

Subject: Zoning By-law Amendment - 25 Pickering Place and 1330 Avenue K

File Number: ACS2022-PIE-PS-0137

Report to Planning Committee on 27 October 2022

and Council 9 November 2022

**Submitted on October 7, 2022 by Derrick Moodie, Director, Planning Services,
Planning, Real Estate and Economic Development**

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Ward: Alta Vista (18)

**Objet : Modification du Règlement de zonage – 25, place Pickering et 1330,
avenue K**

Dossier : ACS2022-PIE-PS-0137

Rapport au Comité de l'urbanisme

le 27 octobre 2022

et au Conseil le 9 novembre 2022

**Soumis le 7 octobre 2022 par Derrick Moodie, Directeur, Services de la
planification, Direction générale de la planification, des biens immobiliers et du
développement économique**

**Personne ressource : Mélanie Gervais, urbaniste III, Examen des demandes
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Quartier : Alta Vista (18)

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 25 Pickering Place and 1330 Avenue K, as shown in Document 1, to permit reduced yard setbacks to facilitate the**

future development of six high-rise Transit-Oriented blocks, as detailed in Documents 2 and 3.

2. That Planning Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* 'Explanation Requirements' at the City Council Meeting of November 9, 2022," subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de l'urbanisme recommande au Conseil d'approuver une modification du Règlement de zonage 2008-250 visant le 25, place Pickering et le 1330, avenue K, biens-fonds illustrés dans le document 1, afin de réduire les retraits de cour et ainsi permettre l'aménagement de six îlots d'immeubles de grande hauteur axés sur le transport en commun, comme l'exposent en détail les documents 2 et 3.
2. Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes de la *Loi sur l'aménagement du territoire*, à la réunion du Conseil municipal prévue le 9 novembre 2022 », sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.

EXECUTIVE SUMMARY

Staff Recommendation

Planning staff recommend approval of the Zoning By-law amendment application for 25 Pickering Avenue and 1330 Avenue K to permit reduced yard setbacks that will facilitate the future development of six residential and mixed-use high-rise buildings ranging from 16 to 30 storeys as shown on Document 5.

Through the Zoning By-law amendment application, the applicant is seeking to decrease the interior side yard setback for the portion of building above 6 storeys from 12 metres to 11.5 and 10 metres in various areas, based on the draft approved plan of subdivision block size, configuration and layout approved September 18, 2022. This decrease will permit tower separation above the 6th floor to be a minimum 23 metres and 20 metre between future towers within the plan of subdivision, as well as any future tower proposed off site by 'others' to the north. Furthermore, the applicant seeks to reduce the rear yard setback for the portion of a building above 6 storeys from 12 metres to 5 metres and 5.5 metres abutting VIA Rail lands to the south. To the south VIA Rail is planning a parking lot expansion to service their master site plan development to service the existing VIA rail station.

Applicable Policy

The minor zoning by-law amendment proposal conforms to the relevant Official Plan, and Tremblay, St. Laurent and Cyrville Secondary Plan policies. The site is designated Mixed Use Centre pursuant to Schedule B of the existing Official Plan. Based on Policy 3.6.2, Mixed-Use Centres are critical element in the City's growth management strategy and are areas that have an opportunity to achieve high densities of housing through intensification and development of vacant lands.

The proposal conforms to the relevant policies of the new Official Plan where the site is located within 230 metres from the Tremblay rapid transit station and is a Protected Major Transit Station Area (PMTSA) on Schedule C1 and designated a 'Hub'. Permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services. Hubs are also intended as major employment centres, and encourage ground floor commercial services, high quality public realms, and establishing buildings that define the public realm and prioritize convenient pedestrian access to the nearby transit station.

The current TD2[1974] and TD3[1973] zoning on-site allows for 20 storey (60 metre) and 30 storey (90 metre) high-rise buildings, with minimum tower separations of 24 metres (12 metres from each property line above the sixth storey).

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. A public information session was held virtually on December 2, 2020 on the ZOOM platform. The meeting was attended by the ward Councillor, city staff, the applicant and approximately 30 residents. Most comments were related to

transportation concerns such as existing roadway congestion, Building and Unit Typology and City Park programming.

RESUME

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Recommandation du personnel

Le personnel des Services de planification recommande l'approbation de la demande de modification du Règlement de zonage visant le 25, place Pickering et le 1330, avenue K, afin de réduire les retraits de cour et ainsi permettre l'aménagement futur de six immeubles résidentiels et polyvalents de grande hauteur (de 16 à 30 étages), comme l'expose le document 5.

Par cette demande de modification du Règlement de zonage, le requérant souhaite réduire de 12 mètres à 11,5 puis à 10 mètres le retrait de cour latérale intérieure à partir du sixième étage de l'immeuble, compte tenu de la superficie, de la configuration et de la disposition de l'îlot du plan de lotissement dont la version provisoire a été approuvée le 18 septembre 2022. Cette réduction permettra une séparation d'au moins 23 mètres et 20 mètres, au-dessus du sixième étage, entre les tours dont la construction est prévue dans le plan de lotissement, ainsi qu'avec les éventuelles tours proposées par d'autres à l'extérieur de l'emplacement, au nord. En outre, le requérant souhaite réduire de 12 mètres à 5 mètres puis à 5,5 mètres, toujours au-dessus du sixième étage, le retrait de cour arrière le long du terrain de VIA Rail, au sud, là où VIA Rail prévoit d'agrandir l'aire de stationnement, un projet figurant dans son plan d'implantation directeur, afin de desservir la station VIA Rail existante.

Politique applicable

La proposition est conforme aux politiques pertinentes du Plan officiel et à celles du Plan secondaire de Tremblay, St-Laurent et Cyrville. L'emplacement est désigné Centre d'utilisations polyvalentes dans l'annexe B du Plan officiel. Selon la politique 3.6.2, les

centres d'utilisations polyvalentes constituent un élément crucial de la stratégie de gestion de la croissance de la Ville, puisqu'il s'agit de secteurs qui ont un gros potentiel d'aménagements résidentiels à densité élevée grâce à une densification et à l'aménagement des terrains vacants.

La proposition est également conforme aux politiques pertinentes du nouveau Plan officiel, car l'emplacement se trouve à moins de 230 mètres de la station de transport en commun rapide Tremblay et qu'il se situe dans une zone protégée des grandes stations de transport en commun (ZPGSTC) à l'annexe C1, dans un « carrefour » désigné. Les aménagements autorisés dans les ZPGSTC comprennent une variété de *types* de logement de densité moyenne et élevée, ainsi qu'un éventail complet de fonctions *non* résidentielles, dont les pôles d'emploi et les *services* commerciaux. Les carrefours sont également destinés à constituer d'importants centres d'emploi et à favoriser l'implantation de services commerciaux en rez-de-chaussée, de domaines publics de qualité et d'immeubles qui définissent le domaine public et priorisent les moyens pratiques d'accès des piétons à la *station* de transport en commun la plus proche.

Les désignations de zonage TD2[1974] et TD3[1973] actuelles de l'emplacement permettent la présence d'immeubles de 20 étages (60 mètres) et de 30 étages (90 mètres), respectant une distance de séparation d'au moins 24 mètres (12 mètres à partir de chaque limite de propriété au-dessus du sixième étage).

Un avis public a été donné et une consultation publique a eu lieu, conformément à la Politique d'avis et de consultation publique approuvée par le Conseil municipal pour les demandes de modification du Règlement de zonage. Une réunion publique d'information a été organisée sous forme virtuelle le 2 décembre 2020, sur la plateforme ZOOM. Le conseiller du quartier, des représentants de la Ville, le requérant et une trentaine de résidents y ont participé. La plupart des commentaires avaient trait à des préoccupations entourant le transport, notamment les embouteillages actuellement observés, la typologie des immeubles et des logements ainsi que la programmation des parcs municipaux.

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site location

25 Pickering Place and 1330 Avenue K

Owner

Colonnade Bridgeport

Applicant

James Ireland, Novatech Engineers, Planners & Landscape Architects

Description of site and surroundings

The subject property is located at 25 Pickering Place (also known as 1330 Avenue K) in the Alta Vista Ward (Ward 18), bound by Highway 417 and Tremblay Road to the north, Belfast Road to the east, Pickering Place to the west, and the VIA Rail Corridor to the south. The site is located within 230 metres of the Tremblay O-Train Station.

A six-storey office building is located immediately to the northwest of the subject site at 250 Tremblay Road, with associated surface parking. The office building is primarily occupied by The Professional Institute of the Public Service of Canada (PIPSC). To the northeast is a surface parking lot under the same ownership as 250 Tremblay Road.

Summary of requested Zoning By-law amendment proposal

The purpose of the application is to permit reduced yard setbacks that will facilitate the future development of six residential and mixed-use high-rise buildings ranging from 16 to 30 storeys as shown on Document 5. The site is subject to a draft approved plan of subdivision (File Number D07-16-20-0020 and draft approved September 18, 2022) where six development blocks have been draft approved demonstrating their compliance with the Official Plan and Secondary Plan goals and policies regarding design and transit-oriented development. The six development blocks will be developed through individual future Site Plan Control applications.

Permitted Zoning

The Subject site is currently zoned Transit Oriented Development subzone 3 with an exception (TD3 [1973]) west of Avenue K and Transit Oriented Development Subzone 2 with an exception (TD2 [1974]) east of Avenue K.

The TD2 and TD3 Subzones both impose minimum unit densities and Floor Space Indexes (FSI) on lots greater in area than 0.125 hectares, where the TD2 Subzone requires a minimum 250 unit/hectare density for residential and 1.0 FSI for non-residential; and for the TD3 Subzone a minimum density of 350 units/hectare for residential and a 1.5 FSI for non-residential. Furthermore, the TD2 Subzone has a maximum building height of 60 metres (20 storeys) whereas the TD3 Subzone has a minimum building height of 90 metres (30 storeys), permitting residential, commercial, and mixed-use development. The maximum heights established in both zones form part of the transition in height and density from the west to the east towards the existing low-rise Eastway Gardens community (east of Belfast Road).

Requested Zoning

Reduction in yard setbacks is proposed as follows and as shown on Document 2 and 3:

- Block 1 reduction of interior side yard for portion (abutting VIA Rail lands) above six storeys in height from 12 metres to five metres
- Block 2 reduction of rear yard for portion (abutting VIA Rail lands) above six storeys in height from 12 metres to five metres
- Block 3 reduction of rear yard for portion (abutting VIA Rail lands) above six storeys in height from 12 metres to five metres; abutting Block 4 from 12 metres to 11.5 metres above six storeys in height; abutting the rear yard (Avenue L) from 12 metres to 5.5 metres
- Block 4 reduction of rear yard for portion (abutting Avenue L) from 12 metres to 5.5 metres; and reduction of interior side yard above six storeys from 12 metres to 11.5 metres (abutting Block 3)
- Block 5 reduction of interior side yard from 12 metres to 10 metres, for a portion of the block.
- Block 7 reduction of interior side yard from 12 metres to 10 metres

References to 'Blocks' can be seen in Document 4.

Brief history of proposal

The site is subject to a draft approved Plan of Subdivision application for the purpose of creating six future mixed-use development blocks, one public park and new public streets and street widenings, as detailed in Table 1.

Table 1: Land-Use

- Block 1 mixed-use 0.1965 ha
- Block 2 mixed-use 0.2241 ha
- Block 3 mixed-use 0.2540 ha
- Block 4 mixed-use 0.2335 ha
- Block 5 mixed-Use 0.2336 ha
- Block 6 Park Block 0.2236 ha
- Block 7 mixed-use 0.2836 ha
- Block 8 Street widening on Avenue K 0.0177 ha
- Block 9 Street widening on Avenue K 0.0077 ha
- Block 10 Street widening on Avenue L 0.0209 ha
- Station Road (Street No.1) Public Street 0.2879 ha

The subdivision illustrates development blocks arranged on a new public street ('Station Road' or Street No. 1) that connects Pickering Place and Avenue K. This completes a modified grid pattern street network for the site. Sidewalks will be provided on both sides of all existing and new streets within the site. Together, this pedestrian network provides extensive connections west to the Ottawa VIA Rail Station and Tremblay Light Rail Transit (LRT) station, north to the pathway along Tremblay Road and east to Avenue L. Cyclists will use the network of local streets to make the same connections.

As part of the Draft Plan of Subdivision, a 2,236 square metre city park (Block 6) will be provided as the central unifying feature of the development.

DISCUSSION

Public consultation

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. A public information session was held virtually on December 2, 2020 on the ZOOM platform. The meeting was attended by the ward Councillor, city staff, the applicant and approximately 30 residents. Most comments were related to transportation concerns such as existing roadway congestion, Building and Unit Typology and City Park programming.

For this proposal's consultation details, see Document 5 of this report.

Current Official Plan

The property is designated 'Mixed-Use Centre and Town Centres' on Schedule B within the City's existing Official Plan. Mixed-Use Centres occupy strategic locations on the Rapid-Transit network and act as central nodes of activity within their surrounding communities and the city as a whole. These centres are a critical element in the City's growth management strategy, being areas with potential to achieve high densities and compact and mixed-use development oriented to rapid transit. More jobs and housing at these locations will increase transit ridership and draw more commuter travel to these locations. In the long term the centres will become complete, liveable communities that attract people for the jobs, leisure, lifestyle, and business opportunities they provide.

The site is designated 'Mixed-Use Centre' in Volume 1 of the City's existing Official Plan and is part of the 'Tremblay Transit Oriented Development Plan' and the 'Tremblay, St. Laurent and Cyrville Secondary Plan'. These policy documents guide maximum heights of 30-storeys and 20-storeys for the site, and a minimum density of 350 units and 250 units per net hectare for residential and / or a Floor Space Index of 1.5 and 1.0 for non-residential. Blocks 3 and 4 are subject to the 20-storey maximum height, while Blocks 1, 2, 5, and 7 are subject to the 30-storey maximum height.

Transit-oriented development in the centres is more than density and transit. It entails a designed environment where walking and cycling are attractive options within the centre and transit can be accessed easily.

Transit

Schedule D – Rapid Transit and Transit Priority Network, identifies Tremblay Station LRT station within 400 metres of the totality of the site.

New Official Plan

The subject site is located within the 'Inner Urban Transect' area and is designed 'Hub' and 'Evolving Neighbourhood' (Schedule B2). The new Official Plan further defines this area as a Protected Major Transit Station Area (PMTSA) on Schedule C1.

Hub designations are areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub. Hubs are also intended as major employment centres, and encourage ground floor commercial services, high quality public realms, and establishing buildings that define the public realm and prioritize convenient pedestrian access to the nearby transit station.

The minimum density for the Tremblay Station area is 200 people and jobs per gross hectare and is implemented through the minimum density requirements of the Transit Oriented Development zoning. Permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services, and education institutions.

Transit

Pursuant to Schedule C2 - Transit Network Ultimate, the Subject Site is immediately adjacent to an LRT station (Tremblay).

Other applicable policies and guidelines**Transit Oriented Development Plans**

In anticipation of land development pressure in proximity to the Light Rail Transit (LRT) stations, City Council had established priority areas for the creation of transit-oriented development (TOD) plans. The TOD plans set the stage for future transit-supportive, or "intensified", land development by adding in appropriate locations opportunities for additional land use types and densities. The first three TOD studies for land surrounding the Tremblay, St. Laurent and Cyrville LRT stations were approved by City Council on November 14, 2012.

Tremblay, St. Laurent and Cyrville Secondary Plan

Through Official Plan Amendment #150, December 21, 2017, City Council approved the 'Tremblay, St. Laurent and Cyrville Secondary Plan'. The Secondary Plan defines maximum building heights and minimum densities for lands within the plan area. These maximum building heights and minimum densities have been established in the corresponding Transit Orientated Development zoning (TD2 and TD3) for the property.

The minimum densities set out in this Secondary Plan will result in the achievement of transit-supportive development densities over the long term. The intent of requiring minimum densities is to set the stage for intensification so that development with increased densities can occur in context-sensitive locations at the time market pressure for density exists.

The City's new Official Plan renamed this portion of the Secondary Plan the 'Inner East Line 1 and 3 Stations Secondary Plan'.

Urban Design Guidelines for High-Rise Buildings

The objectives of these guidelines are to highlight ways to enhance the character and the image of the city; address compatibility, microclimate and the relationship between high-rise buildings; pedestrian-friendly streets, and attractive public spaces. The guidelines are to be used to achieve the objectives of the Official Plan, and are general in nature, not to be used as a checklist for evaluating a proposal.

Planning Rationale

The existing TD2[1974] and TD3[1973] zones for the subject site implement both the existing Official Plan's Strategic Direction for target areas of intensification, and the objectives of the 'Mixed Use Centre' designation where the zoning performances set minimum density objectives, and minimum and maximum building heights in close proximity to transit. The same is true for the new Official Plan 'Hub' and 'Protected Major Transit Station Area' policies, where the existing zoning will implement the objectives of the new Official Plan that speak to appropriate development densities for the creation of the critical mass essential to make transit viable. The 'Hub' is to foster a strategy that would ensure the implementation of more compact, higher- density and mixed-use communities around transit stations.

The application is not seeking to alter the intent of the Transit-Oriented Development zoning, but minor zoning changes from the TD2[1974] and TD3[1973] to deal with site

specific 'tower' setbacks, based upon the master plan approved through the associated Plan of Subdivision application.

The zoning request for reduced tower portion setbacks has been reviewed against the following guidelines found within the Urban Design Guidelines for High-Rise Buildings:

Lot Conditions for Infill Development (Guidelines 1.15 and 1.16)

In keeping with Guideline 1.15, each lot should abut the public realm, including streets, parks, plazas, and privately owned public spaces (POPS) on at least two sides. Each block addresses this guideline where five of the six blocks have two street frontages or street and future city park frontage. One of the blocks has one street frontage and opportunity at a future site plan stage to develop privately owned public space or another public realm frontage.

Tower separation within the subject site is assessed against 1.16 where minimum lot sizes of 1,350 square metres for corner lots, and 1,800 square metres for through lots are recommended. Each of the proposed lots to be created through the Plan of Subdivision will achieve these minimums.

Built-Form Placement (Guideline 2.13)

The proposal affords a continuous building edge to the surrounding streets, consistent with its high-density nature.

Built-Form Tower Floor plates (Guideline 2.24)

Tower floor plates are conceptual at this stage, but block sizes allow for floor plates in the range of 750-900 square metres. Their size will be adjusted once uses are determined and designs are finalized to suit, however, block sizes have demonstrated the 750 square metre floor plate size can be achieved.

Tower Separation (Guideline 2.25)

Proper separation distances between towers are required to minimize shadow and wind impacts, loss of sky views and to allow natural light into interior spaces. As such the Guidelines indicate a tower must provide a minimum 11.5 metre setback from the side and/or rear property lines when abutting another high-rise building (for a total 23 metre tower to tower separation).

Tower separations between the proposed buildings will meet the 11.5 metre setback between subdivision Blocks 1 and 2, 2 and 3, 3 and 4, 5 and 7. Tower separation will

also meet the 11.5 metre separation between Block 4 and the abutting vacant property. Where tower separation does not meet the 11.5 metre setback is on Block 5s, 7 and Blocks 1, 2 and 3 abutting the VIA Rail lands to the south.

The tower separation on Block 5 is proposed to be reduced to 10 metres adjacent to the existing six storey office building at 250 Tremblay Road as the potential for redevelopment is limited here due to the existing building and the narrowness of this site.

The tower separation for Block 7 is proposed to be reduced to 10 metres abutting the parkland to the south, and the vacant land to the north. However, the building envelope for the base and tower portion will permit a tower to be adjusted at the site plan control application stage to have greater separation than 10 metres. A woonerf is envisioned on the south side of the block, adjoining to the City park (see Document 5), which if followed through would push the building north, and thus require the minimum 10 metre tower separation.

The tower separation is reduced to five metres to the south of Blocks 1, 2 and 3 as adjacent land use is the existing parking lot for the VIA Rail station and future development of the VIA Rail lands is anticipated to continue to use this property for surface parking.

Pedestrian Space and Connection (Guideline 3.1)

In keeping with Guideline 3.1 the existing TD2 and TD3 zoning accounts for a minimum 6-metre separation between the curb of the street and the building face of future buildings.

45 Degree Angular Plane (Guideline 2.8)

With respect to the 45-degree angular plane taken from the property line of the stable low-rise neighbourhood, the Transit Oriented Development Plans established a built-in transition through the implementation of Low TOD Density Zones (TD1), Medium TOD Density Zones (TD2) and High TOD Density Zones (TD3). As such, the closest residential neighbourhood is 120 metres to the east (Eastway Gardens) separated from the subject site by it by Avenue L, properties zoned General Mixed Use, TD1 and TD2, Belfast Road, and an LRT right of way. Eastway Gardens comprises one and two storey detached and townhouse dwellings and conceptually the blocks within the subject Plan of Subdivision closest to this low-rise community have permissions up to 20-storeys in height. The transition between the proposal and the low-rise residential area is considered appropriate based on the separation distance.

Summary of Tower Setback Requests

The proposed reductions in setbacks will retain adequate separation of future towers for blocks within the Plan of Subdivision to a range of 20 to 23 metres for both internal blocks, and lands owned by 'others' to the north. For Blocks 3 and 4, where portions abut public roadways (Avenue L), tower setback reductions from 12 metres to 5.5 metres are appropriate given the road right of way provides an additional 15 metre setback. For Blocks 1, 2 and 3, which abut the VIA Rail property to the south, the tower separations will be reduced to 5 metres and 5.5 metres. While VIA Rail has been involved in the planning exercise for the subject site through both the Plan of Subdivision and the subject rezoning application, the VIA property has no known intention of developing in a mixed-use high-rise format. The surface parking lot south of Blocks 1, 2, 3 have been identified as the long-term parking requirement for the station. However, the proposed reduced tower setbacks to VIA's property does not preclude future development on the VIA land should long term redevelopment be envisioned.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

The Ward Councillor is aware of the recommendations of this report.

LEGAL IMPLICATIONS

There are no legal implications associated with implementing the report recommendation.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications.

ASSET MANAGEMENT IMPLICATIONS

There are no servicing constraints identified for the proposed rezoning at this time. Servicing capacity requirements to be confirmed at time of site plan.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

Any future buildings proposed through future Site Plan Control applications will be required to meet the accessibility criteria contained within the Ontario Building Code. The associated Plan of Subdivision file will create public streets and parkland with built-in accessibility requirements to address barriers for people with disabilities.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification
- Integrated Transportation

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D07-16-20-0020) was processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Details of Recommended Zoning

Document 3 Zoning Schedule

Document 4 Draft Plan of Subdivision

Document 5 Concept Plan

Document 6 Consultation Details

CONCLUSION

The requested deviations from the standard 12 metre setback above a part of a building six storeys in height is context specific. The applicant has demonstrated the Draft Plan of Subdivision implements the policy goals of the 'Mixed Use Centre' and 'Hub' designations in both the current and new Official Plan. These have been achieved

through the development of six mixed-use development blocks with sizes and configurations that will enable appropriate building massing, pedestrian and public realm, as well as building and tower separations. The applicant's proposal will provide for a master planned development which meets the goals of both the Transit Oriented Development Zone and 'Tremblay Transit Oriented Development Plan' where the following will be implemented:

- Minimum density targets established to support Light Rail Transit (LRT)
- Accommodate a wide range of transit-supportive land uses such as residential, office, commercial, retail, arts and culture, entertainment, service and institutional uses in a compact pedestrian-oriented built form at medium to high densities;
- Locate higher densities in proximity to LRT stations to create focal points of activity and promote the use of multiple modes of transportation
- Impose development standards that ensure the development of attractive urban environments that exhibit high-quality urban design and that establish priority streets for active use frontages and streetscaping investment

Planning, Real Estate and Economic Development Department staff support the recommendations of this report.

DISPOSITION

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.

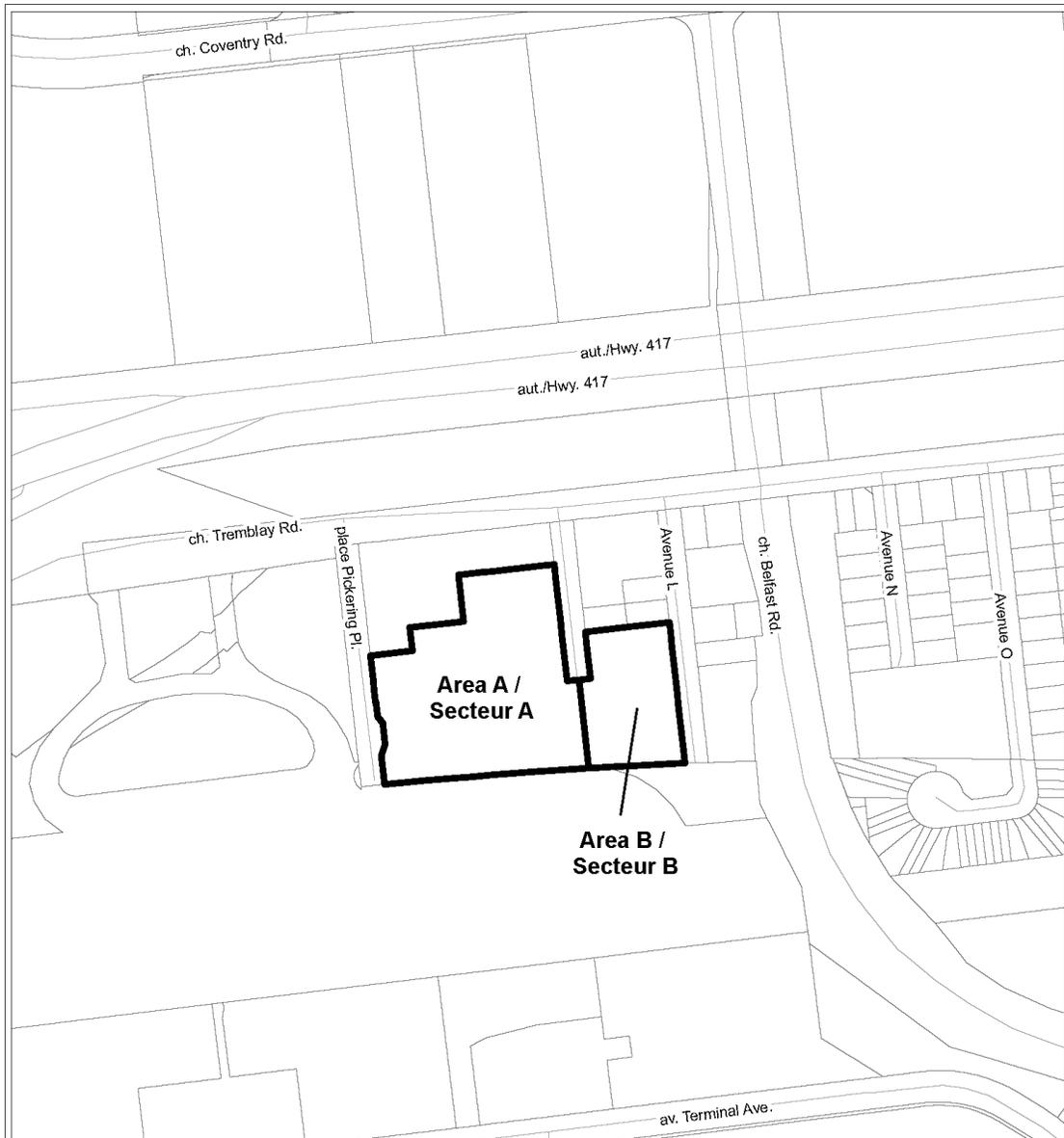
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.

Document 1 – Location Map

For an interactive Zoning map of Ottawa visit geoOttawa



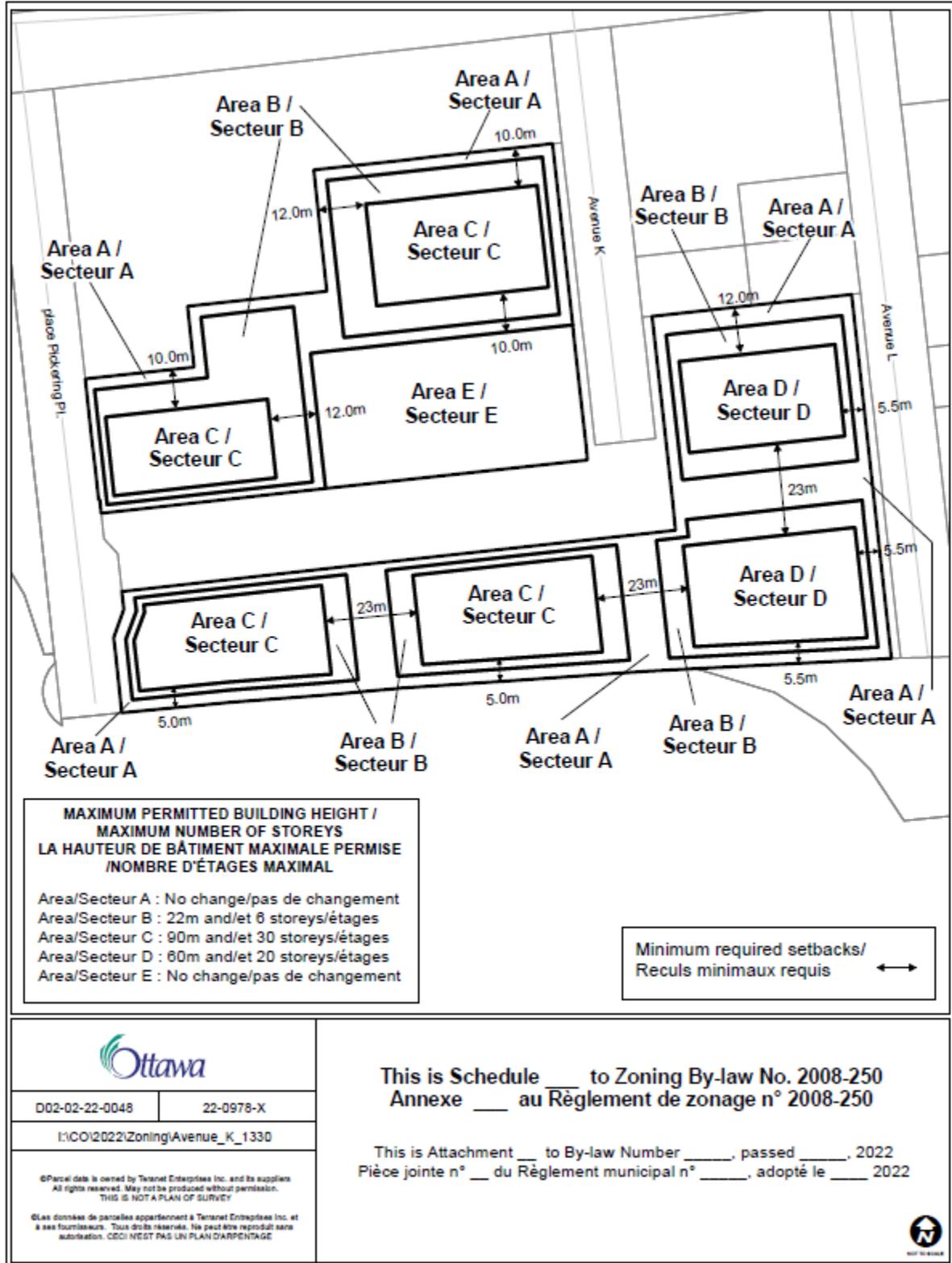
		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	 <small>NOT TO SCALE</small>
D02-02-22-0048	22-1004-X	1330 Avenue K	
I:\CO\2022\Zoning\Avenue_K_1330\...rezone		 Area A to be rezoned from TD3[1973] to TD3[xxx2] SYYY Le zonage du secteur A sera modifié de TD3[1973] à TD3[xxx2] SYYY	
<small>©Parcel data is owned by Teranet Enterprises Inc. and its suppliers All rights reserved. May not be produced without permission THIS IS NOT A PLAN OF SURVEY</small>		Area B to be rezoned from TD2[1974] to TD2[xxx1] SYYY Le zonage du secteur B sera modifié de TD2[1974] à TD2[xxx1] SYYY	
REVISION / RÉVISION - 2022 / 10 / 11			

Document 2 – Details of Recommended Zoning

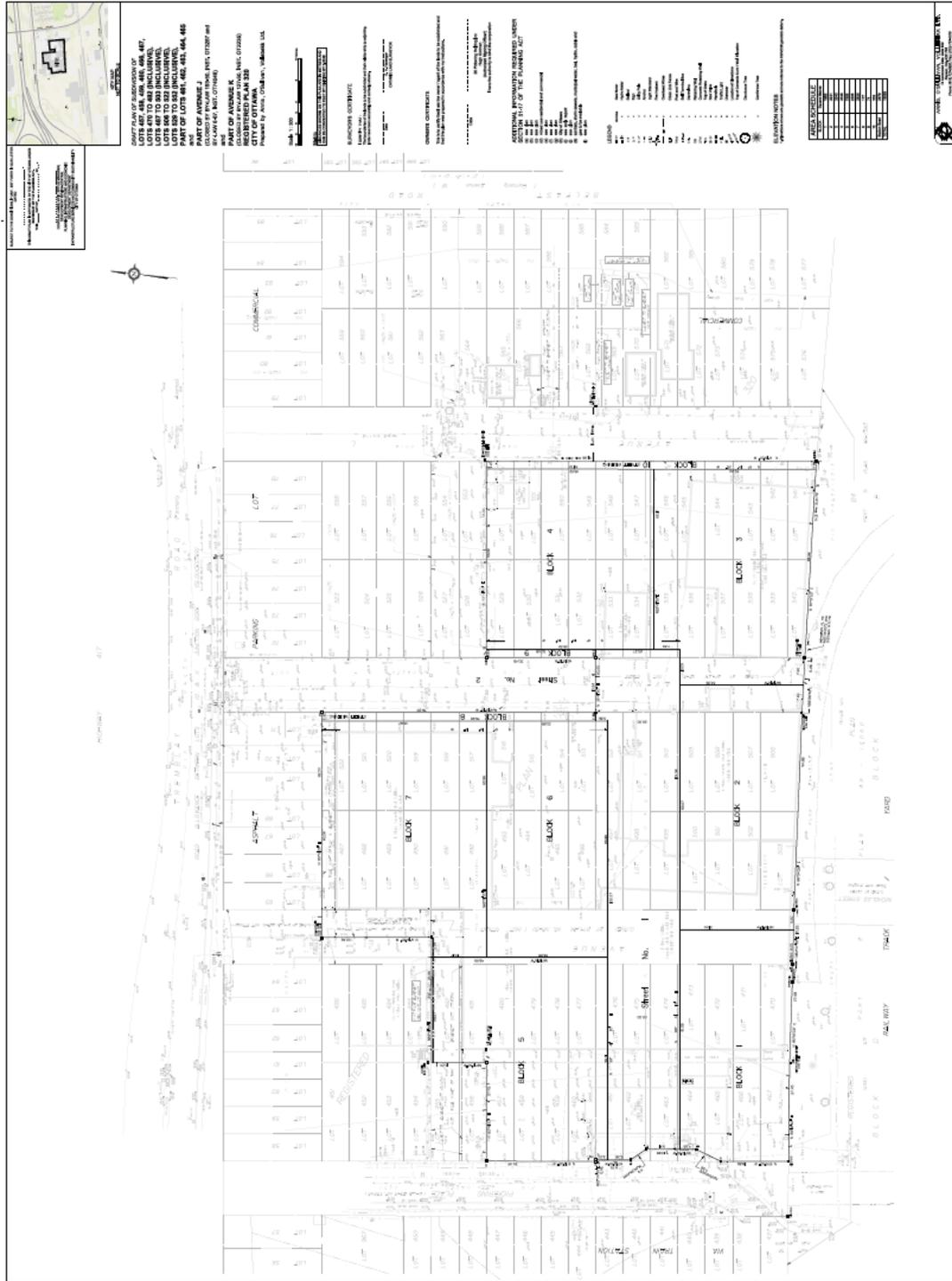
The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 25 Pickering Place and 1330 Avenue K:

1. Rezone the lands as shown in Document 1.
2. Amend Section 239, Urban Exceptions, by adding a new exception [xxx1] with provisions similar in effect to the following:
 - a. In Column II, “Applicable Zones”, add the text, “TD2 [xxx1] Schedule SYYY”
 - b. In Column V, “Exception Provisions – Provisions,” add the following:
 - i. For the purpose of this exception, a tower is that portion of a building over 6 storeys
 - ii. Maximum Heights and minimum setbacks for towers are as per SYYY
3. Amend Section 239, Urban Exceptions, by adding a new exception [xxx2] with provisions similar in effect to the following:
 - a. In Column II, “Applicable Zones”, add the text, “TD3 [xxx2] SYYY”
 - b. In Column V, “Exception Provisions – Provisions,” add the following:
 - i. For the purpose of this exception, a tower is that portion of a building over 6 storeys
 - ii. Maximum Heights and minimum setbacks for towers are as per SYYY
4. Amend Part 17 – Schedules by adding a new schedule YYY as shown in Document 3

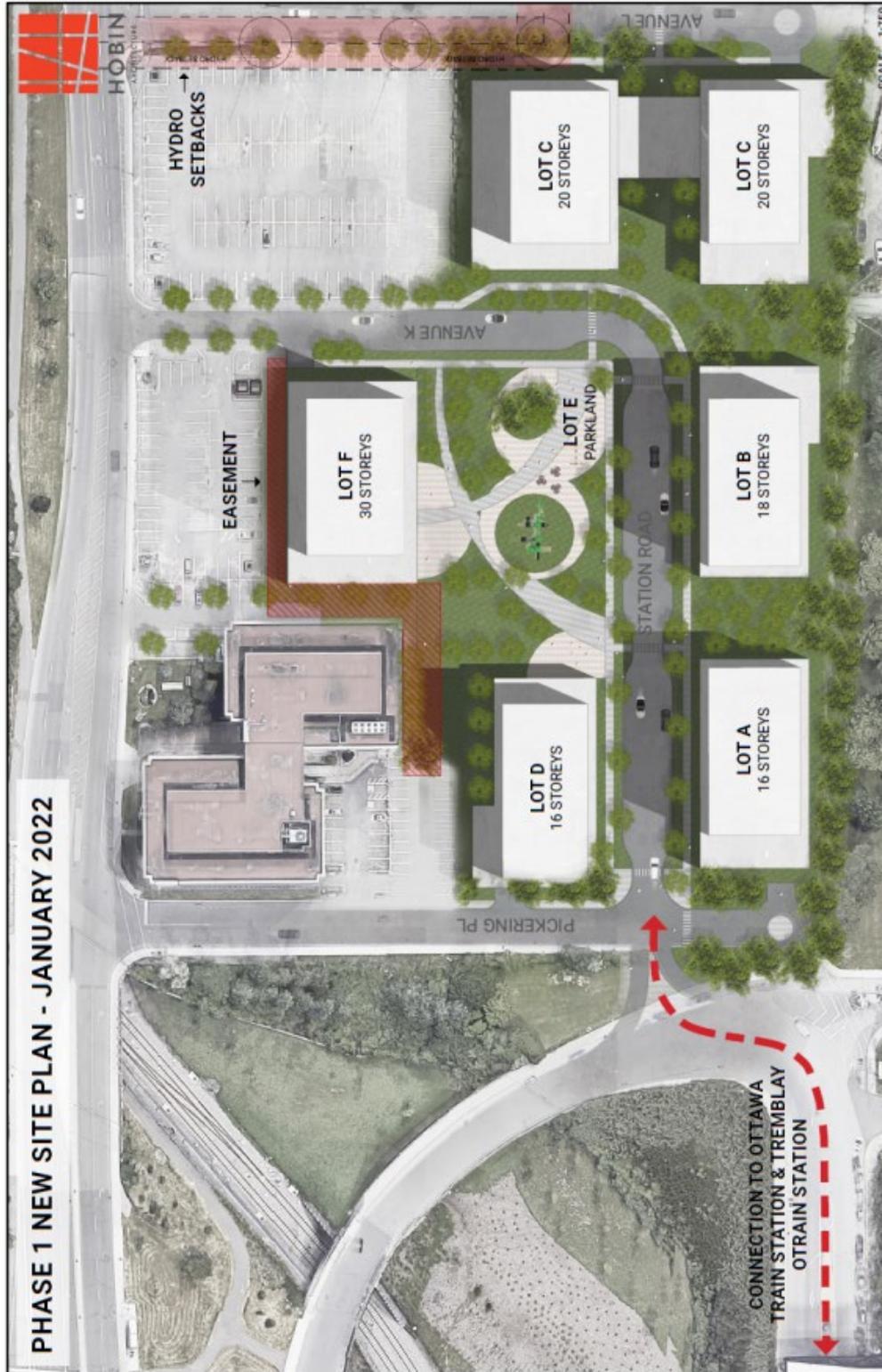
Document 3 – Zoning Schedule



Document 4 – Draft Plan of Subdivision



Document 5 – Concept Plan



Document 6 – Consultation Details

Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. One public meeting was also held in the community.

VIA Rail Comments

Utilities:

- a. Electrical and Gas Supply

VIA would like assurances from the City and the Applicant that the new development will not negatively impact on the capacity, availability, stability of the supply and future growth capability thereof.

- a. Communications

VIA would like assurances from the City and the Applicant, that the new development will not impact VIA's operations as a result of potential alterations to the existing cellphone towers or any other fibre-optic infrastructures supplying the VIA station and property.

Water & Wastewater

- a. Drainage Sanitary/Storm

VIA would like assurances that the new development will not limit or interfere with its operations, specifically the main sanitary drainage that runs South-to-North from the Train Yards, through VIA's property towards the proposed development. Refer to the blue dashed line of Exhibit A.

- b. Water supply

VIA would like assurances that the new development will not affect the supply and water pressure that is provided for the station.

Construction Disturbances

- a. VIA requests a copy of the Pedestrian study (from New Development to LRT), VIA is concerned by the flow of people that will go through our premises (either interior or exterior) to access the LRT station.

- b. Station access (vehicle traffic) Confirmation that the New Development access/exits, and traffic volumes will not affect or interfere VIA traffic circulation between Tremblay Rd and the Station parking. VIA also needs confirmation that Avenue L (yellow dotted line shown on Exhibit A), as well as the access to it, will be kept for our operations and upcoming growth.

Exhibit A



Neighbour Relationships

- a. VIA requests the Applicant's monitoring and management plan of the impacts of its construction, including but not limited to:
- i) Air contaminants / Dust pollution
 - ii) Noise pollution / Working hours
 - iii) Existing conditions
 - iv) and the impacts of vibrations
- b. VIA requests the Applicant's communication and management plan for future tenants and or owners of the project with respect to VIA's active train station nearby, that may produce one or more of, but not limited to, the following: emission of noise, dust, vibration, fumes, odours and other gaseous or non-gaseous emissions that may affect the enjoyment of the development for which VIA shall not be held responsible.

Responses

The matters raised by VIA Rail have formed part of the Draft Plan of Subdivision Conditions and will require the applicant to demonstrate to VIA how they have addressed VIA's comments on utilities, servicing, construction disturbances and neighbour relationships. The Plan of Subdivision is draft approved, and the proposed minor Zoning By-law Amendment application has no implications on the details raised given the site already benefits from the existing (TD3 [1973]) and (TD2 [1974]) zones of the subject property.

Parks Comments

1. How will the proposed buildings impact the park with respect to shadowing and wind?
2. City Park and parks programming is minimal compared to the size of the proposed development

Responses

1. The City's Parks and Facilities Planning team will review how the future buildings could influence wind and shadowing on the future parkland. When each block come forward with a Site Plan Control application, we will be taking the building designs to our Urban Design Review Panel, where we have the expertise of architects, urban designers and landscape architects that can provide the applicant and staff with good advice on how to minimize impacts on our parkland.
2. The 2,236 square metre park block represents the size the developer is required to dedicate to the City, and would fulfill the vision of the Secondary Plan for this area,

Building and Unit Typology Comments

1. Residents would prefer a mix of condo and rental units
2. Ground floor retail would be preferred to ensure there are amenities available to both the new and current residents of the area
3. What might be possible from a planning and political perspective to ensure a percentage of affordable housing be included in this development?

Responses

1. With respect to ownership (condo vs. rental) the City has no authority to dictate ownership or rental. In fact, the City is facing both a housing affordability crisis, and a shortfall on available rental units in the market.
2. Regarding at-grade commercial, yes, this will be an important design and building function that the City will be asking for when the site plan applications come forward. The goal is to provide amenities that can enrich the Eastway Gardens neighbourhood. Furthermore, due to this TOD area being a 'Design Priority Area' in the City Staff will be seeking advice from our Urban Design Review Panel on building design to ensure design excellence is achieved.
3. While the City currently does not have legislative ability to mandate a minimum percentage of affordable units, Staff will work with applicants during the Site Plan application stages to discuss various external funding mechanisms to support affordable units. Staff also work with applicants to encourage a variety of unit sizes. City Staff will be bringing forward Inclusionary Zoning regulations through the adoption of the new Zoning By-law exercise which will mandate percentage of affordable housing units for projects within proximity to major transit stations.

Transportation Comments

1. Concerns were raised with the high unit count contributing to the congestion on Tremblay Road, Belfast Road, and/or Pickering Place.

Responses

1. During individual site plan control applications for the proposed development blocks the applicants will need to submit a Transportation Impact Assessment to address transportation impacts, and address how the individual proposals will meet the City's goal of transit orientated development, with a shift away from single occupancy motor vehicles.

Public Servicing & Infrastructure Comments

1. Is there sufficient infrastructure to service the site in coordination with surrounding projects and Eastway Gardens?

Responses

1. The City requires and reviews servicing submissions as part of the Plan of Subdivision and future Site Plan Control application processes. There are no required upgrades to the stormwater, sanitary or water services in the surrounding neighbourhoods for this application to proceed.

Process and Next Steps Comments

1. What are the next steps in the Plan of Subdivision process?

Response

1. The Plan of Subdivision will be 'draft' approved with conditions to be fulfilled by the applicant. After the draft approval there is a 20-day appeal period. With the province passing Bill 108 on June 6 of 2019 and all provisions coming into effect September 3, 2019, the implications for this are that the subdivision has no rights of appeal for general members of the public. Only certain listed public agencies/corporations (mostly utility companies and similar organizations) have appeal rights under the new amendments.