

<p><b>3. Zoning By-law Amendment – 2175 Carling Avenue</b></p> <p><b>Modification du <i>Règlement de zonage</i> – 2175, avenue Carling</b></p>
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**Committee recommendations, as amended**

**That Council:**

- 1. approve an amendment to Zoning By-law 2008-250 for 2175 Carling Avenue to permit a 22-storey and a four-storey mixed-use building, as detailed in Document 2;**
- 2. approve that the Zoning By-law Schedule be amended, as detailed in attachment 1 of motion N° PLC 2019-18/3 (as set out in supporting Document 1 below), and as follows:**
  - a. remove reference to elevation above sea, which was erroneously used; and**
  - b. change a rounding error modifying the minimum setback between Area C to Carling Avenue from 4.8m to 4.7m;**
- 3. approve that pursuant to the *Planning Act*, subsection 34(17), no further notice be given.**

**Recommandations du Comité, telles que modifiées**

**Que le Conseil :**

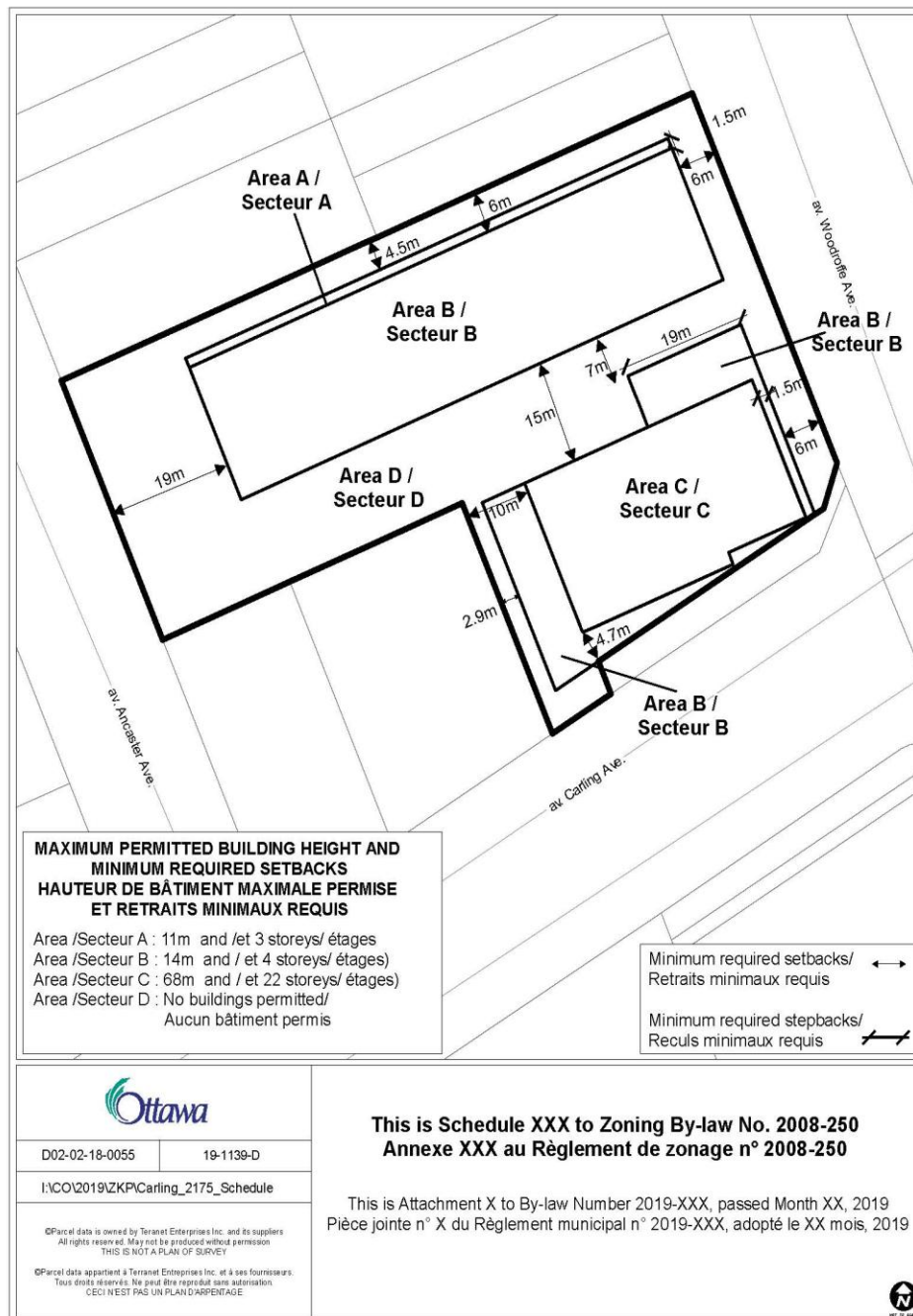
- 1. approuve une modification au Règlement de zonage 2008-250 visant le 2175, avenue Carling afin de permettre l'aménagement d'un immeuble polyvalent de 22 étages et d'un immeuble polyvalent de 4 étages, comme l'indique le document 2;**
- 2. modifie l'annexe au *Règlement de zonage* conformément à la pièce jointe 1 du motion No PLC 2019-18/3 (comme l'indique le document 1 à l'appui ci-dessous) et comme suit :**
  - a. suppression du renvoi à l'élévation au-dessus du niveau de la mer, utilisé à tort;**

- b. correction d'une erreur d'arrondissement qui fait passer le retrait minimum entre le secteur C et l'avenue Carling de 4,8 m à 4,7 m
- 3. approuve qu'aucun nouvel avis ne soit donné en vertu du paragraphe 34(17) de la Loi sur l'aménagement du territoire.

Documentation/Documentation

- 1. Attachment 1 of motion N° PLC 2019-18/3  
Pièce jointe 1 du motion No PLC 2019-18/3
- 2. Director's report, Planning Services, Planning, Infrastructure and Economic Development Department, dated November 26, 2019 (ACS2019-PIE-PS-0072)  
  
Rapport de la Directrice, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 26 novembre 2019 (ACS2019-PIE-PS-0072)
- 3. Extract of draft Minutes, Planning Committee, December 12, 2019  
  
Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 12 décembre 2019

Attachment 1 of motion N° PLC 2019-18/3 – correction to Zoning By-law  
Schedule



**Report to  
Rapport au:**

**Planning Committee  
Comité de l'urbanisme  
12 December 2019 / 12 décembre 2019**

**and Council  
et au Conseil  
29 January 2020 / 29 janvier 2020**

**Submitted on 26 November 2019  
Soumis le 26 novembre 2019**

**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:  
Stream Shen, Planner II / Urbaniste II, Development Review West / Examen des  
demandes d'aménagement ouest  
(613) 580-2424, 24488, stream.shen@ottawa.ca**

**Ward: BAY (7) / BAIE (7)**

**File Number: ACS2019-PIE-PS-0072**

**SUBJECT: Zoning By-law Amendment – 2175 Carling Avenue**

**OBJET: Modification Du *Règlement De Zonage* – 2175, avenue Carling**

## **REPORT RECOMMENDATIONS**

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 2175 Carling Avenue to permit a 22-storey and a four-storey mixed-use building, as detailed in Document 2.**

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 January 29, 2020," 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 le 2175, avenue Carling afin de permettre l'aménagement d'un immeuble polyvalent de 22 étages et d'un immeuble polyvalent de 4 étages, comme l'indique le document 2.
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 29 janvier 2020 », 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.

## 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

2175 Carling Avenue

**Owner**

CRED GP1

**Applicant**

Colonnade BridgePort

**Architect**

RLA Architecture

**Description of site and surroundings**

The site is approximately 0.6 hectares and is an irregular “L” shaped lot with frontage on Carling, Woodroffe and Ancaster Avenue. It is located at the northwest corner of Woodroffe Avenue and Carling Avenue. The parcel currently contains five low-rise commercial buildings. Surrounding the site are low-rise residential dwellings to the north and west, Carlingwood Shopping Centre to the east and a variety of commercial uses along Carling Avenue.

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

The property is currently zoned Arterial Mainstreet, Subzone 10 (AM10) and permits a broad range of commercial, office and residential uses. The maximum height limit is 30 metres.

The requested Zoning By-law amendment seeks to:

- For a portion of the lot, increase the maximum permitted height from 30 metres to 68 metres to accommodate a 22-storey building.
- For a portion of the lot, increase the maximum permitted height from 11 metres to 14 metres to accommodate a four-storey building.
- Reduce the rear yard setback from 7.5 metres to 4.5 metres along the northerly lot line.
- Reduce the parking lot landscape buffer from 1.5 metres to 1 metre and reduced the aisle width from 6.7 metres to 6 metres.

## **Summary of proposed development**

The applicant is proposing to demolish the current five low-rise commercial buildings and replace them with a 22-storey and a four-storey mixed-use building comprised of a total 290 residential units and 1,023 square metres of commercial development. The applicant is also dedicating a 464 square metre public park at the northwest corner of the site.

## **Brief history of proposal**

In May 2018, the applicant submitted a Zoning By-law amendment application to permit the development of a 12-storey and a six-storey building at the subject site. At the time, Official Plan Amendment 150 (OPA 150) had been approved by City Council and the Minister of Municipal Affairs and Housing but was under appeal. Although not legally in full force and effect, Council had directed staff to have consideration of the OPA 150 policies when reviewing new applications. The OPA 150 policies for the Arterial Mainstreet designation allowed for a maximum building height of 12 storeys.

In August 2019, a revised proposal for a 22-storey and a four-storey building was submitted. The increase in proposed building height was due to a change in the Arterial Mainstreet policy that now permits high-rise building in certain locations subject to the provision of community amenity and appropriate transition to adjacent low-rise. The maximum height limit of 12-storeys was removed. The change in policies was approved by the Local Planning Appeals Tribunal as part of the OPA 150 settlement hearing on July 18, 2019.

## **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 amendment applications.

Councillor Kavanagh and the applicant also organized a public open house on October 2, 2019 to present the proposal to the community. A total of 46 individuals commented on the proposal. Most of the comments related to the proposed increase in vehicular traffic, safety of access locations and compatibility with adjacent low-rise homes. For details on the public consultation please see Document 4.

## **Official Plan designations**

The property is designated Arterial Mainstreet pursuant to Schedule B of the Official Plan. Under Section 3.6.3, the Arterial Mainstreet designation identifies streets that offer significant opportunities for intensification and encourage pedestrian-oriented mixed-use development. A broad range of uses are permitted including commercial, office, residential and institutional.

On Arterial Mainstreets, building heights up to 9 storeys are permitted as of right but high-rise buildings may be permitted within 400m walking distance of a Rapid Transit Station, directly abutting an intersection of the Mainstreet with another Mainstreet or Transit Priority Corridor, or directly abutting a Major Urban Facility. In addition to being located within one or more of the nodes above, a high-rise development needs to provide community amenity and adequate transition to adjacent low-rise. Urban design and compatibility are reviewed based on policies found in Section 2.5.1 and Section 4.11 of the Official Plan.

## **Other applicable policies and guidelines**

The [Urban Design Guidelines for Development along Arterial Mainstreets](#) provide urban design guidance to assess, promote and achieve appropriate developments along Arterial Mainstreets. The guideline speaks to the establishment of a strong street edge, promote an enhanced pedestrian realm design and provide a transition in the scale and density of the built form when located next to lower density neighbourhoods.

The [Urban Design Guideline for High-rise Buildings](#) provide urban design guidance to promote and achieve appropriate high-rise development. The guideline speaks to compatible development through massing and setback, provide adequate separation between towers, encourage small floor plates and create quality public and private spaces.

## **Urban Design Review Panel**

The property is within a Design Priority Area and the Zoning By-law amendment application was subject to the Urban Design Review Panel (UDRP) process. The applicant presented their proposal to the UDRP at a formal review meeting, which was open to the public. The formal review meeting for the Zoning By-law amendment application was held on September 6, 2018 and a subsequent meeting was held on September 6, 2019 for the revised design.



The panel's recommendations from the formal review of the Zoning By-law amendment application are:

**From September 6, 2018 (12 and six-storey proposal)**

Generally, the Panel is supportive of the redevelopment of under-utilized sites along Carling Avenue. The Panel suggests adjustments to the volumes and massing of the development in a way that better transitions to the low-rise neighbourhood to the north, and the future redevelopment site to the west. The expressed move to a midblock east-west connection through the site, which was discussed in the presentation, but not indicated on the submitted plans, is supported by the Panel.

**From September 6, 2019 (22 and four-storey proposal)**

The Panel finds the revisions to the proposal, in terms of the massing, scale and the redistribution of height, are positive. The Panel has concerns with the proposed separation distance between the proposed tower and the property to the west. Other opportunities for improvement include animating the connection between the lobbies of the two buildings, improving the driving surface and the interfacing of the laneway, further differentiating the park and square, and providing more sculpting of the four-storey building.

The panel was successful in aiding in the implementation of the following:

- Tower separation from the westerly lot line was increased to 10 metres.
- The six-storey building along the northerly lot line was reduced to four-storey to facilitate a better transition to the adjacent low-rise homes.
- The floor plate for the high-rise building was reduced.
- An east-west pedestrian connection was established.

Other comments relating to building design, materiality and articulation will be addressed at the site plan control stage.

**Planning rationale**

The property is designated Arterial Mainstreet pursuant to Schedule B of the Official Plan. Under Section 3.6.3, the Arterial Mainstreet designation identify streets that offer significant opportunities for intensification and encourage pedestrian-oriented mixed-use

development. The two proposed mixed-use buildings seek to redevelop an underutilized commercial property and conform to the policies of the Official Plan.

On Arterial Mainstreets, high-rise buildings are only permitted in one or more of the following nodes, being lands within 400 metres of a Rapid Transit Station, directly abutting an intersection of the Mainstreet with a Transit Priority Corridor, or directly abutting a Major Urban Facility. The subject property is located adjacent to the future Carling and Woodroffe Avenue Rapid Transit Station found on Schedule D of the Official Plan, is located at the intersection of Carling Avenue (Arterial Mainstreet) and Woodroffe Avenue (Transit Priority Corridor) and is located across the street from Carlingwood Shopping Centre (Major Urban Facility). The site meets the location criteria for considering a high-rise building.

In addition to its location, a high-rise building is only permitted where the development provides a community amenity and adequate transition to adjacent low-rise. As part of the project, the applicant is dedicating a 464 square metre public park at the northwest corner of the site. A holding zone is proposed for the high-rise building, to be lifted when a site plan agreement is executed for the provision of additional amenities on the proposed public park. Note that this is not part of a Section 37 benefit since the proposed development density is under its permitted as-of-right zoning.

Section 2.5.1 and Section 4.11 outline policies that help new development fit into the existing and planned function of its surrounding area. This proposal provides building transition in several ways. The proposed 22-storey high-rise building is located at the corner of Carling and Woodroffe Avenue, the furthest point away from the existing residential community to the north. The lower building adjacent to the existing homes was reduced from six-storeys to four-storeys in height. The building setback was also increased from 3 metres to 4.5 metres, with an additional step back of 1.5 metres above the third floor. The public park is located along Ancaster Avenue to provide additional buffering to the existing stable residential neighbourhood to the north and west. Lastly, the floor plate of the high-rise building was reduced to minimize its shadow impact to adjacent homes.

Overall, staff have reviewed this proposal and have determined that it conforms to the policies within the City's Official Plan.

## **Provincial Policy Statement**

Staff have reviewed this proposal and have determined that it is consistent with the Provincial Policy Statement, 2014.

## **RURAL IMPLICATIONS**

There are no rural implications.

## **COMMENTS BY THE WARD COUNCILLOR**

Councillor Kavanagh is aware of the application related to this report.

## **LEGAL IMPLICATIONS**

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

## **RISK MANAGEMENT IMPLICATIONS**

There are no risk implications associated with this report.

## **ASSET MANAGEMENT IMPLICATIONS**

The recommendations documented in this report are consistent with the City's [Comprehensive Asset Management \(CAM\) Program](#) objectives and result in the City's ownership of an additional park in Bay Ward.

The CAM Policy applies to all physical assets of the city including parks. The implementation of the CAM program results in timely decisions that minimize lifecycle costs and ensure the long-term affordability of assets. To fulfill its obligation to deliver quality services to the community, the City must ensure that assets supporting City services are managed in a way that balances service levels, risk and affordability.

This is a good example of the City making forward thinking decisions and provisions to better enable its assets to meet changing demographics and populations and customer expectations by ensuring greenspace capacity in neighbourhoods.

## **FINANCIAL IMPLICATIONS**

There are no direct financial implications.

## **ACCESSIBILITY IMPACTS**

The proposed buildings will be required to meet the accessibility criteria contained within the Ontario Building Code.

## **ENVIRONMENTAL IMPLICATIONS**

The applicant is proposing to dedicate a 464 square metre public park to the City through the site plan control process.

## **TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priority:

- EP2 – Support growth of local economy

## **APPLICATION PROCESS TIMELINE STATUS**

This application (Development Application Number: D02-02-18-0055) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to the major change in building height proposed by the applicant and the additional public consultation that was conducted.

## **SUPPORTING DOCUMENTATION**

Document 1 Location Map and Zoning Key Plan

Document 2 Details of Recommended Zoning

Document 3 Schedule YYYY to Zoning By-law 2008-250

Document 4 Consultation Details

## **CONCLUSION**

The Planning, Infrastructure and Economic Development Department recommends approval for the Zoning By-law amendment to permit a 22-storey and a four-storey mixed-use building. The proposed Zoning By-law amendment is consistent with the Provincial Policy Statement, conforms to the policy direction within the City's Official Plan and represents good planning.

**DISPOSITION**

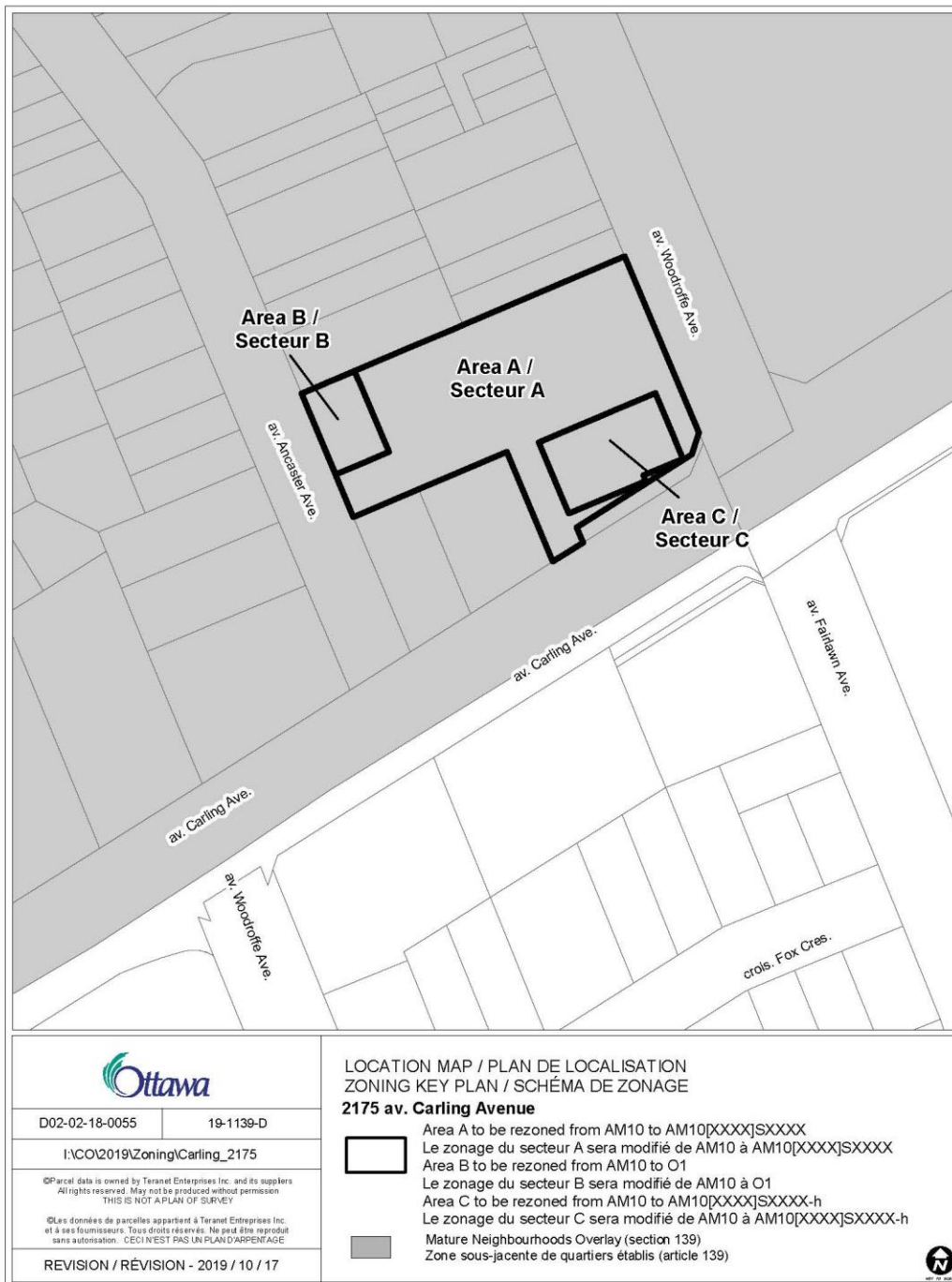
Legislative Services, Office of the City Clerk to notify the owner; applicant; Ottawa Scene Canada Signs, 415 Legget Drive, Kanata, ON K2K 3R1; Krista O'Brien, Tax Billing, Accounting and Policy Unit, Revenue Service, Corporate Services (Mail Code: 26-76) of City Council's decision.

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 and Zoning Key Plan

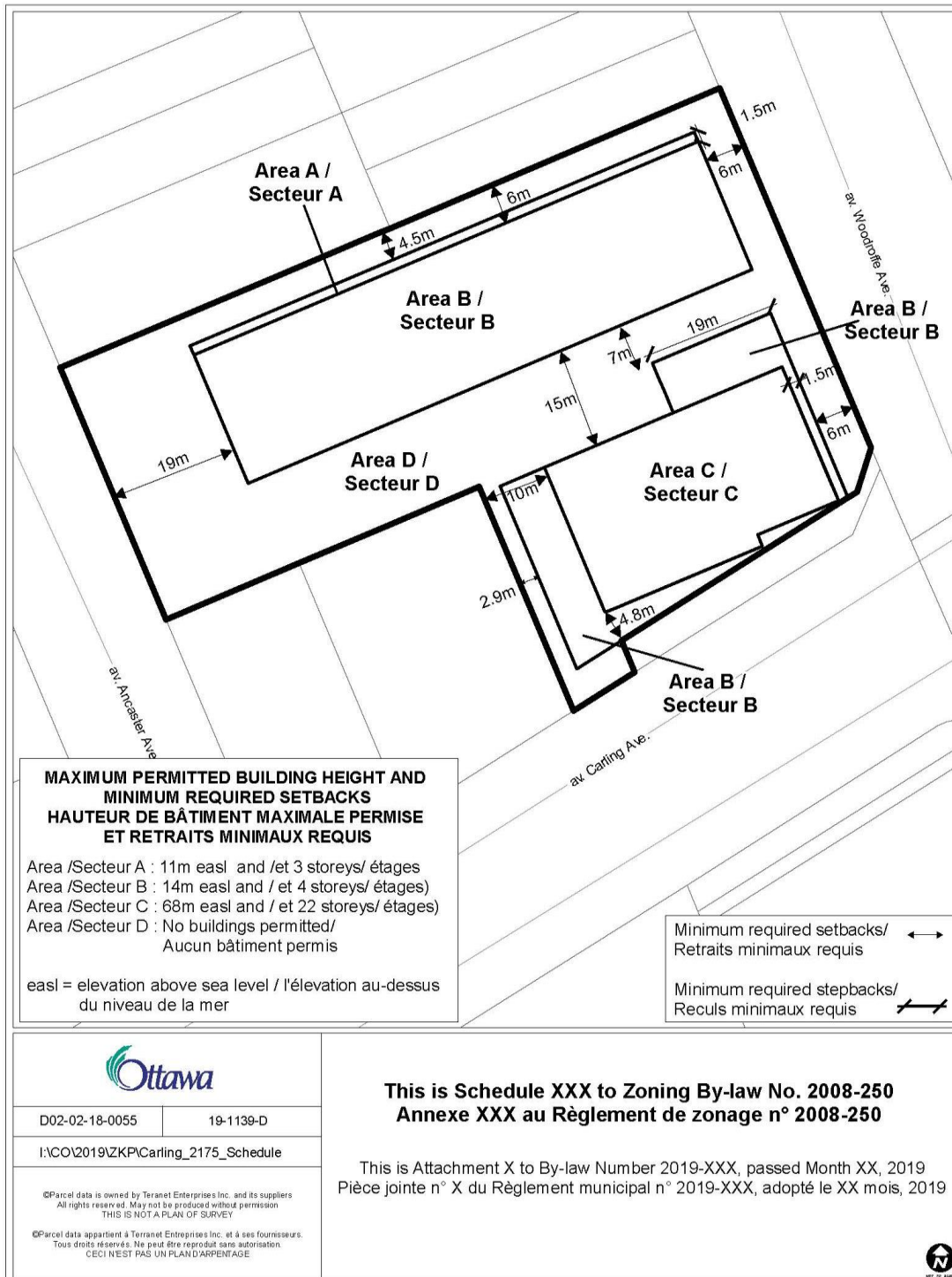


For an interactive Zoning map of Ottawa visit [geoOttawa](http://geoOttawa.com).

## **Document 2 – Details of Recommended Zoning**

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 2175 Carling Avenue:

1. Rezone the lands shown in Document 2 as follows:
  - a. In Area A, from AM10 to AM10 [XXXX] SYYYY.
  - b. In Area B, from AM10 to O1.
  - c. In Area C, from AM10 to AM10 [XXXX] SYYYY-h.
2. Add a new exception XXXX to Section 239, Urban Exceptions, with provisions similar in effect to the following:
  - a. In Column II, add the text:
    - AM10 [XXXX] SYYYY
    - AM10 [XXXX] SYYYY-h
  - b. In Column V, add the text:
    - The maximum building height and setback will be as per Schedule YYYY
    - Minimum landscape buffer for a parking lot not abutting a street: 1m
    - Minimum aisle width: 6m
    - Removal of the -h symbol is conditional upon the execution and registration of a site plan agreement for the development of the high-rise building establishing the community amenity to be provided on the public park. The community amenity shall be the provision of additional amenities for the designated park construction above and beyond the City's standard park development rate and the Planning Act parkland dedication requirement at the time of agreement execution.





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**Document 4 – 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 open house was also held in Ron Kolbus Lakeside Centre on October 2, 2019. A total of 46 individuals provided comments on the application and they are summarized below.

**Public Comments and Responses**

**Comment:** General support for the development.

**Response:** Noted.

**Comment:** Concerned about the safety of the full movement access on Woodroffe.

**Response:** The access has been reduced to right-in right-out, restricting any left turning movements. The access will be located as far from the Carling and Woodroffe intersection as possible. The final configuration will be reviewed as part of the site plan control application.

**Comment:** Ancaster Avenue should remain closed off from Carling Avenue at its current location. Concerned about additional traffic on Ancaster Avenue and its associated safety impact to its existing residents.

**Response:** The road closure is proposed to be shifted slightly to the north from its current location and is not expected to impact any existing driveways. Ancaster Avenue will continue to be closed off from Carling Avenue at approximately the same location.

**Comment:** Concerned about overall traffic congestion in the area and the additional vehicles that this development will create, which will worsen the congestion issue.

**Response:** According to the Transportation Impact Assessment by Novatech, all the other intersections within the study area meet the vehicular level of service except for the Carling Avenue/Woodroffe Avenue/ Fairlawn Avenue intersection. The intersection of Carling at Woodroffe/Fairlawn is already experiencing delay without the addition of the development generated traffic and there are limited options for intersection modifications. Given that the site is located just outside of the 600 metres radius from the future New Orchard LRT station and is also near multiple existing bus routes, an

increase in non modal share is anticipated. The report recommends an increased modal split for non-auto modes of transportation.

**Comment:** Concerned about speeding and drivers not respecting the no turn sign from Fairlawn to Lenester.

**Response:** This is mainly an enforcement issue. Staff has passed on this comment to the City's Area Traffic Management team for their action.

**Comment:** Would like a comprehensive study done on the traffic circulation from Iroquois to Lincoln Field.

**Response:** The [Transportation Impact Assessment Guidelines](#) outlines what information and analysis are required as part of a development's transportation assessment. A comprehensive traffic study with the scope from Iroquois to Lincoln Field covers a large amount of area and was not a requirement of this Transportation Impact Assessment. Staff has passed on this comment to the City's Transportation Policy team and the City's Area Traffic Management team for their consideration.

**Comment:** Concern about additional traffic using Woodland Avenue to access eastbound Byron Avenue. Will the local road operate within its acceptable capacity?

**Response:** Based on the Transportation Impact Assessment prepared by Novatech, the additional two-way traffic volume on Woodland Avenue is projected to be approximately 41 vehicles during the AM peak hour and 38 vehicles during the PM peak hour and is not anticipated to change the function of Woodland Avenue as a local roadway. Therefore, no traffic management measures are recommended.

**Comment:** Concerned that there is not enough parking to accommodate the residents and visitors.

**Response:** The applicant is not requesting a reduction in the minimum number of required vehicle parking spaces as part of this rezoning application.

**Comment:** Concerned about pollution from the additional vehicles.

**Response:** Staff acknowledges this comment and is encouraging an increased modal split for non-auto modes of transportation to help address this concern. By building higher density developments adjacent to existing transportation networks, this provide additional options for resident to travel by other modes of transportation beyond just vehicular travel.

**Comment:** Construction traffic should not be allowed to use Fairlawn Avenue.

**Response:** Construction traffic management will be reviewed at the time of site plan control application and the road cut permit application.

**Comment:** Concerned about loss of privacy.

**Response:** In response to this comment, the applicant has reduced the six-storey building along the northerly boundary to four-storeys in height. The high-rise building is located at the furthest point away from the existing residential homes. Additional landscaping and buffering will be reviewed as part of the site plan control application.

**Comment:** Concerned about the shadowing impact on adjacent homes.

**Response:** In response to this comment, the applicant has reduced the six-storey building along the northerly boundary to four-storeys in height. The high-rise building is located at the furthest point away from the existing residential homes. The floor plate of the high-rise building was also reduced to minimize its shadow impact to the north.

**Comment:** Request that any garbage or refuse be placed inside the building.

**Response:** Staff acknowledge this comment and it will be reviewed as part of the site plan control application.

**Comment:** The community would like to take part in the park design.

**Response:** Public consultation will be a requirement of the site plan control application. At which time, the public can provide comments relating to the park design.

**Comment:** Concerned about additional noise generated by the development.

**Response:** A noise study will be required as part of the site plan control application. The study will document the expected level of environmental noise and any attenuation measures to be implemented as part of the development.