

# Summary of Written and Oral Submissions

## Zoning By-law Amendment – 1705 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: 4

Number of written submissions received by Planning Committee between February 1 (the date the report was published to the City's website with the agenda for this meeting) and February 11, 2021 (committee meeting date): 10

### Primary concerns, by individual

**Kristi M. Ross, Barrister & Solicitor, on behalf of Residents' Group** (oral and written submission)

- the Residents' Group, along with many area residents, have submitted comments to the City and have been circulating a petition with over 715 signatures to date, due to concerns about:
  - the significant increase in height and density at the site
  - the details of the Recommended Zoning, at Document 2 of the Staff Report, which permits an "Apartment dwelling, high-rise" up to 73 metres over the entire site, save and except for 35 metres from the rear lot line
  - non-compliance with ss. 186(10)(c) of the City's Comprehensive Zoning by-law for the AM10 zone, as it relates to minimum side-yard setbacks on the west-side of the development (the Seniors' Home) adjacent to a residential zone
  - privacy, overlook and shadowing impacts related to the close proximity of the seniors' residence to the adjacent homes on Wellesley Avenue
  - privacy concerns related to the open fencing to be installed
  - shadowing related to the high-rise tower
  - the increase of traffic and off-site parking
  - earlier site plans that locate the majority of visitor parking for the high-rise development rather than the seniors' development, which would have a greater need for surface, visitor parking, inevitably resulting in parking within the neighbourhood

- construction activities and grading changes may cause damage to near-by homes and properties due to the unstable soils of the area, and flooding due to the presence of Leda clay and the history of flooding and sinkholes in the area
- asked for mitigation measures and confirmation details to ensure intensification proceeds in a sensitive manner and reduces impacts on abutting residential properties
  - they request a “shrink wrapped” Zoning Schedule that includes the specific heights associated with each building as shown on the Site Plan, designates the Park as Open Space and lists the amenity space at the rear of the property as permitting zero meters of building height and/or is consistent with the R1O zone, which will provide certainty and clarity to the process, and ensure that the permission for the 9-storey Seniors’ Residence does not become a much taller building in a future development scenario
  - they would like reassurance as part of the future site plan agreement that the hedge that runs around the rear lot line of the subject lands on Tillbury Avenue will be protected, including its replacement if damaged during or post construction, and maintained on an ongoing basis; the hedge is significant and historic and offers an excellent buffer zone that will make this intensification/density/height fit better within the community
  - they request the installation of solid, privacy fencing on the east and west sides of the property and, where the subject lands abuts an existing residential land use, the fence should be 3 meters in height (as per sections 9 and 11 of the City of the Ottawa Fence By-law); this includes the west side of the property between the Seniors’ Home / park and the abutting back yards, as well as the east side, where the tower abuts the adjacent low-rise development; such a fence is required on the west-side to provide backyard privacy for the low-rise developments and back yards directly adjacent to the amenity areas associated with the Seniors’ Residence and the proposed park; the backyards of 461 and 463 Wellesley Avenue and 454 Tilbury Avenue are directly adjacent to the amenity areas / proposed park
  - they are seeking confirmation that the site plan attached as Document 4 of the staff report will be replaced with an updated site plan that removes the Tilbury vehicular access point, consistent with the text of the staff report, which notes the only access for vehicles is from Carling
  - they would like an increase to the side yard setbacks of the west side of the development (adjacent to the Seniors’ Residence), in order to achieve compliance with the side yard setback for the AM 10 Zone; in particular,

compliance with the 7.5 m side yard setback for the portion of the site that abuts a residential zone is important for minimizing adverse impacts associated with the project; the Seniors' Residence is currently situated 6.65 m from the property line, abutting a residential zone (as shown on the updated Site Plan), whereas there should be a 7.5 m setback

- they request an amended parking configuration, so that the majority of the surface visitor parking is proximate to the Seniors' Residence, in order to minimize parking within the community and walking to the Residence
- they request Claridge agrees to conduct a pre and post construction assessment of properties proximate to the site and properties that are sensitive or may be affected by the work, and agrees that any damages caused by construction activities be repaired and rectified; the homes to be assessed should be those within the appropriate radius of the site, as noted in the Geotechnical Report submitted as part of the application document (list of properties to be included, at a minimum, was attached to written submission); historic flooding, unstable soils and Leda clay in the area have previously caused sinkholes and this could be exacerbated by construction activities

**Laura Lunn** (oral written submission)

- while the main arterial street development is welcomed and the revitalization of Carling Avenue is welcomed, there is no need or justification to rezone this residential land in an established residential neighbourhood into commercial land, given the ample square footage of the lot and ample easements, and considering concerns about insufficient infrastructure, neighbourhood impacts and the precedent it would set
  - there is ample square footage and ample easements, and they ask that the rear lot line of the AM10 lot be the defining strategy, not the rear lot line on Tillbury, which is right into the residential lands; if the committee agrees to extend commercial properties like this onto Tillbury Ave. or into residential streets, it provides for a mass and scale of development away from the arterial main street; the buildings on the site plan creep northward and dominate the residential ground level neighborhood homes, unlike the recommended shaping and sculpting of the buildings recommended by the independent review panel and supported by the neighbors, and it will set a precedent for other residential lots in an established neighbourhood being rezoned commercial
  - the shadow, wind effect and lack of privacy is heightened by a deeper lot that is not zoned nor planned for in the original established neighborhood; this introduces ore security risks, as occurred when the lot was opened during

demolition and crime rates went up and residents felt unsafe in the neighborhood

- other considerations with linking main street developments deep into the residential established neighbourhood is potentially more traffic and neighbourhood parking, as staff and guests (primarily of the retirement home and tower) will be looking for free parking
- if AM10 zoning is extended from Carling to Tillbury it provides for a mass and scale of development away from the arterial main street for infrastructures linking to old 1950 City infrastructures dumped into the Highland Park basin from the Queensway development; Carling Avenue is on a ridge, not inside a basin and falls into a different land structure and infrastructure, so risks for all (the City, residents and the developer) are reduced
- the changes recommended could be avoided with diligent planning, limiting the key deterrents for the residents living at ground level, and potentially for the risks for the City and the developer
- they look forward to a plan for Carling Avenue and are willing to contribute to a vision as to how this main arterial road could be envisaged rather than a piecemeal project, development by development

**Nick Simmons** (oral submission and slides)

- several hundred residents signed a petition requesting that the 1705 Carling development be amended to ensure that it is in keeping with this mature neighbourhood
- the planning process in this city is broken and, if history is correct, the committee will vote for this development regardless of what is said at this meeting and the information provided, and the hundreds of hours of community effort will have been wasted
- it is not true that impacted residents do not want the development, but the public consultation document of the staff report is not comprehensive and does not reflect the community's comment that it is not against development, but instead, takes the position that the proposal as it currently stands is not appropriately sized, scaled or contributing to the overall community; the plans presented by the developer also ignore the residents' comments, as well as City by laws, and they cast aside multiple stipulations set out by the Province and brush off recommendations from the Urban Design Review Panel
- allowing the development to proceed as it stands is based on erroneous positions; for example, an aspirational, unfunded stop for a trolley bus does not constitute a rapid

transit station; the City has insisted upon a park, which is not wanted by the developer or residents, as there are multiple amenities within minutes of this location; and perhaps the most worrying concern that others will put on record is the poor soil conditions - Leda Clay and marshland do not bode well for such a large, dense development, particularly as the builder wants to drain storm and waste water down narrow, aged infrastructure on Tillbury into an area previously known as Cole Swamp (a topic that was raised in the Westboro Infill Study report)

- last year, this Committee rejected a proposed development on Innes Road, one that had striking similarities to the one under consideration today, and the committee should follow this precedent for this application; alternately, the committee should consider the win-win-win suggestion that the developer be permitted to add additional height to their proposed towers at Neilson Dairy in exchange for reducing the height at 1705 Carling, which still permits the developer to build, sell and rent many, many properties, and allows the city to intensify in brownfield sites

**Angela de Wilton, on behalf of her and other residents in the immediate vicinity of the proposed development (“Residents”) (written submission)**

- was a contributor to the documents entitled "Residents of the Impacted Community" submitted June 29, 2020 and in particular the document related to zoning and site servicing issues, e.g. water supply, sanitary sewer, and storm sewer
- this is a request for site servicing of water supply, sanitary sewer and storm sewer from Carling Avenue, or clear justification for site servicing of water supply, sanitary sewer and storm sewer from Tillbury Avenue instead of Carling Avenue; since the previous submission dated June 29, 2020, the above mentioned Residents continue to express concerns about the state of repair of the existing services for water supply, sanitary sewer and storm sewer services along Tillbury Avenue West and Tillbury Avenue (collectively “Tillbury”) and adjoining streets, which are primarily zoned R10, with some R3S and R4Q, all of which are Mature Neighborhoods Overlay
- the proposed development at 1705 Carling is primarily designated AM10 and fronts on Carling Avenue; as an Arterial Main street, Carling Avenue has available water supply, sanitary sewer and storm sewer services which are suited to service a high density AM10 development such as that proposed for 1705 Carling; no appropriate justification has been provided by the developer, to their knowledge, why site services are not being provided from Tillbury (R10) instead of Carling Avenue (AM10)
- a sinkhole adjacent the storm sewer manhole at the north west of the intersection of Tillbury West and Brierwood was reported in April 2020 and was repaired by the City in late summer 2020; the section of Highland south of Tillbury does not have separate storm and sanitary sewers, and during summer 2020, the storm drainage ditches

along the east side of Highland, south of Tillbury, were flowing water, even in dry weather; subsequently, around 26 December 2020, another sinkhole formed adjacent the storm sewer manhole on Tillbury (East), soon after demolition work had commenced at 1705 Carling.

- addition of significant additional sanitary sewer and storm sewer outflows, and significant additional demand on water supply, from the proposed development at 1705 Carling will further compromise services to neighbouring homes on Tillbury and the neighbouring streets, such as
  - reduced water pressure at peak hours
  - significantly increased sanitary sewer outflows from a high density, high rise development will stress existing old sewer infrastructure on Tillbury and surrounding streets
  - poor state of repair and inadequacy of stormwater management will cause further underground erosion and sinkholes, and a sewer breach could lead to basement flooding of nearby properties
- given the current state of repair and capacity of the water, sanitary sewer and storm sewer services on Tillbury, if the developer does not service the proposed development from AM10 infrastructure on Carling, Residents put on notice the developer and the City that if the site is to be serviced from Tillbury Avenue instead of Carling, the City and the developer will be held responsible for any resulting damages to neighbouring properties, and Residents request that a bond guarantee be obtained from the developer and its successor(s) to cover such damages

**Alan Williams** (written submission)

- asked that he and all interested parties be provided with Claridge's response to the recommendations of the Urban Design Review Panel, specifically that more emphasis be placed on the pedestrian in the design of the site; that height should be shifted away from the low-rise residential uses to the north, specifically the residential uses along Tilbury and the tower should be located on Carling, with a mid-rise building at the back; and, that active uses and connections be introduced along the Carling façade

**Gerard W. Lewis** (written submission)

- at issue are the risks and liabilities associated with the unknown condition of the water table and substrate supporting residential buildings (homes), and the City's underground stormwater and sewage pipelines located in the Highland Park basin adjacent to the 1705 Carling Avenue

- the status and condition of the water table and the substrate likely composed of unstable Leda Clay and supporting residential properties, storm and sewage infrastructure, combined with the current natural sources and flow of ground water through the Highland Park basin, is unsupported by any comprehensive analysis; as a consequence, the City's support of the Claridge's application to connect the 1705 Carling Avenue sewage and stormwater infrastructure to the residential systems to the north along Tillbury Avenue is based exclusively on reducing the developer's expense of connecting to the commercial systems available to the south along Carling Avenue
- in the absence of a rigorous water table and substrate analysis condition of the northern pipelines through the Highland Park basin / "Cole Swamp", the Planning, Infrastructure and Economic Development Department is adding to the City of Ottawa's liability should the water table and substrate be negatively affected by the excavation of the 1705 Carling foundations and the additional load of stormwater and sewage to the north rather than to the south
- the residences in the neighbouring Highland Park basin have raised to the attention of the PIED Department the occurrence of flooded basements, of streets sitting above laneways resulting in ground level stormwater routed towards garages and basements, of sinkholes appearing in the epicentre of the Highland Park basin / "Cole Swamp" immediately adjacent to the 1705 Carling development on Tillbury, Briarwood, and Highland, of homes that have had to install sump-pumps to prevent, on a regular basis, seasonal rising of ground-water beneath foundations resulting in flooded basements; wearing its economic development hat, the PIED Department is obliging the applicant's desire to reduce its costs of construction; this generosity is not given without risk
- if City elected officials agree to a generous reduction in the developer's costs of construction, without first assuring itself and affected residents in the Highland Park basin by conducting a fulsome investigation of the soil and water table conditions supporting residences, sewage and stormwater systems above and below ground, then the City accepts all liability for damages resulting from this absence of forethought
- the City needs to consider its costs and the cost to home owners in the area, should the infrastructure fail, and do a risk analysis that coincides with this cost-benefit analysis that weighs in favour of the choice of granting the developer the less expensive Tillbury option over the more expensive Carling Avenue option; it must determine if the Tillbury option truly is the less expensive in the event of a system failure or whether the Carling Avenue

option is the less expensive option from a risk management perspective and liability to the City

- previous City Councils' decision to install commercial grade stormwater and sewage systems to accommodate and encourage the commercialization of properties along Carling Avenue was not done without forethought, nor were the commercial systems separated from those of residential communities beyond the Carling Avenue streetscape without good reason; while it will likely cost the developer more money and some inconvenience to direct sewage and stormwater to the pipelines along Carling Avenue, it's the developer's cost of doing business along Carling Avenue, whether here at 1705 Carling or elsewhere; if the City sees its mandate to be providing development grants, then have the City establish a development granting agency to reduce construction costs for projects along Carling Avenue; using zoning adjustments to give grants is the act of deviating from the ordinary, usual, or normal type of economic development incentivization practice
- along with authority and responsibility to enact planning and zoning bylaws, the City is accountable and liable for the consequences of its decisions, particularly when permissions are granted to developers in the absence of due diligence being demonstrated to taxpaying residents; the Planning Committee and Council must act judiciously to minimize liability when the potential for liability is put forward in the planning process for them to address; they should resist the temptation to use zoning as a back door to giving grants
- The City should acknowledge its authority, responsibility, accountability and liability for due diligence and agree to conduct a full and exhaustive assessment of water table and soil conditions in the Highland Park Basin to include but not be limited to:
  - conducting a thorough a comprehensive assessment of the groundwater absorption, stormwater collection, and sewage systems in place in the Highland Park basin so as to determine the current and proposed system conditions that such systems have in the long-term the structural integrity and capability to respond to the excavation and construction of 1705 Carling Avenue property
  - ascertaining the stability and maintenance of the Highland Park basin
  - explaining and remedying the cause of recent sink holes
  - assessing the City's responsibility regarding the flooding of basements, backflow of water from streets to homes



- remedying the condition of above ground natural stormwater infrastructure and its connection with and condition of below-ground stormwater and sewage infrastructure
- Tracking and tracing subterranean water flow in the water table and determine the risks associated with the life of existing storm and sewer pipelines; and
- the City should also instruct the PIED Department to withdraw its endorsement of the developer's request to channel sewage and stormwater through the Tillbury Avenue infrastructure, and should the PIED Department see fit to grant funds to the developer to direct sewage and stormwater through the Carling Avenue infrastructure, it should be done as a direct grant to the applicant

**Jaroslav Pachner** (written submission)

- the proposal does not fit the existing and future streetscape of the section of Carling between Maitland/Sherbourne and Dymon Storage at Carling and 417 that includes 1705 Carling
  - in accordance with the Arterial Mainstreet Guidelines, Carling Avenue should become an attractive, pedestrian friendly destination street offering daily amenities, promoting active transit, including dedicated biking lanes and good public transit for existing and new residents; this vision fits the intensification vision of the 15-minute neighbourhood, articulated in the City's new Official Plan and the Urban Design Guidelines for Development along Arterial Mainstreets; and applies in particular to the section of Carling between Maitland/Sherbourne and Dymon Storage at Carling and 417 that includes 1705 Carling and has about 70 businesses and a medical center serving the residential neighbourhood
  - the developer's proposal is not in line with the Arterial Mainstreets Guidelines and the intensification vision in the new Official Plan; rather than offering an enhancement to this neighbourhood, the proposed development would in fact diminish the quality of the existing streetscape and adjacent neighbourhoods
  - the proposed development should not be viewed in isolation but instead considered it in the context of the streetscape design of this section of Carling and how the proposed development could be improved in line with the existing Urban Design Guidelines for Development along Arterial Mainstreets so that it would enhance rather than diminish the quality of the existing streetscape; to facilitate this, staff should give developers a high level streetscape design plan for this section of Carling showing sidewalks and bike lanes derived from these Guidelines

- the proposed development could integrate with and enhance the existing streetscape and adjacent neighbourhoods by adhering to the following guidelines:
  - locating new buildings along the public street edge
  - providing or restoring a 2.0 metre wide unobstructed concrete sidewalk and locating the sidewalk to match the approved streetscape design plans for the area, as well as providing a 2.0 to 4.0 metre wide planted boulevard and a 1.0 to 3.0 metre landscape area in the right-of-way
  - designing new development to be compatible with the general physical character of adjacent neighbourhoods, protecting the positive elements of the existing fabric including significant buildings, existing trees, pedestrian routes, public facilities and pedestrian amenities
  - using clear windows and doors to make the pedestrian level façade of walls, facing the street, highly transparent and locating active uses along the street at grade, such as restaurants, specialty in-store boutiques, food concessions, seating areas, offices and lobbies
  - designing street sections with a ratio of building height to road corridor width of between 1:6 (low), 1:3 (medium) and 1:2 (high)
    - ❖ since the existing right of way at 1705 Carling is 30 m, the proposed building height should be limited to 15 m; however, the proposed tower of 71.51 m is 480% higher – it does not fit the existing and recommended streetscape and adjacent neighbourhoods and sticks out like a sore thumb
    - ❖ the developer’s justification for a high rise of 22 stories is based on the following incorrect claim: “The proposed development is located within 400 metres walking distance of a Rapid Transit Station as identified on Schedule D of the Official Plan (Figure 4).”; there will be no Rapid Transit on Carling and therefore no Rapid Transit Station near 1705 Carling

**Nancy Ross** (written submission)

- it appears city engineers may have based their opinion about sanitary servicing on what appears to be an error, as section 5.0, Domestic Demands (of the Servicing and Stormwater Management Report for 1705 Carling Avenue) quotes peak water usage at 15.22l/s but section 6.0 Sanitary Servicing, quotes peak sanitary flows from the proposed to be 6.25L/s.; this cannot be true because if you are expecting 15.22l/s in, you must have at least 15.22l/s out at peak times

- the neighbourhood's sewers may not have capacity to absorb the increased flow from this development as they are fairly old (est. 65-70 years) and may have trouble coping with such a substantial increase in volume and pressure
- questioned whether, with the correct information, the engineers still feel that the sewers can support the increased flow at peak times in particular

**Susan Morris** (written submission)

- the peak sanitary flow for the proposed development was calculated using the flow per day and not the “peak hour demand” and, as such, severely underestimates the peak sanitary flow that will be generated; the two residential buildings could overwhelm the aged sanitary sewers and infrastructure
- the committee must look at the peak hour demands rather than the average flow per day to ensure that the additional requirements on the sanitary sewers will not be underestimated

**Wade Smith** (written submission)

- the main justification for the rezoning of 1705 Carling is that the property is “located 100 metres from a planned Light Rail Transit Station ...” at the corner of Carling Avenue and Clyde Avenue, and there are currently two other Zoning By-law Amendments using this planned Light Rail Transit Station as justification for their zoning amendment; if all three rezoning applications are approved, this would add 2,462 new residential units to the neighbourhood (370 at 1655 Carling, 352 at 1705 Carling and 1,740 at 861 Clyde); if the committee cannot set a timeline on the construction of the LRT line along Carling, or if it will never be built or planning will not start before 2050 (as rumoured), this Zoning By-Law Amendment should not be approved, as 30 years in the future is outside the planning horizon
- questioned why the City would need to make two connections to the aging watermain, on Tillbury Avenue and Tillbury Avenue West, if it will be connecting to the watermain on Carling Avenue for the fire hydrant; questioned whether it would be cheaper to make the two required connections to the watermain on Carling, as the line will already be dug up for the fire hydrant and other developments along Carling will be serviced from there as well
- the infrastructure on Tillbury, Tillbury West and Golden is aging and the City is unsure of the conditions of the infrastructure and needed to look inside the pipes before they could fill in a sink hole that formed on Tillbury Avenue on Christmas day (during the time period of demolition of the old buildings at 1705 Carling); by connecting instead to the infrastructure on Carling Avenue the City could avoid any potential problems and unknown costs related to the aging infrastructure on Tillbury, Tillbury West and

Golden; while it may be the most expensive option, it is the best option in terms of minimal disruptions on the residential neighbourhoods

- there are no storm sewer drains (or storm sewer) on Tillbury Avenue between Cole and Golden; rain water does not always adequately drain into the storm drains on Golden or Cole, causing water to come onto properties on the north side of Tillbury, and during severe rain storms, such as happened last summer, his property and others are overwhelmed with water storm water from the street; adding additional water run-off from 1705 Carling onto Tillbury Avenue could potentially further overwhelm any drainage on these residential properties and cause flooding of the houses; no rain water from 1705 Carling Avenue should be allowed to drain onto Tillbury Avenue

## Primary reasons for support, by individual

### **Nancy Ross** (written submission)

- is generally in favour of the development and would like to see good intensification increase in the neighbourhood, with a preference for lots of 5-8 story buildings all along Carling Ave. that include retail or commercial on the ground floor to keep the street walkable with destinations sprinkled along the length of it;
- is pleased that a public park will be part of the development

### **Kersten Nitsche, FoTenn Consultants** (oral submission)

- provided site context and comments in support of the proposal, including: that Arterial Mainstreets are permitted heights higher than 9 storeys when within proximity to rapid transit (this is within 100m of planned rapid transit); community amenity is being provided through site plan approval; there is appropriate transition to residential; there is Parkland dedication at the corner; the application meets OP policies

**Effect of Submissions on Planning Committee Decision:** Debate: The Committee spent 38 minutes in consideration of the item.

Vote: The committee considered all submissions in making its decision and carried the report recommendations with the following amendments:

**THEREFORE BE IT RESOLVED that Planning Committee approve the following changes to the staff report:**

1. **Replace Document 1 of Report ACS2021-PIE-PS-0031 with a revised location and zoning map referencing the existing R10 zoning**

designation, listed as Appendix 1<sup>1</sup> to this motion;

2. Add a new 'Document 8 – Zoning Schedule' to Report ACS2021-PIE-PS-0031, listed as Appendix 2<sup>2</sup> to this motion;
3. Amend Document 2 to introduce a new the Zoning Schedule, and include wording: 'Amend Part 17, by adding a new Schedule “YYY”, as shown in Document 8';
4. Amend Document 2 to remove 2(c)(ii),(iii),and(iv), as these will instead be clearly referenced in Document 8.
5. Amend Document 2 to include the provision “Permitted projections listed in Section 64 and 65 are not subject to the height limits identified on SYYY” in Column V.
6. Amend Document 2 to replace any reference of “AM10[xxxx]-h” to “AM10[xxxx]SYYY-h”.

**BE IT FURTHER RESOLVED** that there be no further notice pursuant to Section 34 (17) of the *Planning Act*.

## **Ottawa City Council**

Number of additional written submissions received by Council between February 11 (Planning Committee consideration date) and February 24, 2021 (Council consideration date): 0

### **Effect of Submissions on Council Decision:**

Council considered all submissions in making its decision and carried the report recommendations with the amendments approved by Planning Committee, as well as the following amendment.

**WHEREAS** on February 11, 2021 Planning Committee recommended the approval of a zoning by-law amendment (ACS2021-PIE-PS-0026) for the property known municipally as 1705 Carling Avenue; and

**AND WHEREAS**, subsequent to Planning Committee, the applicant requested minor changes to the Schedule which sets out the permitted heights, setbacks, and step-backs were required to be consistent with the intended design, which are supported by Planning, Infrastructure and Economic Development department;

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<sup>1</sup> Appendix 1 is attached at the end of this document

<sup>2</sup> Appendix 2 is attached at the end of this document

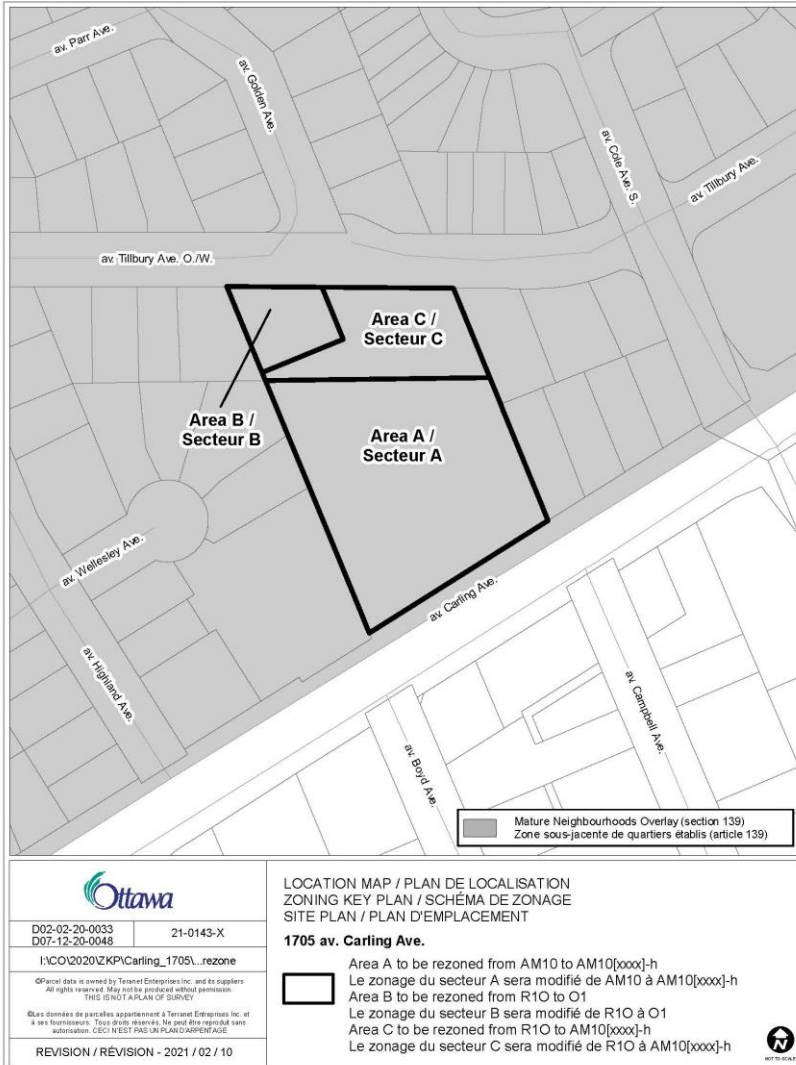
**THEREFORE BE IT RESOLVED** that Council approve that Document 8 of the said report, as amended by Motion No PLC 2021-37/4, be replaced by the Schedule shown in Attachment 1<sup>3</sup>; and

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

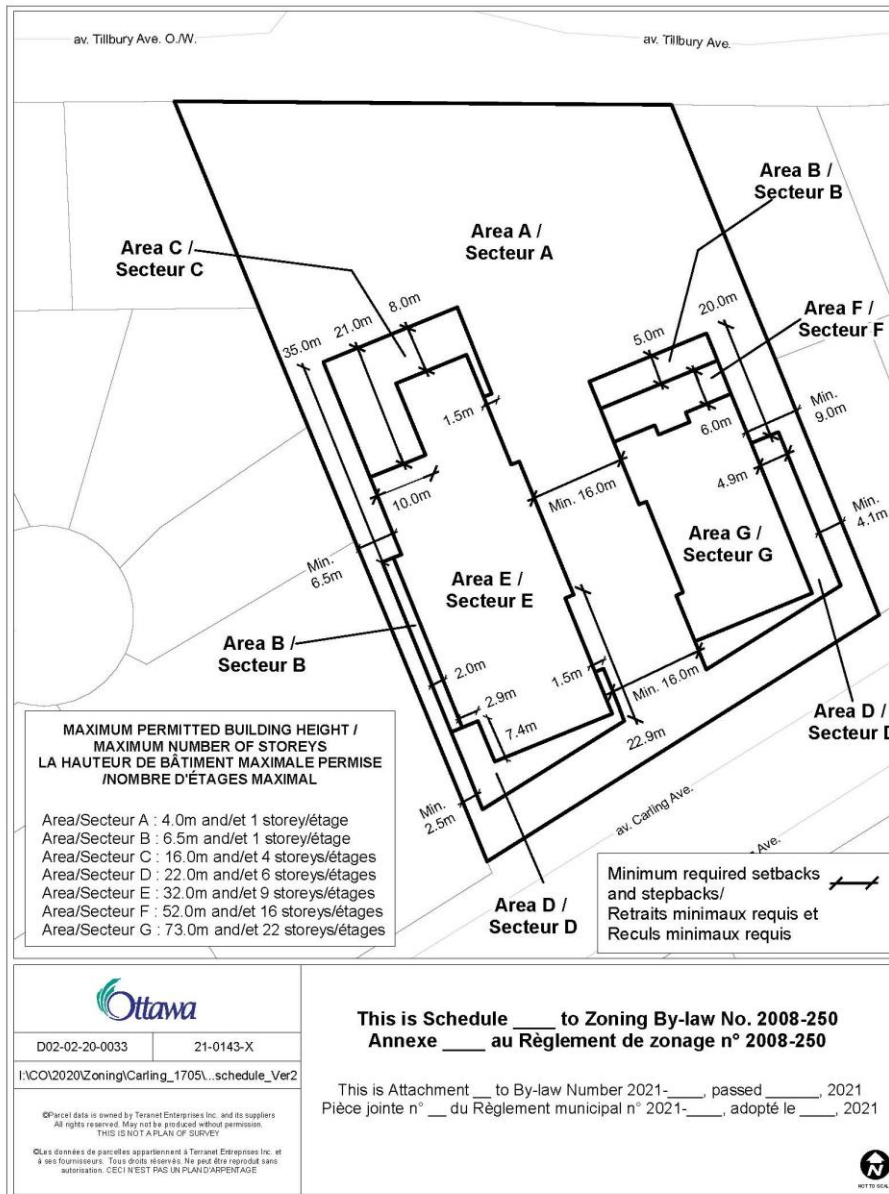
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<sup>3</sup> See attached as APPENDIX 3 at the end of this summary

# Appendix 1: Revised Document 1– Location and Zoning Map



# Appendix 2 – New Document 8 – Zoning Schedule



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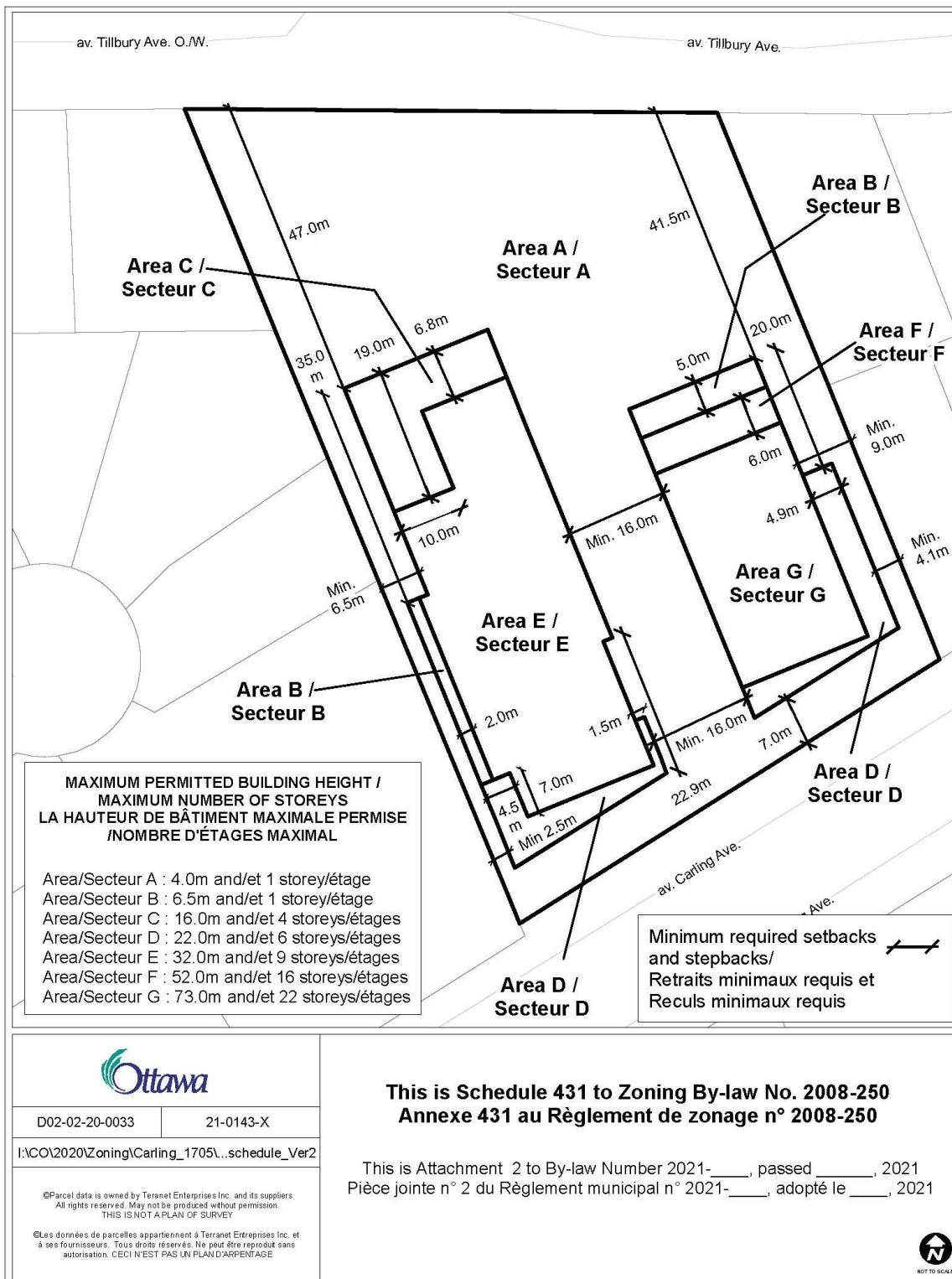
**This is Schedule \_\_\_\_ to Zoning By-law No. 2008-250  
Annexe \_\_\_\_ au Règlement de zonage n° 2008-250**

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





Appendix 3: Revised new Document 8 – replacement Zoning Schedule



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**This is Schedule 431 to Zoning By-law No. 2008-250  
Annexe 431 au Règlement de zonage n° 2008-250**

This is Attachment 2 to By-law Number 2021-\_\_\_\_, passed \_\_\_\_\_, 2021  
Pièce jointe n° 2 du Règlement municipal n° 2021-\_\_\_\_, adopté le \_\_\_\_\_, 2021

