

Summary of Written and Oral Submissions

Zoning By-law Amendment – 2175 Carling Avenue

In addition to those outlined in the Consultation Details section of the report, the following outlines the written and oral submissions received between the publication of the report and prior to City Council's consideration:

Number of delegations/submissions

Number of delegations at Committee: 3

Number of written submissions received by Planning Committee between December 2 (the date the report was published to the City's website with the agenda) and December 12, 2019 (committee meeting date): 4

Primary concerns, by individual

Ian K. McCallum, Chair of the Carling Woodroffe Rescue Coalition (oral and written submissions)

- indicated support for the development of the under-utilized site and noted that, in terms of the actual building, the proponent did a nice job listening to the community and decreasing the height that backs onto the community, but raised concerns that traffic congestion on the failing arterial intersection, due to pre-existing conditions, will be exacerbated by the development
 - traffic is approaching 30,000 cars on Carling and 18,000 on Woodroffe
 - the corridor is supporting cross-regional commuter traffic as well as local neighbourhood traffic and has become a choke point
- suggested the Traffic Impact Assessment for the application is insufficient and has not addressed many challenges that exist now and that will be created by the application
- noted that much of the immediate area and the timing of light cycles was informed by a study commissioned by the Region in 2000
- detailed some of the traffic concerns with Carling, Woodroffe and Ancaster and asked that staff be directed to work with the Rescue Coalition on an interim process to address traffic and pedestrian safety issues before the corridor collapses

Jackie Barlow (written submission)

- the height of the 22-storey tower is excessive and incompatible with the surrounding neighbourhood, which is well established and features many low-rise

homes

- it will increase traffic in what is already a busy area for drivers, pedestrians, schoolchildren and transit users
- noted there are several ongoing construction projects nearby and feared that overdevelopment will damage the fabric of the area
- indicated her enjoyment of the neighbourhood and its proximity to the river has already been damaged by the distressing removal of trees in the area

Caterina Guerra (written submission)

- the development will have negative impacts on the lives of area residents, which the report has not adequately addressed, including: pollution from the additional vehicles; loss of privacy (due to possible lack of buffering); sun shadowing on adjacent homes; noise pollution

Ken Winges (written submission)

- any proposed initiative along the Woodroffe/Carling corridor at this time must first demonstrate that the current neighbourhood infrastructure can handle it, and that it will not exacerbate existing traffic problems
- any development proposal needs to allow those communities being impacted, the right to enjoy the use of their existing environment without significant negative and unfavourable impact
- overriding concern is that traffic will worsen along the whole Carling/Woodroffe corridor, which is already failing, the Fairlawn/Lenester link and the Ancaster/Carling intersection, when/if this development and other planned developments are fully functional
 - noted potential impacts from Department of National Defence employment hub at Moodie Drive, the planned Canadian Tire store at Carlingwood Mall, and a possible residential tower near the northeast corner of Carling and Woodroffe
 - noted increased traffic and congestion in neighbouring community of Glabar Park along two of its streets which form part of a bypass link to the Carling/Woodroffe corridor
- asked that the Committee and staff review the OMB comments from the 1992 Carlingwood Decision Report (attached an abbreviated copy of that decision to his submission)
- referred to the City-sponsored Stantec Report (2000) that clearly identified

the fact that the Woodroffe/Carling corridor and its intersections had serious problems then, noting that the exit from Ancaster to Carling was so dangerous, with traffic trying to get to Woodroffe South, that the Stantec Report endorsed closing the Ancaster egress at Carling and noted that it is now proposed that traffic exiting the development from Ancaster will be allowed to use that egress once again (attached an abbreviated copy of the Stantec Report to his submission)

- supported the Carling Woodroffe Rescue Coalition in requesting that the Planning Committee direct appropriate City staff to work with the concerned abutting communities directly on these important issues, before approvals are granted on this application, and, in preparation for this consultation and discussion, asked the City to verify by means of appropriate/standardized engineering measurements, the current ability of the Carling Woodroffe corner to handle the area's traffic flows

Primary reasons for support, by individual

Miguel Tremblay, Fotenn Consultants, and Jennifer Luong, Novatech, representing the applicant/owner (oral submission and slides)

- provided context on the application in terms of traffic measures proposed to meet guideline requirements, deal with traffic issues and promote other modes of transportation, including: right-in, right-out accesses on Woodroffe; removal of the existing access to Carling; adjustment of the Ancaster closure to allow for right-in and left-out access; intended connections in the underground parking garage to allow some choice of exit; on-site bicycle parking; also noted the City's plan to promote other modes of transit in the area, including use of two lanes on Carling as bus lanes, the plan for future LRT, and placement of Transit stops within three hundred meters of all the building entrances
- spoke to the public consultation process that occurred
- noted that the height and form marry with OP policy direction related to height and density at strategic locations, including transit priority corridors
- indicated that access issues will be examined again in the site plan control process

Effect of Submissions on Planning Committee Decision: Debate: The Committee spent fifteen minutes on the item

Vote: The committee considered all written submissions in making its decision and

carried the report recommendations as well as the following motion:

WHEREAS report ACS2019-PIE-PS-0072, Zoning By-Law Amendment - 2175 Carling Avenue, recommends approval of a zoning amendment to permit a 22-storey and a four-storey mixed-use building at 2175 Carling Avenue, replacing the current five low-rise commercial buildings; and

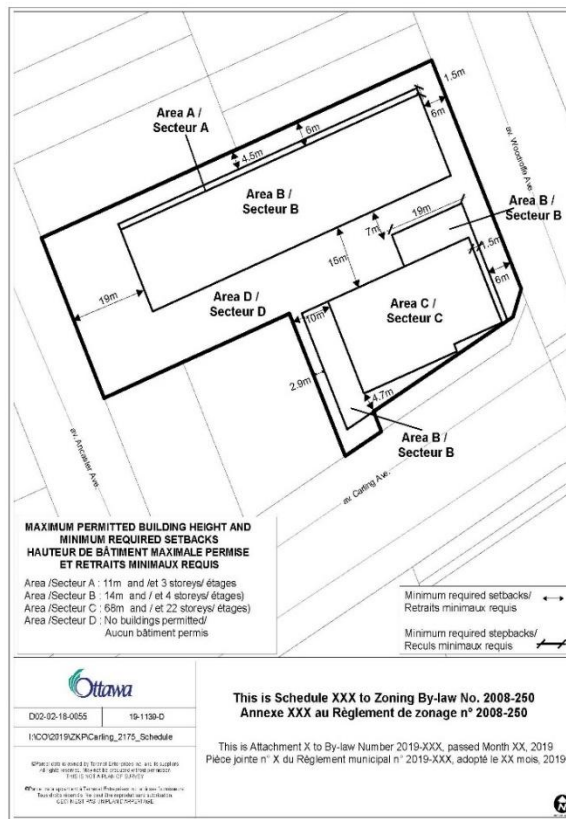
WHEREAS staff, in consultation with the applicant, identified two minor changes to the proposed Zoning By-law Schedule;

THEREFORE BE IT RESOLVED that Planning Committee recommend to Council that the Zoning By-law Schedule be amended, as detailed in attachment 1, and as follows:

1. Remove reference to elevation above sea, which was erroneously used; and
2. Change a rounding error modifying the minimum setback between Area C to Carling Avenue from 4.8m to 4.7m;

BE IT FURTHER RESOLVED that pursuant to the *Planning Act*, subsection 34(17) no further notice be given.

Attachment 1



Ottawa City Council

Number of additional written submissions received by Council between December 12 (Planning Committee consideration date) and January 29, 2020 (Council consideration date): 1

Primary concerns, by individual

Mathieu Eidus (written submission)

- provided supplemental pictures and videos to Ken Winges' submission to Planning Committee to demonstrate the impact of increased traffic in the Carling/Woodroffe area
- suggested there is a tremendous opportunity to alleviate the Carling-Woodroffe traffic problems by re-using the Parkway to Baseline transit way for cars when Phase 2 LRT is complete
- indicated there are millions of dollars of roadway already there to accommodate North/South traffic and the NCC wants to convert it to green space and that it would be dysfunctional as a traffic solution and a throw-away of invested city dollars; suggested the City try it a possible solution to the Carling-Woodroffe and cut-through issues, and convert to green space if it doesn't work as planned

Effect of Submissions on Council Decision:

Council considered all written submissions in making its decision and Carried the Planning Committee's recommendations without change.