



16 Anna Avenue and 1160 Carling Avenue

Planning Rationale
Zoning By-law Amendment
November 15, 2024



Prepared for Kancar Community Children's Centre Inc.

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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Kancar Community Children's Centre Inc. (“the Owner”) to prepare a Planning Rationale and Design Brief in support of a Zoning By-law Amendment for the properties municipally known as 16 Anna Avenue and 1160 Carling Avenue (the “subject site”).

The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the site and compatible with adjacent development and the surrounding community.

The Owner seeks to convert an existing single detached dwelling, 16 Anna Avenue, to daycare spaces associated with the adjacent, existing daycare known as “The Children’s Place”. 16 Anna Avenue is presently unoccupied and is predominantly used for storage. It is zoned Residential First Density, subzone O (R1O) and must be rezoned, as “day care” is not a permitted use in the subzone.

The property is legally described as Part of Lot 68, Registered Plan 332 and Part of Lot I Concession A (Rideau Front), Geographic Township of Nepean, City of Ottawa. As this site and the adjacent 1160 Carling Avenue are under common ownership and as they share a parking lot, both properties are being considered in this Zoning By-law Amendment (ZBLA) to permit a revised proposed shared parking configuration. A ZBLA is required to rezone both properties to an AM10 subzone with an exception to permit the existing buildings to remain, as the AM10 subzone has certain provisions related to the design and orientation of the buildings. To permit the proposed use within the existing buildings, which do not comply with those AM10 provisions, an exception under the Zoning By-law is required.

The Owner is seeking to expand their day care business to provide care of very young children aged 6 weeks to 2.5 months. The Children’s Place provides 24/7 service to clients, many of whom work in the hospital or service industries. At present, childcare for very young children is limited, which poses challenges to parents working shift work.

The subject site’s location on Carling Avenue is accessible by public transit: it is presently served by multiple OC Transpo bus routes and is intended for Light Rail Transit (LRT). As well, the subject site is located near the Island Park Multi-Use Path (MUP) and MUPs in the Experimental Farm, and nearby streets have sidewalks, making it accessible by various forms of active transportation, including walking, cycling, and rolling.

Since no changes to the exterior of the buildings are proposed, a Site Plan Control (SPC) application is not anticipated to be required, as per pre-consultation meetings with City of Ottawa staff.

1.1 Purpose of the Application

The proposed ZBLA is required because while “home-based daycare” is permitted as a use in the R1O subzone in which 16 Anna Avenue is located, “day care” is not a permitted use. The subject site is proposed to be rezoned as a whole to an Arterial Mainstreet (AM) subzone to regularize the parking, provide consistency to two (2) adjacent sites, and create a new subzone that will permit the Owner to operate their business within the existing buildings over the long term. Rezoning the site to an AM10 subzone was preferred because “day care” is a commercial use which is already permitted in the parent AM zone and the AM10 subzone applies to this portion of Carling Avenue. Finally, by re-zoning the full site, it allows this application to consider the existing parking lot that is shared between the two (2) properties. The parking lot has been altered and expanded incrementally over time and improvements are proposed to remove the parking spaces that are currently in the public right of way (ROW). The Site Plan submitted with this application shows the proposed parking layout and arrangement, which regularizes the use of the available space for parking.

1160 Carling Avenue is presently zoned Arterial Mainstreet, Subzone 10, Special Exception 2196 (AM10 [2196]) per the City of Ottawa Zoning By-law 2008-250, which has multiple prohibited uses, including bar, cinema, nightclub, among others. These prohibited uses are proposed to be carried over into the new site-specific AM10 subzone in the exceptions. Further, the proposed ZBLA would include language to permit the buildings as they exist at the time of approval. Should the existing buildings be demolished as part of a larger redevelopment scenario, then the underlying AM10 provisions, or whatever regulations are in effect at the time, would apply.

2.0

Subject Site and Surrounding Context



Figure 1: Subject site and surrounding context

The subject site includes two (2) properties: 16 Anna Avenue and 1160 Carling Avenue, which are located west of the Experimental farm in the Carlington neighbourhood of the City of Ottawa within the River Ward.

There is an existing daycare at 1160 Carling Avenue operated by The Children's Place. The lot contains a one (1) storey building with a lookout basement and fronts onto Carling Avenue. There is existing parking in the corner side yard and part of the rear yard. The interior side yard and a portion of the rear yard are occupied by a fenced-in yard space and a shed along the rear lot line. 16 Anna Avenue is occupied by a detached residential dwelling unit and is oriented towards the street.

The subject site has a combined lot area of 1,069.9 square metres, with 25.3 metres of frontage on Carling Avenue and 41.7 metres of frontage on Anna Avenue. 16 Anna Avenue has a gross floor area (GFA) of 62.34 m² and 1160 Carling Avenue has a GFA of 159.36 m².



Figure 2: 16 Anna Avenue



Figure 3: 1160 Carling Avenue

2.1 Area Context



Figure 4: Looking east down Carling Avenue



Figure 5: Looking west down Carling Avenue

North: Immediately north of the subject site, on the north side of Carling Avenue, is the Royal Ottawa Mental Health Centre and Royal Ottawa Place. Further north is a residential neighbourhood comprised primarily of single-detached dwellings. There is also Ottawa Children's Montessori Center and Kitchissippi United Church. Highway 417 bounds the neighbourhood from the Wellington Village neighbourhood.

East: East of the subject site are residential dwellings and a used car dealership. Further east along the south side of Carling Avenue is the Experimental Farm. Adjacent to the farm on the north side of Carling Avenue is the Ottawa Hospital Civic Campus.

South: South of the subject site is the Carlington residential neighbourhood characterized by detached and semi-detached dwellings. There are townhouse and low-rise apartment buildings located further south along Shillington Avenue.

West: Immediately west of the subject site is a restaurant and residential single-detached dwellings. On the North side of Carling Avenue, west of the site is the Youth Services Bureau of Ottawa and the Hydro Ottawa Substation. Harrold Place Park is located south-west of the properties and Merivale Road is further west, intersecting with Carling Avenue.



Figure 6: Looking north on Anna Avenue toward the subject site



Figure 7: Looking south on Anna Avenue, with the west side of the street shown

2.2 Transportation Context

2.2.1 Public Transit

The subject site is presently served by OC Transpo, which provides public transit service. The figures below identify the subject site in relation to existing and future transportation services and the existing road network. Per Schedule C2 – Transit Network, the subject site is adjacent to two (2) Future O-train transit stations (see Figure 8 below). The Schedule also identifies Fisher Avenue and Merivale Road as Transit Priority Corridors. Fisher Avenue / Holland Avenue is less than 200 metres east of the subject site and Merivale Road is approximately 325 metres west of the subject site.

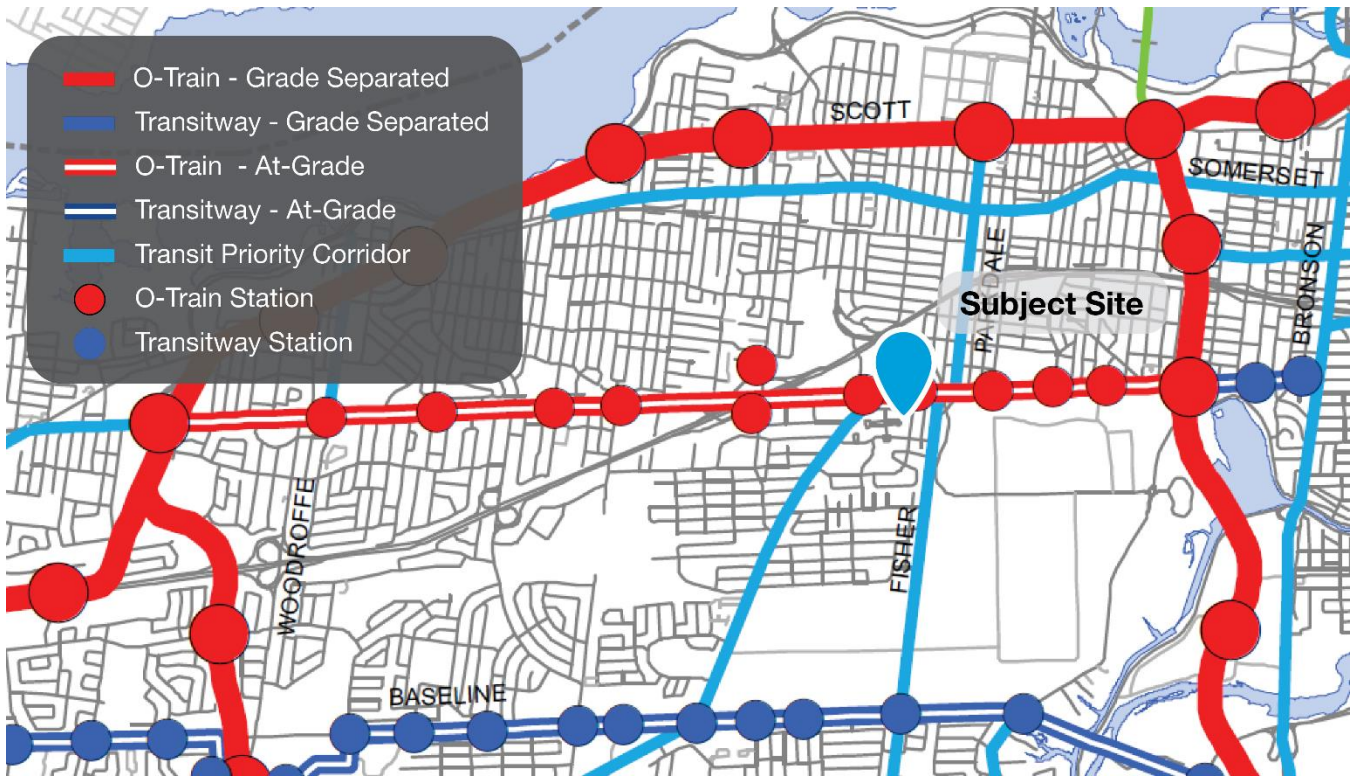


Figure 8: Schedule C2 - Transit Network of the Official Plan.

2.2.1.1 Current Bus Routes

On Carling Avenue, the site is presently served by “frequent” bus routes 80 and 85 as well as “local” bus route 55. On Fisher Avenue, bus service is provided by four (4) routes: “Frequent” route 53, “Local” routes 86 and 89, and “Occasional” route 114. These bus routes are shown below on Figure 9.

On the System Map dated August 27, 2023, OC Transpo describes “Frequent” bus routes as providing service every 15 minutes or less on weekdays, operating seven (7) days a week in all time periods. “Local” routes are described as providing custom routing to local destinations, and “Occasional” routes are shown as providing occasional trips only.

2.2.1.2 Future Bus Routes

OC Transpo will launch their New Ways to Bus as early as Spring 2025. Under this plan, the site will be served by two (2) “Frequent” routes on Carling Avenue, 80 and 85, as well as “Local” routes 53 and 86 on Fisher Avenue. These bus routes are shown below on Figure 10.

On the New Ways to Bus System Map dated August 19, 2024, “Frequent” routes are described as providing service every 15 minutes or less on weekdays, 06:00 to 18:00, operating seven (7) days a week in all time periods.

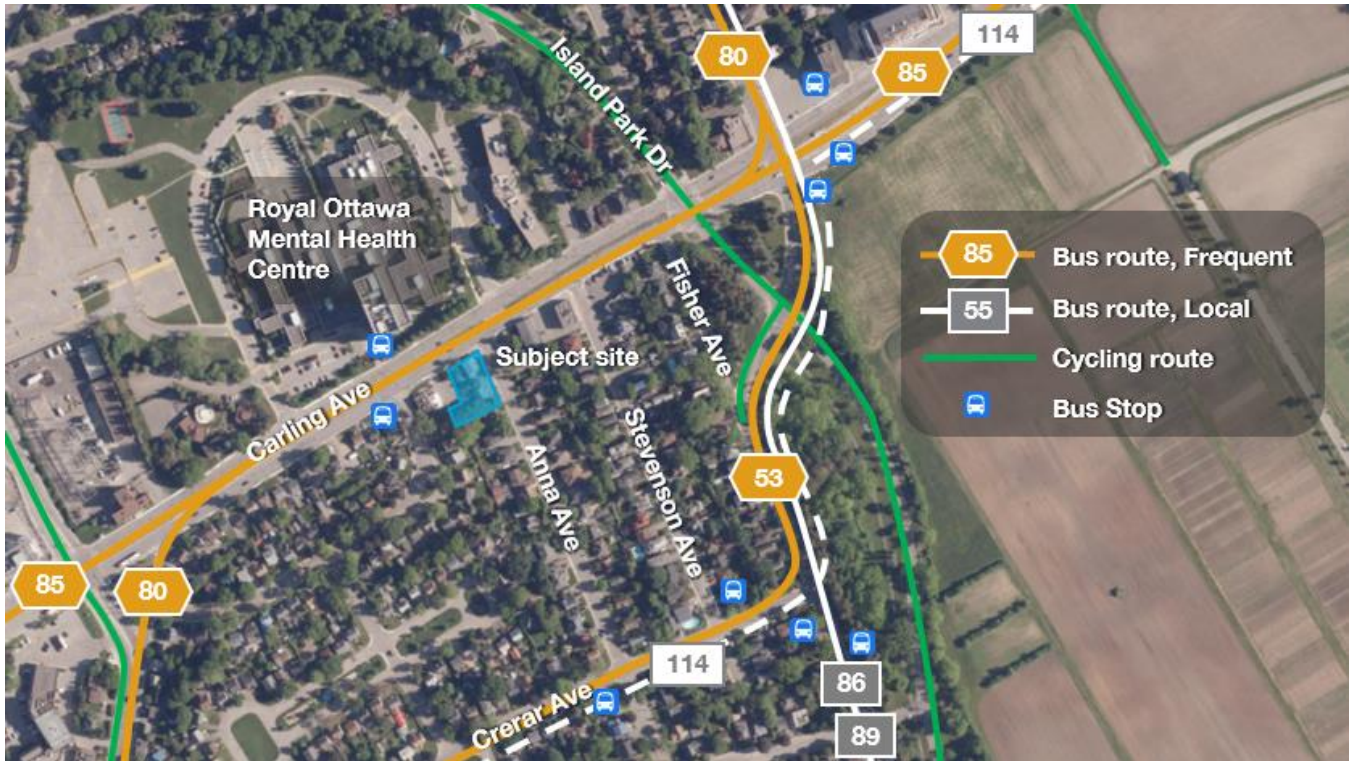


Figure 9: Existing bus service (OC Transpo System Map dated August 27, 2024)

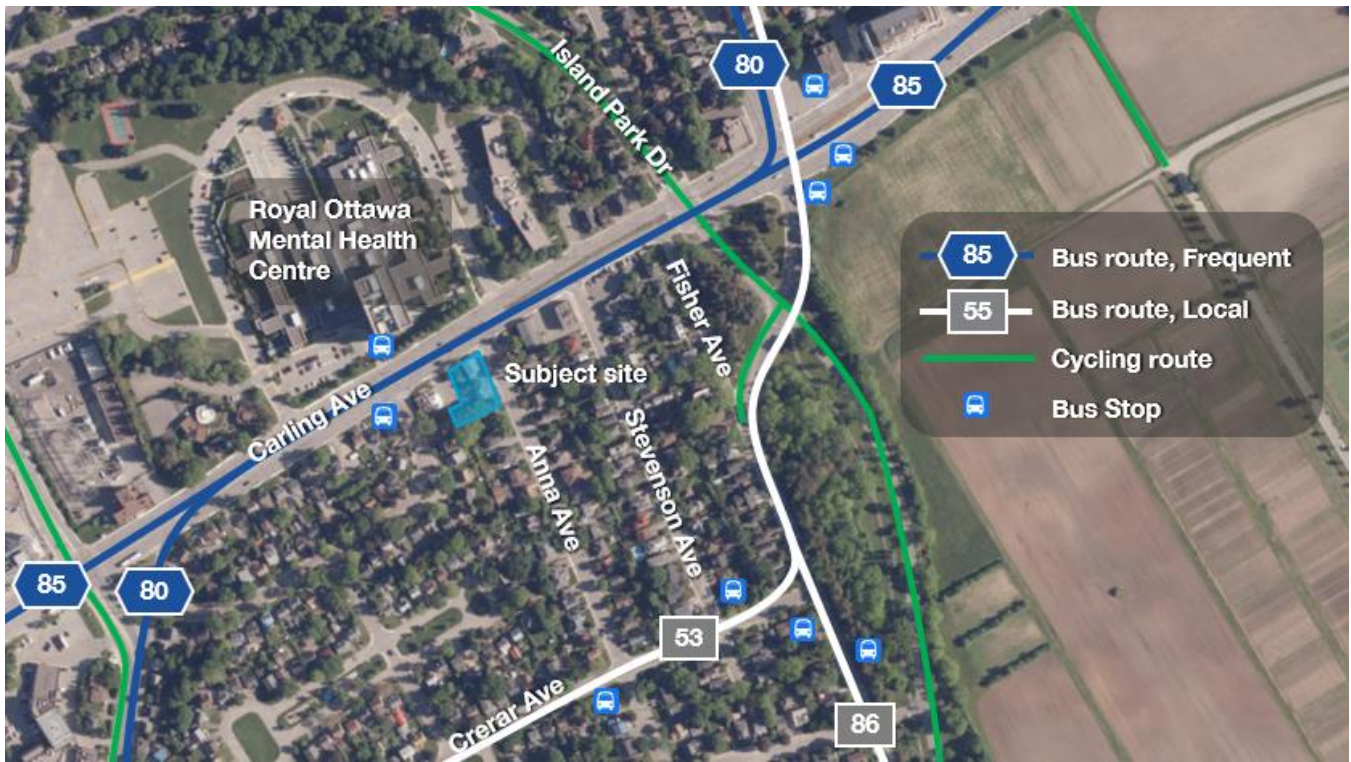


Figure 10: Future bus service (OC Transpo New Ways to Bus System Map, dated August 19, 2024)

2.2.2 Road and Active Transportation Networks

Per Schedule C4 – Urban Road Network, Carling Avenue, Fisher Avenue, and Merivale Road are identified as Arterial Roads (see Figure 11 below). Island Park Drive, a federally owned road passes east of the subject site, curving west above the Royal and continuing under Highway 417, a Provincial Highway.

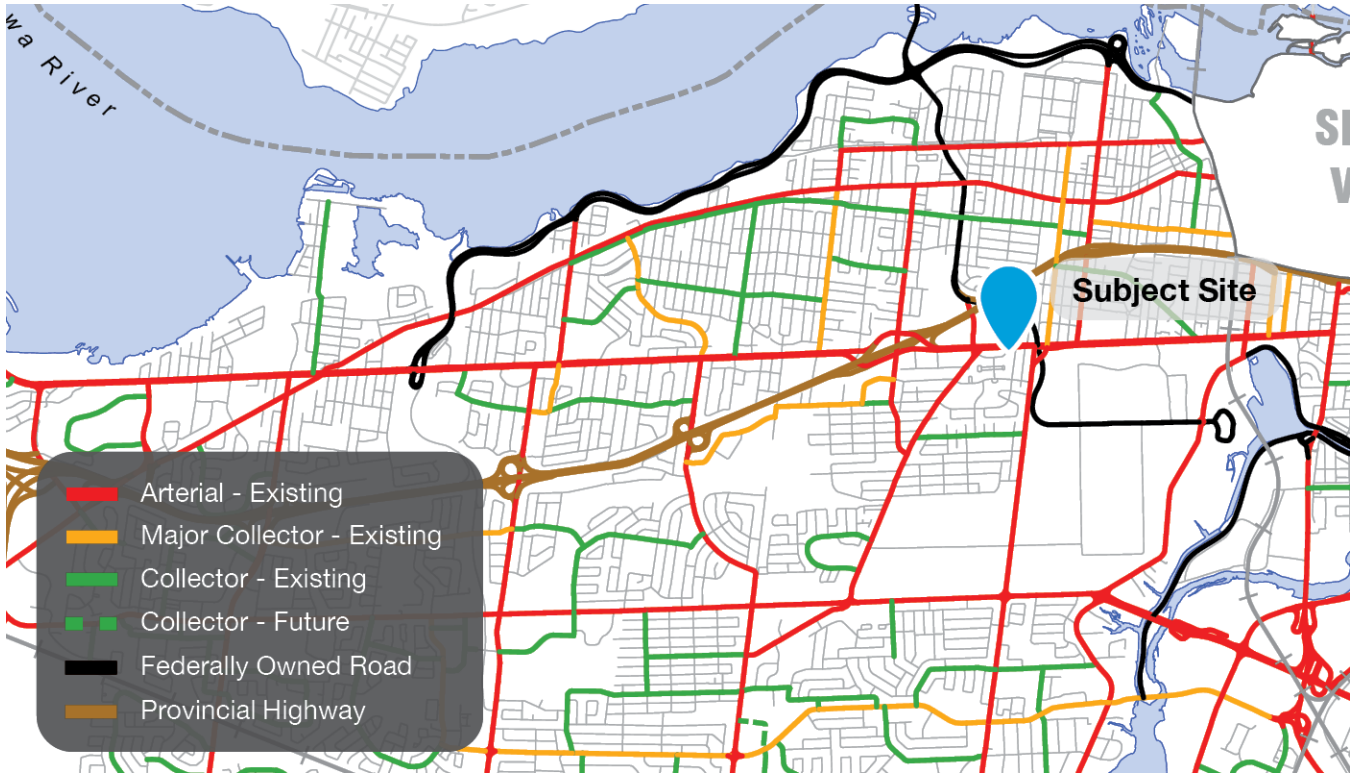


Figure 11: Schedule C4 - Urban Road Network of the Official Plan.

Island Park Drive and the National Capital Commission Scenic Driveway are identified as scenic routes on Schedule C13 with Island Park Drive being a Scenic Capital Entry Route (see Figure 12 below). The subject site is well connected to the urban road network.

Shown in Figure 13 below, Schedule C3 – Active transportation Network identifies the National Capital Commission Scenic Driveway, and the Experimental Farm Pathway located east of the subject site as Major Pathways.

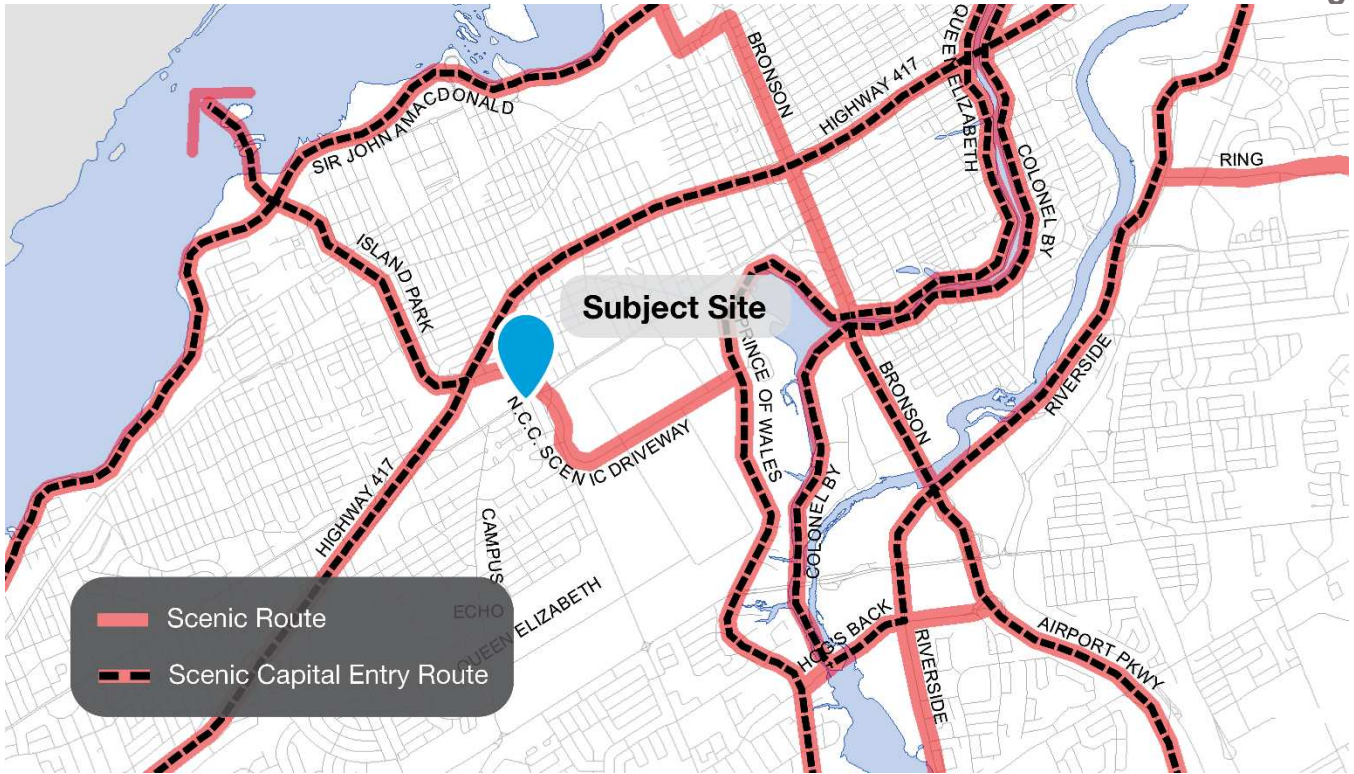


Figure 12: Schedule C13 - Scenic Routes of the Official Plan.

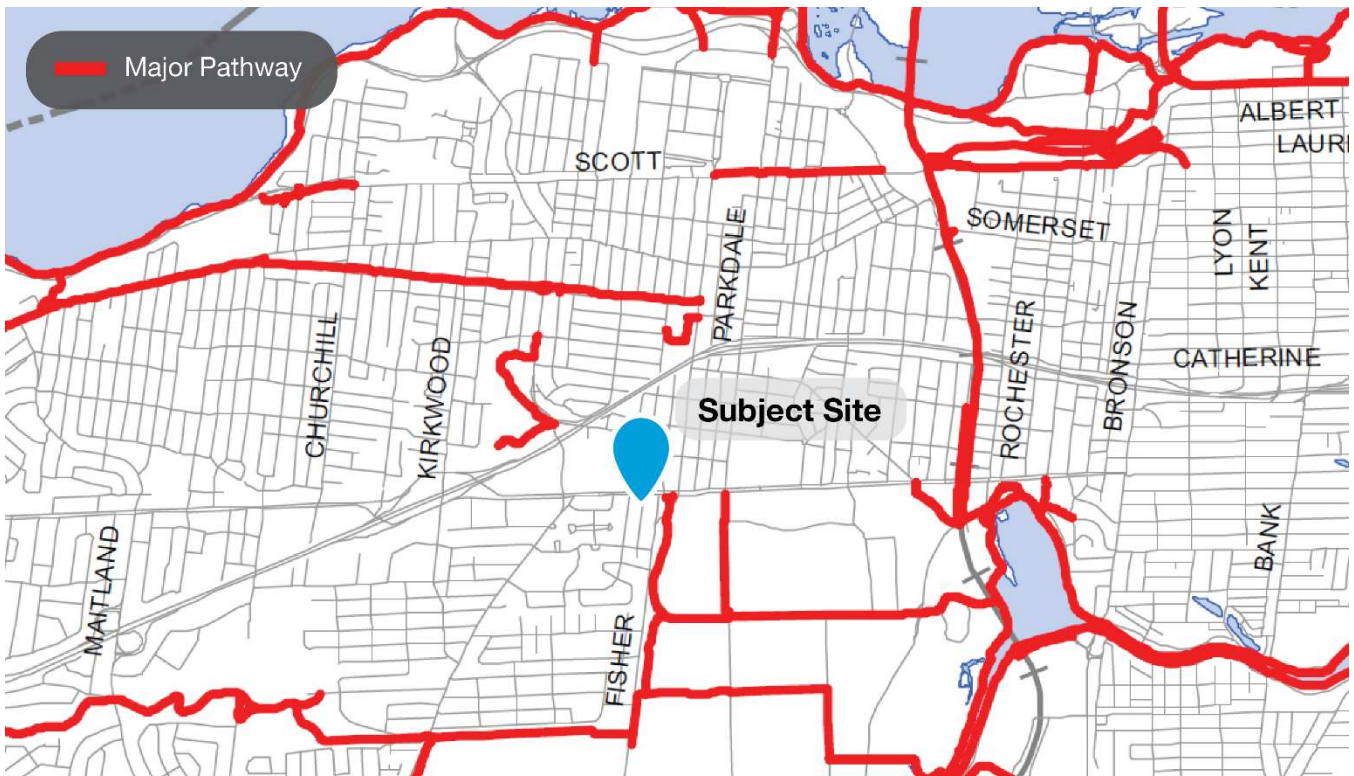


Figure 13: Schedule C3 - Active Transportation Network of the Official Plan.

3.0 Policy and Regulatory Framework

3.1 Provincial Policy Statement (2024)

The Provincial Policy Statement, 2024 (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, which includes the PPS.

The PPS came into effect October 20, 2024, and consolidates the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) into a more streamlined land-use planning policy for the Province of Ontario. The PPS provides policy direction for housing supply in the province, supporting development and alignment with infrastructure. It also provides policy direction on opportunities for job creation and economic development, increasing the supply of developable land, protections for the environment and natural resources, and protections for communities, resources, and properties from natural and man-made hazards.

The PPS identifies day care centres as a sensitive land use meaning that it may be “reasonably expected times would experience one or more *adverse effects* from contaminant discharges generated by a nearby *major facility*”. The following PPS policies are applicable to the proposed development and subject property, among others:

- 2.1.6 Planning authorities should support the achievement of complete communities by:
 - a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
 - b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
 - c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.
- 2.3.1.2 Land use patterns within settlement areas should be based on densities and a mix of land uses which:
 - a) efficiently use land and resources;
 - b) optimize existing and planned infrastructure and public service facilities;
 - c) support active transportation;
 - d) are transit-supportive, as appropriate [...]
- 2.3.1.5 Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas
- 2.4.1.2 To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:
 - a) to accommodate significant population and employment growth;
 - b) as focal areas for education, commercial, recreational, and cultural uses;

- c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit [...]

2.4.1.3 Planning authorities should:

- c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;

2.4.2.2 Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:

- b) 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit

2.8.1.1 Planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- c) identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;
- d) encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and
- e) addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses.

3.2.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

3.2.3 As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.

3.3.3 Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.

New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities.

The proposed development contributes to the neighbourhood's development as a complete community by increasing the number of available daycare spaces, including spaces for very young children, an important service and necessity for daily living, and meets the diverse needs of the immediate neighbourhood and surrounding city. It also contributes to the creation of new jobs and therefore supports the expansion of jobs near existing public transit routes and planned higher order transit. The proposed ZBLA introduces and reinforces a mix of land uses on the edge of an established residential neighbourhood.

The proposed development is located on Carling Avenue, which is presently served by multiple bus routes and planned for higher order transit: a future light rail transit (LRT) system. Carling Avenue and Anna Avenue have

sidewalks on both sides of the road, supporting pedestrian movement. The site is proximate to multiple cycling routes, including bike lanes on Island Park Drive and Merivale Road as well as multi use paths (MUP) and suggested cycling routes, including but not limited to the Experimental Farm. Finally, the site is located on an Arterial Road and is located just under 900 metres from the nearest highway interchange for Highway 417. The proposed development would not negatively impact the use of Carling Road as a future LRT corridor as no new buildings and no exterior changes to the existing buildings are proposed at this time. The existing and proposed daycare land use supports the long-term purposes of the corridor by establishing commercial uses – daycare facilities – proximate to existing public and active transit routes and a future higher order transit route.

- 3.5.1 Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.
- 3.5.2 Where avoidance is not possible in accordance with policy 3.5.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other major facilities that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses is only permitted if potential adverse affects to the proposed sensitive land use are minimized and mitigated, and potential impacts to industrial, manufacturing or other major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures.
- 2.8.1.1 Planning authorities shall promote economic development and competitiveness by:
- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;
 - b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
 - c) facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;
 - d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and
 - e) ensuring the necessary *infrastructure* is provided to support current and projected needs.
- 5.2.6 Development shall not be permitted to locate in hazardous lands and hazardous sites where the use is:
- a) an institutional use including hospitals, long-term care homes, retirement homes, pre-schools, school nurseries, day cares and schools [...]

The subject site located close to other existing sensitive uses, separate from major facilities. The use of the properties is an employment use, contributing to PPS policy to promote economic development through a diversified economic base. The use further supports employment in the city by providing a necessary service to working parents, particularly those with irregular working hours such as the hospital network and airport. The subject site is not identified as being located within hazardous lands.

3.2 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.

3.2.1 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.
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.
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.
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. 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.

3.2.2 Growth Management Framework

The City of Ottawa Official Plan contains a growth management framework, which contains policies to direct growth within designated areas which increase the efficient use of sustainable transportation and existing infrastructure. The policies aim to support intensification, meet employment needs, and design new neighbourhoods to be 15-minute neighbourhoods. Policies within the growth management framework that relate to the subject site are as follows:

Per Table 3a - Hubs, Mainstreets, and Protected Major Transit Station Area (PMTSA) Density and Large Dwelling Requirements, the Minimum Area-wide Density Requirement, People and Jobs per Gross Hectare for Mainstreets in 120 and the Minimum Residential Density Requirement for Intensification, Dwellings per Net Hectare is 120.

3.2.16 To support and implement the residential and employment growth allocation and density requirements and targets of this section, the following apply:

- a) The City will seek opportunities to improve the level of service of rapid transit and street transit over time, in a way that will achieve or surpass the target mode shares for each transect area as set out in the Transportation Master Plan, commensurate with population growth and affordability;

3.5.1 Employment uses that can mix with residential uses are permitted within Hubs and Corridors. Generally, employers with the highest densities are preferred to locate in proximity to rapid transit stations. These uses tend to be office-based or regional scale retail-focused facilities.

3.5.2 Employment uses within Neighbourhoods are service oriented and are limited in size or area. These uses tend to be office-based, institutional or in the retail sector.

The proposed Zoning By-law Amendment will contribute to increasing the density of jobs per gross hectare along a Mainstreet Corridor. As a day care is an existing use on one (1) of the two (2) properties within the subject site, expanding the services to the 16 Anna Avenue property would continue to be compatible with the surrounding residential uses. The site use and proposed development does not propose exterior alterations to the existing buildings, which reflect the surrounding Neighbourhood and low-rise residential character of the area.

3.2.3 Inner Urban Transect

Schedule A of the Official Plan identifies the subject site as being located within the Inner Urban Transect. Figure 14, below, shows Schedule B2 – Inner Urban Transect. The transect is comprised of pre-World War II neighbourhoods surrounding the Downtown Core and early post-World War II adjacent. The neighborhoods tend to reflect urban characteristics closer to the Downtown Core and suburban characteristics further away. Within the Inner Urban Transect the City aims to:

- / Enhance or establish an urban pattern of built form, site design and mix of uses
- / Prioritize walking, cycling and transit within, and to and from, the Inner Urban Transect
- / Provide direction to the Hubs and Mainstreet Corridors located within the Inner Urban Transect
- / Provide direction to the Neighbourhoods located within the Inner Urban Transect

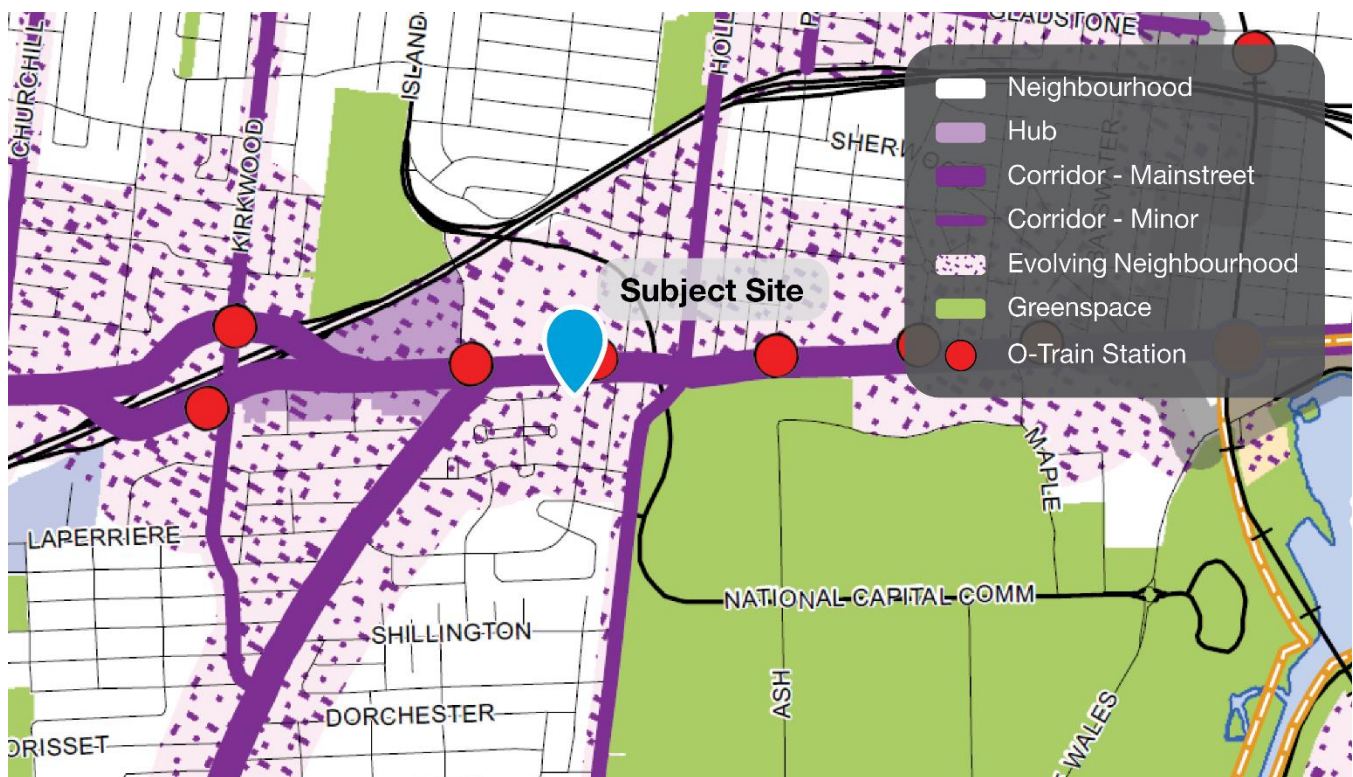


Figure 14: Schedule B2 - Inner Urban Transect of the Official Plan.

Relevant Inner Urban Transect policies include but are not limited to:

5.2.1.4 The Inner Urban Transect shall continue to develop as a mixed-use environment, where:

- a) Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods;
- b) Small, locally oriented services may be appropriately located within Neighbourhoods;

5.2.1.5 The Inner Urban area is planned for mid- to high-density, urban development forms where either no onsite parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway. The following policies apply to private approaches:

- a) The privatization of curb space through increasing private approaches, whereby an on-site private parking space for one or two landowners precludes the use of curb space for street parking and other purposes for all users:
 - i. Is generally discouraged; and
 - ii. May be prohibited on small or narrow lots, or where such private approaches are proposed to serve a small number of parking spaces.
- b) Maintaining or enhancing unbroken curb space for short-term, visitor and permit-zone street parking and other common purposes, and front yard space for trees and intensive landscaping, is given priority over private approaches; and
- c) Further to the above, development applications may be required to
 - i. Reduce the number and/or width of private approaches on a site;
 - ii. Re-use existing private approaches; or
 - iii. Relocate and/or combine existing private approaches with no net increase in number or width.

5.2.2.3 Motor vehicle parking in the Inner Urban Transect shall be managed as follows:

- c) Surface parking within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, shall be limited to a very small amount of spaces only for short-term drop-off and pick-up, or delivery vehicles; shall not be located between the building and the sidewalk; and shall be accessed and egressed by the narrowest possible driveway; and

5.2.3.2 Along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, stepbacks, and angular planes:

- a) On sites that front on segments of streets whose right-of-way (after widening requirements have been exercised) is 30 metres or greater as identified in Schedule C16 for the planned street context, and where the parcel is of sufficient size to allow for a transition in built form massing, not less than 2 storeys and up to High-rise;

The proposal contributes to a mixed-use environment within the Inner Urban Transect and a full range of services within walking distance of the surrounding neighbourhood. Surface parking onsite is provided for staff parking and for client short-term drop-off and pick-up. The existing buildings on the subject site are 1 to 1.5 storeys in height; as the buildings predate the 2022 Official Plan, the minimum height policies would only apply if the site were to be redeveloped. There is no building height change proposed as part of this application.

3.2.4 Mainstreet Corridor Designation

The City of Ottawa Official Plan outlines policies for Corridors in Section 6.2. The subject site is identified on Schedule B2 (Figure 14) as being within the Mainstreet Corridor designation. Corridors are defined as bands of land along specified streets whose function combines higher density development, greater degree of mixed uses, and higher level street transit services than Neighbourhoods but lower than Hubs. Within the Corridor designations the City aims to:

- / Define the Corridors and set the stage for their function and change over the life of this Plan

- / Recognize Mainstreet Corridors as having a different context and setting out policies to foster their development

Mainstreet Corridor policies that apply to the subject policies include the following:

6.2.1.1 Corridors are shown as linear features in the B-series of schedules. The Corridor designation applies to any lot abutting the Corridor, subject to:

- a) Generally, a maximum depth of:
 - i. In the case of Mainstreet Corridors, a maximum depth of 220 metres from the centreline of the street identified as a Mainstreet Corridor;
- b) Where a side street intersects with a Corridor, the Corridor designation may include one or more lots on the side street so as to extend the Corridor designation along the side street to the average depth of the Corridor designation along the rest of the Corridor block;

6.2.2.4 Unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:

- a) Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and
- b) Vehicular access shall generally be provided from the parallel street or side street.

The 1160 Carling Avenue property addresses the Mainstreet Corridor and increases a mix of uses along the corridor. Vehicular access to the subject site is provided along Anna Avenue. As both 1160 Carling Avenue and 16 Anna Avenue are owned by the same company, the Mainstreet Corridor designation applies to the entirety of the subject site. The proposed ZBLA better aligns the full site's zoning with the planned function of the Mainstreet Corridor.

Per Schedule C7-A - Design Priority Areas, Carling Avenue is identified as a Corridor - Mainstreet within Design Priority Area (see Figure 15 below). Section 4.6 of the City of Ottawa Official Plan on Urban Design policies identifies three (3) Design Priority Area (DPA) tiers which direct policies for public realm investment, place keeping and built form excellence. The subject site is within a Tier 3 – Local (Major) DPA. As a Mainstreet Corridor outside of the Downtown Core the DPA is defines the city at a local level. It is characterized by neighbourhood commercial streets that provide a high-quality pedestrian environment.

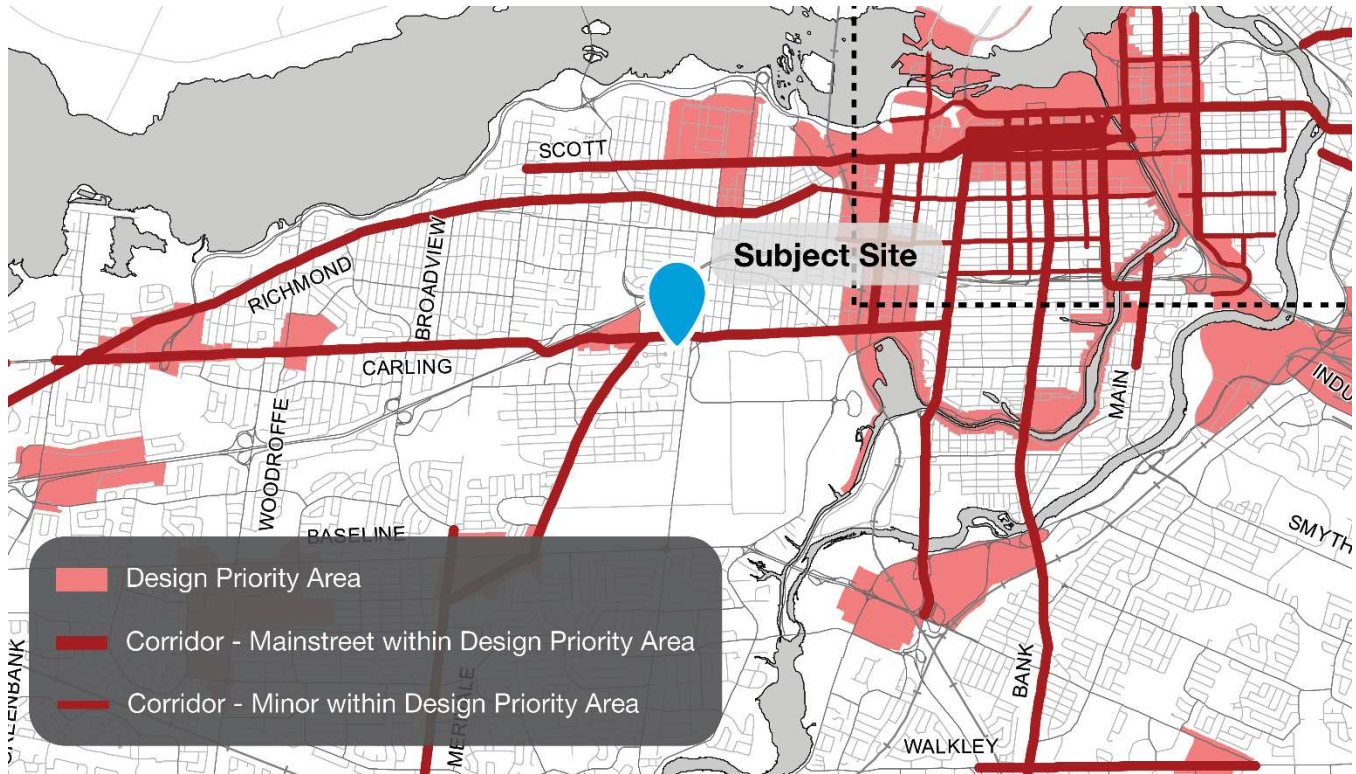


Figure 15: Schedule C7-A - Design Priority Areas of the Official Plan.

Policies that apply to the Corridor are as follows:

4.1.7.5 In Design Priority Areas, the widening of rights-of-way shall be used to prioritize public realm improvements, including widened sidewalks, cycling facilities, bicycle parking, street trees and street furniture, with consideration to accommodate utilities, where the entire length necessary for the roadway improvement is not acquired.

Schedule C16 – Road Classification and Rights-of-Way Protection identifies the right-of-way to be protected on Carling Avenue as 44.5 metres. No protected ROW is identified for Anna Avenue.

3.3 Veterans' Housing Character Area (2022)

The Veterans' Housing Character Area: Guidelines and context document was prepared by the City of Ottawa Heritage Planning Branch and adopted by City Council May 11, 2022. The document provides guidelines for managing change within the Character Area where designation under the Ontario Heritage Act may or may not be appropriate to reflect the identified cultural heritage features with regards to the conservation, alteration, or new construction of buildings within the Veterans' Housing Character Area (VHCA). As shown in the Figure 16 below, the subject site borders the Veterans' Housing Character Area No.1 to the west.

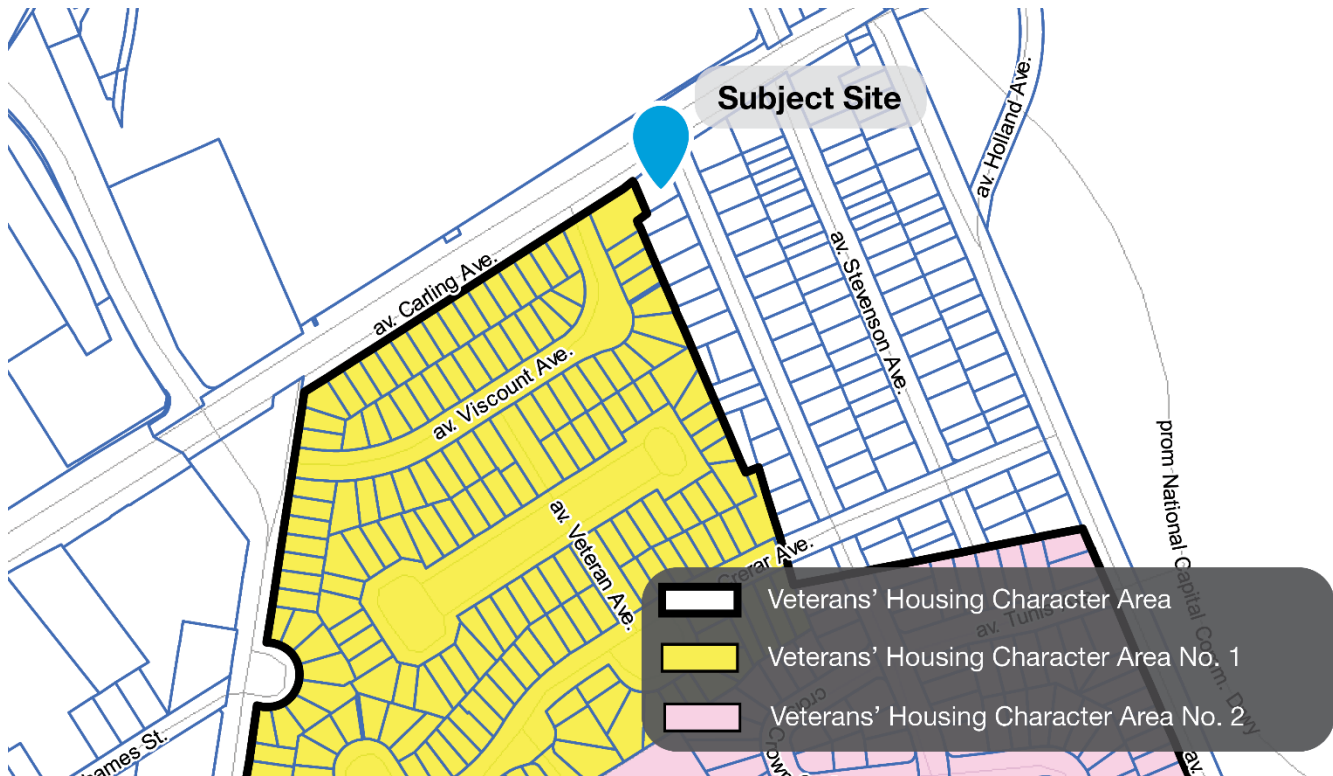


Figure 16: Map of the Veterans' Housing Character Area boundary.

VHCA No. 1 was constructed between 1945 to 1946, consisting of 200 rental houses was constructed south of Carling Avenue at Merivale Road in former Nepean. The subdivision was later annexed to the City of Ottawa. VHCA No. 2 to the south was constructed the following year, 1946 to 1947 and annexed from Nepean to Ottawa in 1947. Despite redevelopment and renovation within the VHCA, much of the original building stock has been retained. Common attributes of veterans' houses are as follows:

- / Side gable built form
- / One and one-and-a-half storeys in height
- / Uniform cladding materials and predominantly horizontal siding
- / Simple front façade fenestration patterns
- / Street-oriented primary entrances
- / Near grade ground floors with entrances
- / Consistent relationship to the street

The guidelines in this section are intended to encourage the conservation of houses within the character area.

As the subject site is outside the VHCA boundary the guidelines are not applicable. The proposed Zoning By-law Amendment is not anticipated to have any undue, adverse impacts on the heritage value of the adjacent heritage character area or individual properties located within.

3.4 Urban Design Guidelines for Development along Arterial Mainstreets (2006)

In the Official Plan, mainstreets are defined as "streets that offer some of the most significant opportunities in the City for intensification through more compact forms of development, a lively mix of uses and a pedestrian-friendly environment." Arterial Mainstreets, contrasted with Traditional Mainstreets, are those which were developed after 1945 and generally "present an urban fabric of larger lots, larger buildings, varied setbacks, lower densities and a more automobile-oriented environment." On-street parking is generally not permitted, and the predominant land use is often single purpose commercial, many with parking lots located between the building and the street.

The objective of the guidelines are:

- / To foster compatible development that will contribute to the recognized or planned character of the streets;
- / To promote a comfortable pedestrian environment and create attractive streetscapes;
- / To achieve high-quality built form and establish a strong street edge along Arterial Mainstreets;
- / To facilitate a gradual transition to more intensive forms of development on Arterial Mainstreets;
- / To accommodate a broad range of uses including retail, services, commercial, office, institutional and higher density residential; and
- / To enhance connections that link development sites to public transit, roads and pedestrian walkways.

As the buildings on the subject site predate this ZBLA and no new development is proposed, the application of the design guidelines is limited. The guidelines that are relevant to the subject site are as follows:

- / Guideline 25: Share vehicular access to parking areas between adjacent properties in order to reduce the extent of interruption along the sidewalk and the streetscape.
- / Guideline 27: Locate surface parking spaces at the side or rear of buildings. Provide only the minimum number of parking spaces required by the Zoning By-law.
- / Guideline 29: Orient car parking spaces to minimize the number of traffic aisles that pedestrians must cross

Parking on the subject site is to be shared between the two (2) buildings, reducing interruption along the street.

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

The subject site is split zoned: 1160 Carling Avenue is presently zoned Arterial Mainstreet, Subzone 10, Special Exception 2196 (AM10 [2196]) and 16 Anna Avenue is presently zoned Residential First Density, Subzone O (R1O) per the City of Ottawa Zoning By-law 2008-250 (shown below in Figure 17).

Urban Exception 2196 prohibits the following land uses: amusement centre, amusement park, bar, cinema, funeral home, museum, nightclub, recreational and athletic facility, sports arena, and theatre.

The subject site is proposed to be re-zoned in whole to AM10[XXXX] H(11) for consistency. Urban Exception 2196 is proposed to be modified through this Zoning Bylaw Amendment, although the prohibited land uses will remain as is. The AM zone permits "day care" as a land use and this carries through to the AM10 subzone; therefore, the rezoning would permit the proposed land use "day care" per the AM zone. The proposed Urban Exception will also seek relief for areas of non-compliance, as shown in Table 1, below, and discussed further in Section 4.0.



Figure 17: Zoning Map, City of Ottawa Zoning By-law (2008-250)

Table 1, below, provides a summary of the Arterial Mainstreet, Subzone 10, Special Exception 2196 (AM10 [2196]). The table demonstrates how the development meets the provisions. Areas of compliance are noted with a green checkmark (✓) and areas of non-compliance which are subject to the proposed amendment are noted with a red 'x' (✗).

Table 1: Zoning Evaluation

AM10[2196]	Requirement	Provided	Compliance
Minimum Lot Area	No minimum	1,069.94 m ²	✓
Minimum Lot Width	No minimum	25.30 m	✓
Minimum Front Yard Setback (Carling Ave) s. 185(10)(b)(i)	0 m	1.1 m	✓
Minimum Corner Side Yard Setback (Anna Ave) s. 185(10)(b)(i)	0 m	4.2 m	✓
Minimum Interior Side Yard Setback (West Lot Lines) s. 185(10)(c)	/ 3.0 metres for the first 20 metres back from the street / 7.5 metres beyond 20 metres back from the street	8.3 m	✓
Minimum Rear Yard Setback (South Lot Line) s. 185(10)(d)	/ 3.0 metres for any building wall within 20 metres of a lot line abutting a public street	1.37 m	✗

AM10[2196]	Requirement	Provided	Compliance
	/ 7.5 metres in all other cases		
Minimum Building Height s. 185(10)(e)	Any portion of a building located within 10 metres a front lot line or corner lot line must satisfy the following minimum building heights: <ul style="list-style-type: none"> / if the building is a non-residential or mixed-use building, the ground floor requires a minimum height of 4.5 metres; and / the minimum building height required is 7.5 metres, and must contain at least two storeys 	16 Anna Ave is not compliant	✘
Maximum Building Height s. 185(10)(j)	In any area up to and including 20 metres from a rear lot line abutting a R1, R2 or R3 zone: 11 m <hr/> In any area up to and including 20 metres from a rear lot line abutting an R4 zone: 15 m <hr/> In any area over 20 metres and up to and including 30 metres from a rear lot line abutting a R1, R2, R3, or R4 zone: 20 m <hr/> In any area: <ul style="list-style-type: none"> / Outside of the areas identified in the above; and, / Up to 7.5 metres from that part of a side lot line within 20 metres of a street and abutting a R1, R2, R3 or R4 zone: 15 m <hr/> In all other cases: 30 m	Complies	✔
Minimum Building Frontage s. 185(10)(b)(i)	At least 50% of the frontage along the front and corner side lot lines must be occupied by building walls located within: <ul style="list-style-type: none"> / 4.5 m of the frontage for a Residential use building / 3.0 m for Mixed use buildings 	1160 Carling Ave: Front Yard: 1.1 m to 2.4 m Corner Side Yard: 4.2 m to 6.04 m 16 Anna Ave: 4.79 m to 5.99 m	✘
Maximum Floor Space Index s. 185(3)(g)	None	Compliant	✔

AM10[2196]	Requirement	Provided	Compliance	
Active Entrances on the Ground Floor Façade s. 185(10)(g)	A ground floor facade facing a public street of a building located within 4.5 m of the front or corner side lot line must include a minimum of one active entrance in the case of a residential use building	Active entrances located on corner side yard, but not within 4.5 m	✘	
Transparent Glazing s. 185(10)(h)	A minimum of 50% of the surface area of the ground floor facade, measured from the average grade up to a height of 4.5 m, facing a public street must be comprised of transparent glazing and active entrances	Does not comply	✘	
Parking Provisions				
Minimum Parking (Area Y on Schedule 1A)	1 per 100m ² of gross floor area 221.70 m ² GFA (both buildings) = 2 parking spaces required	9 parking spaces provided	✓	
Parking Space Dimensions	Minimum width: 2.6 m – 3.1 m Minimum length: 5.2 m Up to 40% of the required and provided parking spaces may be reduced to a minimum width of 2.4 metres and a minimum length of 4.6 metres where they are identified for small cars	6 of 9 standard size spaces 3 of 9 compact spaces (33%)	✓	
Min. Drive Aisle Width Table 107	Non-residential	6.7 m	Not provided	✘
Min. Driveway Width s. 107(1)(a)	6 m	> 6 m	✓	
Bicycle Parking Table 111A, s. 111(11)	1 per 250 m ² of gross floor area 221.70 m ² GFA = 1 bicycle parking space required	3 bicycle parking spaces provided	✓	
	At least 50% of the spaces must be horizontal spaces at floor level 0.5 * 1 = 1 horizontal spaces required	3 (100%) bicycle parking spaces are horizontal at floor level	✓	
Bicycle Parking Space Dimensions Table 111B	Horizontal	0.6 m x 1.8 m	Compliant	✓
	Stacked	0.37 m		
	Vertical	0.6 m x 1.5 m		

AM10[2196]	Requirement	Provided	Compliance
Bicycle Parking Access s. 111(9)	Minimum aisle width: 1.5 m	1.5 m aisle provided	✓
Minimum Width of Landscaped Area around a Parking Lot s. 110	A minimum of 15% of the area of any parking lot, whether a principal or an accessory use, must be provided as perimeter or interior landscaped area comprised of the following: / a landscaped buffer must be provided between the perimeter of the parking lot and a lot line in accordance with Table 110. / in addition to the landscaped buffer, interior landscaping may be provided including various landscaped islands, landscaped medians, pedestrian pathways or public plazas to meet the minimum 15% requirement.	Not provided	✗
	For a parking lot containing 10 or fewer spaces: Abutting a street: 3 m Not abutting a street: None	Not provided	✗
	All outdoor refuse collection and refuse loading areas contained within or accessed via a parking lot must be: / Located at least 9.0 metres from a lot line abutting a public street; / Located at least 3.0 metres from any other lot line; and / Screened from view by an opaque screen with a minimum height of 2.0 metres. / Where an in-ground refuse container is provided, the screening requirement of Section / This may be achieved with soft landscaping.	Containers are located behind 1160 Carling Ave building just over 4.2 m from the road, not screened from view	✗

3.5.1 City of Ottawa Draft New Zoning By-law (Version 1.2)

The City of Ottawa is developing a new comprehensive Zoning By-law for approval by Council in 2025. The Zoning By-law is a set of regulations that sets rules on what can be built as of right, without having to seek specific permission. The new Zoning By-law will implement the policies and directions in the City's new Official Plan, which outlines a comprehensive land-use policy framework to guide growth and development within the City to the year 2046. The new Zoning By-law intends to address housing affordability within Ottawa by facilitating growth that aligns with intensification goals outlined in the 2022 Official Plan.

The new Zoning By-law will include transition policies for complete building permits, complete Planning Act applications, and approved Planning Act applications.

The first draft of the new Zoning By-law was released May 31, 2024. In the draft, the proposed zone of the subject property is Mainstreet Zone 2, Urban Exception 2196, Height of 11 metres (MS2[2196] H(11)) for the 1160 Carling Avenue Property and Neighbourhood Subzone 3B (N3B) for the 16 Anna Avenue property. 16 Anna Avenue is also subject to an Evolving Neighbourhood Overlay.

The Mainstreet Corridor is intended to:

- / Permit a broad range of mixed-use development along older mainstreets with more compact lot fabric, in accordance with Official Plan policies for Mainstreet Corridors.
- / Encourage compact, pedestrian-oriented development along the City's more compact Mainstreet Corridors and promote the development of continuous, active street walls that contribute to animated public spaces and vibrant streets.

4.0

Proposed Zoning By-law Amendment

The subject site is proposed to be rezoned to AM10[XXXX] H(11). A new site-specific exception will provide the necessary relief from specific provisions of the current zone as detailed in Section 3.5 of this report. Per section 93, the site would be considered one lot for zoning purposes as it is, including site access and infrastructure servicing, as a unit.

The proposed zoning amendment will provide consistent AM10 zoning to the entire site while permitting the existing buildings, despite certain urban design provisions of the subzone.

The following is proposed to be added to “Section V. Provisions” in Urban Exception XXXX:

- / For buildings existing at the time of the ZBLA, the following provisions do not apply:
 - s. 110 - Minimum Width of Landscaped Area around a Parking Lot
 - s. 185(10)(b)(i) - Minimum Building Frontage,
 - s. 185(10)(d) - Minimum Rear Yard Setback,
 - s. 185(10)(e) - Minimum Building Height,
 - s. 185(10)(g) - Active Entrances on the Ground Floor Façade,
 - s. 185(10)(h) - Transparent Glazing, and
 - Table 107 - Minimum Drive aisle width.

5.0 Supporting Studies

5.1 Assessment of Adequacy of Public Services (AAPS)

Pearson Engineering prepared an Assessment of Adequacy of Public Services (AAPS) dated September 25, 2024. The report concludes that 16 Anna Avenue and 1160 Carling Avenue will have a decrease in water and sanitary peak flows and the existing water and sanitary services are adequate to service the existing building with proposed usage. As the building footprint and required fire flow remains unchanged, no fire flow improvements have been proposed for the development.

5.2 Environmental Site Assessment (ESA)

Paterson Group prepared a Phase 1 Environmental Site Assessment (ESA) dated August 6, 2024. The objective of the ESA was to research the past and current use of the site (Phase I Property) and 250 metre study area (Phase I Study Area) and to identify any environmental concerns with the potential to have impacted the subject property.

According to the historical research, the Phase I Property was first developed for residential use with the residential dwelling circa 1950 and has not changed significantly since that time. No potentially contaminating activities were identified with respect to the historical use of the Phase I Property.

The surrounding lands within the Phase I Study Area have historically been developed for a combination of residential, institutional, and commercial uses. Some historical offsite PCAs were identified on properties situated within the Phase I Study Area, however, due to either their separation distances or their inferred down or cross-gradient orientation with respect to the anticipated groundwater flow to the northwest, none of these historical off-site activities are considered to have had the potential to impact the Phase I Property.

Presently, the Phase I Property remains occupied by the aforementioned residential dwelling, though it is currently vacant of any occupants and instead is used solely for general storage purposes. No potentially contaminating activities were identified with respect to the current use of the Phase I Property.

The surrounding lands within the Phase I Study Area currently consist of residential, institutional, and commercial properties. Some existing off-site PCAs were identified on properties situated within the Phase I Study Area, however, due to either their separation distances or their inferred down or cross-gradient orientation with respect to the anticipated groundwater flow to the northwest, none of these historical off-site activities are considered to have had the potential to impact the Phase I Property. Based on the findings of the assessment, the report concludes that a Phase II – Environmental Site Assessment will not be required.

5.3 Survey

Farley, Smith & Denis Surveying Ltd. prepared a Topographic Plan of Survey of Part of Lot 68, Registered Plan 332 and Part of Lot I Concession A (Rideau Front), Geographic Township of Nepean, City of Ottawa, dated June 26, 2024.

5.4 Site Plan

Fotenn Planning + Design prepared a Site Plan dated July 4, 2024.

5.5 Parcel Registers

Two parcel registers from the land registry office have been submitted to confirm that the site is owned by the same company: PIN 04039-0238 and 04039-0239.

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 March 22, 2023.
- / Notification of Ward Councillor, Councillor Riley Brockington
 - The Ward Councillor has been notified of the application; the applicant team met with his office on August 22, 2024.
- / Notification of the Community Association, Carlington Community Association
 - The applicant team met with a representative of the Carlington Community Association on October 30, 2024. We've received no further correspondence from the Community Association as of the date of this report's issuance.
- / Community Information Session
 - If requested by the Ward Councillor, a community information session will be held to discuss the proposed development.
 - It is anticipated that, if requested, the community information session would be held in an online webinar format organized and moderated by the Ward Councillor and their staff members.
- / Planning Committee Meeting Advertisement and Report Mail out to Public
 - Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
 - The statutory public meeting will take place at the City of Ottawa Planning Committee

7.0 Conclusion

It is our professional planning 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 2024, proposing the intensification of a property within the built-up area where existing infrastructure and public service facilities are available, supporting employment uses, contributing to a complete community, and where active transportation and transit will be supported and encouraged;
- / The proposed development conforms to the City of Ottawa Official Plan policies regarding strategic directions, growth management, and land use policies for the Inner Urban Transect and Mainstreet Corridor designations;
- / The proposed development is not anticipated to have any undue adverse impacts to the adjacent Veterans' Housing Character Area;
- / The proposal is consistent with the City's Urban Design Guidelines for Arterial Mainstreets [Mainstreet Corridors]; and,
- / The proposed development complies with the general intent of the Zoning By-law, subject to the proposed site-specific Zoning By-law Amendment.

Sincerely,



Tamara Nahal, MPI
Planner



Jacob Bolduc, RPP MCIP
Associate