

1. **Zoning By-law Amendment – 299 (291) Carling Avenue**
Modification du Règlement de zonage – 299 (291), avenue Carling

Committee recommendation

That Council approve an amendment to Zoning By-law 2008-250 for 299 Carling Avenue to permit an increase in the permitted heights for the subject lands, as detailed in Document 3.

Recommandation du Comité

Que le Conseil approuve une modification au Règlement de zonage 2008-250 visant le 299, avenue Carling, afin de permettre une augmentation des hauteurs autorisées sur le terrain en question, comme l'expose en détail le document 3.

Documentation/Documentation

1. Report from the Acting Director, Planning Services, Planning, Infrastructure and Economic Development Department, dated November 24, 2021 (ACS2021-PIE-PS-0136)

Rapport de la Directrice par intérim, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 24 novembre 2021 (ACS2021-PIE-PS-0136)
2. Extract of draft Minutes, Planning Committee, December 6, 2021

Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 6 décembre 2021

**Planning Committee
Report 54A
January 26, 2021**

2

**Comité de l'urbanisme
Rapport 54A
Le 26 janvier 2021**

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
6 December 2021 / 6 décembre 2021**

**and Council
et au Conseil
26 January 2022 / 26 janvier 2022**

**Submitted on 24 November 2021
Soumis le 24 novembre 2021**

**Submitted by
Soumis par:**

Lily Xu, MCIP, RPP

Acting Director / Directrice par intérim

Planning Services / Services de la planification

**Planning, Infrastructure and Economic Development Department / Direction
générale de la planification, des biens immobiliers et du développement
économique**

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Ward: CAPITAL (17) / CAPITALE (17)

File Number: ACS2021-PIE-PS-0136

SUBJECT: Zoning By-law Amendment – 299 (291) Carling Avenue

OBJET: Modification du Règlement de zonage – 299 (291), avenue Carling

REPORT RECOMMENDATIONS

1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 299 Carling Avenue to permit an increase in the permitted heights for the subject lands, as detailed in Document 3.
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 26, 2022," 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 299, avenue Carling, afin de permettre une augmentation des hauteurs autorisées sur le terrain en question, comme l'expose en détail le document 3.
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 26 janvier 2022», 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

This report recommends that Council approve the Zoning By-law amendment for 299 Carling Avenue. The zoning amendment will facilitate the future development of the subject lands in accordance with the site-specific zoning schedule that will allow buildings ranging in height from eight storeys to 20 storeys. The proposed zoning also

introduces a new land for a public park and a privately owned public space. Development cannot proceed on the subject site until such time as the holding provisions have been addressed that speak to funding for a new park, access, and affordable housing.

Applicable Policy

The subject lands are designated Arterial Mainstreet of the Official Plan (OP). The Arterial Mainstreet designation is intended to provide a mix of uses and have the potential to evolve into more compact and transit-friendly places, potentially through redevelopment. The OP provides direction for Arterial Mainstreets to accommodate additional height. High-rise buildings may be permitted subject to a zoning amendment and where the project, provides a community amenity, and adequate transition.

Public Consultation/Input

Prior to the formal submission of the application the Canada Lands Company conducted a number of public consultation sessions which included open houses and advisory committee meetings from November 2017 up to the December 2020 application submission. Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy. A public information session was held on April 7, 2021 via ZOOM that was organized by the Ward Councillor's Office. The majority of comments received raised concerns with the application (see Document 5), with three letters expressing support and/or request for future notification.

RÉSUMÉ

Le présent rapport recommande au Conseil d'approuver la modification du Règlement de zonage visant le 299, avenue Carling. Cette modification de zonage permettra l'aménagement du terrain conformément à l'annexe de zonage propre à l'emplacement. Les bâtiments pourront avoir une hauteur qui varie de huit à 20 étages. Le zonage proposé permet également d'utiliser un nouveau terrain réservé à la création d'un espace public appartenant à des intérêts privés. L'aménagement ne peut pas être réalisé sur l'emplacement avant que les dispositions d'aménagement différé aient été prises en compte en matière de financement d'un nouveau parc, d'accès et de logement abordable.

Politique applicable

Le terrain visé est désigné artère principale dans le Plan officiel. La désignation d'artère principale a pour objet d'autoriser une variété d'utilisations et permet d'évoluer vers des lieux plus regroupés et favorables au transport en commun. Le Plan officiel fournit des orientations pour que les artères principales puissent accueillir des hauteurs plus élevées. Les immeubles de grande hauteur peuvent donc être autorisés sous réserve d'une modification de zonage et si le projet propose une aire d'agrément communautaire et une transition adéquate.

Consultation et commentaires du public

Avant la présentation officielle de la demande, la Société immobilière du Canada a mené plusieurs séances de consultation publique, notamment des réunions portes ouvertes et des réunions de comité consultatif, de novembre 2017 à la présentation de la demande en décembre 2020. Un avis public a été donné et une consultation publique a eu lieu, conformément à la Politique d'avis et de consultation publique. Une séance d'information publique organisée par le bureau du conseiller du quartier a eu lieu le 7 avril 2021, sur ZOOM. La majorité des commentaires reçus ont fait état de préoccupations entourant la demande (voir document 5), et trois personnes ont écrit pour manifester leur soutien ou demander d'être avisées ultérieurement de l'avancement du dossier

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

299 (291) Carling Avenue

Owner

Canada Lands Company

Applicant

Anita Sott, Senior Planner, WSP

Architect

David McRobie, President, McRobie Architects and Interior Designers

Description of site and surroundings

The subject property is located on the north side of Carling Avenue and has an area of 13,354 square metres. The site has 87 metres of frontage along Carling Avenue, 196 metres of frontage along Lebreton Street South, and 94 metres of frontage along Bell Street. The site is currently vacant and used as a surface parking lot with 300 parking stalls. To the north of the site is a five-story apartment building. To the east of the site along Bell Street, a high-rise apartment and street townhomes can be found. To the west of the site is a Federal office complex which also includes a large open space along Carling Avenue.

Proposed Development

A demonstration plan (Document 7) has been prepared in support of the application demonstrates the development potential which would allow for apartment buildings ranging in height from 20 storeys along Carling Avenue, descending to 15 and eight storeys to the north. A new public park is proposed along Lebreton Street South along with a privately owned public space (POPS) along Bell Street. Future development applications will be in line with the proposed development concept and subject to future public consultation and design review.

Summary of requested Zoning By-law amendment proposal

The subject site is currently split zoned Mixed-Use Centre (MC) and Arterial Mainstreet subzone 10 (AM10). The recommended zoning details would create a uniform Arterial Mainstreet (AM) zoning for the site and introduce zoning provisions with respect to permitted and prohibited uses, minimum tower separation, and the location of parking. A new zoning schedule will regulate building setbacks, stepbacks, and maximum building heights. The amendment would create specific zoning designations on the site for future development and parks and open space. As well, a holding provision "h" is proposed to prohibit development until such time as an application for site plan control has been prepared to support development on the site in line with the proposed zoning. The holding provisions will also ensure the construction of a public park, easement for public access and affordable housing commitments.

DISCUSSION

Public consultation

A public consultation session was held on April 7, 2021 via ZOOM. The meeting was organized by the Ward Councillor's office with members of the public, the applicant and City staff in attendance. Concerns were raised with respect to height and transition, the location of the park, proposed uses and the rock out crop on site, as detailed in Document 5.

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

Official Plan

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

Other applicable policies and guidelines

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

Urban Design Review Panel

The property is within a Design Priority Area and 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 October 8, 2021.

The panel's recommendations from the formal review of the Zoning By-law amendment application are found on Document 6. The comments provided future direction on landscape, circulation and the alignment of buildings along Lebreton Street. The implementing zoning schedule has incorporated changes recommended along Lebreton

Street. As part of a future site plan control application, future consultation with the UDRP will be required which will build upon the recommendations of the panel and design guidelines to be prepared by the Canada Lands Company.

Planning rationale

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

Official Plan

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

Policy 3.6.1.1 outlines that the General Urban Area designation permits many types and densities of housing, employment, retail uses, service, industrial, cultural, leisure, greenspace. Building heights in the General Urban Area will continue to be predominantly Low-Rise (3.6.1.3). Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area. However, the plan notes that “new taller buildings may be considered for sites that front an Arterial Road which are within 800 metres walking distance of a Rapid Transit Station or a Transit Priority Corridor and within an area already characterized by taller buildings or sites zoned to permit taller buildings.

The subject lands are located along a Transit Priority Corridor and within an area that is characterized by both the planned function and existing taller buildings along the corridor and surrounding community.

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

to occur over time through the redevelopment of sites such as former automobile sales lots and vacant lots.

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

The proposed development adequately responds to the policy objectives of the OP and for Arterial Mainstreets. The subject lands are currently underutilized as a surface parking lot and their location along a Mainstreet that is in proximity to existing transit, planned higher-order transit and a new major urban facility.

Policy 3.6.5.12 provides specific direction for Arterial Mainstreets to accommodate additional height. The OP notes that unless a secondary plan states otherwise, building heights up to nine storeys may be permitted as of right but high-rise buildings may only be permitted subject to a Zoning By-law amendment and where the building will be located at one or more of the following nodes that are within walking distance to a Rapid Transit Station, abutting the intersection of mainstreets or abutting a Major Urban Facility. As well, in the review of such an application the development shall provide a community amenity and adequate transition is provided to adjacent low-rise.

The subject property is located along Carling Avenue which is identified as a planned light rail transit corridor on Schedule D. The subject site is also within proximity of a planned transit station and planned Major Urban Facility which addresses the locational criteria of Policy 3.6.5.12.

Transition has been evaluated using the Urban Design Guidelines for High-Rise Buildings along with an assessment of the existing lot fabric and land uses. The requirement for an adequate transition is in keeping with the Urban Design Guidelines for High-Rise Buildings and is being met through massing, building footprint, and setbacks to create an appropriate angular plane between the proposed buildings and the community to the north. To implement an appropriate transition, the proposed Zoning By-law amendment would capture the volume and mass through a site-specific schedule which places the tallest elements to the south of the site decreasing in height moving north. With respect to the provision of a community amenity, the proposed public realm improvements to be captured through the site plan control process will

include a Privately Owned Public Space (POPS) which integrates First Nation landforms on the site as well as additional landscape elements along Carling Avenue.

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

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

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

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

With respect to vehicular and bicycle parking the application is not proposing any amendments to the minimum required spaces. With respect to potential impacts from shadowing, the proposed development will have a minimal impact on the open space area of the adjacent property to the north given the reduction in heights moving north from 20 to eight storeys, minimum tower separation of 23 metres and floor plate size of 750 square metres. In addition to the above, the impact on adjacent amenity areas is expected to be minimal given the function of the rear yard in the abutting properties as surface parking.

New Official Plan

The subject site abuts a Mainstreet Corridor and is designated as an evolving neighbourhood within the Downtown Transect of the new Official Plan. The intent of the Downtown Transect speaks to maintaining and enhancing an urban pattern of built form, prioritizing walking, and cycling and locating the greatest densities within this transect. As well, within this transect to OP targets a minimum of 5 per cent of large household dwellings within mid and high-rise buildings which the implementing zoning requires.

Urban Design Guidelines

The project has responded appropriately with regarding the Design Guidelines for Arterial Mainstreets, High-Rise Buildings and Transit Oriented Development. With respect to Arterial Mainstreets, the proposed development is consistent with guidelines that speak to a continuous built edge along the street, a transition and scale and building setbacks to create a suitable pedestrian environment. Such elements along with additional architectural details and landscaping elements will be further refined through the Site Plan Control process. With respect to the Design Guidelines for High-Rise Buildings, the proposed development has addressed guidelines with respect to the minimum distance of tower separation, floor plate size and proper transition to low-rise neighbourhoods. Lastly, with respect to the Guidelines for Transit Oriented Development, the proposed zoning allows for a mix of uses within proximity to transit and with tower heights decreasing towards sensitive areas. Site specific design guidelines will be established by the Canada Lands Company to promote high quality urban and public realm design.

Zoning By-law Amendment

The recommended zoning details as shown on Document 3 establish a uniform zone for the subject land to ensure the orderly development of the site. The zoning details include provisions with respect to minimum tower separation, maximum tower floor plates, and commercial spaces at grade. The proposed zoning Schedule as shown on Document 4 regulates the maximum building heights and minimum building step backs from the various street frontages. The recommended zoning schedule also creates a transition in height downwards moving to the north. Within the recommended zoning details is the inclusion of a holding "h" provision which will not be lifted from the property until such time as an agreement is in place which satisfies requirements for public access, parkland funding, the conveyance of parkland and the provision of a minimum amount of affordable housing for a period of 25 years that includes a range of bedroom sizes. The proposed holding provision is considered an appropriate mechanism to ensure the commitments of the project are implemented through future development applications. The removal of the holding provision will require a future application to Planning Committee and Council that will demonstrate how the requirements have been satisfied prior to any development.

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 Menard provided the following comments:

"This application took years of planning and deliberation, which included a lot of meaningful engagement with residents and with our office. We did not get everything we wanted, but the applicant did adopt several important asks; perhaps most importantly, the applicant has ensured that future development here would be as well-positioned as possible to attract a grocery store by including some mandatory ground floor commercial through the zoning and agreeing to voice their support for such an eventual tenant.

The applicant adjusted the buildings to ensure new density with more modest height than originally proposed with efforts to ensure the site will feel human scaled. The amount of greenspace on this site is welcome; this includes two park spaces, one to be handed over to the city after it is developed, and the protection of a natural geological formation (rock outcrop). The development agreement with the city will guarantee the public access to all public realm space including the two parks. It will also formalize the applicant's commitment to affordable housing, which at 15% of all residential units goes beyond the applicant's internal policy, is also very welcome. I want to thank residents and CLC who worked to improve this development."

LEGAL IMPLICATIONS

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

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications associated with the recommendations of this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

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

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications associated with this report.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification
- Thriving Communities

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-21-0001) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications due to the additional time to address design and technical matters.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Zoning Key Plan

Document 3 Details of Recommended Zoning

Document 4 Proposed Zoning Schedule

Document 5 Consultation Details

Document 6 Urban Design Review Panel Recommendations

Document 7 Demonstration Plan

CONCLUSION

The proposed Zoning By-law amendment to create a uniform zoning regime for the subject lands that will guide future development is consistent with the Provincial Policy Statement, the City of Ottawa Official Plan and Council approved Design Guidelines. The site-specific amendments which include a holding provision "h" that requires commitments to public access, parkland, parkland funding and the provision of affordable housing prior to any development is considered appropriate and represents good land use planning.

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.

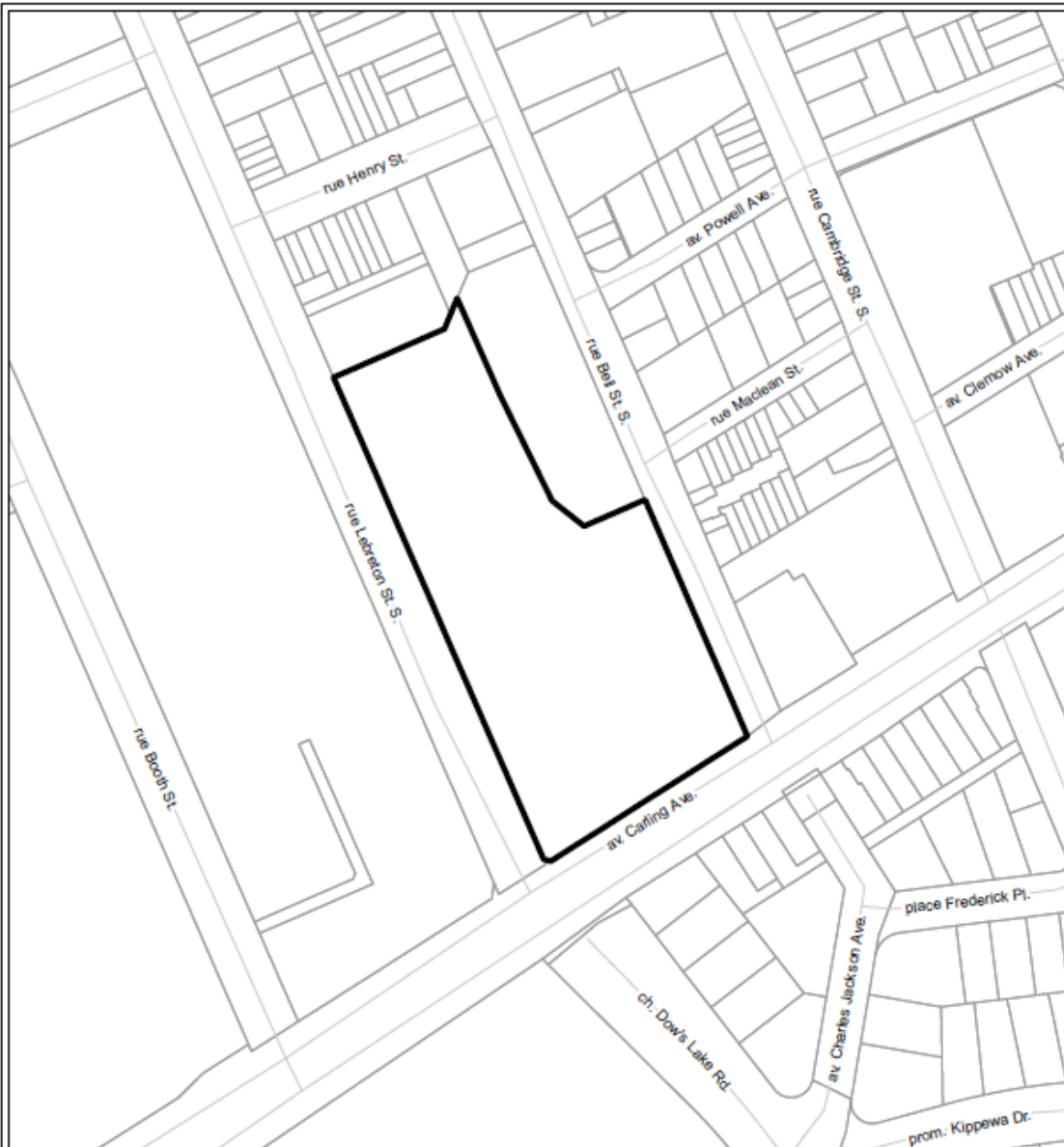
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.




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.

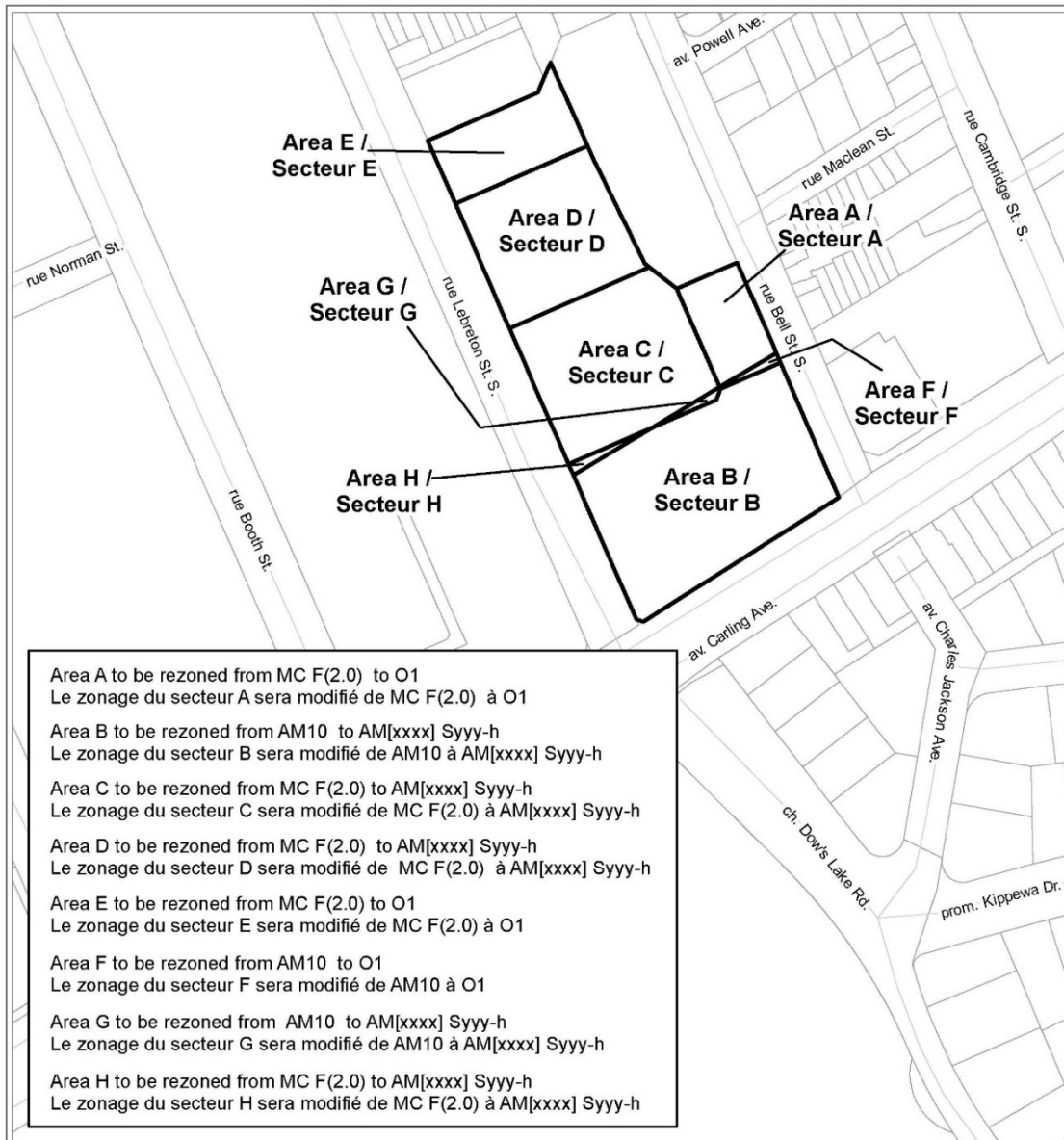
Document 1 – Location Map

For an interactive Zoning map of Ottawa visit geoOttawa



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-21-0001	21-0006-L		299 av. Carling Ave.
I:\CO\2021\Zoning\Carling_299			
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REVISION / RÉVISION - 2020 / 01 / 06		Entire map area is affected by the Mature Neighbourhoods Overlay (section 139) / Tout le secteur de la carte est touché par la Zone sous-jacente de quartiers établis (article 139)	
			

Document 2 – Zoning Key Plan



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-21-0001	21-1384-X		299 avenue Carling Avenue
I:\CO\2021\Zoning\Carling_299\...rezone			
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REVISION / RÉVISION - 2021 / 10 / 27		Entire map area is affected by the Mature Neighbourhoods Overlay (section 139) / Tout le secteur de la carte est touché par la Zone sous-jacente de quartiers établis (article 139)	

Document 3 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law 2008-250 for 299 (291) Carling Avenue:

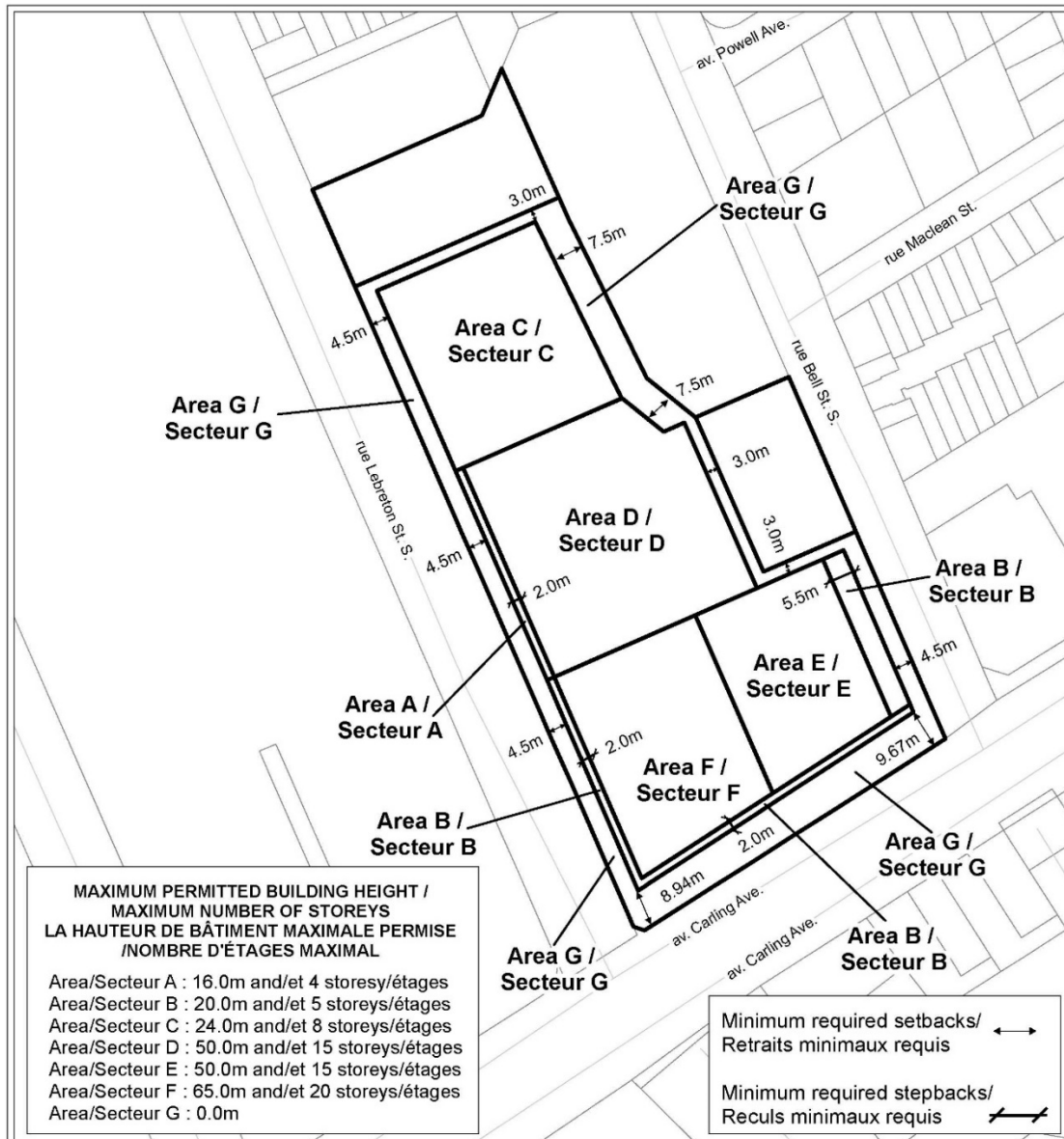
1. Rezone the lands shown in Document 1 from AM10 and MC F(2.0) to AM[XXXX] SYYY-h and O1.
2. Amend Part 17, by adding a new Schedule “YYY” as shown in Document 4.
3. Add a new exception, AM[XXXX] SYYY - h to Section 239, Urban Exceptions, with provisions similar in effect to the following:
 - a. In Column II, add the text, “AM[XXXX] SXXX-h” and O1
 - b. In Column III, add apartment dwelling-high-rise as an additional permitted use.
 - c. In Column IV, add:
 - amusement park, automobile dealership, automobile service station, car wash, drive-through facility, gas bar, payday loan establishment, and sports arena as prohibited uses.
 - d. In Column V, add the text:
 - Notwithstanding the definition of an automobile rental establishment, this use shall be limited to a depot for booking of rental motor vehicles but shall not include on-site storage of motor vehicles.
 - Notwithstanding the definition of a funeral home, this use shall not include a crematorium or a cemetery.
 - The lands are considered one lot for zoning purposes.
 - The front yard setback abutting Carling Avenue shall be 22.25 metres from the roadway centreline.
 - In Area B, on Schedule YYY an additional setback of 2 metres is required above 20 metres (5th storey) abutting Carling Avenue. In Area B on Schedule YYY, an additional setback of 2 metres is required above 20 metres (5th storey) abutting Lebreton Street South.

- In Area B on Schedule YYY, an additional setback of 5.5 metres is required above 20 metres (5th storey) abutting Bell Street South.
- The setback from any lot line abutting Lebreton Street South and Bell Street South shall be 4.5 metres.
- In Area A on Schedule YYY, an additional setback of 2 metres is required above 16 metres (4th storey) abutting LeBreton Street South.
- The setback from any lot line abutting an O1 Zone shall be a minimum of 3 metres.
- The setback from any lot line abutting a residential zone shall be a minimum of 7.5 metres, as shown in Area G of Schedule YYY.
- The setback from any newly created interior side lot line or rear lot line, as a result of new lot creation, shall be a minimum of 7.5 metres.
- For the portion of a building that is 10 or more storeys in height, the minimum distance separation between towers shall be 23 metres, measured from the exterior wall of the tower, including balconies. Where a portion of a building that is 10 or more storeys in height, abuts an interior lot line, the setback from the lot line to the portion of a building that is 10 or more storeys in heights shall be 11.5 metres. For the purposes of this provision, “tower” is defined as the main body of a high-rise building that extends upwards from the building base, or podium above 10 storeys.
- For non-residential and mixed-use buildings in Area B, E and F on Schedule YYY, a minimum of 50% of the ground floor shall be occupied with commercial uses.
- Maximum building heights are as per Schedule YYY.
- Tower floor plate maximum size – Maximum 750 m²
- A driveway providing access to a parking lot or to a parking garage must have a minimum width of 6 metres for a double traffic lane.
- Surface parking and/or a parking garage must not be located within a depth of 6 metres from the front wall of a building abutting a street when contained in a

commercial or mixed-use building that is located on the ground floor and abutting Carling Avenue, Lebreton Street South, and Bell Street South.

- Required and provided parking for any permitted use on the subject lands may be located anywhere on Areas A to G of Schedule YYY.
4. Removal of the h is conditional upon the following being secured through the Site Plan Control, Plan of Subdivision or a similar development agreement process:
- a) A commitment to public access easements for relevant parcels.
 - b) Conveyance of publicly owned parkland.
 - c) A minimum of \$650,000.00 commitment to the construction of a public park on the subject lands.
 - d) A minimum commitment to the provision of affordable housing on site of 15% of residential units for a minimum of 25 years;
 - a. Of the 15% affordable units, a maximum of 50% shall be one bedroom units, a minimum of 20% shall be two bedroom units, a maximum of 25% shall be bachelor units, and a minimum of 5% three or more bedrooms.

Document 4 – Proposed Zoning Schedule



		<p>This is Schedule ___ to Zoning By-law No. 2008-250 Annexe ___ au Règlement de zonage n° 2008-250</p> <p>This is Attachment ___ to By-law Number 2021-____, passed _____, 2021 Pièce jointe n° ___ du Règlement municipal n° 2021-____, adopté le ____, 2021</p>
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Document 5 – Consultation Details

Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. A public information session was held on April 7, 2021 via ZOOM software. The meeting was organized by the ward office with staff, the applicant and Councillor in attendance. Approximately 25 written submissions were received during the circulation of the application including comments from two community associations. The majority raised concerns with the application, with three letters expressing support and/or future notification.

Public Comments and Responses

1. Concerns were raised with respect to proposing a range of housing forms rather than only high-rise buildings.

Response:

The proposed concept plans introduce specific areas on the subject lands where high-rise and mid-rise towers are permitted, each with a maximum number of storeys. The proposed zoning does not explicitly permit only high-rise buildings.

2. Concerns were raised with respect to providing an appropriate transition to the surrounding community.

Response:

The proposed zoning schedule places the tallest tower at the south west corner of the site. The over project transitions lower in height to the west and to the north where heights decrease from 20 storeys, 15 storeys, and 8 storeys respectfully. It is staff's opinion that based on feedback from the public with CLC on tower heights that were originally proposed in the 25-30 storey range, the proposed reduced towers are consistent with planning policy direction.

3. Concerns were raised with respect to ensuring a range of compatible uses on the site, with the strong desire to attach a grocery store for the area within this project.

Response:

The proposed zoning does remove and restrict certain uses which are not considered compatible with the area; however, this approval does not specifically require a grocery store to be constructed. The proposed zoning permits such a use should a tenant be found through the construction and leasing stages of the future development.

4. Concerns were raised with respect to the site retaining the natural rock outcrop located on the site.

Response:

The existing rock outcrop has been identified as a cultural heritage feature based on consultation with the Algonquins of Ontario. The natural feature is not proposed to be removed or redeveloped. As part of the implementing zoning, the feature will be retained and zoned open space, which permits limited passive uses such as a park and community garden. The area will form a privately opened public space and be subject to additional design guidelines as developed and administered by the Canada Lands Corporation.

5. Concerns were raised with respect to the proposed heights for the site.

Response:

The proposed rezoning consolidates the subject property which is currently split zoned and has an inconsistent approach to height and appropriate transition over the site. The proposed zoning and implementing schedule which has been subject to numerous consultation sessions is consistent with the applicable policies and introduces an appropriate form for height transition and public open space.

6. Concerns were raised with respect to the location of the park proposed on site.

Response:

In consultation with Parks staff, the location of the park block was relocated from the southeast corner of the site, to the interior of the site along Lebreton Street. The revised location allowed for the creation of a more uniform park parcel that is not interrupted for programming due to the rock outcrop. The rock outcrop will also form part of the public open space environment as the site development but will be privately owned and maintained with public access.

Community Organization Comments and Responses

Dows Lake Residents' Association

The Dow's Lake Residents' Association is pleased to provide comments and feedback relating to the Zoning By-law Amendment Proposal Summary (the Proposal) pertaining to 299 Carling Avenue.

To our understanding, the parcel of land which is currently under consideration was previously owned by the Government of Canada and deemed Surplus Land. We strongly believe that surplus public lands should be developed in such a way that the development seeks to achieve goals which add benefit to society more broadly.

The Proposal seeks to "establish a uniform zoning designation over the site, whereas the site is currently split zoned." To our knowledge, the current site is zoned both Arterial Mainstreet (AM) and Mixed-Use Centre (MC). The Proposal is not explicit in what zoning designation it seeks to establish uniformly across the site. How can we support the Proposal or have a proper discussion when this critical information has been left out?

For this reason, we strongly feel that a new proposal should be prepared and redistributed to community stakeholders with the goal of establishing clarity around what the proponent is seeking and the implications thereof.

In speaking to some of the elements within the Proposal, the aspect of the property which fronts on Carling Avenue is currently zoned AM10 allowing for a maximum building height of 30 metres. The proposal puts forward building height that exceeds the current zoning. It is our position that this height is excessive and that it relates poorly to the width of Carling Avenue in consideration of the homes just across the road to the south. As such, we feel that the building massing will have a negative impact on many of our residents. The scenario we consider ideal would be to see respectful development on Carling Avenue that integrates with the residential elements that surround it and synergies with the parks and greenspaces that give character and identity to the area more generally.

It has been our experience, time and again, that proposals and approvals for new development in the area exceed the Zoning By-laws which are meant to create predictable built form and contribute to a vision in terms of the evolution of an area. The impact has been that an approval that exceeds zoning becomes a precedent for the

next approval that exceeds zoning, sometimes even more egregiously. In the absence of critical information in the form of what zoning the proponent is seeking to achieve uniformly across the site, there is uncertainty around what may actually occur. The Canada Lands

Company website states: "Upon approval of the Zoning By-law Amendment by City Council, Canada Lands and the Algonquins of Ontario will begin their marketing of the property by offering development block(s) for sale to the real estate market. Upon the sale of development blocks to private builders, they will be responsible for finalizing a design for the site and submitting site plan control applications to the City of Ottawa."

The MC zone allows for unspecified maximum building height and floor space index depending on building location on the site. If the proponent is seeking the MC zone for the entire site there will be less certainty around what may be built once the site, or blocks of it, are sold to the real estate market. Our experience has demonstrated to us that we cannot rely on zoning and proposals which we have collaborated on in good faith. Whatever the final proposal, we feel it is imperative that the language contained therein be explicit, ironclad, and unequivocal, leaving no room to argue for even more height and massing when the property or blocks are sold, regardless of how many times this occurs.

Below, you will find appended a list of names (in alphabetical order) and addresses of residents who have asked to be included in this letter. Their inclusion serves as a formal notice and should be treated as equal in measure such that it was their own submission for the purposes of providing comments on the Zoning By-law Amendment Proposal as the process moves forward.

Again, we thank you for the opportunity to provide feedback on this proposal. We look forward to your response and continued dialogue as partners in building a better community for the present and future.

Respectfully submitted on behalf of the Dow's Lake Residents' Association.

Glebe Annex Community Association

Thank-you for the opportunity for the Glebe Annex Community Association to provide feedback on this zoning application. There are many things that we see as positive in this application, including the provision of a public park and privately owned publicly accessible green space, a minimum 4.5-metre setback from all

streets, and the prohibition of many automobile-oriented uses for the site. We are also pleased with the goal to minimize surface parking. However, we note that there should be sufficient parking below ground for future residents, as well as to support the commercial components of the site to alleviate parking 'spillage' into the community from those using the site's amenities.

There are some amendments to the proposal that we would like to see, such as a maximum height of six stories for Area D. This would increase the likelihood of the building to be made from timber, and to be more affordable for the builder, and thus the homeowners.

We would also like to prohibit certain uses for the site. While we are pleased to see some uses removed, such as amusement park, gas bar and automobile dealership, there are other permitted uses which would increase noise and traffic in the neighbourhood without improving community amenities/services. This includes funeral homes and amusement centres, as well as bars and nightclubs, which would be better housed along Preston St., a Traditional Mainstreet, and a popular location for such businesses already.

The planning rationale indicates that Canada Lands Company's (CLC's) "site-specific Urban Design Guidelines and Architectural Controls will include requirements for future developments related to landscaping, stormwater management, energy efficiency, and sustainability which will need to be addressed at the time of future Site Plan Control applications." We are pleased to see this but would also like to ensure that other environmental features be mandated by CLC, such as full implementation of Ottawa's Bird-friendly Design Guidelines, to include aspects such as bird-friendly glass and light pollution controls.

CLC notes that, to meet the City's Urban Design Guidelines regarding connecting pedestrian walkways between adjacent properties, "walkway locations will be determined by future developers as part of Site Plan Control applications." Further to this, we would like to see CLC's site-specific guidelines to include emphasizing connections between 299 Carling Avenue and the Glebe Annex community, particularly along the easternmost boundary (Bell Street South), given the majority of Glebe Annex residents live east of the site. While we realize this may be challenging given the site elevation, we believe it's important to make access to the site as seamless as possible for existing residents. It is important that Glebe Annex residents have access to the site without having to go along the high-traffic Carling

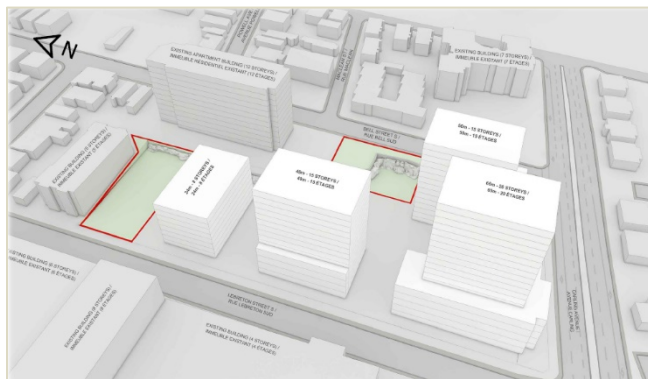
Avenue, particularly in winter, when the Carling Avenue sidewalk becomes slippery and treacherous for pedestrians as a result of the slope. As evidenced by the tracks in the snow in the attached photos*, the community currently uses the site extensively, with most of the foot traffic entering the area from near the corner of Bell Street South and Carling Avenue. We would like to see this access to the site maintained – and improved. One way to do this could be via a set of stairs that are accessible all year 'round (such as the metal staircases along Nanny Goat Hill).

While outside the issue of zoning and urban design, in further consideration of pedestrian safety, in light of intensification such as this in the area, we would like to see a set of traffic lights installed at Carling Avenue, given the high volume of pedestrian crossings of Carling Avenue, and the long distances between lights between Bronson Avenue and Booth Street. While traffic lights at either Bell Street South or Lebreton Street would be appropriate, we believe Bell Street South would best serve the 299 Development, the John Howard Society building at 289 Carling Avenue, as well as the majority of Glebe Annex residents, who live east of Lebreton Street South. Many pedestrians already cross at this location to access Commissioner's Park and Dow's Lake, and this will only increase as more people live along Carling Avenue in developments such as 299 Carling Avenue, 289 Carling Avenue, 275 Carling Avenue, 774 Bronson Avenue, etc. Pedestrian traffic will increase, as people will cross Carling Avenue in larger numbers to both to access amenities at 299 Carling Avenue, as well as Dow's Lake.

Finally, we also note that there is no mention of preserving or highlighting the existing site's history. As the site of the previous Federal District Commission headquarters, 299 Carling Avenue was important to the development of the City of Ottawa. In particular, we would like the vision for the site to include preservation of the stone wall along Bell Street South, which dates back to 1935, and is one of the last remnants of the site's previous use.

Document 6 – Urban Design Review Panel Recommendations

299 (291) Carling Avenue | Formal Review | Zoning By-law Amendment | Canada Lands Company / Société immobilière du Canada; Algonquins of Ontario; McRobie Architects + Interior Designers Inc.; WSP



Summary

- The Panel acknowledged the importance of the partnership with the Algonquins of Ontario and thanked the proponent for the presentation. The efforts of engaging the public in the development process are appreciated.
- The Panel recognized the thorough site analysis and the recognition of the first nations' assets on-site, as illustrated on the seven touchstones presented.
- Being mindful of the stage of the development process, the Panel anticipates that as the project progresses, future development on site will adhere to the city guidelines at the Site Plan Control stage.

Built Form

- The Panel's preference is for a single building facing Carling Avenue instead of two buildings, as it appears that there is not enough land area to accommodate two towers and four buildings.
- The Panel expressed support for the June 2019 massing model, which provides enough breathing room between buildings.
- The Panel recommends any future buildings on LeBreton Street South be parallel to the street to create an open space framed by the buildings and provide a 6-storey transition north of the site, to reduce overlook issues for the existing low-rise building.

- Consideration should be given to the change in grade.

Circulation

- The Panel believes the primary access to the site should be from LeBreton Street and the plan should not provide curb cut access on Carling Avenue. Carling Avenue should be cleared of any vehicular access and be for pedestrian access only. A layby on Carling Avenue could be acceptable, but the Panel cautions that the layby could be misused.
- There was a suggestion to create a road between buildings B2 and C2 on LeBreton Street to create a loop for fire truck access and the underground parking.

Public Realm and Landscape

- The Panel strongly recommends the proponent continues to emphasize key elements of the site; consideration should be given to the natural features of the site and the heritage significance of the rock outcrop.
- The Panel notes there are opportunities to have the rock outcrop as a feature given its importance; the Escarpment's unique feature in the neighbourhood should be publicly accessible.
- The low stone wall on Bell Street should also be preserved as part of the site's cultural heritage.

Document 7 – Demonstration Plan

