

6. Official Plan Amendment and Zoning By-law Amendment – 861 Clyde Avenue

Modification du Plan officiel et Modification du Règlement de zonage – 861, avenue Clyde

Committee recommendations, as amended

That Council:

- 1. approve an amendment to the Official Plan for 861 Clyde Avenue to permit seven residential buildings ranging in height from nine to 39 storeys, linked by six-storey buildings, and grade-related townhouse units, as detailed in Document 2;**
- 2. approve an amendment to Zoning By-law 2008-250 for 861 Clyde Avenue to permit seven residential buildings ranging in height from nine to 39 storeys, linked by six-storey buildings, and grade-related townhouse units, as detailed in Document 3.**
- 3. approve that the \$100,000 cash contribution for traffic calming not go to the Ward 15 account but be divided fifty percent each between Wards 7 and 16.**

Recommandations du Comité, telles que modifiées

Que le Conseil :

- 1. approuve une modification du Plan officiel visant le 861, avenue Clyde, afin de permettre la construction de sept immeubles résidentiels d'une hauteur variant de neuf à 39 étages, reliés par des immeubles de six étages et des habitations en rangée de plain-pied, comme l'expose en détail le document 2;**
- 2. approuve une modification du Règlement de zonage 2008-250 visant le 861, avenue Clyde, afin de permettre la construction de sept immeubles résidentiels d'une hauteur variant de neuf à 39 étages, reliés par des immeubles de six étages et des habitations en rangée de plain-pied, comme l'expose en détail le document 3.**

- 3. approuve de répartir en parts égales, entre les quartiers 7 et 16, au lieu de la porter au crédit du quartier 15, la contribution en liquidités de 100 000 \$ pour la modération de la circulation.**

Documentation/Documentation

1. Report from the Director, Planning Services, Planning, Infrastructure and Economic Development Department, dated September 8, 2021 (ACS2021-PIE-PS-0107)

Rapport de la Directrice, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 8 septembre 2021 (ACS2021-PIE-PS-0107)

2. Extract of draft Minutes, Planning Committee, September 23, 2021

Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 23 septembre 2021

**Planning Committee
Report 49
October 13, 2021**

201

**Comité de l'urbanisme
Rapport 49
Le 13 octobre 2021**

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
23 September 2021 / 23 septembre 2021**

**and Council
et au Conseil
13 October 2021 / 13 octobre 2021**

**Submitted on 8 September 2021
Soumis le 8 septembre 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**

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Ward: KITCHISSIPPI (15)

File Number: ACS2021-PIE-PS-0107

**SUBJECT: Official Plan Amendment and Zoning By-law Amendment - 861 Clyde
Avenue**

**OBJET: Modification du Plan officiel et Modification du Règlement de zonage
– 861, avenue Clyde**

REPORT RECOMMENDATIONS

1. That Planning Committee recommend Council approve an amendment to the Official Plan for 861 Clyde Avenue to permit seven residential buildings ranging in height from nine to 39 storeys, linked by six-storey buildings, and grade-related townhouse units, as detailed in Document 2.
2. That the implementing Zoning By-law does not proceed to Council until such time as an agreement under Section 37 of the *Planning Act* is executed.
3. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 861 Clyde Avenue to permit seven residential buildings ranging in height from nine to 39 storeys, linked by six-storey buildings, and grade-related townhouse units, as detailed in Document 3.
4. 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 October 13, 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 du Plan officiel visant le 861, avenue Clyde, afin de permettre la construction de sept immeubles résidentiels d'une hauteur variant de neuf à 39 étages, reliés par des immeubles de six étages et des habitations en rangée de plain-pied, comme l'expose en détail le document 2.
2. Que le règlement de zonage de mise en œuvre ne soit pas soumis à l'examen du Conseil avant la conclusion de l'entente prévue en vertu de l'article 37 de la *Loi sur l'aménagement du territoire*.
3. Que le Comité de l'urbanisme recommande au Conseil d'approuver une modification du Règlement de zonage 2008-250 visant le 861, avenue Clyde, afin de permettre la construction de sept immeubles résidentiels

d'une hauteur variant de neuf à 39 étages, reliés par des immeubles de six étages et des habitations en rangée de plain-pied, comme l'expose en détail le document 3.

4. Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation, 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 13 octobre 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

Planning staff recommend approval of the amendment to the Official Plan with site specific policies and Zoning By-law for 861 Clyde Avenue to allow seven residential buildings ranging in height from nine to 39 storeys resting on two-storey podiums and linked by six-storey buildings, and grade-related townhouse units.

The subject property is zoned Arterial Mainstreet (AM) H[30]. The maximum height permitted on the site is 30 metres (9-10 storeys). The proposed Zoning By-law amendment would add a Site-Specific Exception where the maximum building height, maximum gross floor area, tower setbacks, and interior side yard setbacks would be increased. The front and rear yard setbacks for portions of the front and rear lot lines would be reduced.

The following community benefits will be secured through a Section 37 Agreement:

- A cash contribution of \$100,000.00 towards traffic calming measures in the areas surrounding the proposed development, in Ward 15
- In addition, the following non-cash contributions will also be provided:

The provision of 10 per cent of the total units affordable to the thirtieth income percentile to be located throughout the entire project for a 20-year term.

Applicable Policy

Section 2.2.2 - Managing Intensification Within the Urban Area of the Official Plan states that 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 in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses.

Section 2.5.1 - Designing Ottawa of the Official Plan encourages compatible development that is not necessarily the same as the existing buildings but coexist without causing undue adverse impact.

Section 3.6.3 - Mainstreets states that intensification is most likely to occur over time through the redevelopment of sites such as vacant lots, aging strip malls, and former automobile sales lots, parking lots and gas stations, as well as through additions to existing buildings.

Section 4.11 - Urban Design and Compatibility states that High-Rise buildings are a form of high-density development that can contribute to intensification, housing and employment opportunities and provide new view, skyline and landmark possibilities.

Public Consultation/Input

Prior to submitting the applications, the applicant presented his proposal at a public information session held on November 30, 2020.

The session was organized by Councillor Leiper. The local community, staff, adjacent Ward Councillor Riley Brockington, and members of the Carlington community also participated.

RÉSUMÉ

Recommandation du personnel

Le personnel chargé de l'urbanisme recommande l'approbation de la modification du Plan officiel, assortie de politiques propres à l'emplacement, et de la modification du Règlement de zonage visant le 861, avenue Clyde, afin de permettre la construction de sept immeubles résidentiels d'une hauteur variant de neuf à 39 étages, surmontant des socles de deux étages et reliés par des immeubles de six étages et des habitations en rangée de plain-pied.

La désignation de la propriété visée est Zone d'artère principale (AM) H[30]. La hauteur maximale autorisée sur l'emplacement est de 30 mètres (neuf à dix étages). La modification proposée au Règlement de zonage ajouterait une exception propre à l'emplacement selon laquelle la hauteur maximale de bâtiment, la surface de plancher brute maximale, les retraits des tours et les retraits de cour latérale intérieure seraient augmentés. Les retraits de cour avant et arrière dans les parties donnant sur les lignes de lot avant et arrière seraient réduits.

Les avantages communautaires suivants seraient fournis dans le cadre d'un accord relevant de l'article 37 :

- Un versement en espèces de 100 000 \$ pour l'application de mesures de modération de la circulation dans les zones entourant l'aménagement proposé;
- En outre, les apports en nature suivants seront faits :

Dix pour cent des logements seront abordables au 30^e centile du revenu, pour l'ensemble du projet, pendant une période de 20 ans.

Politique applicable

La section 2.2.2 – Gestion de la densification dans le secteur urbain – du Plan officiel stipule qu'une densification peut être réalisée dans diverses formes bâties, qu'elles soient de faible ou de grande hauteur, à condition que les objectifs de design urbain et de compatibilité soient atteints. Les aménagements les plus denses, souvent associés à des immeubles plus élevés, doivent être situés dans les secteurs favorables aux réseaux de transport en commun rapide et prioritaire et dans ceux occupés par une variété d'utilisations.

La section 2.5.1 – Concevoir Ottawa – du Plan officiel of the Official Plan encourage les aménagements compatibles sans supposer nécessairement la construction de bâtiments identiques ou semblables, mais qui coexistent sans avoir d'effets négatifs indus sur les propriétés avoisinantes.

La section 3.6.3 – Rue principale – du Plan officiel stipule que la densification est susceptible de passer par le réaménagement de sites comme les terrains vagues, les centres commerciaux linéaires vieillissants, les terrains qui servaient anciennement à la vente d'automobiles, les stationnements et les stations-service, ainsi que par des ajouts aux bâtiments existants.

La section 4.11 – Conception urbaine et compatibilité – du Plan officiel stipule que les immeubles de grande hauteur correspondent à une forme d'aménagement de haute densité pouvant contribuer à densifier un secteur, à offrir des possibilités de logement et d'emploi et à créer de nouveaux panoramas, une nouvelle silhouette et de nouveaux points de repère.

Consultation et commentaires du public

Avant la soumission des demandes, le requérant a présenté son projet lors d'une séance d'information publique qui s'est tenue le 30 novembre 2020.

Cette séance a été organisée par le conseiller Leiper. Des résidents du secteur, des employés de la Ville, M. Riley Brockington, conseiller du quartier adjacent, et des résidents de Carlington y ont également participé.

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

861 Clyde Avenue

Owner

Doodh Milk Inc.

Applicant

Vincent Dénomme – Claridge Homes

Architect

EVOQ

Description of site and surroundings

The subject property extends from Clyde Avenue to Churchill Avenue, on the north side of Highway 417. Until 2017, the site was occupied by a dairy plant (Saputo). It is part of a block fronting Carling Avenue that contains retail uses and two car dealerships immediately north of the Site.

Summary of requested Official Plan Amendment

The proposed Official Plan Amendment would add a Site-Specific Exception to Section 3.6.3. Mainstreets as follows:

- Notwithstanding policy 15 in Section 2.2.2 - Managing Intensification Within the Urban Area, on the lands municipally known as 861 Clyde Avenue, up to six High-rise buildings will be permitted within 400 metres of a Transit Priority Corridor on Schedule D of this Plan.

One of each of the six high-rise buildings may have a maximum height of:

- 39 storeys;
 - 36 storeys;
 - 31 storeys;
 - 29 storeys;
 - 25 storeys; and
 - 22 storeys.
- The High-rise buildings must take a podium and point tower form. Each phase of development is required, prior to Site Plan Approval, to be subject to a focused tall building design review session with the City's Urban Design Review Panel.

Summary of requested Zoning By-law amendment proposal

The subject property is zoned Arterial Mainstreet (AM) H[30]. The maximum height permitted on the site is 30 metres (nine to -10 storeys).

The proposed Zoning By-law amendment would add a Site-Specific Exception where the below provisions would apply:

- Apartment Dwelling, High Rise is a permitted use;
- Maximum gross floor area: 177,000 square metres (whereas 94,276.56 square metres is permitted);
- Minimum front yard setback: 3 metres;

- Minimum front yard setback (from Churchill Avenue North) for a maximum width of 22 metres: 0 metres;
- A balcony may project into a required front yard up to 0.5 metres from the front lot line above the sixth storey;
- Minimum rear yard setback: 3 metres;
- Minimum rear yard setback (from Clyde Avenue North) for a maximum width of 22 metres: 0 metres;
- A balcony may project into a required rear yard up to 0.5 metres from the front lot line above the sixth storey;
- Minimum interior side yard setback: 6 metres;
- For the purpose of the below provisions a tower is defined as the portion of the building above the podium;
- For the purpose of the below provisions a floorplate is defined as the total area of a tower floor measured from the exterior of the outside walls and includes the total floor area occupied by balconies.
- Minimum tower separation for a floorplate up to 799 square metres: 23 metres;
- Minimum tower separation for a tower with a floorplate greater than 800 square metres: 28 metres;
- Maximum tower floorplate: 865 square metres;
- Maximum number towers above 30 metres: 6;
- Maximum height for one tower including the podium: 39 storeys 123 metres;
- Maximum height for one tower including the podium: 36 storeys 113 metres;
- Maximum height for one tower including the podium: 31 storeys 99 metres;
- Maximum height for one tower including the podium: 29 storeys 93 metres;
- Maximum height for one tower including the podium: 25 storeys 80 metres;
- Maximum height for one tower including the podium: 22 storeys 71 metres;
- Maximum height for situations not described above: 30 metres;

- Separation distances and maximum floorplates are only to be applied where towers including a podium exceed nine storeys;
- No two towers over six storeys including the podium may have the same number of storeys and same height.

Brief history of proposal

The proposed development will feature seven residential buildings ranging in height from nine to 39 storeys resting on two-storey podiums and linked together by six-storey buildings, grade-related townhouse units oriented to a private street, and common amenity spaces. There will be approximately 1,933 residential units in total. As part of the Site Plan Control process, the applicant is intending to provide a private drive from Clyde Avenue to Churchill Avenue, a new neighbourhood City park on Clyde Avenue, and active uses including neighbourhood amenities.

Prior to submitting the application, the applicant presented his proposal at a public information session held on November 30, 2020.

The initial proposal featured six towers three with heights of 30 storeys and three at 25 storeys, following discussions with staff, the applicant agreed to revise the proposal to vary the height of each tower, to create a more dynamic and interesting skyline (22, 25, 29, 31, 36 and 39 storeys).

DISCUSSION

Public consultation

As mentioned above, a public information session was held on November 30, 2020. The session was organized by Councillor Leiper. The local community, staff, Councillor Brockington, whose ward is adjacent to the south, and members of the Carlington community also participated.

For this proposal's consultation details, see Document 4 of this report.

Official Plan

Section 2.2.2 - Managing Intensification Within the Urban Area

Policy 10 under Intensification and Building Height states that 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. Building heights and densities for different areas may be established through this plan or a secondary plan and will be implemented through zoning.

Policy 22 of Section 2.2.2 states that intensification that is compatible with the surrounding context will also be supported on: brownfield sites that have been remediated; on underdeveloped sites such as current or former parking lots; in extensive areas previously used for outside storage; sites that are no longer viable for the purpose for which they were originally used or intended; and on sites of exhausted pits and quarries in the urban area.

Section 2.5.1 - Designing Ottawa

This section sets out design objectives to guide how the City wants to influence the built environment as the city matures and evolves.

1. To enhance the sense of community by creating and maintaining places with their own distinct identity.
2. To define quality public and private spaces through development.
3. To create places that are safe, accessible and are easy to get to, and move through.
4. To ensure that new development respects the character of existing areas.
5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.
6. To understand and respect natural processes and features in development design.
7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

Section 3.6.3 - Mainstreets

This section states that the Mainstreet designation identifies streets that offer significant opportunities for intensification through medium-density and mixed-use development, along streets that are Transit Priority Corridors or are well-served by transit. Mainstreets are the corridors that traverse long areas of the city, connecting different communities

and changing in character along their length. 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, aging strip malls, and former automobile sales lots, parking lots and gas stations, as well as through additions to existing buildings.

Policy 1 specifies that Arterial Mainstreets, such as Carling Avenue, are planned to provide a mix of uses and have the potential to evolve, over time, into more compact, pedestrian-oriented and transit friendly places.

Policy 4 recognizes deep lots and development to the rear of Mainstreet sites. More specifically, the policy states that on lots where development has the potential to develop both adjacent to the street and to the rear of the property, the Mainstreet designation will apply to the entire lot and development situated on the rear portions will not be non-conforming by virtue of not being located adjacent to the street. Where the depth of lots fronting the road is sufficient to enable development to occur both adjacent to the street and to the rear of the property, and where development is initially unlikely to occupy the entire frontage immediately adjacent to the street, the site should be planned in a coordinated fashion that will facilitate:

- a) multi-modal (pedestrian, cycling, transit and vehicular) access between the site and the public street(s),
- b) attractive, safe and usable pedestrian and cycle connections between the site and adjacent communities,
- c) an enhanced interconnected pedestrian environment that links individual uses on the site, transit stops and continuous public sidewalks on the adjoining streets, and which is generally distinct from internal vehicle routes,
- d) measures of sufficient size and quality to relieve the visual impact of surface parking areas,
- e) the provision of adequate landscaped areas, particularly trees, along the perimeter of the site and street frontages,
- f) the provision of coordinated signage, and
- g) over time, a development that is oriented to the Mainstreet.

Policy 12 of Section 3.6.3 states that on Arterial Mainstreets, 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:

- a) within 400 metres walking distance of a Rapid Transit Station on Schedule D of this Plan; or
- b) directly abutting an intersection of the Mainstreet with another Mainstreet or a Transit Priority Corridor on Schedule D of this Plan; or
- c) directly abutting a Major Urban Facility

Section 4.11 – Urban Design and Compatibility

Policy 14 states that High-Rise buildings are a form of high-density development that can contribute to intensification, housing and employment opportunities and provide new view, skyline and landmark possibilities. High-Rise buildings should be designed to achieve the objectives of this Plan and avoid or reduce impacts or disruptions associated with:

- a. pedestrian comfort, safety and usability resulting from changes to wind and shadow patterns in outdoor amenities and adjacent public and private spaces surrounding the building;
- b. public views, including view planes and view-sheds referred to in Policy 3 above;
- c. proximity to heritage districts or buildings;
- d. reduced privacy for existing building occupants on the same lot or on adjacent lots.

Polity 15 of Section 4.11 states that generally, High-Rise buildings, which consist of three integrated parts, a base, a middle and a top, can achieve many of the urban design objectives and address the impacts described above in the following ways;

- a. The base of a high-rise building should respect the scale, proportion, and character of the surrounding buildings, adjacent streets, parks, and public or private open spaces and animate such spaces.
- b. The tower, which typically includes a middle and a top, should step back from the base where possible. The tower design can reduce the building impacts identified

above by incorporating an appropriate separation from existing or future adjacent towers located on the same lot or on an adjacent lot. The responsibility for providing an appropriate tower separation shall generally be shared between owners of abutting properties where high-rise buildings are permitted. A separation distance of 23 metres has been the City's general guidance but actual separation requirements may vary in different parts of the City depending on the context.

- c. Floor plates may also vary depending on the uses and the context. Generally, towers with a larger floor plates may require a greater separation from adjacent towers.

Other applicable policies and guidelines

Urban Design Guidelines for High-Rise Buildings

Guideline 2.1

Recommends enhancing and creating the overall pedestrian experience in the immediate surrounding public spaces.

Guideline 2.2

Recommends enhancing and creating the image of a community and a city.

Guidelines 2.13, 2.14, 2.20, 2.21 and 2.23

Recommend designing the lower portion of the buildings to support human-scaled streetscapes, open spaces and quality pedestrian environments.

Guideline 2.25

Recommends creating sufficient separation between towers.

Guideline 3.12

Recommends locating active uses along the street façade.

Guideline 3.1c

Recommends introducing landscaping and/or residential patios between the sidewalk and the building face on a street with residential character.

Guideline 3.5

Recommends providing public spaces that provide direct visual and physical connections to the surrounding public streets, pathways, parks, and open spaces; support the proposed high-rise development particularly at grade functions; allow for year-round public use and access; and maximize safety, comfort and amenities for pedestrians.

Urban Design Review Panel

The property is not within a Design Priority Area (DPA). Even though the property is not within a DPA, the proponent agreed to submit its proposal for formal review by the Panel. This, given that the subject site is adjacent to Highway 417, which is designated a Scenic Entry Route, and the proposed building heights will have a notable impact on city's skyline. The Formal Review took place on May 7, 2021. The Panel's recommendations can be found in Document 8.

Among other things, the Panel recommended further view studies and the request for a collaborative design review session to address the current challenges with the proposal.

As a result, staff recommend that during the phased Site Plan Control stages that tall building focused design review sessions are undertaken. These have typically consisted with one or two representatives from the City's Urban Design Review Panel and two external architects. These sessions will be focused on the architectural design of the buildings, as individual buildings and as an overall development, as well as the views of the building and impact to the city's skyline and the public realm that is created at ground level. The applicant has agreed to participate in this process and this forms part of the site specific policies for the proposal.

Planning rationale

Official Plan

The Official Plan directs high-rise buildings to the nodes and corridors where intensification is expected and encouraged, including some locations along the Arterial Mainstreets.

Section 2.2.2 – Managing Intensification Within the Urban Area

Policy 10 states that 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. Although the site is not located within 400 metres walking distance from a Rapid Transit Station, it is located within 400 metres of Transit Priority

Corridor. It is also located within 800 metres walking distance from retail, restaurants, services, schools, parks, and employment and as such, provides an excellent opportunity for intensification.

Although there is no secondary plan for the area, the applicant has submitted an Official Plan amendment so that a policy framework can be evaluated for the site and has prepared a Conceptual Framework Plan (Documents 5 and 6) that suggest in a general way, the distribution of land use for the immediate area. This plan also shows that proper distance would be provided from the subject site to the abutting properties to the east, south and north.

There are presently no planned low-rise residential areas from which suitable transition would need to be respected. The Conceptual Framework Plan demonstrate that proper distance would be provided within the subject site to ensure suitable transition all around.

Policy 22 states that intensification that is compatible with the surrounding context will also be supported on brownfield sites, parking lots, and sites that are no longer viable for the purpose for which they were originally used or intended. The subject site contains an abandoned milk factory and a large parking lot that has been sitting vacant for years.

Section 2.5.1 – Designing Ottawa

The proposed development will contribute to creating a new community in an underdeveloped brownfields site. It will define quality public and private spaces by providing a conveniently located park and connectivity between Clyde Avenue and Churchill Avenue through a publicly accessible private street and recreational corridor. There is also a pedestrian pathway proposed along the Queensway side of the property to provide interconnectivity amongst the people living in the development and for visitors. The proposed development will introduce a variety of unit types to be contained within high, medium low-density built forms.

Section 3.6.3 – Mainstreets

The subject site is already zoned Arterial Mainstreet and therefore designated the same in the Official Plan. This planned function envisions the proposed development. Although it is acknowledged that the AM zoning was put in place to allow consolidation with the properties to the north along Carling Avenue, the proposed Conceptual Framework Plan for the area and proposed site plan (Documents 5, 6, and Part C, the

Appendix of the Official Plan Amendment) demonstrate that future development to the north and the proposed development can be planned and approved to meet the below characteristics:

- a) multi-modal (pedestrian, cycling, transit and vehicular) access between the site and the public street(s),
- b) attractive, safe and usable pedestrian and cycle connections between the site and adjacent communities,
- c) an enhanced interconnected pedestrian environment that links individual uses on the site, transit stops and continuous public sidewalks on the adjoining streets, and which is generally distinct from internal vehicle routes,
- d) Landscaping measures of sufficient size and quality to relieve the visual impact of surface parking areas,
- e) the provision of adequate landscaped areas, particularly trees, along the perimeter of the site and street frontages,
- f) the provision of coordinated signage, and
- g) over time, a development that is easily accessed to the Mainstreet.

Section 4.11 – Urban Design and Compatibility

Policy 14 states that High-Rise Buildings are a form of high-density development that can contribute to intensification, housing and employment opportunities and provide new view, skyline and landmark possibilities. The proposed High-Rise buildings will substantially contribute to intensification and housing opportunity and will enhance the skyline without disturbing existing residents, as there are no residential uses in proximity.

Policy 15 of Section 4.11 states that the base of a high-rise building should respect the scale, proportion, and character of the surrounding buildings, adjacent streets, parks, and public or private open spaces and animate such spaces. It also states that the tower design can reduce building impacts by incorporating an appropriate separation from existing or future adjacent towers located on the same lot or on an adjacent lot. It recommends a minimum separation distance of 23 metres to be shared between owners of abutting properties, which distance may be increased for towers with large floorplates. As described in Part 2 of the Official Plan Amendment, all towers of the proposed development will feature a podium and as provided for by the proposed zoning will be at the least 23 metres apart. Buildings A, B, and F will have a floorplate of approximately 865 square metres. Building A and B will be adjacent but at the closest, 28 metres apart. Both buildings will not be perfectly parallel, and the tower separation will increase towards the south. Building F is proposed to be located 11.5 metres from the interior lot line but will have its narrower façade towards the adjacent property.

Urban Design Guidelines for High-Rise Buildings

The proposed development will establish a new pattern. It will provide a variety in the form and architecture of the buildings, together with the public realm elements. The podiums and mid-rise buildings will support human-scale spaces and pedestrian-friendly environments. The townhouse units and lobbies will front the street through the site, and active uses such as fitness facilities and commercial space will face onto the park. The generous separation between the towers will allow for adequate light, direct sun, views and privacy for residents and people enjoying the public realm.

Maximum Building Height

The proposed 123 metres building height, although higher than what is normally envisioned for Arterial Mainstreets, satisfies the Council approved policies and guidelines to allow greater heights and will be located away from Carling Avenue, next to Highway 417. The proposed high-rise buildings, ranging from 22 to 39 storeys, will

enhance the skyline without impacting adjacent low rise residential use, as there are none in proximity.

Gross Floor Area

Given the proposed development will be phased, with the location of the buildings possibly shifting and evolving through the tall buildings design review process, staff recommends using a maximum gross floor area rather than a zoning schedule to allow for flexibility in the design over time but also placing a cap on the allowable development area.

Front and rear yard setbacks

Staff do not have any concerns with the proposed zero-metre front and rear yard setbacks on a small portion of the front and rear lot lines given this pattern already exists along Clyde Avenue, more specifically at the large format retail site to the north, and the highway overpass just south. This also helps bring animation to the street and is meant again to allow flexibility in the design. The existing sidewalks are already two metres in width along the east side of Clyde Avenue, and should the City see a need to increase the public realm along Clyde, adjustments will be requested at site plan approval stage or obtained through a pedestrian easement if need be.

Projection

Staff do not have issues with the balcony projection up to 0.5 metres of the front property line as this relief will only be permitted starting from the seventh floor.

Interior side yard setback

The interior side yard setback is being increased to six metres given that the interior lot lines are not perpendicular to the Arterial Mainstreet as they usually are. This is to minimise potential impact on future development to the north.

Tower separation

The 28-metre tower separation is meant to reduce the impact between towers with larger footprints (800+ square metres).

Section 37 Agreement

Pursuant to Section 37 of the *Planning Act*, 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 per the *Planning Act*. The project must represent good land use planning.

The proposed development seeks an increase in gross floor area of 82,723.44 square metres, and an increase in height from 30 metres (9 storeys) to 123 metres (39 storeys). The proposed Gross Floor Area is more than 25 per cent of the permitted as of right. As such, the owner is required to provide a Section 37 contribution.

As set out in the Council-approved Section 37 Guidelines, the Ward Councillor, in consultation with the local community, will identify potential benefits to be considered for inclusion in a Section 37 By-law and Agreement. Council will then give approval to the contributions and associated community benefits being secured as part of the approval of the zoning changes for increased density and height.

In accordance with the Council-approved guidelines, the combined benefits to be secured and provided through a Section 37 Agreement are:

- A cash contribution of \$100,000.00 towards traffic calming measures in the areas surrounding the proposed development, in Ward 15.
- In addition, the following non-cash contributions will also be provided as part of the Section 37 Agreement and secured through the site Plan Control Agreement:

The provision of 10 per cent of the total units affordable to the thirtieth income percentile throughout the entire project for a 20-year term. The units are to be spread throughout several of the towers, having at least some affordable units in the first phase of development to the satisfaction of the General Manager of Planning, Infrastructure and Economic Development. A minimum of 15 per cent of the units must be two or three bedrooms, a minimum of 60 per cent must be one-bedrooms, and a maximum of 25 per cent can be bachelors.

The details of the Section 37 contributions are also contained within the Zoning By-law Amendment (see Document 3). These community benefits will be secured through the Section 37 Agreement, the financial payment shall be provided prior to the issuance of the first building permit and affordable housing shall be required through the Site Plan Control process. Details on final Section 37 contribution 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.

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

Councillor Leiper provided the following:

“A significant amount of affordable housing needs to be provided as part of the development. Measures must be put in place to address traffic in the immediately surrounding neighbourhoods to discourage infiltration and slow the speed of what infiltration there is.”

LEGAL IMPLICATIONS

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

RISK MANAGEMENT IMPLICATIONS

No risks have been identified for now.

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications associated with this report.

FINANCIAL IMPLICATIONS

In accordance with the Council-approved guidelines, the combined benefits to be secured and provided through the proposed Section 37 Agreement are:

- A cash contribution of \$100,000 towards traffic calming measures in the areas surrounding the proposed development, in Ward 15. The contribution 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. Payment shall be provided prior to the issuance of the first building permit.
- A non-cash contribution of affordable housing as outlined in the report and Document 3, to be secured through the site Plan Control Agreement.

ACCESSIBILITY IMPACTS

No accessibility barriers are anticipated. Proper accessibility will be ensured through Site Plan Control Approval and Building Code review.

ENVIRONMENTAL IMPLICATIONS

Environmental implications will be assessed through the Site Plan Control Approval process.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification
- Thriving Communities: Promote safety, culture, social and physical well-being for our residents.

APPLICATION PROCESS TIMELINE STATUS

This application (D01-01-20-0022 and D02-02-20-0122) was processed by the "On Time Decision Date" established for the processing of Official Plan amendment and Zoning By-law amendment applications.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Official Plan Amendment

Document 3 Details of Recommended Zoning

Document 4 Consultation Details

Document 5 Conceptual Framework Plan 1

Document 6 Conceptual Framework Plan 2

Document 7 Rendering

Document 8 Urban Design Review Panel Recommendations

CONCLUSION

Staff are of the opinion that the proposed development, provides a design approach that achieves a desired built form for the redevelopment of an old brownfields site and of the area. The proposed development will also contribute to ensure a full range and choice of housing types in proximity to employment, retail, service, institutional uses, and transit.

DISPOSITION

Committee and Council 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, Program Manager, Tax Billing and Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.

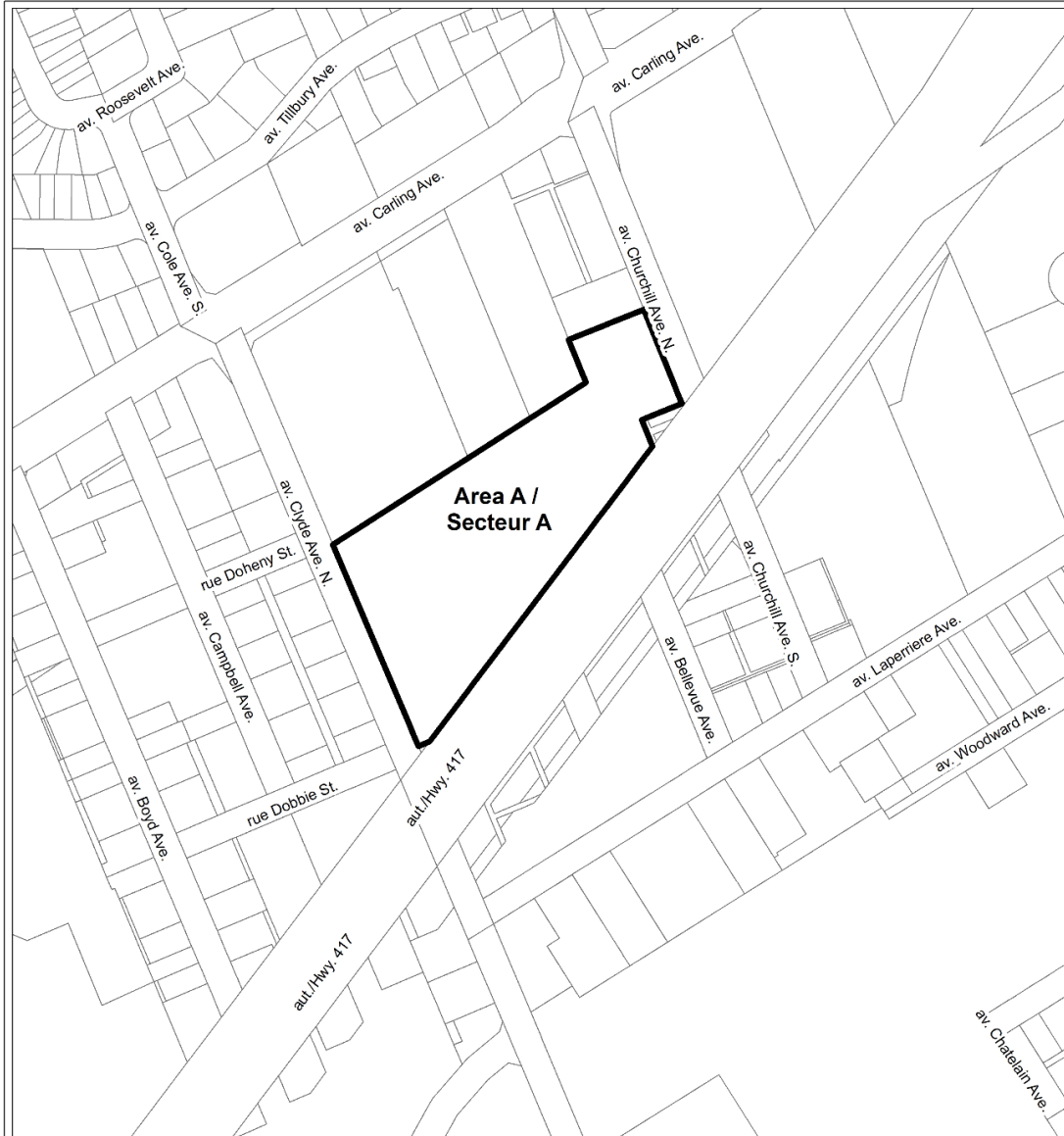
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.



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.



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE 861 AVENUE CLYDE AVENUE	
D02-02-20-0122	21-1093-Y		
I:\CO\2020\Zoning\Clyde_861_zkp			
<small>©Parcel data is owned by Teranet Enterprises Inc. and its suppliers. All rights reserved. May not be produced without permission. THIS IS NOT A PLAN OF SURVEY.</small>			
<small>©Les données de parcelles appartient à Teranet Enterprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CECI N'EST PAS UN PLAN D'ARPENTAGE</small>			
REVISION / RÉVISION - 2021 / 09 / 09		Area A to be rezoned from AM H(30) to AM[XXXX] Secteur A devant être rezoné de AM H(30) à AM[XXXX]	
			

Document 2 – Official Plan Amendment

**Official Plan Amendment XX to the
Official Plan for the
City of Ottawa**

INDEX

THE STATEMENT OF COMPONENTS

PART A – THE PREAMBLE introduces the actual amendment but does not constitute part of Amendment No. XX to the Official Plan for the City of Ottawa.

PART B – THE AMENDMENT constitutes Amendment XX to the Official Plan for the City of Ottawa.

PART A – THE PREAMBLE

Purpose

Location

Basis

PART B – THE AMENDMENT

Introduction

Details of the Amendment

Implementation and Interpretation

PART C - APPENDIX

PART A – THE PREAMBLE

Purpose

Site-specific exemption to allow increased height (from 30 metres to 123 metres) within 400 metres of an Arterial Road or a Transit Priority Corridor.

Location

861 Clyde Avenue.

Basis

The proposed development will feature seven residential buildings ranging in height from nine to 39 storeys resting on two-storey podiums and linked by six-storey buildings, and grade-related townhouse units oriented to a private street.

Rationale

The proposed 123 metres building height, although higher than what is normally envisioned for Arterial Mainstreets, will be located away from Carling Avenue, next to Highway 417, which is identified as a Scenic Entry Route in the Official Plan.

Although the subject site does not immediately front onto an Arterial Road and Transit Priority Corridor, it does have the characteristics of being within a 400-metre distance. It is also currently zoned Arterial Mainstreet, which has a planned function of intense development. Each phase of development will also be required, prior to Site Plan Approval, to be subject to a focused tall building design review session with the City's Urban Design Review Panel.

Although there is no secondary plan for the area, the applicant has prepared a Conceptual Framework Plan that suggest the distribution of land use for the immediate area and there is an Official Plan Amendment to help guide development of the site.

PART B – THE AMENDMENT

1. Introduction

All of this part of this document entitled Part B – The Amendment consisting of the following text constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

2. Details

The following changes are hereby made to the Official Plan for the City of Ottawa:

Add a Site-Specific Exception to Section 3.6.3. Mainstreets as follows:

Notwithstanding Policy 15 in Section 2.2.2 - Managing Intensification Within the Urban Area, on the lands municipally known as 861 Clyde Avenue, up to six High-rise buildings will be permitted within 400 metres of a Transit Priority Corridor on Schedule D of this Plan. One of each of the six high-rise buildings may have a maximum height of:

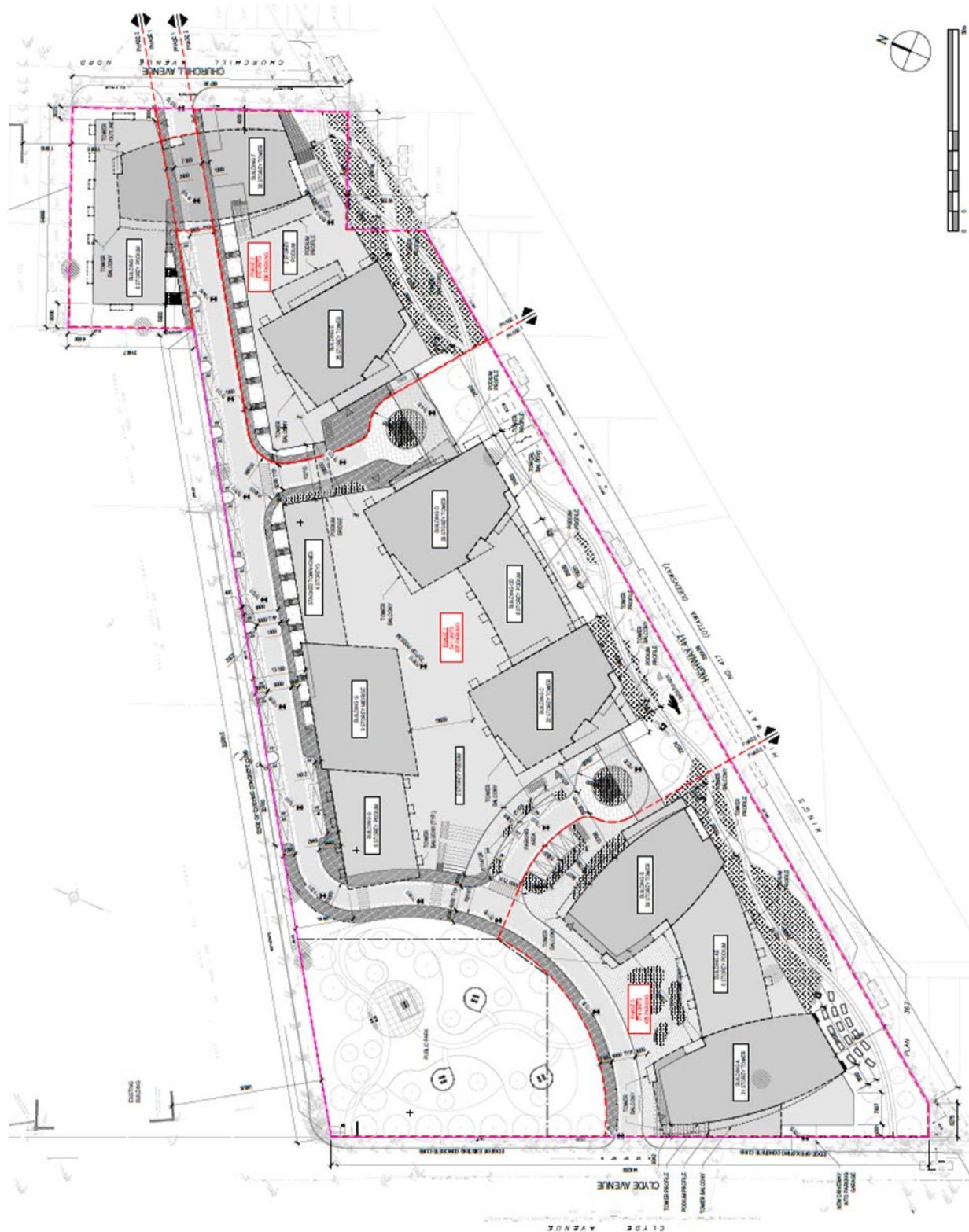
- 39 storeys;
- 36 storeys;
- 31 storeys;
- 29 storeys;
- 25 storeys; and
- 22 storeys.

The High-rise buildings must take a podium and point tower form. Each phase of development is required, prior to Site Plan Approval, to be subject to a focused design tall buildings review session with the City's Urban Design Review Panel.

3. Implementation and interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

PART C – APPENDIX



Document 3 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 861 Clyde Avenue:

1. To rezone the lands shown in Document 1 from AM H(30) to AM[XXXX]
2. Add a new exception, [XXXX], to Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - a) Add to Column II the text AM[XXXX]
 - b) In Column III, Additional permitted uses, the text “Apartment dwelling, high rise”
 - c) Add to Column V, Provisions, the text:
 - maximum gross floor area: 177,000 square metres;
 - minimum front yard setback: 3 metres;
 - minimum front yard setback (from Churchill Avenue North) for a maximum width of 22 metres: 0 metre;
 - a balcony may project into a required front yard up to 0.5 metres from the front lot line above the sixth storey;
 - minimum rear yard setback: 3 metres;
 - minimum rear yard setback (from Clyde Avenue North) for a maximum width of 22 metres: 0 metre;
 - a balcony may project into a required rear yard up to 0.5 metres from the front lot line above the sixth storey;
 - minimum interior side yard setback: six metres;
 - for the purpose of the below provisions a tower is defined as the portion of the building above the podium;
 - for the purpose of the below provisions a floorplate is defined as the total area of a tower floor measured from the exterior of the outside walls and includes the total floor area occupied by balconies.

- minimum tower separation for a floorplate up to 799 square metres: 23 metres;
 - minimum tower separation for a tower with a floorplate greater than 800 square metres: 28 metres;
 - maximum tower floorplate: 865 square metres;
 - maximum number of towers above 30 metres: 6;
 - maximum height for one tower including the podium: 39 storeys 123 metres;
 - maximum height for one tower including the podium: 36 storeys 113 metres;
 - maximum height for one tower including the podium: 31 storeys 99 metres;
 - maximum height for one tower including the podium: 29 storeys 93 metres;
 - maximum height for one tower including the podium: 25 storeys 80 metres;
 - maximum height for one tower including the podium: 22 storeys 71 metres;
 - maximum height for situations not described above: 30 metres;
 - separation distances and maximum floorplates are only to be applied where towers including a podium exceed nine storeys;
 - no two towers over six storeys including the podium may have the same number of stories and same heights.
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*, height and density of development permitted in this by-law are permitted subject 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 (XX) of Part 19 hereof, to the City at the owner's sole expense and in accordance with and subject to the agreement referred to in b. below of this by-law.
 - 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 (XX) 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.
6. The following will be added as Section (XX) of Part 19 of the Zoning By-law, will be titled 861 Clyde Avenue and will set out the facilities, services and matters that must be provided as per Section 37 of the *Planning Act*:

861 Clyde Avenue

The City shall require that the owner of the lands at 861 Clyde Avenue 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, to secure the public benefits noted below, and which will comprise a combination of public benefits including monies that would be paid to the City to be used for defined capital projects and facilities/works to be undertaken by the owner with the total value of the benefits to be secured to the City being 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 benefits to be secured are:

- A cash contribution of \$100,000.00 towards traffic calming measures in the areas surrounding the proposed development, in Ward 15.
- In addition, the following non-cash contributions will also be provided as part of the Section 37 Agreement and secured through the site Plan Control Agreement:

The provision of 10 per cent of the total units affordable to the 30th income percentile throughout the entire project for a 20-year term. The units are to be spread throughout several of the towers, having at least some affordable units in the first phase of development.to the satisfaction of the General Manager of Planning, Infrastructure and Economic Development. A

minimum of 15 per cent of the units must be two or three bedrooms, a minimum of 60 per cent must be one-bedrooms, and a maximum of 25 per cent can be bachelors.

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 first phase of the proposed development.

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. Although the applications were submitted in December 2020, a public information session was held ahead of time in November 2020.

Public Comments and Responses

Comment:

Great to build high rises here as it won't affect sunlight access of other residents, since there is only Canadian tire. But why such boring buildings? Why not demand a WOW factor from the developer?

Response

The applicant has redesigned their buildings to have varying heights and as part of the development process, each high-rise will be subject to a focused tall buildings design review panel.

Comment:

It appears that the building in the north east corner of the property is right at the property line. This project will take several years to complete and hence will have potential long-term impact. What measures will be taken to ensure that access on Churchill is kept clear and to prevent dust and damage to abutting properties?

Response:

Through the Site Plan Control process, the applicant will be required to prepare and submit to the City for approval, a constructability plan. As well, should there be blasting, the applicant will also be required to undertake a pre and post blasting survey and be responsible for any damage caused to surrounding properties.

Comment:

Will this development be accessible to both residents and visitors? Concern needs to be made of the increased volume of both pedestrian and vehicular traffic.

Response:

Yes, the development will be accessible to both residents and visitors. Transportation staff will ensure proper measures are implemented to ensure safety and as part of the proposal there is a private drive for vehicle access and a pedestrian pathway for people using alternative forms of transportation to move around the site.

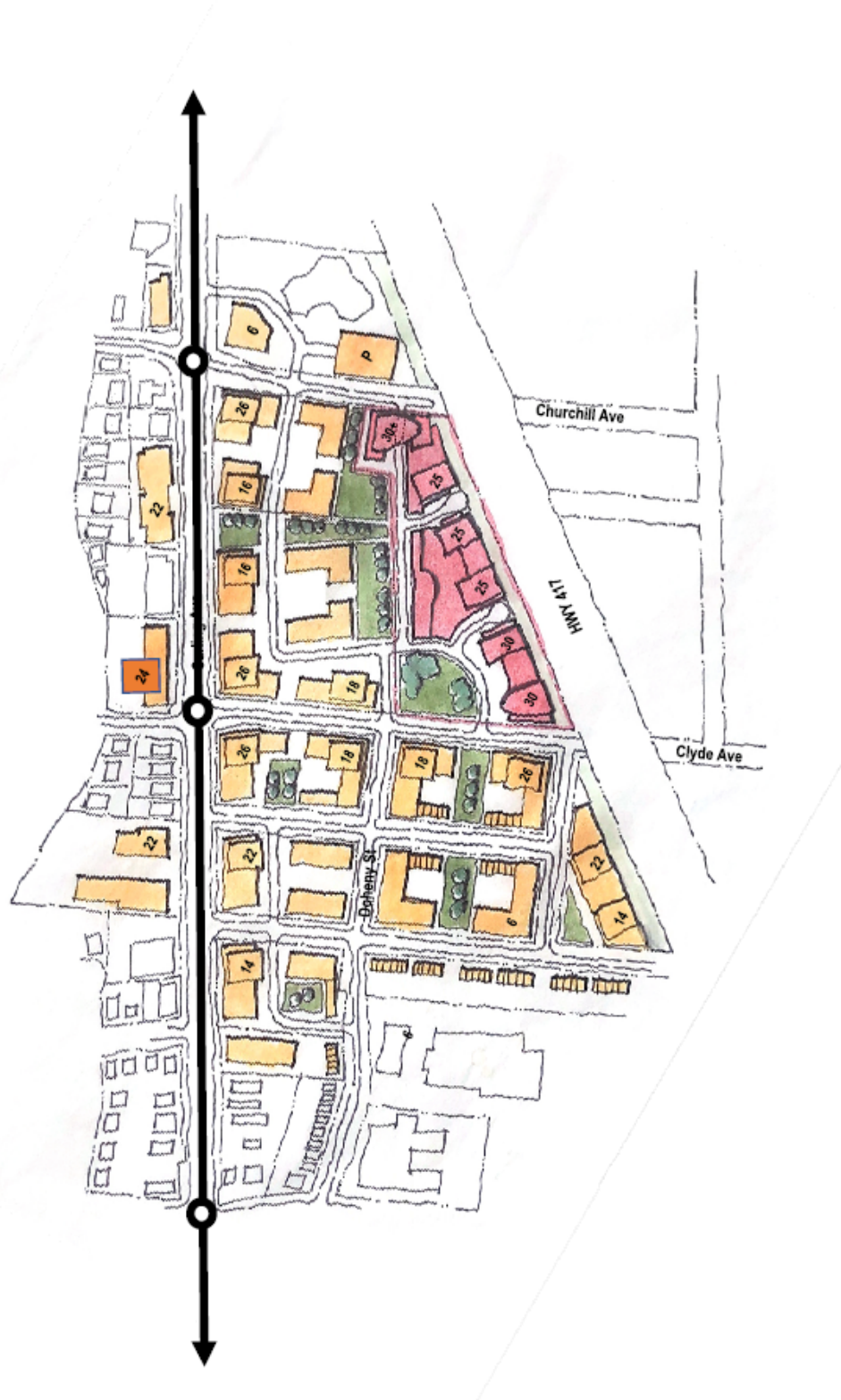
Comment:

Great thing for the area and great for the small businesses in the area.

Response:

The proposed development will provide intensification in accordance with the policies established by City Council and result in the reuse of an old factory site.

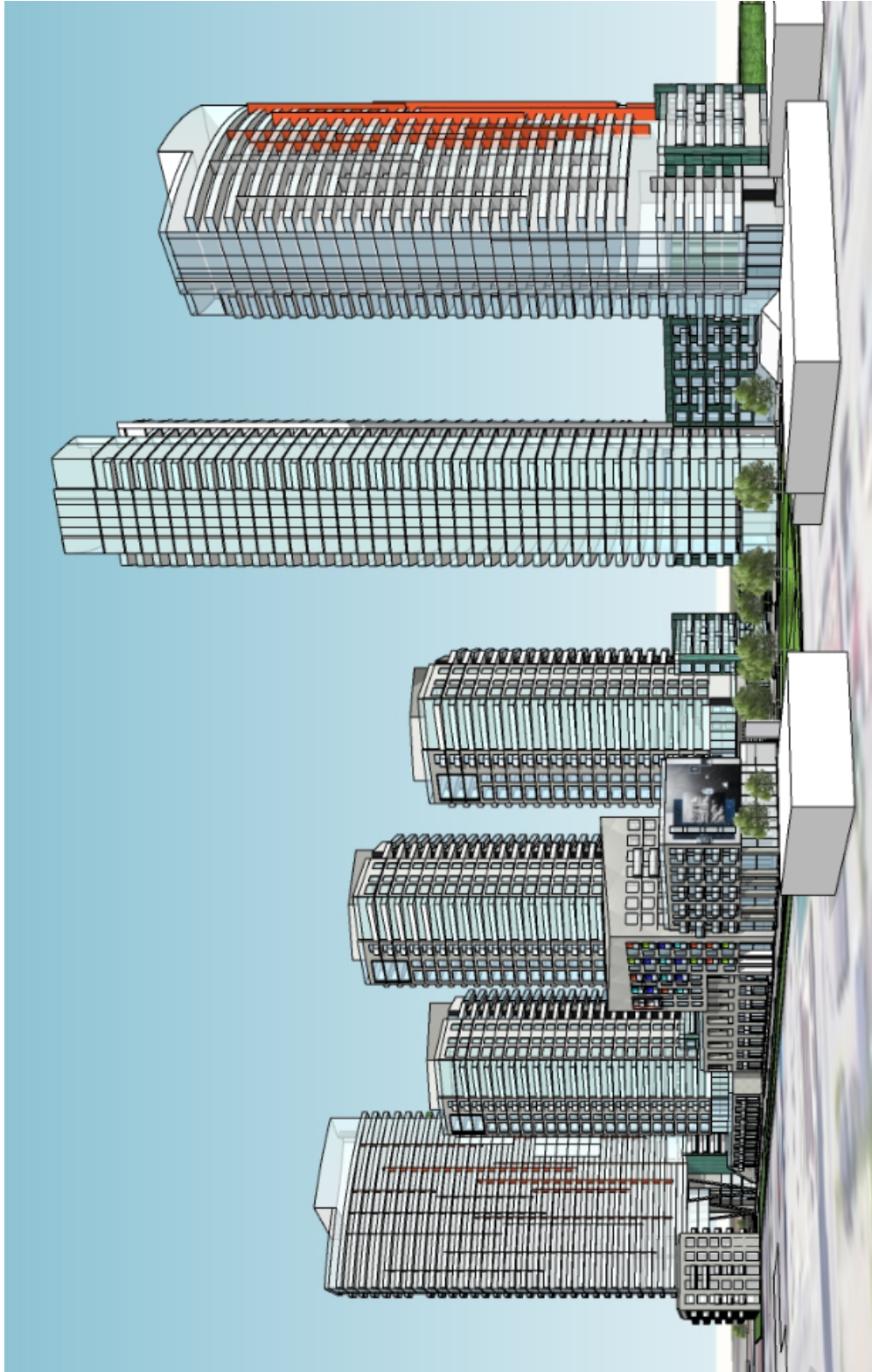
Document 5 – Conceptual Framework Plan 1



Document 6 – Conceptual Framework Plan 2



Document 7 – Rendering



Document 8 – Urban Design Review Panel Recommendations

Summary

- The Panel thanked the proponent for their presentation; this is an exciting project with lots of opportunities and the Panel is supportive of this initiative. However, the project would benefit from further studies and a collaborative focus design review session to understand the thought process and generate several concepts that would address the current challenges and concerns.
- The Panel has significant concerns including the location of the neighbourhood park, shadowing impacts, the proposed agora and open space on the podium, issues of noise and air pollution due to proximity to Highway 417, and views and relationship to the Highway.
- The Panel provided comments on the overall site plan and surrounding context, the public realm, and tower disposition.

Context

- The Panel appreciates the contextual analysis presented. As the proposal continues to move forward, developing a context plan would be helpful to understand how the development fits in the neighbourhood.
 - Study how the buildings integrate with the Carling Avenue streetscape and how Clyde Avenue and other streets can be upgraded and linked to create a positive urban environment.
 - Think big picture and consider how the development will evolve as a mixed-use area and where residential and employment areas will go.
- The lack of specific policy guidelines for this area creates some challenges moving forward. The proposal will be a landmark project and potentially set a precedent for more intense development in the area.
 - The proponent should consider whether the development is compatible with the City's growth management plan in an area where the proposed density is not anticipated.

Site Plan

- The disposition of the towers creates a site condition that feels very dense in relation to the existing context. The Panel would appreciate seeing alternate plans that illustrate potential road networks, parks and open spaces, and different tower locations and tower separation.
- Consider how the site connects to the surrounding street network. Introducing some public streets would be beneficial and add continuity.
 - Create three points of access instead of two.
 - Consider connecting the North and South spurs with a street running East-West instead of making them cul-de-sacs.

Public Realm

- The Panel recommends undertaking a sun/shadow study with the future planned context of the area, to study the shadow effects of the massing and specifically to determine the number of hours of sun on the park.
- Towers A and B do not allow enough sunlight into the neighbourhood park. Increase the separation of the two central towers to open the aperture between them and relocate the neighbourhood park to the centre of the site. This will ensure sunlight in the park especially mid-day in the shoulder seasons.
- The Panel appreciates the linear park as an idea to create a usable and exciting space along the Highway and the possibility of setting a precedent, but there are some concerns that the proximity to the Highway would not create a good environment.
 - Study how the landscape elements fit in.
 - Consider consolidating all the park's social elements into one large amenity space.
 - Consider shifting the park to make it more of a landmark and public space.
 - Further studies of noise mitigation measures are needed given that there are reservations regarding the effectiveness of the sound barrier.

- The Panel has some reservations regarding the accessibility of the suspended garden and agora; the ramps and elevators provided are not enough. Further studies are required to create a more inviting public realm.

Tower Placement

- The Panel believes the proposed floor plate size is too large for a 30 Storey tower. A 900 square metres floor plate might be more appropriate for a building of 50 storeys or higher. The towers should adhere to the design guidelines for a 750 square metres floor plate.
 - The 15-metre tower separation distance between building C and G appears too tight. Tower separation should exceed the required 25-metre setback.
 - Further study the tower offset and tower orientation to minimize wind tunnel issues.
- The Panel notes the south elevations show a solid wall of buildings facing the Highway, which lacks porosity. The proponent should carefully study the density of towers to understand their visual impact on the Highway.
 - Liberty Village in Toronto, and developments along Highway 427, in North York, were mentioned as examples of tower configurations that have created a wall of buildings along highways that should not be replicated here. The proponent should consider meeting the guidelines for high-rise buildings to successfully create a built form composition that does not read as a solid wall along the 417, when viewed entering the City from the west.
 - There was a suggestion to break up the curvilinear podium for towers A and B to improve porosity.