

**2. Zoning By-Law Amendment – 1619 – 1655 Carling Avenue**  
**Modification au Règlement de zonage – 1619 – 1655, avenue Carling**

**Committee recommendation**

**That Council approve:**

- 1. an amendment to Zoning By-law 2008-250 for 1619-1655 Carling Avenue to permit an 18 and 16 storey mixed use development, as detailed in Document 3;**
- 2. that the implementing Zoning By-law Amendment not proceed to City Council until the agreement under Section 37 of the *Planning Act* is executed by the applicant.**

**Recommandation du Comité**

**Que le Conseil approuve :**

- 1. une modification au Règlement de zonage 2008-250 visant les 1619-1655, avenue Carling, afin de permettre un aménagement polyvalent de 18 et 16 étages, comme l'expose en détail le document 3;**
- 2. que la modification au Règlement de zonage ne soit soumise à l'examen du Conseil municipal qu'une fois signé par le requérant l'accord prévu par l'article 37 de la *Loi sur l'aménagement du territoire*.**

**Documentation/Documentation**

- 1. Report from the Director, Planning Services, Planning, Infrastructure and Economic Development Department, dated March 12, 2021 (ACS2021-PIE-PS-0030)**  
**Rapport de la Directrice, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 12 mars 2021 (ACS2021-PIE-PS-0030)**
- 2. Extract of draft Minutes, Planning Committee, March 25, 2021**  
**Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 25 mars 2021**

**Report to  
Rapport au:**

**Planning Committee  
Comité de l'urbanisme  
25 March 2021 / 25 mars 2021**

**and Council  
et au Conseil  
14 April 2021 / 14 avril 2021**

**Submitted on 12 March 2021  
Soumis le 12 mars 2021**

**Submitted by  
Soumis par:**

**Lee Ann Snedden  
Director / Directrice**

**Planning Services / Services de la planification**

**Planning, Infrastructure and Economic Development Department / Direction  
générale de la planification, de l'infrastructure et du développement économique**

**Contact Person**

**Personne ressource:**

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**Ward: KITCHISSIPPI (15)**

**File Number: ACS2021-PIE-PS-0035**

**SUBJECT: Zoning By-law Amendment – 1619 – 1655 Carling Avenue**

**OBJET: Modification au Règlement de zonage – 1619 – 1655, avenue Carling**

#### **REPORT RECOMMENDATIONS**

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 1619-1655 Carling Avenue to permit an 18 and 16 storey mixed use development, as detailed in Document 3.**

2. That the implementing Zoning By-law Amendment not proceed to City Council until the agreement under Section 37 of the *Planning Act* is executed by the applicant
3. 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 April 14, 2021 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 au Règlement de zonage 2008-250 visant les 1619-1655, avenue Carling, afin de permettre un aménagement polyvalent de 18 et 16 étages, comme l'expose en détail le document 3.
2. Que la modification au Règlement de zonage ne soit soumise à l'examen du Conseil municipal qu'une fois signé par le requérant l'accord prévu par l'article 37 de la *Loi sur l'aménagement du territoire*.
3. 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 14 avril 2021, à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

#### EXECUTIVE SUMMARY

##### Staff Recommendation

This report recommends that Council approve the Zoning By-law Amendment for

1619-1655 Carling Avenue. The zoning amendment will facilitate the development of two high-rise towers at 16 and 18 storeys respectively, which includes a six-storey mixed use podium. Upon completion the project proposes 263 parking stalls and 370 dwelling units.

### **Applicable Policy**

The subject lands are designated Arterial Mainstreet on Schedule B of the Official Plan. The Arterial Mainstreet designation is intended to provide a mix of uses and have the potential to evolve into more compact and transit-friendly places, potentially through redevelopment. The Official Plan provides specific direction for Arterial Mainstreets to accommodate additional height. High-rise buildings may only be permitted subject to a zoning amendment and where the building satisfies certain locational criteria, provides a community amenity, and adequate transition.

### **Public Consultation/Input**

A public consultation session was held on October 3, 2019 prior to the formal submission of an application. At that time, the concept presented a single 22 storey tower. The formal application submitted proposed a 24 storey single tower on the property at 1655 Carling. Following feedback from staff and the public, along with the acquisition of the property at 1619 Carling a revised two-tower concept at 18 and 16 storeys was recirculated as per City of Ottawa procedures. Two comments were received on this current proposal.

## **RÉSUMÉ**

### **Recommandation du personnel**

Le présent rapport recommande l'approbation par le Conseil municipal d'une modification au Règlement de zonage visant les 1619-1655, avenue Carling. Cette modification de zonage permettra la construction de deux tours de 16 et 18 étages respectivement, qui s'élèveront sur un socle polyvalent de six étages. À son terme, le projet comprendra 263 places de stationnement et 370 logements.

### **Politique applicable**

Les terrains visés sont désignés artères principales dans l'annexe B du Plan officiel. Cette désignation d'artère principale a pour objet de permettre une variété d'utilisations et d'évoluer vers des lieux plus denses et favorables au transport en commun, notamment par le biais d'un réaménagement. Le Plan officiel fournit des orientations

précises relatives aux artères principales, afin de permettre des hauteurs supplémentaires. Les tours ne sont autorisées que par voie de modification de zonage et si elles respectent certains critères d'emplacement, si une aire d'agrément communautaire est aménagée et si elles offrent une transition adéquate.

### **Consultation publique et commentaires**

Une séance de consultation publique a eu lieu le 3 octobre 2019, avant la présentation officielle d'une demande. À l'époque, le concept présenté concernait une seule tour de 22 étages. La demande officielle présentée portait sur une seule tour de 24 étages sur la propriété située au 1655, avenue Carling. Par suite des commentaires émis par le personnel et les membres du public, et après acquisition de la propriété située au 1619, avenue Carling, un concept révisé comportant deux tours de 18 et 16 étages a été diffusé à nouveau, conformément aux procédures appliquées par la Ville d'Ottawa. Deux commentaires concernant la proposition actuelle ont été transmis.

### **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**

1619-1655 Carling Avenue

### **Owners**

2527217 Ontario Inc., Gyonh Ottawa 2011 Inc, and 2796514 Ontario Inc.

### **Applicant**

Fotenn Consulting

### **Architect**

Rod Lahey, RLA Architecture

### **Description of site and surroundings**

The subject site is located west of the intersection of Carling Avenue and Churchill Avenue North. The subject property has 115 metres of frontage on Carling Avenue with

a total lot area of 4,552 square metres. The property is bound by commercial and high-rise office to the south, commercial uses to the east and west, and low-rise residential uses to the north. The property at 1655 Carling Avenue is currently vacant and used as a surface parking lot. The property at 1619 Carling Avenue site contains a two-storey vacant retail building and would be removed as part of the redevelopment concept.

### **Proposed Development**

The revised development proposal includes two residential towers 18 and 16 storeys in height connected by a six-storey podium. The project has been significantly revised from the original application based on feedback from the public and staff. The project has added the additional property at 1619 Carling Avenue, introduced a second tower, and reducing the tower height from 24 storeys to 18 and 16 storeys. The ground floor of the podium is proposed to contain approximately 667 square metres of commercial retail space and a total of 370 residential dwelling units. A total of 263 parking spaces are proposed with 36 spaces for visitors parking and eight reserved for the commercial retail tenants. The majority are proposed as a below grade parking garage with 27 of the visitor and commercial spaces proposed at grade to the rear of the site.

### **Summary of requested Zoning By-law amendment proposal**

The subject sites are currently zoned as Arterial Mainstreet – Subzone 10, Maximum Height 20 - AM10H(20), which permits a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings. A high-rise apartment is not a permitted use in the Arterial Mainstreet zone and is being added as an additional permitted use. The application is also introducing a new height schedule and seeking relief from zoning provisions as detailed in Document 3.

## **DISCUSSION**

### **Public consultation**

A public consultation session was held on October 3, 2019 prior to the formal submission of an application. At that time, the concept presented a single 22 storey tower. The formal application submitted proposed a 24 storey single tower on the property at 1655 Carling. Following feedback from staff and the public, along with the acquisition of the property at 1619 Carling a revised two-tower concept at 18 and 16 storeys was recirculated as per City of Ottawa procedures. Two comments were

received on this current proposal. Comments on the previous concept for a single tower have also been noted.

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

### **Official Plan**

The subject lands are designated Arterial Mainstreet on Schedule B of the Official Plan. The Arterial Mainstreet designation is intended to provide a mix of uses and have the potential to evolve, over time, into more compact, pedestrian-oriented and transit-friendly places; potentially through redevelopment of parking areas. The Arterial Mainstreet policies outline that building heights of up to nine stories are permitted as of right, and that high-rise buildings shall only be considered through a specific site of criteria.

### **Other applicable policies and guidelines**

The Urban Design Guidelines for Development along Arterial Mainstreets and for High-Rise Housing are also applicable to the subject site and have been used to assess the application.

### **Urban Design Review Panel**

The property is within a Design Priority Area and while the applicant has undertaken pre-consultation with the Urban Design Review Panel (UDRP), during the Official Plan and Zoning By-law and Site Plan Control process, the applicant presented their proposal to the UDRP at a formal review meeting on December 4, 2020.

In summary, the Panel expressed general support for the proposal and felt that it will be a positive addition to Carling Avenue. Recommendations were primarily made to refine the architectural expression and materiality of the building. The Panel appreciated the low-angle, high-quality renderings of the podium level and public realm. The Panel agrees with staff and the proponent's assessment that a two-tower development is appropriate for this site. The Panel expressed strong support for the treatment of the public realm, especially the expanded plaza area in front of the main entrance, the wide sidewalks, and the trees being planted in-ground as opposed to planter boxes. The full panel comments are shown on Document 7.

In response to the panel comments, the proposal was significantly redesigned to both reduce the proposed height of the towers and integrate setbacks into the massing to respond to the Urban Design Guidelines for High-Rise Buildings.

## **Planning Rationale**

In considering the proposed Official Plan amendment, the key policy considerations are found within the parent Official Plan for Arterial Mainstreets as well as the Urban Design Guidelines for High-Rise Buildings, Transit Oriented Development and Arterial Mainstreets.

### Official Plan (OP)

Section 2.2.2, states that target areas for intensification are the Central Area, Mainstreets and Town Centres. Intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses.

Policy 3.6.3 states that The Mainstreet designations identify streets that offer significant opportunities for intensification through medium-density and mixed-use development, along streets that are Transit Priority Corridors. The objective of the Mainstreet designation is to encourage more dense and mixed-use development that supports, and is supported by, increased walking, cycling and transit use. Intensification is most likely to occur over time through the redevelopment of sites such as vacant lots and former automobile sales lots.

Policy 3.6.3.5, which speaks to a broad range of uses is permitted on both Traditional and Arterial Mainstreets. Policy 3.6.5.10 outlines that redevelopment and infill are encouraged on Arterial Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk.

The proposed development adequately responds to the policy objectives of the Official Plan and Mainstreets. The subject lands are currently underutilized as a surface parking lot and vacant commercial building and their location along a Mainstreet that is in proximity to transit and planned higher-order transit.

Policy 3.6.5.12 provides specific direction for Arterial Mainstreets to accommodate additional height. The OP notes that unless a secondary plan states otherwise, building heights up to nine-storeys may be permitted as of right but High-rise buildings may only be permitted subject to a zoning amendment and where the building will be located at one or more of the following nodes:



1. Within 400 metres walking distance of a Rapid Transit Station on Schedule D of this Plan; or
2. Directly abutting an intersection of the Mainstreet with another Mainstreet or a Transit Priority Corridor on Schedule D of this Plan; or
3. Directly abutting a Major Urban Facility:

As well, in the review of such an application the development shall provide a community amenity and adequate transition is provided to adjacent low-rise.

The subject property is located along Carling Avenue which is identified as a planned light rail transit corridor on Schedule D. The subject site is also within proximity of a planned transit station, which addresses the locational criteria established.

Transition has been evaluated using the Urban Design Guidelines for High-Rise Buildings along with an assessment of the existing lot fabric and land uses. The requirement for an adequate transition is in keeping with the Urban Design Guidelines for High-Rise Buildings and is being met through massing, building footprint, and setbacks to create an appropriate angular plane between the proposed buildings and the stable low-rise buildings to the north. A key approach in the review of this application and the future sites within this policy context is the relationship of subject lot depth and the surrounding parcels to be able to study and provide adequate transition. As in the case of this project, where the lot depth of the parcels along Tilbury Avenue narrows when moving west to east, the height of the building has been reduced from 18 to 16 storeys to support an adequate transition from the planned function of these lands. To implement this design, the proposed by-law would capture the volume and mass through a site-specific schedule. Lastly, with respect to the provision of a community amenity, the proposed public realm improvements to be captured through the site plan control process will include additional landscape elements and public seating within a plaza area along Carling Avenue.

Section 2.5.1 of the Official Plan provides direction with respect to compatible development practices and new building projects. Compatible development is defined in the OP as development that is not necessarily the same as or like existing buildings, but that enhances and coexists with existing development without undue adverse impacts. It 'fits well' within its physical context and 'works well' among those functions that surround it. The Official Plan emphasizes that the above objectives are achievable without designing a development to be the same as existing developments.

Various design objectives are outlined to help guide and review the assessment of a development. The subject proposal responds to the design objectives of defining quality public and private spaces; by creating places that are safe, accessible and are easy to get to, and move through.

The proposed structure defines the street edge with an appropriately scaled podium, which contains residential and commercial elements that frames the streets. The proposed massing of the building also includes appropriate building setbacks and stepbacks, as well as tower separation, so as to not create an overpowering enclosure of the street while introducing a high-rise tower form. The proposed public realm improvements create a new environment along Carling Avenue which is consistent with the vision and policy direction for such streets and supports further animation of the street with publicly accessible retail space. New landscaping elements along the street frontage and abutting properties further softens the ground plane.

In addition to the built form and compatibility policies found in Section 2.5.1 of the Official Plan, additional objective compatibility criteria and policies can also be found in Section 4.11, Urban Design and Compatibility. At the scale of individual properties, issues such as noise, light spillover, parking and access, shadowing, and micro-climatic conditions are relevant considerations when assessing the relationships between a proposed and the existing built context. An assessment of the compatibility of new development will involve not only consideration of built form, but also of operational characteristics, such as traffic, access, and parking. While many of the compatibility considerations contained in Section 4.11 can be studied and addressed through the Site Plan Control process, which is also under consideration, others are more applicable to a rezoning application such as parking, traffic, sunlight and microclimate.

With respect to vehicular and bicycle parking, the By-law 2008-280 requires 179 resident, 36 visitor, and eight retail parking spaces. The application is not seeking any relief to the by-law for this provision and is proposing 219 resident, 36 visitor and eight retail parking spaces. Regarding bicycling parking whereas the requirement is 188 combined resident and retail stalls, the project intends to provide a total of 212 spaces.

With respect to potential impacts from shadowing, the proposed development will have a minimal impact on the open space area of the adjacent property to the north given the reduction in height, tower separation and floor plate size. In addition to the above, the impact on adjacent amenity areas is expected to be minimal given the function of the rear yard in the abutting properties as surface parking.

## Urban Design Guidelines

With respect to the Design Guidelines, which share some overlapping principles, the project has responded appropriately to the Design Guidelines for Arterial Mainstreets, High-Rise Buildings and Transit Oriented Development. With respect to Arterial Mainstreets, the proposed development is consistent with guidelines that speak to providing streetscape elements, appropriate building setbacks, a continuous built edge along the street and wide sidewalks which will be secured through the Site Plan Control process. With respect to the Design Guidelines for High-Rise Buildings, the proposed development has addressed guidelines with respect to tower separation, floor plate size and transition to low-rise neighbourhoods. Lastly, with respect to the Guidelines for Transit Oriented Development, the application has provided for a mix of uses, provided an appealing pedestrian environment and public plaza, proposes the use of clear glazing at grade and located parking spaces both in the rear of the site and below grade.

### **Section 37 Agreement**

As per Section 37 of the *Planning Act*, where a development is determined to be good planning, the City may authorize increases in the height and density of development above the levels otherwise permitted by the Zoning By-law, in return for the provision of community benefits. The Official Plan (Section 5.2.1.11) states that limited increases will be permitted in return for the provision of community benefits as set out in the Zoning By-law, which shall be secured through an agreement registered on title. As well, policies of the Wellington Street West Secondary Plan also permit additional height in specific cases subject to securing community benefits.

In accordance with the Council-approved guidelines, the amount of the Section 37 contribution for this proposal has been determined to be \$1,243,863.00. This contribution will provide the following:

- \$400,000.00 towards neighbourhood cycling improvements;
- \$500,000.00 towards the Ward 15 affordable housing fund;
- \$200,000.00 towards improvements in Clare Garden's Park (including the installation of a water service); and
- And the remaining \$143,863.00 towards local area traffic calming;

The details of the Section 37 contributions are also contained within the details of the proposed amendments to the Zoning By-law (Document 3). These community benefits will be secured prior to the issuance of the first building permit and details on final Section 37 contribution will be contained within the Section 37 Agreement and will be indexed in accordance with the Statistics Canada Construction Price Index for Ottawa that applies to the type of community benefit being secured, calculated from the date of the Section 37 Agreement to the date of payment. The implementing Zoning By-law will not proceed to City Council until such time as the agreement under Section 37 of the *Planning Act* is executed.

## **CONCLUSION**

The proposed Zoning By-law Amendment to permit an increase in height on the subject site is consistent with both the Provincial Policy Statement and the City of Ottawa Official Plan. The amendment is consistent with the policy direction and criteria for Arterial Mainstreets to consider such an increase and considered both appropriate for the site and good land use planning.

### **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 Councillor is aware of the staff recommendation.

## **LEGAL IMPLICATIONS**

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

## **RISK MANAGEMENT IMPLICATIONS**

There are no risk management implications associated with this report.

## **ASSET MANAGEMENT IMPLICATIONS**

There are no asset management implications associated with this report.

## **FINANCIAL IMPLICATIONS**

In accordance with the Council-approved guidelines, the amount of the Section 37 contribution for this proposal has been determined to be \$1,243,863. This contribution will provide the following:

- \$400,000 towards neighbourhood cycling improvements;
- \$500,000 towards the Ward 15 affordable housing fund;
- \$200,000 towards improvements in Clare Garden's Park (including the installation of a water service); and
- \$143,863 towards local area traffic calming

These community benefits will be secured prior to the issuance of the first building permit and details on final Section 37 contribution will be contained within the Section 37 Agreement and will be indexed in accordance with the Statistics Canada Construction Price Index for Ottawa that applies to the type of community benefit being secured, calculated from the date of the Section 37 Agreement to the date of payment.

## **ACCESSIBILITY IMPACTS**

The new building will be required to meet the accessibility criteria contained within the Ontario Building Code. Depending on the timing of construction, the Accessibility for Ontarians with Disabilities Act requirements for site design may also apply and will be reviewed through the Site Plan Control process.

## **ENVIRONMENTAL IMPLICATIONS**

There are no environmental implications associated with this report.

## **TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification
- Thriving Communities

## **APPLICATION PROCESS TIMELINE STATUS**

This application (Development Application Number: D02-02-19-0126 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 Zoning Key Plan

Document 3 Details of Recommended Zoning

Document 4 Proposed Zoning Schedule

Document 5 Consultation Details

Document 6 Proposed Building Elevations and Perspectives

Document 7 Urban Design Review Panel Meeting Notes

## **DISPOSITION**

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 415 Legget Drive, Kanata, ON K2K 3R1; Krista O'Brien, Program Manager, Tax Billing and 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](http://geoOttawa)



Document 2 – Zoning Key Plan





### Document 3 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law 2008-250 for 1619-1655 Carling Avenue are as follows:

1. Rezone the lands shown in Document 1 from AM10 H(20) to AM10[XXXX] SYYY.
2. Amend Part 17, by adding a new Schedule “YYY”, as shown in Document 4.
3. Add a new exception AM10[xxxx] to Section 239, Urban Exceptions, to add provisions similar in effect to the following:
  - a. In Column II, add the text, “AM10[XXXX] SYYY”;
  - b. In Column III, add the text, “Apartment High-Rise”
  - c. In Column V, add the text:
    - Maximum Height as per Schedule YYY
    - Minimum required width of landscaped buffer for a parking lot containing more than ten but less than 100 spaces, not abutting a street – 0m
    - Minimum interior side yard setback (east) for a tower – 9.1m
    - Minimum separation distance between towers on the same lot – 20m
3. The following provisions dealing with a Section 37 authorization will also be added to the new exception in Section 239:
  - a. Pursuant to Section 37 of the *Planning Act*, the height and density of development permitted in this by-law are permitted to compliance with all of the conditions set out in this by-law including the provision by the owner of the lot of the facilities, services and matters set out in Section X of Part 19 hereof, to the City at the owner's sole expense and in accordance with and to the agreement referred to in b. below.
  - b. Upon execution and registration of an agreement or agreements with the owner of the lot pursuant to Section 37 of the *Planning Act* securing the provision of the facilities, services or matters set out in Section X of Part 19 hereof, the lands are subject to the provisions of this By-law. Building permit issuance with respect to the lot shall be dependent upon satisfaction of the

provisions of this by-law and in the Section 37 Agreement relating to building permit issuance, including the provision of monetary payments and the provision of financial securities.

- c. Wherever in this by-law a provision is stated to be conditional upon the execution and registration of an agreement entered into with the City pursuant to Section 37 of the *Planning Act*, then once such agreement has been executed and registered, such conditional provisions shall continue.
4. The following will be added as Section X of Part 19 of the Zoning By-law, will be titled 100 Argyle Avenue and will set out the facilities, services and matters that must be provided as per Section 37 of the *Planning Act*.

1619-1655 Carling Avenue

The City shall require that the Owner of the lands at 100 Argyle Avenue to enter into an agreement pursuant to Section 37 of the *Planning Act*, to be registered on title, to the satisfaction of the City Solicitor and General Manager, Planning, Infrastructure and Economic Development Department, to secure the public benefits noted below. The agreement will comprise a combination of public benefits including works to be completed by the applicant, and monies that would be paid to the City. The total value of the monies to be secured being \$1,243,863.00 to the City, indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Ottawa, calculated from the date of the Section 37 Agreement to the date of payment.

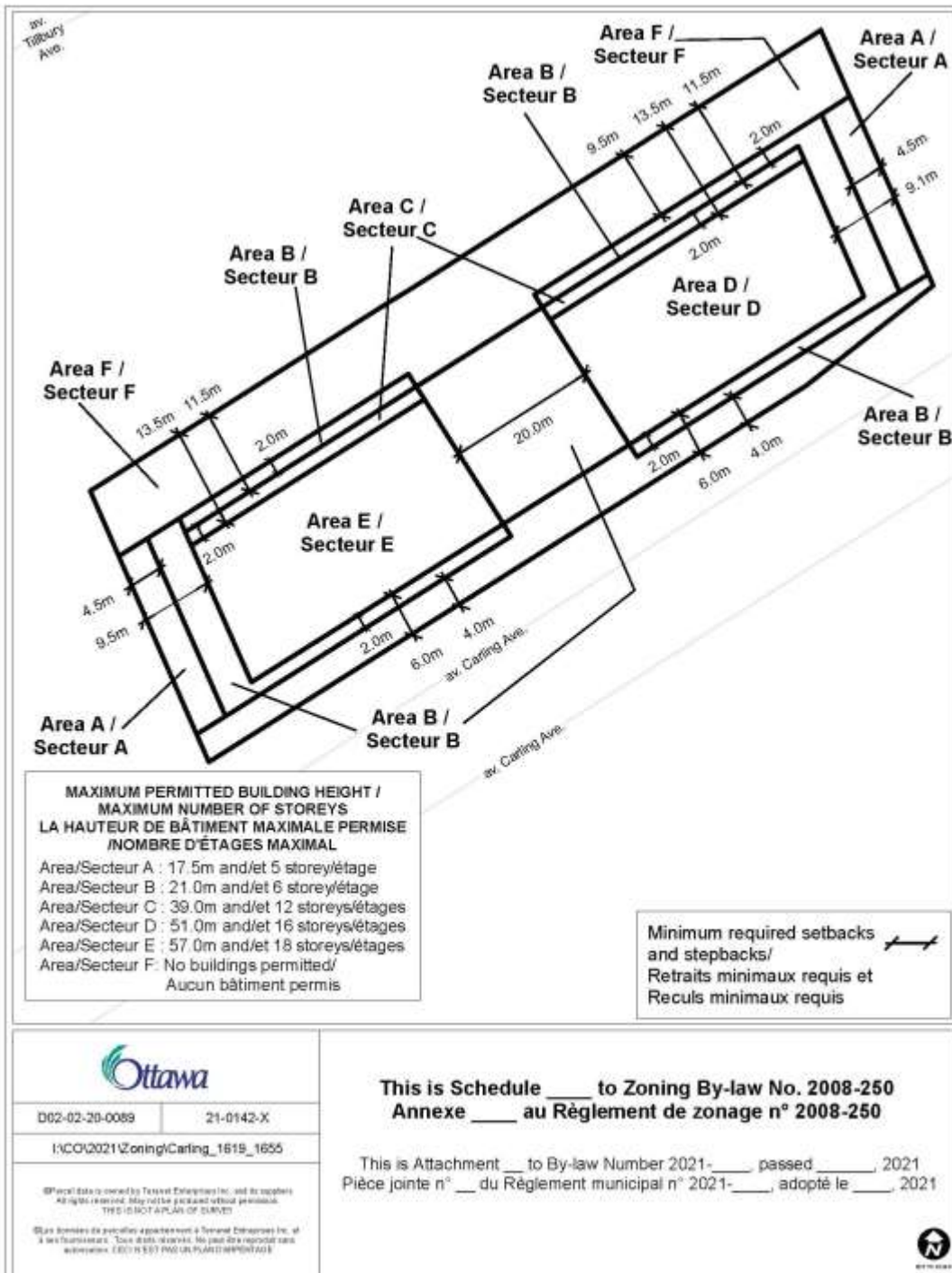
(a) The specific benefits to be secured and provided are:

- \$400,000.00 towards neighbourhood cycling improvements;
- \$500,000.00 towards the Ward 15 affordable housing fund;
- \$200,000.00 towards improvements in Clare Garden's Park (including the installation of a water service); and
- And the remaining \$143,863.00 towards local area traffic calming

(b) Notwithstanding the foregoing, the owner and the City may modify or amend said agreement(s), from time to time upon the consent of the City and the owner, without further amendment to those provisions of the Zoning By-law which identify the facilities, services and matters to be secured.

- (c) The payment of Section 37 funds shall be provided prior to the issuance of a building permit for the proposed development.

Document 4 – Proposed Zoning Schedule



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This is Schedule \_\_\_ to Zoning By-law No. 2008-250  
 Annexe \_\_\_ au Règlement de zonage n° 2008-250

This is Attachment \_\_\_ to By-law Number 2021-\_\_\_, passed \_\_\_\_, 2021  
 Pièce jointe n° \_\_\_ du Règlement municipal n° 2021-\_\_\_, adopté le \_\_\_\_, 2021



## **Document 5 – 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. A public consultation session was held on October 3, 2019 at the Dovercourt Recreation Centre prior to the formal submission of an application. At that time, the concept presented which as a single 22 storey tower. The formal application submitted proposed a 24 storey single tower on the property at 1655 Carling. Following feedback from staff and the public, along with the acquisition of the property at 1619 Carling a revised two-tower concept at 18 and 16 storeys was recirculated as per City of Ottawa procedures. Two comments were received on this current proposal. Comments on the previous concept for a single tower have also been noted.

### Public Comments and Responses

1. Concerns were raised with respect to contamination on the subject lands.

#### Response:

The applicant has submitted the required environmental assessment for the subject lands. Given the past use of the site, a Record of Site Condition will be required along with the removal and/or remediation of any contaminated materials. Appropriate conditions to address this issue will form part of the Site Plan Control approval.

2. Concerns were raised with respect to shadowing impacts.

#### Response:

To address potential shadowing impacts, the height of the proposed towers has been reduced. The design of the towers is also in keeping with applicable design guidelines with respect to floor plated size and tower separation to further mitigate any potential shadowing impacts.

3. Concerns were raised about the public realm along Carling Avenue

#### Response:

Through the Site Plan Control process staff will be finalizing the proposed landscape plan to introduce new trees along the Carling Avenue frontage as well as in the rear of the site whereas there is no significant landscaping currently based on the current use

of the site as a parking lot.

4. Comments were provided with respect to the building materiality in an effort to reduce potential bird collisions.

Response:

Staff will be working with the applicant to identify any potential modifications to the proposed material palette and landscaping plan to reduce any potential conflicts.

5. Concerns were raised with respect to the increase in traffic as a result of the proposed development.

Through the review of the application in the Site Plan Control process, where required, the applicant will be responsible for the construction of any potential roadway modifications. Aside from the applicant's requirements for any road network improvements, as part of the Section 37 Agreement to be executed by the Owner, and registered on title, improvements to neighbourhood cycling infrastructure and traffic calming will receive funds in the amount of \$400,000 and \$143,863.00 respectively.

Document 6 – Proposed Building Elevations



**Document 7 – Urban Design Review Panel Meeting Notes, December 4th, 2020**

**1655 and 1619 CARLING AVENUE** | Formal Review | Zoning By-law Amendment and Site Plan Control Application | Surface Developments; RLA Architecture; Fotenn Planning & Design

**Summary**

- The Panel expressed general support for the proposal and felt that it will be a positive addition to Carling Avenue. Recommendations were primarily made to refine the architectural expression and materiality of the building.
- The Panel appreciated the low-angle, high-quality renderings of the podium level and public realm, which helped understand the character of the building. Additional details on the proposed materiality would have been appreciated.

**Massing**

- The Panel agrees with staff and the proponent's assessment that a two-tower development is appropriate for this site and appreciates that the sideyard setbacks are being met.
- The Panel urged the proponent to continue to explore means of achieving the tower separation distances recommended in the Urban Design Guidelines for High-Rise Buildings. This could potentially be achieved by trimming the floor plates slightly, which would also help improve the proportions of the towers and improve sky views.

**Building Design**

- Consider a more symmetrical approach to the design of the two towers. Given that the built form is very symmetrical, designing the towers in a symmetrical way may create a more coherent design.
- The Panel cautioned that a large number of the undersides of balconies on the tower and podium will be highly visible and will detract from the stepback of the podium facing Carling. Perhaps the projected balconies could be reconsidered, or their undersides will have to be carefully treated.
- The Panel recommended continuing to study the treatment of the podium and streetwall and how it meets the curtain wall. It was suggested that this portion of the building seemed less defined, especially in terms of materiality.



- Continue to study the glass corners of the towers. It was suggested that it may not be as successful a treatment as the renderings suggest, especially if it is window wall as opposed to curtain wall. One option may be to wrap the corners with brick.

### **Public Realm**

- The Panel expressed strong support for the treatment of the public realm, especially the expanded plaza area in front of the main entrance, the wide sidewalks, and the trees being planted in-ground as opposed to planter boxes.
- The Panel suggested that, assuming the bus stop will be retained where it currently is, it should be integrated into the design.
- Given the number of proposed developments on the street, the Panel encouraged city staff to study how the Carling Avenue corridor is evolving and how it might do so in a cohesive way in terms of the treatment of public amenities, traffic lane configurations, planters, lighting, bike lanes, etc.

### **Sustainability**

- The Panel suggested that the sustainability efforts were mostly building focused, and could be more comprehensive by considering access to sustainable transportation, stormwater management, greenroofs, etc.