in phases, the phases closest to the corridor may be required to proceed first.

The Mainstreet Corridor designation applies to the entirety of the subject property. Further, the lands to the south have been previously approved for high-rise development ranging from 9 to 39 storeys. The proposed concept plan would include a new public street that would create a circulation network through the site, which includes a public connection through the site to the future development to the south. The internal park and plaza spaces will provide direct and convenient connections for transit users to and from the site to Carling Avenue.

Policy 6.2.1.3 states that Corridors will generally permit residential uses as well as non-residential that integrate with a dense, mixed-use environment.

Policy 6.2.1.4 notes that where the corridor designation applies to lands with frontage on both a Corridor and parallel street or side street, the development shall address the Corridor as directed by the general policies governing Mainstreet Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped. Additionally, vehicular access shall generally be provided from the parallel street or side street.

Policy 5.2.3.2(a) states that along Mainstreets whose right-of-way is 30 metres or greater and where the parcel is of a sufficient size to allow for a transition in built form massing, the permitted height is minimum two (2) storeys up to a maximum of 40 storeys.

Per policy 5.2.3.2(c), the wall heights directly adjacent to a street, and the heights of the podiums of high-rise buildings shall be proportionate to the width of the abutting right of way and consistent with the objectives of the urban design policies for mid and high-rise built form in section 4.6.6 of the Plan.

4.2.3 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).

Intensification is anticipated to occur in a variety of built forms and height categories, from Low-rise to High-Rise 41+ buildings, provided density requirements are met. The Official Plan defines four (4) height categories, including:

- / Low-rise: up to and including 4 storeys;
- / Mid-rise: between 5 and 9 full storeys;
- / High-rise: between 10 and 40 full storeys; and,
- / High-rise 41+: 41 full storeys or taller.

Residential intensification is permitted in all designations where development is permitted and should occur in a variety of dwelling unit sizes to provide housing choice (per policy 3.2.8). The Official Plan defines two broad dwelling size categories:

- / Small-household dwellings are units with up to 2 bedrooms and are typically within apartment-built forms; and,
- / Large-household dwellings are units with three or more bedrooms, or an equivalent floor area, and are typically within ground-oriented built forms.

Table 3a of the Official Plan sets out minimum densities and large dwellings requirements for Mainstreet Corridors. For Mainstreets, the minimum "area-wide" density requirement is 120 people and jobs per gross hectare and the minimum residential density requirement for intensification is 120 people and jobs per net hectare. The minimum requirement of large dwellings is 5%, with a target of 10%.

The proposed development will significantly exceed the target densities for the Mainstreet Corridor. Future Site Plan Control applications will confirm the total number of large dwellings within each of the buildings.

4.2.4 Evolving Overlay

The Evolving Overlay applies to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design (as seen in Figure 8). The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

- a) Guidance for gradual change in character based on proximity to Hubs and Corridors.
- c) Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals.

The proposed redevelopment is in line with evolving overlay policies as it sees to redevelop the underutilized commercial site in proximity to transit with a high density residential development.

4.2.5 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.

Several of the urban design policies are better addressed through future Site Plan Control applications for the specific buildings. Relevant policies have been discussed below.

Section 4.6 of the Official Plan contemplates an urban design framework to outline the City's urban design program. The subject property is identified as a Tier 3 – Local (Major) Design Priority Area (DPA) per Table 5 – Design Priority Areas of the Official Plan, as it is on a Mainstreet Corridor, outside of the Downtown Core. Tier 3 areas define the image of the city at the local level. Characterized by neighbourhood commercial streets and village mainstreets, these areas provide a high-quality pedestrian environment. Tier 3 areas also represent emerging areas that may contribute to defining Ottawa's local image in the future and areas that represent hubs of significant economic activity. These include commercial streets reflecting a suburban built form that may transition into a more walkable environment.

Policy 4.6.1.5 states that development within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:

- a) The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;
- b) Lighting that is context appropriate and in accordance with applicable standards and guidelines; and
- c) Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.

Highway 417 is identified as a "Scenic Capital Entry Route" on Schedule C13 of the Official Plan. Per policy 4.6.2.3, high-rise buildings must consider the impacts of the development on the skyline. This is done by demonstrating that the proposed building contributes to a cohesive silhouette comprised of a diversity of heights and architectural expressions. Per 4.6.2.4, development abutting scenic routes shall contribute to conserving or creating a desirable context. This may be accomplished by orienting buildings towards the scenic route and other ways. For Scenic Capital Entry Routes, development should also enhance the opportunity for views and vistas towards natural features and cultural landscapes of the Capital, and contribute to the image of Ottawa as the Capital by providing landscape and aesthetic improvements, including buildings that enhance the urban character, where possible.

The proposed development will enhance the entry route along Highway 417 entering the City from the west through the redevelopment of a commercial site with varying heights of high-rise buildings that will provide interest and positive contributions to the skyline.

Privately Owned Publicly Accessible Spaces (POPS) offer publicly accessible amenity that contributes positively to the public realm. POPS will be designed in accordance with applicable urban design guidelines. To ensure exceptional design, POPS will:

- a) Fit into their context, providing a meaningful contribution to existing and planned connections;
- b) Be sited strategically to best animate the streetscape, take advantage of views and vistas, highlight heritage elements and provide a comfortable microclimate environment;
- c) Respond to the needs of the community with consideration for neighbourhood character and local demographics;
- d) Read as publicly accessible to the passerby and feel comfortable, welcoming and safe for the user;
- e) Be designed in a coordinated manner with the associated building(s); and
- f) Bring nature into the built environment, where appropriate.

The proposed development proposes a POPS at the northwest corner of the site, adjacent to the future transit station location. The proposed space would provide a pedestrian connection into the centre of the site and to the public street within, as well as an alternative route for pedestrians and cyclists looking to access the lands to the south. The proposed space would be further developed through a future Site Plan Control application.

Policy 4.6.5.2 states that development along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks.

The proposed site layout would frame the public streets and the proposed park space with building that reflect the emerging and desired urban form of development. The setbacks are appropriate and entrances face the street.

Policy 4.6.5.3 encourages designs to minimize the potential for conflict between vehicles and pedestrians and to 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.

A future Site Plan Control application will clarify the exact location of servicing and amenities. The intention is for these spaces to be internalized within each of the buildings.

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.

Where two or more high-rise buildings exist within the immediate context, new high-rise buildings should provide for variation in building heights, per policy 4.6.6.3.

The proposed development is within an evolving area where low-rise industrial and non-residential buildings are slowly converting to different, often higher density, uses. The proposed development is not in proximity to any mid- or low-rise residential on the south side of Carling Avenue. North of Carling, beyond the lots abutting the corridor, are low-rise residential. The separation between the proposed development and these uses, together with the ongoing intensification along the north side of Carling, provides an appropriate transition into the neighbourhood.

Policy 4.6.6.4 states that amenity areas shall be provided within residential development to serve the needs of all age groups, and in consideration of all seasons.

The proposed development integrates new public spaces at-grade that will be available to all residents and will complement future amenity spaces within each of the buildings.

Per 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 mid-rise building at the southeast corner of the site has been designed with a podium and setbacks to allow for tree planting and minimize microclimate impacts. This building would be designed through a future Site Plan Control application.

Per 4.6.6.8, high-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate sizes should generally be limited to 750 square metres for residential buildings and 2,000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

Per 4.6.6.9, separation distance between high-rise towers should be provided to ensure privacy, light, and sky views for residents. Generally, a separation of 23 metres is preferred, though lesser separation distance may be permitted in accordance with Council approved design guidelines. Where the planned context would allow for high-rise buildings, development proposals should demonstrate and consider this.

The proposed high-rise buildings all anticipate floorplates between 750 and 800 square metres. These are subject to further refinement in the future as the towers are designed. The towers are also placed to provide more than the recommended 23 metres of separation and to provide sufficient separation to adjacent properties where high-rise buildings are proposed or possible.

4.2.6 Protect and Invest in Right of Ways

Per policy 4.1.7.2, the City shall protect rights of way for the street and road network shown in Schedule C16. Carling Avenue has a Protected Right-of-Way of 44.5 metres adjacent to the subject property as stipulated in Annex 1 – Road Classification and Rights-of-Way Protection of the Official Plan. The protected width is therefore 22.25 metres from the constructed centreline of the street.

The required widening has already been taken from the subject property along Carling Avenue. No further widening is proposed.

4.2.7 Housing

The Official Plan strives to facilitate a diversity of housing options for both private ownership and rental. The City will promote a range of affordable and market-rate housing by providing a toolkit of planning incentives and direct supports that allows for a greater number of units within the permitted built form envelope.

Per policy 4.2.1.1, a diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:

- b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability;
- c) Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements, and tenure.

The proposed development would provide for a range of housing options and choices within the development and the broader neighbourhood.

4.2.8 Parks and Recreation Facilities

The City of Ottawa has created a classification system to define park typologies, outline standards related to park size, location, configuration, management and amenities in order to inform the selection and design of park blocks. Parks are distributed throughout a neighbourhood, and across the City, to enable residents to meet recreational needs.

Per policy 4.4.1.2, all development, regardless of uses, shall:

- a) Consider land acquisition for parks as directed by the Parkland Dedication By-law to meet community needs for both residential and non-residential development, with an emphasis on active recreation amenities and potential cultural development with new parks acquired to address gaps or community needs; and
- b) Prioritize land for parks on-site over cash-in-lieu of parkland.

Per policy 4.4.3.1, to provide new parks in the Downtown Core and Inner Urban Transects, as identified in the Parks and Recreation Facilities Master Plan, the following will apply:

- b) New park sites will be supported in Hubs, Corridors and, when in Neighbourhoods, in the centre of neighbourhoods; and
- c) The City shall seek opportunities for urban plazas and parkettes that, alongside recreational uses, consider cultural development opportunities such as providing space for performance, exhibitions, commemoration and ceremony.

Per 4.4.6.1, the design of parks should generally meet each of the following criteria:

- a) The emphasis on parks will be to provide space for recreational activities;
- e) A preferred minimum of 50 per cent of the park perimeter shall be continuous frontage on abutting streets; Sidewalks shall be provided along the entirety of a park's street frontages in all cases in all transects, and required on local roads that lead directly to parks.

The proposed development includes a public park with an area of approximately 2,543 square metres, which exceeds the requirement to provide a park equivalent to 10% of the total site area (which would be 2,298 square metres). Two additional private plaza spaces are also provided – one at the corner of Carling Avenue and Clyde and the other within the development to provide a connection to the proposed park on the lands to the south.

The proposed development conforms to the relevant policies of the Official Plan.

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

The subject property is currently zoned AM10: Arterial Mainstreet, Subzone 10. The purpose of the AM zone is to accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed use buildings or side by side in separate buildings and to impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.

Permitted Non-Residential Uses include convenience stores, retail stores, retail food stores, and restaurants, amongst others. Permitted residential uses include apartment buildings up to 9 storeys, as well as stacked and townhouse dwellings.

Subzone 10 of the AM zone contains specific requirements intended to ensure an active and vibrant mainstreet. These include removing all minimum building setbacks along the Mainstreet, requiring a minimum amount of building frontage, and a minimum amount of building glazing/active entrances. These provisions also apply to corner side yards (i.e. along Clyde Avenue).

The proposed Zoning By-law Amendment would rezone the lands to "Arterial Mainstreet, Subzone 10, Exception YYYY, XXX. The special exception would adjust specific provisions for the site-specific development context while the proposed schedule would generally specify the location of permitted building heights.



Figure 9: Subject Property on City of Ottawa Zoning By-law (2008-250).

The proposed development is compared to the provisions of the AM10 zone below.

| Zoning Mechanism (AM10) | Requirement | Proposed | Compliance |
|--|--|----------------------|------------|
| Minimum Lot Width | No minimum | 160m | Yes |
| Minimum Lot Area | No minimum | 22,998m ² | Yes |
| Minimum Front Yard and Corner Side Yard | 0 metres | 2m | Yes |
| Minimum Interior Side Yard Setback | No minimum | 5m | Yes |
| Minimum Rear Yard Setback | Within 20m of a public street: 3m Other cases: 7.5m | 7.5m | Yes |
| Minimum Building Height For any part of a building located within 10m of a front lot line or corner lot line | 7.5m and at least 2 storeys | 32m* | Yes |
| Maximum Building Height | 30 metres but in no case greater than nine storeys | 135m | No |
| Minimum Ground Floor Height | For a non-residential/mixed-use building: 4.5m | 4.5m | Yes |

| Zoning Mechanism (AM10) | Requirement | Proposed | Compliance |
|---|--|---|------------|
| Minimum Building Frontage | At least 50% of the frontage along the front lot line and corner side lot line must be occupied by building walls located: <ul style="list-style-type: none"> - within 4.5m of the frontage for a Residential use building, and - within 3.0m for Non-residential and Mixed use buildings. | >50% | Yes |
| Active Entrances For the ground floor facade facing a public street of a building located within 4.5 metres of the front lot line or corner side lot line | Non-residential use: A minimum of one active entrance from each individual occupancy located immediately adjacent to the front lot line or corner side lot line Residential Building: A minimum of one active entrance | To be confirmed through a future Site Plan Control application | Yes |
| Ground Floor Facade | Minimum 50% of the surface area of the ground floor façade, measured from the average grade up to a height of 4.5 metres, facing a public street must be comprised of transparent glazing and active customer or resident entrance access doors | To be confirmed through a future Site Plan Control application | Yes |
| High-Rise Buildings Area A on Schedule 402 Applies to all buildings 10 storeys or greater, or taller than the width of the widest public street abutting a lot line | Minimum Required Lot Area: Corner Lot: 1,150m ² Interior Lot: 1,350m ² Minimum Interior Side and Rear Yard Setback: 10m Minimum Tower Separation: 20m | Lot Area: 22,998m ² Tower setback: >10m Tower Separation: >20m | Yes |

| Zoning Mechanism (AM10) | | Requirement | Proposed | Compliance |
|--|----------------|--|--|------------|
| Parking Requirements Area Y on Schedule 1A Residential: 0.5 spaces/unit; excluding the first 12 units Residential Visitor: 0.1 spaces/unit; excluding the first 12 units; maximum 30 spaces/building Retail, 500m ² or less: None required Retail, other: 1.25 spaces/100m ² of gross floor area | | Building 1: Residential: 101 spaces Residential Visitor: 20 spaces Building 2: Residential: 136 spaces Residential Visitor: 27 spaces Building 3: Residential: 88 spaces Residential Visitor: 18 spaces Building 4: Residential: 104 spaces Residential Visitor: 21 spaces Building 5: Residential: 191 spaces Residential Visitor: 30 spaces Building 6: Residential: 202 spaces Residential Visitor: 30 spaces Total: 968 spaces Residential: 822 spaces Residential Visitor: 146 spaces | Residential: 822 spaces Residential Visitor: 146 spaces (includes 38 spaces at-grade) | Yes |
| Vehicle Parking Space Dimensions | | Minimum 2.6m-3.1m wide by 5.2m long | 2.6m x 5.2m | Yes |
| Drive Aisle Width (Double Traffic Lane) | Parking Garage | Minimum: 6.0m Maximum: 6.7m | 6m | Yes |
| Minimum Bicycle Parking Residential: 0.5 spaces/unit Retail: 1/ 250m ² of GFA | | Residential: 858 spaces | >858 spaces | Yes |

* The existing Boston Pizza restaurant, which is intended to remain in the short-term, is not 2 storeys.

As demonstrated in the table above, the proposed development complies with the general intent and most provisions of the zone. The proposed Zoning By-Law Amendment would address the areas in which relief will be sought through a site-specific zoning schedule and site-specific exception. The proposed amendment is outlined in section 5.0 of this report.

4.4 Urban Design Guidelines for High-Rise Buildings

The City of Ottawa's Urban Design Guidelines for High-rise Buildings (the "Guidelines") were approved by City Council on May 23, 2018 and provide recommendations for urban design and guidelines to be used during the review of development proposals. As stated on page 2 of the Guidelines, they are not intended to be used as a checklist for evaluating a proposal and not all of the guidelines are applicable to every site. As the Guidelines note, the given context of a site will inform the development and that each site will have its own opportunities and challenges.

The proposed development responds to the guidelines in the following ways:

- / The proposed development does not impact any views or angular planes in the Central Area and the vicinity to protect the visual integrity of the Parliament Buildings and other important national symbols (Guideline 1.2);
- / The proposed development considers important views and vistas (Guideline 1.6);
- / The proposed development is a background building, as it enhances existing views and vistas through the placement of the building, height transitions, setbacks, and landscaping and because it enhances the overall character of the existing and planned fabric (Guideline 1.9);
- / The base of the building defines the street wall context along Carling Avenue (Guideline 1.12);
- / The site abuts the public realm on two sides: Carling Avenue and Clyde Avenue North (Guideline 1.15);
- / The site is of a sufficient size, 22,998 square meters, which exceeds the 1,350 square metre minimum guideline for corner sites. This makes it possible an appropriate site for a high-rise building (Guideline 1.16);
- / The proposed development enhances the overall pedestrian experience in the immediate surrounding public realm two well-designed podiums and a pedestrian-scale entry at the privately owned public space (Guideline 2.1);
- / The proposed building enhances and creates the image of a community and a city through the design of the upper portion of the building that creates views and landmarks and enhances the skyline (Guideline 2.2);
- / The proposal places the bases of the buildings to form a building edge along Carling Avenue and Clyde Avenue North Avenue, which will help to establish a street wall (Guideline 2.13);
- / The bird-friendly guidelines will be utilized at the Site Plan Control stage of this process (Guideline 2.22);
- / The proposed average tower floorplate are approximately 800 square metres with ample separation. These floorplates minimize shadow and wind impacts, loss of sky views, and allow for the passage of natural light into the established neighbourhood (Guideline 2.24);
- / The tower location and floorplate has been oriented and shaped to minimize shadow and wind impacts on the public and private spaces (Guideline 2.31);
- / Parking is located underground and accessed via the proposed internal street, away from the primary pedestrian realm. Loading, servicing, and utilities will be internalized and accessed via the rear of the site (Guidelines 3.14, 3.16, 3.18);
- / The proposed development will improve on the existing condition and provide a building podium that improves the pedestrian experience through framing the ROW and provide landscaping and parkland for visual amenity. The proposed development will implement the city's streetscape design standards (Guideline 3.23);
- / A pedestrian level wind study was undertaken as part of the proposed development. The study concluded that conditions around the site at grade level are acceptable for their intended uses throughout the year (Guideline 3.26); and,
- / A Shadow Study was undertaken and shows that shadows move quickly through the site as is expected within an urban context (Guideline 3.27).

The proposed development achieves the objectives of the applicable Urban Design Guidelines for High-Rise Buildings.

4.5 Urban Design Guidelines for Development Along Arterial Mainstreets

Approved by Council in May 2006, the Urban Design Guidelines for Development along Arterial Mainstreets provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development along Arterial Mainstreets. The proposed development achieves several of the guidelines by:

- / Locates the new buildings along the public street edges (Guideline 1);
- / Provides an unobstructed 2.0-metre-wide pedestrian sidewalk (Guideline 2);
- / Uses buildings and landscaping to create a continuous streetscape (Guideline 4);
- / Provides streetscape elements, such as trees, decorative paving, benches, and bicycle parking between the building and the curb (Guideline 5);
- / Sets the buildings back between 0 and 3 metres (Guideline 6);
- / Provides architectural landscaping features at the corner of Carling Avenue and Clyde Avenue North to emphasize the public streets and enhance the streetscape (Guideline 8);
- / Bases new development on an internal circulation pattern that allows for logical movement through the site (Guideline 10);
- / Create intensified, mixed-use development, incorporating public amenities such as bus stops and transit shelters, at nodes and gateways by concentrating height and mass at these locations (Guideline 11);
- / Design the built form in relation to the adjacent properties to create coherent streetscapes (Guideline 12);
- / Ensures buildings occupy most of the frontage and situates the building at the lot line with the entrance at the corner (Guideline 13);
- / Orients the front façade to face the public street and locate front doors to be visible, and directly accessible, from the public street (Guideline 17);
- / Uses clear windows and doors to make the pedestrian level façade of walls, facing the street, highly transparent. Locate active uses along the street at grade (Guideline 18);
- / Connects pedestrian walkways between properties to facilitate pedestrian circulation between the two buildings (Guideline 19);
- / Provides direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrances (Guideline 20);
- / Provides site furnishings such as benches, bike racks and shelters, at building entrances and amenity areas. Ensures that these locations do not conflict with pedestrian circulation (Guideline 24);
- / Orient car parking spaces to minimize the number of traffic aisles that pedestrians must cross (Guideline 29);
- / Uses continuous landscaping to reinforce pedestrian walkways within parking areas (Guideline 31);
- / Selects trees, shrubs and other vegetation considering their tolerance to urban conditions, such as road salt or heat. Give preference to native species of the region of equal suitability (Guideline 32);
- / Plants trees away from the curb next to private property when the boulevard is narrower than 4.0 metres (Guideline 33);
- / Coordinates tree planting with below-grade utilities (Guideline 34);
- / Landscapes areas between the building and the sidewalk with foundation planting, trees, street furniture, and walkways to the public sidewalk (Guideline 40);
- / Shares service and utility areas between different users, within a single building or between different buildings, to maximize space efficiencies (Guideline 49);
- / Encloses all utility equipment within buildings (Guideline 50);
- / Design lighting so that there is no glare or light spilling onto surrounding uses (Guideline 51); and
- / Provides lighting that is appropriate to the street character and mainstreet ground floor use with a focus on pedestrian areas (Guideline 52).

The proposed development meets several of the Urban Design Guidelines for Development along Arterial Mainstreets.

4.6 Urban Design Guidelines for Transit Oriented Development

In September 2007, City Council approved design guidelines to address Transit-Oriented Development. The guidelines apply to all development throughout the City that is within 600 metres walking distance of a rapid transit stop or station and provide guidance for the proper development of these strategically located properties. The guidelines address six elements of urban design including land use, layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and environment.

The proposed development meets the following applicable design guidelines:

- / Provides transit supportive land uses, mixed use development including high-density residential uses, within a 600-metre walking distance of a rapid transit stop or station (Guideline 1);
- / Discourages non transit-supportive land uses that are oriented primarily to the automobile and not the pedestrian, cyclist or transit user (Guideline 2);
- / Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community, with proposed amenity space at the ground floor of the west tower (Guideline 3);
- / Lays out new pedestrian connections, permitting pedestrian movement throughout the site (Guideline 4);
- / Locate buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit (Guideline 7);
- / Locate the highest density and mixed uses immediately adjacent and as close as possible to the proposed transit stop, with the density concentrated adjacent to Carling Avenue and Clyde Avenue North (Guideline 8);
- / Orient buildings towards transit stations and provides direct pedestrian access that minimizes conflict with vehicles, with buildings oriented toward Carling Avenue (Guideline 10);
- / Set large buildings back between 3.0 and 6.0 metres from the front property line, and from the side property line for corner sites, in order to define the street edge and to provide space for pedestrian activities and landscaping (Guideline 13);
- / Reduce or limit grade separated pedestrian connections: the ground level of the site will be one consistent grade (Guideline 18);
- / Design ground floors to be appealing to pedestrians, with proposed amenity space at grade (Guideline 28);
- / Provides underground parking rather than surface parking (Guideline 39);
- / Locates loading areas off the street and behind the buildings (Guideline 43); and,
- / Locates garbage and recycling containers in the interior of the east tower to screen it from view (Guideline 54).

The proposed development responds to the relevant approved Design Guidelines to create a high-quality building and site plan that fosters a positive pedestrian realm and supports alternative mode uses, including transit.

5.0

Proposed Zoning By-law Amendment

The proposed Zoning By-law Amendment would amend the zoning of the subject property to “Arterial Mainstreet Subzone 10, Exception XXXX, Schedule YYY (AM10[XXXX] SYYY)”. The site-specific exception would add “Apartment Dwelling, High-Rise” as a permitted use. This exception may be avoided given provision 185(6)(a) which permits apartment dwelling, high rise when a schedule permits heights greater than 30 metres. The proposed site-specific schedule would generally assign building heights according to the Concept Plan and would therefore also permit the use.

As discussed throughout this report, the proposed building heights are appropriate for the subject property given its location along a Mainstreet Corridor in the Official Plan. The proposed building heights, up to 40 storeys, are supported by the Official Plan policies, given the surrounding context.

6.0 Supporting Studies

The following reports have been reviewed in the preparation of this Planning Rationale:

6.1 Adequacy of Public Servicing Report

IBI Group has prepared the Adequacy of Public Servicing Report in support of the Zoning By-law Amendment application. The report assessed existing conditions of the water, sanitary and stormwater networks and the ability of these networks to accommodate the proposed development. Water service is anticipated along the new public road, connection from Carling Avenue to Clyde Avenue North. All buildings would be serviced by this watermain loop. A new sanitary sewer is also proposed within the new public street and would discharge to the existing sanitary sewer along Carling Avenue. All buildings would be serviced through this extension. Finally, the stormwater sewer would be extended through the site. A new sewer would extend from Carling Avenue and collect flows until the west side of Building 3, and a separate sewer would connect to Clyde Avenue to serve buildings 4 and 5. The stormwater management system for the site will also incorporate standard urban drainage design and features may include: a dual drainage concept, routing and surface runoff, underground and/or rooftop storage.

The report concludes that water and stormwater servicing capacity exists for the proposed development today. Sanitary sewer capacity will exist to accommodate the proposed development once the City of Ottawa completes upgrades to the sanitary system on Carling Avenue. Phasing the construction of the towers can be organized to not stress the existing wastewater system until necessary upgrades are completed.

6.2 Phase One Environmental Site Assessment

EXP was retained to prepare the Phase One Environmental Site Assessment (ESA) for the subject property. The Phase One ESA is a systematic qualitative process to assess the environmental condition of a site based on its historical and current uses. The purpose of this Phase One ESA is to determine if past or present site activities have resulted in actual or potential contamination at the Phase One property.

The ESA determined that the site has been used for a range of potentially contaminating activities (PCAs) (e.g. gas station, auto dealership and repair garage, etc.) on the site, in addition to additional PCAs on nearby sites. The report therefore recommends that a Phase Two ESA be conducted to address any areas of potential environmental concern on the property. The Phase Two ESA is scheduled to be completed in 2023.

6.3 Geotechnical Study

EXP was also retained to complete a Geotechnical Study for the subject property. A desktop study was completed until such time as field work can be completed, scheduled for 2023. The desktop study was prepared based on available data including reviews of an existing report dated October 31, 2006. The study makes recommendations for construction and does not raise major concerns, subject to further detailed review.

6.4 Transportation Impact Assessment

The Transportation Impact Assessment (TIA) for the subject property has been prepared by Parsons. As is standard in the City of Ottawa, the Stage 4 report is a draft for submission, pending final review and approval by City of Ottawa staff. The report assesses the proposed development in the context of the existing traffic, ongoing development, and approved or proposed developments in the area. The study also contemplates planned network changes which include transit priority measures on Carling, a rebuilt protected intersection at Carling Avenue and Churchill Avenue North, and increased westbound left-turn storage at Carling/Broadview.

The report concludes that the removal of the Canadian Tire and Boston Pizza is anticipated to result in negligible net change in auto traffic because of the proposed development's site-generated traffic. Additionally, the Carling Transit Priority Measures being implemented in the future will result in decrease in traffic volumes along Carling Avenue, which will improve traffic operations at the study area intersections. The report concludes that the proposed development is recommended to proceed from a transportation perspective.

6.5 Tree Conservation Report

CSW Landscape Architects prepared the Tree Conservation Report for the proposed development which identified 100 trees on the subject property. A total of 95 trees are proposed for removal, while the landscape concept anticipates planting approximately 231 trees on the site through the redevelopment. The trees proposed for removal are all on the subject property.

6.6 Shadow Study

Hobin Architecture has prepared the Shadow Study for the proposed development. The study shows that in the summer months, when shadows are shortest, the shadows are limited and extend generally over only Carling Avenue. In the shoulder seasons (March and September), the shadows extend across Carling Avenue, but are fast moving and will not impact any residential properties after 1pm. In the winter, shadows are longest and days shortest. The shadows once again extend across Carling Avenue but are past the majority of the residential properties by 1pm.

Public Consultation Strategy

In partnership with the City of Ottawa, 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 have already been undertaken in preparation of this application submission or will be undertaken in the following months after the application has been submitted:

- / Pre-Application Consultation Meeting
 - A pre-application consultation meeting was held with city staff and the applicant team on September 13, 2022.
- / Notification of Ward Councillor (Riley Brockington)
 - The Ward Councillor has been notified of the application and has been invited to discuss the proposed development. A meeting was held between the project team and the councillor on December 6, 2022.
 - The project team is working to schedule meetings with neighbouring ward Councillors Theresa Kavanagh and Jeff Leiper for early 2023.
- / Community “Heads Up” to local registered Community Associations
 - A ‘heads up’ notification to local registered community associations will be completed by the City of Ottawa during the application process.
- / Community Information Session
 - A community information session will be coordinated with the Ward Councillor to discuss the proposed development.
- / Planning Committee Meeting Advertisement and Report Mail out to Public
 - Notification for the statutory public meeting will be undertaken by the City of Ottawa in accordance with the Planning Act.
- / Statutory Public Meeting for the Zoning By-law Amendment
 - The statutory public meeting will take place at a meeting of the City of Ottawa’s Planning and Housing Committee.

8.0 Conclusion

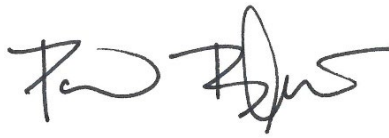
It is our professional opinion that the proposed Zoning By-law Amendment Application represents good planning and is in the public interest for the following reasons:

- / The proposed development is consistent with the intent of the Provincial Policy Statement, proposing the intensification of a property within the built-up area where existing infrastructure and public service facilities are available, and where active transportation and transit will be supported and encouraged;
- / The proposed development conforms to the City of Ottawa Official Plan policies regarding intensification, urban design, and the land use policies for the Inner Urban Transect and Mainstreet Corridors;
- / The proposal advances the City's Urban Design Guidelines for High-Rise Buildings, Transit-Oriented Development, and Development Along Arterial Mainstreets;
- / The proposed development complies with the intent of the Comprehensive Zoning By-law with regards to the proposed built form, building orientation, and lot location. The proposed AM10 [XXXX] SYYY zone for the subject property is compatible with the zoning framework of the surrounding area and will help to ensure compact and efficient development on the subject property; and,
- / The proposed development is supported by the submitted plans and studies and will create no adverse impacts on the area regarding shadowing or transportation capacity.

Sincerely,



Bipin Dhillon, MPA M.PL
Planner



Paul Black, MCIP RPP
Associate