

October 23, 2014

Prestige Design & Construction
50 Camelot Drive
Ottawa, ON
K2G 5X8

Attention: Mr. Enzo DiChiara

Dear Mr. DiChiara

Re: 1110 Fisher Avenue – Proposed Residential Development – Revised Proposal – File D02-02-13-0008

PLANNING RATIONALE ADDENDUM

On January 25th, 2013, an Application for Rezoning was submitted to the City of Ottawa for 1110 Fisher Avenue proposing an amendment to permit a 42-unit, 6-storey condominium building. Concerns raised by local residents and the ward councilor resulted in the proposal and the application being put on hold.

Subsequently, the proposed condominium design was revisited and resulted in a revised proposal for 1110 Fisher, which is: a Planned Unit Development (PUD) consisting of three semi-detached dwellings and one townhome dwelling, for a total of 9 units, with two parking spaces made available for each.

This Planning Rationale Addendum is intended to present the revised proposal, and an amendment to the rezoning application now on file.

The following is a review of the key Planning Rationale sections and the implications of this new proposal. Including, a review of the proposal against the new Provincial Policy Statement, 2014.

PROPOSAL

The current proposal is a Planned Unit Development with two semi-detached dwellings proposed for the front of the property and one semi-detached and one townhome dwelling proposed for the rear. The total number of units proposed for this PUD is nine (9). The buildings are separated into four blocks, two in the front, two in the rear, with a driveway and parking access located in the centre.

Elevations have been provided, and they illustrate the proposed four-storey height limit, or 14 metres.

The proposed vehicular entrance is situated roughly in the center of the frontage on Fisher Avenue, leading to the parking spaces and garages of the units on the interior of the site.

Two parking spaces are provided for each unit in tandem design (one in garage, one in driveway) and the private way access is a two-lane, two-way access of 6.0 m. This width is consistent with the private way required width as per the Planned Unit Development provisions contained under Section 131 of the City of Ottawa Zoning By-law.

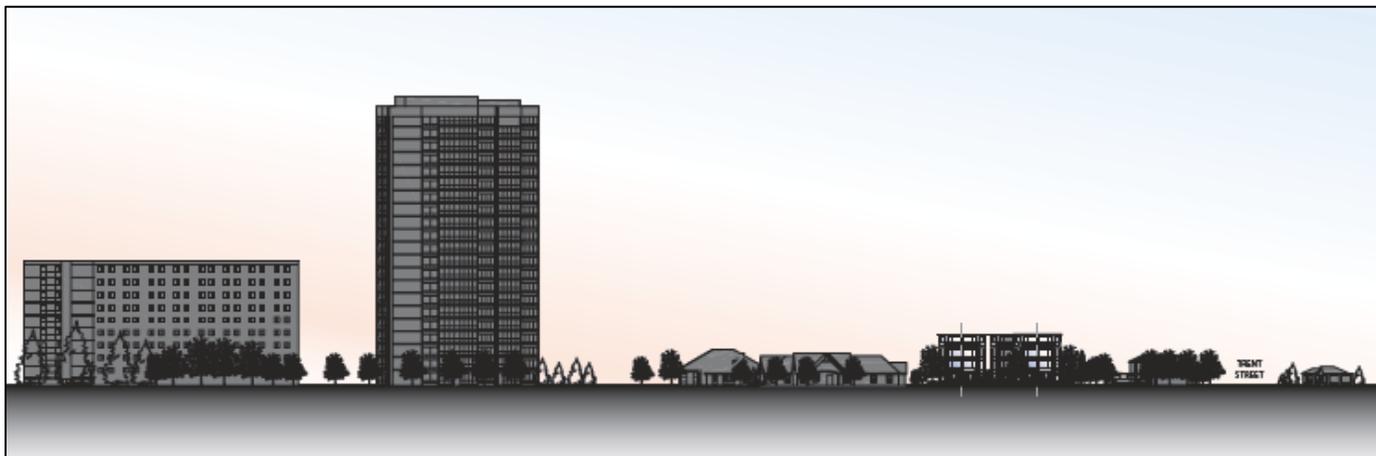
The total number of parking spaces for the nine (9) units within this PUD is eighteen (18).

Each unit is approximately 200 m².

Units have balconies located generally at the rear, either overlooking the interior of the site, or the rear yard. The fourth floor, however, has balconies on the front façade.

Soft landscaping is provided in the rear yard, the front yard and side yards, and notably in every available space in the vehicle access area in the interior of the site.





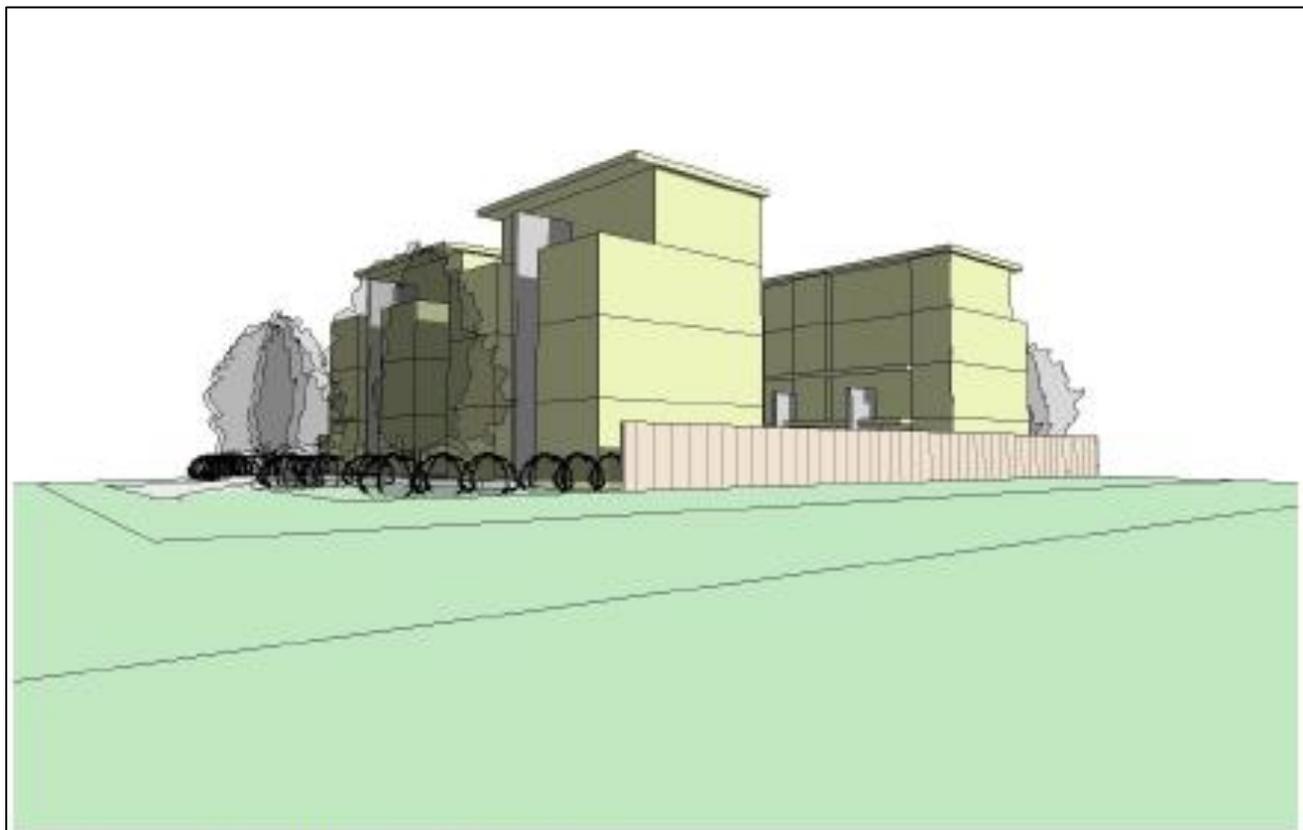
PERSPECTIVE BIRD'S EYE VIEW



PERSPECTIVE VIEW FROM FISHER AVENUE (FRONT)



PERSPECTIVE VIEW FROM FISHER AVENUE (SOUTH)



PERSPECTIVE VIEW FROM FISHER AVENUE (NORTH)

PLANNING POLICY REVIEW

Provincial Policy Statement, 2014

In the Provincial Policy Statement, 2014 (PPS), there is little difference that affects this particular proposal.

Section 1.1.1, under Settlement Areas, sets out guidelines for achieving healthy, liveable and safe communities. Some of these guidelines include promoting efficient development, and land use patterns that sustain the financial well-being of the province, accommodating an appropriate range and mix of land uses, and avoiding development patterns that are an inefficient use of land or an inappropriate expansion of the Settlement Area.

The proposed development is an intensification of the current residential use (single-detached dwelling) that is present at this location. The redevelopment of the existing property provides additional units in the area. The proposed development also represents an efficient use of space and infrastructure, minimizing land consumption and servicing costs.

Section 1.3 deals with Settlement Areas. This section states that land use patterns within Settlement Areas shall be based on a density and mix of land uses, which are efficient and have a range of uses and opportunities for intensification and development/redevelopment.

The proposed residential development at 1110 Fisher Avenue represents a residential style that will add to the variety in this area. There are currently semi-detached dwelling and single-detached dwellings, as well as some high-rise developments in the area. This proposal represents a mildly higher-density development than the existing semi's and single's that will appeal to people in different stages of the life cycle, with a scale that is compatible with the existing built form of the area.

This development is considered to be an intensification of the previous use and is therefore efficiently using existing servicing and land infrastructure, as is consistent with the policies of the PPS, 2014.

Section 1.1.3.3 specifically promotes development opportunities for intensification and redevelopment.

The proposed development is an intensification and redevelopment project along Fisher Avenue and therefore is consistent with Section 1.1.3.3.

The proposed development is consistent with the policies of the Provincial Policy Statement 2014.

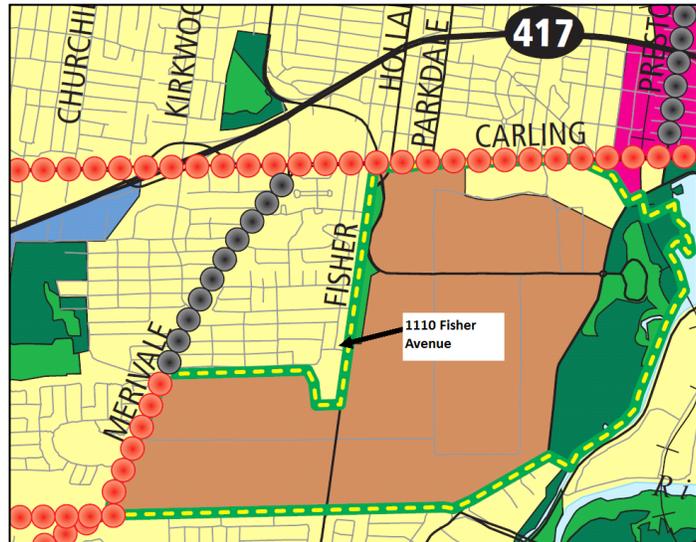
CITY OF OTTAWA OFFICIAL PLAN

Official Plan Designation

The property is designated as General Urban Area in the City of Ottawa Official Plan. The permitted uses in this designation are generally the full range and choice of housing types, to meet the needs of all ages, incomes and life circumstances.

The proposed residential development is a permitted use within Official Plan designation.

Section 2.2.2 outlines the policies for residential intensification, including its definition. The proposed increase in building size and number of units qualifies this development as an intensification as defined in this section.



All intensification must occur within the guidelines of Section 2.5.1 and 4.11. Both sections are reviewed in this report.

Policy 14 outlines parameters and guidelines for intensification outside of specified target areas. Another suitable area for intensification is where a present use is maintained but the addition of residential uses can be done in a complementary manner.

The site is located approximately 1 km from Carling Avenue and Merivale-Clyde and Baseline, all of which are designated Arterial Mainstreets in Schedule B of the Official Plan. These Mainstreets have been designated as Density Targets under Section 2.2.2. Fisher Avenue is designated as an Existing Arterial Road with a planned Right-of-Way of 34 m. It is a high traffic area that connects Carling Avenue and Baseline Road and would be well suited for intensification. This plan allows for a 5.0 m road widening. On the east side of Fisher Avenue, across from the subject site, is the National Capital Commissions Bike Pathway which extends throughout the City, providing opportunities for active transit.

The proposed townhome development is a suitable, compatible intensification for this area and is consistent with the Policies contained within Section 2.2.2 in the Official Plan.

Section 2.5.3 Urban Design and Compatibility

This section is based on the desire for liveable communities. In achieving this, the City of Ottawa has devised a series of objectives and principles.

Many of the objectives are geared towards creating a sense of place, defining quality public and private space, and ensure that the new development respects the character of the surrounding area.

The proposal maintains compatibility with the surrounding area by proposing a minor increase in the density. The intensification acknowledges that this location is suitable for increased development, while still appreciating the, generally, lower-density form of the neighbourhood.

The proposed development for Fisher Avenue supports many of the principles outlined in Section 2.5.1 – Urban Design and Compatibility. Some of these principles are highlighted below.

- Create distinctive places and appreciate local identity in patterns of development and landscape
- Defining and enclosing spaces using buildings, structures and landscaping
- Recognizing every building as being part of a greater whole that contributes to the overall coherency of the urban fabric
- Integrate new development to complement and enliven the surroundings
- Allow the built form to evolve through architectural style and innovation
- Complement the massing patterns, rhythm, character, and context
- Achieve a more compact urban form over time
- Allow for varying stages of maturity in different areas of the City and recognize that buildings and site development will exhibit different characteristics as they evolve over time
- Accommodate the needs of a range of people of different incomes and lifestyles at various stages in the life cycle
- Demonstrate that all practical means of retaining stormwater on site have been considered
- Orient development to maximize opportunities for passive solar gain, natural ventilation and use energy efficient development forms and building measures
- Maximize opportunities for sustainable transportation. The proposed development is consistent with the policies of Section 2.5.1 - Urban Design and Compatibility of the Official Plan.

Section 4.11 Compatibility

Similar to Section 2.5.1, Section 4.11 sets out guidelines for ensuring that the overall design and development is suitable, both for the neighbourhood, and for the use on the lot on which it is proposed.

The City will evaluate the compatibility of development applications on the basis of the following compatibility criteria:

- 1) **Traffic:** This proposal provides for 9 units, as oppose to the previous 42. The reduction reduces impacts on traffic. An addendum to the original traffic study was prepared by Castleglenn Consultants. The Addendum concluded that vehicle generated by the proposed development is expected to be low. The minimal flow of traffic to and from this development will have negligible changes to the traffic patterns within the study area.
- 2) **Vehicular Access:** Vehicular access is achieved through a driveway located in the approximate centre of the frontage between two, semi-detached buildings. This driveway provides access for all the parking spaces of the units which are located in the center of the site between the south west buildings (at the rear), and the north east buildings (at the front). Each unit is given two spaces: 1 garage space, and 1 driveway space.
- 3) **Parking Requirements:** The parking requirement for this development is divided for dwelling type. The semi-detached units require 1 space each, the townhome units require 0.75/unit. This amounts for a total of 8.25 spaces required. There are no visitor spaces required. The total provided parking, as mentioned, is two spaces per dwelling: one in a garage, one in the driveway (these spaces are technically tandem), for a total of 18 spaces provided.
- 4) **Outdoor Amenity Areas:** The proposal allows for a 6 m rear yard setback for the Planned Unit Development. The site is located near bike pathways and open space. It contains sufficient outdoor amenity areas, including balconies at the rear of the units, and some on the fourth floor on the front façade.
- 5) **Loading Areas, Service Areas, and Outdoor Storage:** There are none of these areas, and none are required due to the small scale of the development.
- 6) **Lighting:** The lighting on the property will be done so as not to create spillover lighting and a lighting certificate will be provided as part of the Site Plan Control proposal.
- 7) **Noise and Air Quality:** The proposed development should not create any significant adverse effects for adjacent properties. A noise study was prepared with the previous proposal and since this proposal is a smaller scale development, a revised study was not deemed to be required.

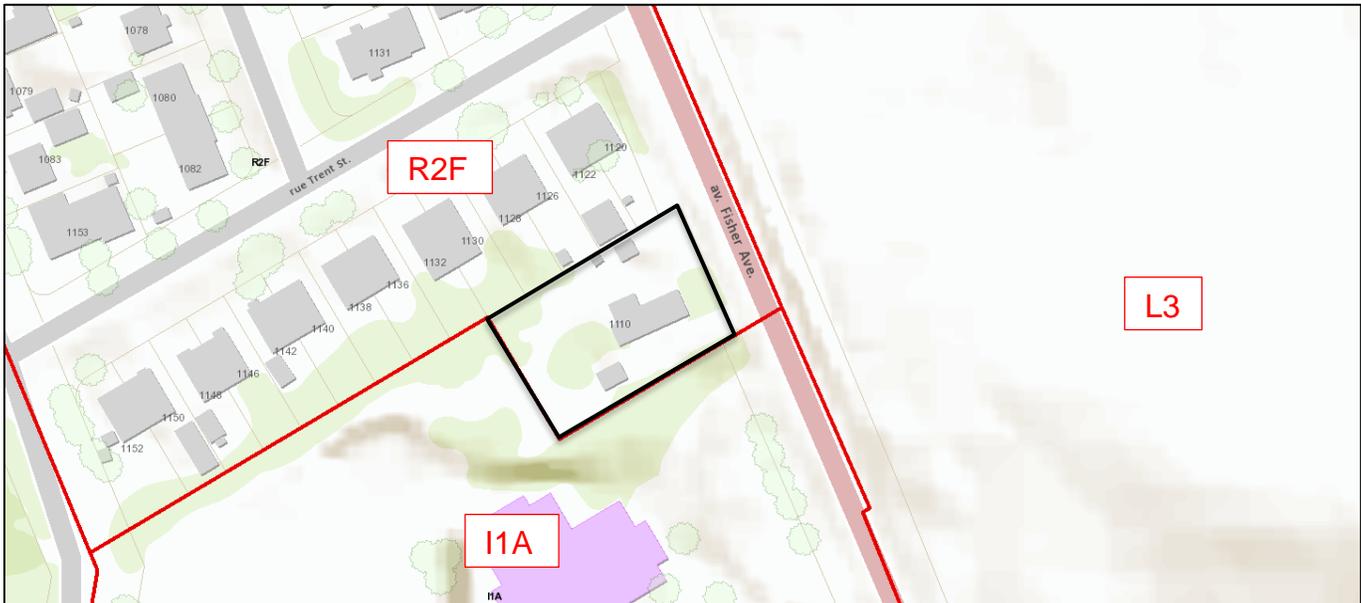
- 8) **Sunlight:** The four-storey design and adequate setbacks will ensure very little impact from shadowing. Especially considering the majority of trees in the area that already provide shade for much of the year. Included with this revised submission are sun/shadow studies.
- 9) **Microclimate:** The proposed development should not have any significant adverse effects in terms of wind, snow drift and temperature.
- 10) **Supporting Neighbourhood Services:** The proposed development is well serviced by existing services. Existing neighbourhood services include Turnbull School, directly south of the proposed development and St. Pius X Catholic High School further south on Fisher Avenue. A complex located at the south west corner of Baseline Road and Fisher Avenue includes restaurants, a bank, a chiropractic office and other such services. The Central Experimental Farm to the east and Meadowlands Park to the west provide abundant and conveniently located open space amenities.

CITY OF OTTAWA ZONING BY-LAW

The City of Ottawa Zoning By-law zones the lands as R2F - Residential Second Density, subzone F. The primary uses in this zoning include residential detached, duplex, linked-detached and semi-detached with a maximum building height of 8 m (26.24 ft.).

The proposed development is not consistent with all of the zoning requirements, in particular the permitted use of a Planned Unit Development, and a townhome dwelling are not permitted uses within the R2 zone.

The following is an existing zoning map showing the location of the site.



GUIDELINES FOR LOW-MEDIUM INFILL HOUSING

The Urban Design Guidelines for Low-Medium Infill Housing were approved by Council in 2005. The following is a review of the relevant guidelines and comments on how the proposed PUD responds to each.

"2.1 Design quality public space for pedestrians, cyclists, transit access and cars."

The proposed development includes quality public space along the Fisher frontage that will be enjoyable for pedestrians, cyclists, transit access and cars. There is an existing concrete sidewalk that is to remain. In addition, Fisher Avenue provides a bike path, as well as bus routes. This was taken into consideration for the design of the public space.

"2.2 Provide a streetscape that is inviting, safe, and accessible, emphasizing the ground floor and street façade of buildings with principles entries, windows, porches, balconies and key internal uses at street level."

The façade that presents to the public roadway consists of the two semi-detached dwellings on either side of the central private driveway. They are visually stimulating and present an inviting presence to the public realm. The walkways and driveways are safe and accessible. Entrances are available at the front and at the rear of the units where the parking spaces are located. Balconies, however, are provided mostly at the rear. This does not detract from the interaction and presentation to the street. The proposed development feature soft landscaping and new trees, as well as an architecturally rich façade on both buildings which will enhance the streetscape.

"2.3 Landscape the front yard to blend with surrounding front yards'. The landscaping should complement and enhance the continuity of uses along the street and create a significant green presence."

The proposal includes extensive landscaping of the front yard along Fisher Avenue, and along the side yards. The adjacent properties do not have typical landscape features, as the property to the south is a school and the properties to the north are the rear yards of residential homes on Trent Street. The landscaping of the proposed development, combined with existing landscaping, will enhance the streetscape and create a significant green presence.

"3.1.1 Ensure the new development faces and animates the public street."

The development faces Fisher Avenue and will enhance the public street through its detail oriented design, inviting façade and extensive landscaping.

"3.1.2 Locate and build infill in a manner that reflects the existing or planned pattern of development in terms of height, front, rear, and side yard setbacks"

This infill development is designed to reflect the different uses that abut the property. To the south, there are two high-rise apartment buildings as well as Turnbull School. To the north are low-rise homes. This creates differing patterns of development in the surrounding area. The proposal manages to reflect existing patterns as it is a Planned Unit Development providing two medium density uses of semi-detached dwellings and a townhome building. This proposal is compatible with the surrounding uses.

"3.1.3 Recognize local lot sizes including lot width, scale and proportions."

The lot sizes in the surrounding area vary considerably. Some are scaled for semi-detached homes while others are scaled to permit high-rise apartment buildings and elementary schools. The proposed development has a lot size that is somewhere between the two scales, and as such is large enough to support the proposed development. As well, the lot is not part of a larger plan of subdivision.

"3.1.4 Orient buildings so that their amenity spaces do not require sound attenuation walls"

The amenity spaces for the proposed development are located in the rear yard and through balconies. Both amenity spaces will not be greatly influenced by noise from Fisher Avenue.

"3.1.5 In cases where there is a uniform setback along a street, infill buildings should match this setback and fit into the neighbourhood streetscape and create a continuous, legible edge to the public street. In cases where there is no uniform setback, the new building can be located at roughly the same distance from the property line as the buildings along the abutting lots"

There are no uniform setbacks along this section of Fisher Avenue where the proposal is located. This is due to the varying uses that abut the subject site. The setbacks of the proposed development, 2 metres from the future line of the expanded Right-of-Way, are suitable and appropriate for this development and this location.

"3.1.6 Contribute to the amenity, safety and enjoyment of open spaces by offering living spaces that face them."

The proposal is located adjacent to one of the largest open spaces in the City, the Experimental Farm. The proposal offers units that face the Experimental Farm and that contribute to and enhance the safety and enjoyment of this open space.

"3.1.7 Avoid the arrangement of units where the front of one dwelling faces the back of another, unless the units in the back row have facades rich in detail, recessed garages and extensive landscaping. Do not break the pattern of the green front yards of the neighbourhood by placing parking at the front."

The units at the back of the property will be rich in detail, such as those in the front. The garages are recessed and every opportunity is taken to provide soft landscaping between these two rows of buildings where available. No parking is located in the front of the site.

"3.1.8 Determine an appropriate separation distance between infill housing blocks to ensure appropriate light, view, and privacy considering: building heights, site orientation and locations of windows. Ensure visual privacy, for example, by offsetting new windows from neighbours' windows."

The proposal is an appropriate distance from surrounding uses. The group of buildings feature a number of setbacks in order to mitigate issues for the adjacent properties such as privacy and light. The setbacks are also appropriate to make the scale and massing less intrusive for neighbouring properties, and the internal setbacks between the buildings have an adequate level of separation.

"3.2.1 Construct at both a residential scale as well as a scale, mass and proportion that contributes to the quality of the streetscape."

The proposed development will enhance the streetscape of Fisher Avenue through its detailed design. The Planned Unit Development is adequately scaled so as to contribute to the quality of the streetscape.

"3.3.2 Allow the front door (the public entrance) to dominate the façade (front wall) as opposed to the garage. The use of quality materials and eye-catching entrances is preferable over recessed and shadowed entrances."

There are no garages proposed for the front of the buildings facing Fisher Avenue, and the combination of the design and height, as well as façade materials and forms, ensures that the residential entrances are very visible.

"3.3.3 Use quality building materials and detailed design for building faces, including the backs that face and affect the neighbours."

The detailed design of the proposal is not limited to the façade along Fisher Avenue. The rear buildings, and sides of each dwelling of the proposed development are also rich in detail and will use quality building materials.

"3.4.1 Create interest and a sense of identity."

The proposed development, as a different form of residential for this location, will contribute to creating a sense of identity. The varying design materials and central entrance within the frontage will also create interest.

"4.1 Look for opportunities to provide a shared underground garage that is contained internally on the site to minimize the amount of paved area, pedestrian/vehicular conflicts on the sidewalk, and to maximize room for soft landscaping and on-street parking (where permitted). Limit curb cuts as much as possible."

The small scale of this proposal precludes the possibility of providing for a shared underground garage. The configuration of the plan has placed the driveways and garages to the interior of the site, so that there is limited visibility from the street. However, it is very evident that every available space that could be made into soft landscaping has been achieved. The amount of paved area is minimized as much as possible.

"6.1 Locate loading, garbage, and other service elements (transformers, utility meters, heating, ventilation and air conditioning equipment) in non-permanent locations that do not detract from the aesthetic appeal of the city streetscape or the homes that they service."

The majority of the service facilities for this development are located in areas that will not be readily visible and therefore will not detract from the aesthetic appeal of the buildings.

Through the review of the policies above it is clear that the proposed PUD development is consistent with the Urban Design Guidelines for Low-Medium Density Infill Housing.

PROPOSED ZONING

The proposed zoning is R3[xxxx] – Residential Third Density. This zone permits the uses proposed: semi-detached dwelling, townhome dwelling, and Planned Unit Development.

The exception zone would be used to identify the specific zoning provisions that would apply to this site. The zoning details requested in full are detailed below:

Exception XXXX

I Exception Number	II Applicable Zones	Exception Provisions		
		III Additional Land Uses Permitted	IV Land Uses Prohibited	V Provisions
xxxx (By-law 2014-xx)	R3[xxxx]			-Minimum front yard setback of 2.0 metres. -Minimum interior side yard setback of 1.2 metres -Minimum rear yard setback of 5.9 metres -No minimum setback between a

I Exception Number	II Applicable Zones	Exception Provisions		
		III Additional Land Uses Permitted	IV Land Uses Prohibited	V Provisions
				private way and a residential use building within a Planned Unit Development. -No soft landscaping between a residential use building and a private way. -Maximum height limit of 14 metres

TRANSPORTATION, PARKING & ACCESS

An addendum to the original Transportation Study by Castleglenn Consultants was prepared, dated October 1, 2014. This addendum reviewed the changes to the plan, from a larger condominium building to a Planned Unit Development with a total of nine new units.

This addendum reviewed the existing conditions, forecasted traffic operations, transit share, site access configuration, site generated traffic, parking impacts, impacts to the adjacent school, among other key transportation related parameters for review.

The addendum concluded that, "the proposed residential development is anticipated to result in negligible changes to the traffic patterns within the study area;"

SERVICEABILITY

An addendum prepared by T.L. Mak, Engineering, dated October 17, 2014. The addendum concludes that the proposed 9-unit development can be adequately served with the same level of service as identified in the original report by T.L. Mak Engineering.

No notable changes to the provision of servicing have been identified.

CONCLUSIONS

The proposed 9-unit Planned Unit Development, consisting of three semi-detached buildings and 3-unit townhome building is a suitable development for this location at 1110 Fisher Avenue.

It is a redevelopment that intensifies the existing residential use, within an area that is surrounded by Arterial Mainstreets, available transit, and alternate transportation options-such as bicycle paths. Intensification in this location is recommended.

The proposed development is a complementary development with moderate increase in density compared to the surrounding area. The architectural design of the buildings are engaging with a variety of colours and materials, and the site ensures soft landscaping and plantings are incorporated wherever possible.

We feel that this proposal is acceptable and considered to be good planning. For this reason, we recommend approval of the proposed Zoning Amendment from the current R2F to the proposed R3 [xxxx] – Residential Third Density, Exception XXXX.

Thank you,

Lloyd Phillips & Associates Ltd.

A handwritten signature in black ink, appearing to read 'C. Cholette', written in a cursive style.

Christine Cholette, MCIP RPP | LEED GA