



Canada Lands Company
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Algonquins of Ontario

299(291) CARLING AVENUE PLANNING RATIONALE AND DESIGN BRIEF

ZONING BY-LAW AMENDMENT APPLICATION

DECEMBER 2020





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1 INTRODUCTION

WSP was retained by Canada Lands Company CLC Limited (“CLC”) to prepare a Planning Rationale (the “Report”) in support of a Zoning By-law Amendment application for the property municipally known as 299(291) Carling Avenue (“the site”), in the City of Ottawa. CLC, through a joint venture partnership with the Algonquins of Ontario (AOO), is undertaking a planning application for the future redevelopment of the site, which was acquired from the federal government by CLC and AOO in February 2017. The Management Committee for the site redevelopment project has equal representation from AOO and CLC; CLC are acting as the project manager. This project is a continuation of the ongoing partnership between CLC and AOO at Wateridge Village in the City of Ottawa (former Rockcliffe Canadian Forces Base Rockcliffe). A key component of the site redevelopment will be integrating the commemoration of the Algonquin First Nation legacy and heritage. The AOO are involved at all stages of the site redevelopment project, including concept development, land use planning, and detailed design. As part of the site redevelopment process, CLC and AOO will be required to seek the necessary planning and development approvals from the City of Ottawa.

1.1 VISION FOR THE SITE

CLC and the AOO have worked together to develop a vision statement for the site, informed by the extensive public engagement process which has been undertaken since November 2017, as further detailed in **Section 3** of this Report:

“In a place to call home, 299 (291) Carling Avenue will celebrate Algonquin traditions of connection to community and place – an illustration of reconciliation on Algonquin land.

Overall design elements and building materials will reflect Algonquin connections to Mother Earth and community within an urban city block nestled into its neighbourhood.

Buildings on the site will allow for vibrant mixed use including affordable and family-oriented units and small, neighbourhood shops accessed from a welcoming streetscape.

Pathways and greenspaces, featuring a natural rock outcrop and a central shared gathering space will draw people in to celebrate and enjoy connections whether to community or to quiet space.

299 (291) Carling Avenue, a place to connect.”

1.2 ZONING BY-LAW AMENDMENT PURPOSE

The purpose of the proposed Zoning By-law Amendment is to establish one (1) Zone across the site, instead of the two (2) existing Zones, and to allow for future mixed-use development.

The Zoning By-law Amendment seeks to establish distinct land use areas on the site. Two (2) areas are proposed to be zoned for parks and open space (Areas A and E). Three (3) areas are proposed to be zoned for mixed-use development appropriate for the site's prominent location along Carling Avenue, an Arterial Mainstreet, including increased building heights, the addition of high-rise apartments as a permitted use, and prohibition of specific non-residential uses which do not meet the vision for the site (Areas B through D).

In particular, the Zoning By-law Amendment seeks to:

- Rezone the northernmost portion of the site, and a portion of the east side of the site, from Mixed Use Centre (MC F(2.0)) to Parks and Open Space (O1); and
- Rezone the balance of the site from Arterial Mainstreet, Subzone 10 (AM10) to an Arterial Mainstreet Exception Zone (AM[XXX] SXXX), including exceptions to establish prohibited uses, one additional permitted use (high-rise apartment dwelling), building setbacks and stepbacks, maximum building heights, minimum distance separation between towers, and location of parking.

The details of the proposed Zoning By-law Amendment are provided in **Appendix A**, including a zoning plan which identifies the proposed zoning for each land use area (Areas A through E), and the Draft Zoning By-law Amendment text and By-law Schedule.

A proposed Development Concept Plan which demonstrates a potential site buildout in accordance with the proposed Zoning By-law Amendment is included in **Appendix B**. However, it should be noted that the proposed Zoning By-law Amendment could result in many different future site buildouts / development configurations, depending on future site plan applications by individual developers following CLC's land disposition process. Any future developers will be required to adhere to the zoning established for the site through this Zoning By-law Amendment application.

A pre-application consultation meeting was held on March 27, 2020, and a follow-up meeting was held on April 9, 2020.

This Planning Rationale has been prepared in accordance with the City of Ottawa requirements to assess and confirm the appropriateness of the proposed rezoning in the context of the surrounding community and the overarching policy and regulatory framework for the site.

A number of supporting technical studies have been prepared in support of the applications and have been submitted to the City. These studies are available under separate cover.

This Report is set up as follows:

- **Section 2** provides a description of the site location and community context;
- **Section 3** provides an explanation of the proposed rezoning and development;
- **Section 4** outlines the policy and regulatory framework applicable to the site and a planning rationale for the proposed rezoning; and
- **Section 5** summarizes the planning opinion regarding the rezoning being sought.

2 SITE LOCATION AND COMMUNITY CONTEXT

2.1 SITE LOCATION

The site is legally described as PIN 04104-0154 Lots 37 to 55, Lot 59, Part of Lots 36, 56, 57, 58 and 60; The Lane Lying North of Lots 36 to 43 (Closed by CR564782) and Ordnance Street (Closed by CR564782), Registered Plan 148218; Lots 101 and 102 Registered Plan 82717; Part of Lot 1 Registered Plan 30307 All Beings Parts 1 and 2 on Plan 4R13319; Ottawa; Subject to an Easement Over Part Lots 36 to 43 PLAN 148218 Part 1 Plan 4R26744 in Favour of Part Lot 6 Concession 6 RF Gloucester Part 1 Plan 4R10265 and Part 2 Plan 5R5963 as in OC1666701. It is municipally known as 299(291) Carling Avenue, and has an area of 1.36 hectares (3.37 acres). The site is located at the southwestern edge of the Glebe Annex neighbourhood in Ward 17 (Capital) in the City of Ottawa, as illustrated in **Figure 2-1**. The Glebe Annex neighbourhood is located south of Highway 417 in central Ottawa, and is within the broader Centretown West neighbourhood. The site is fully serviced by municipal water and sewer.

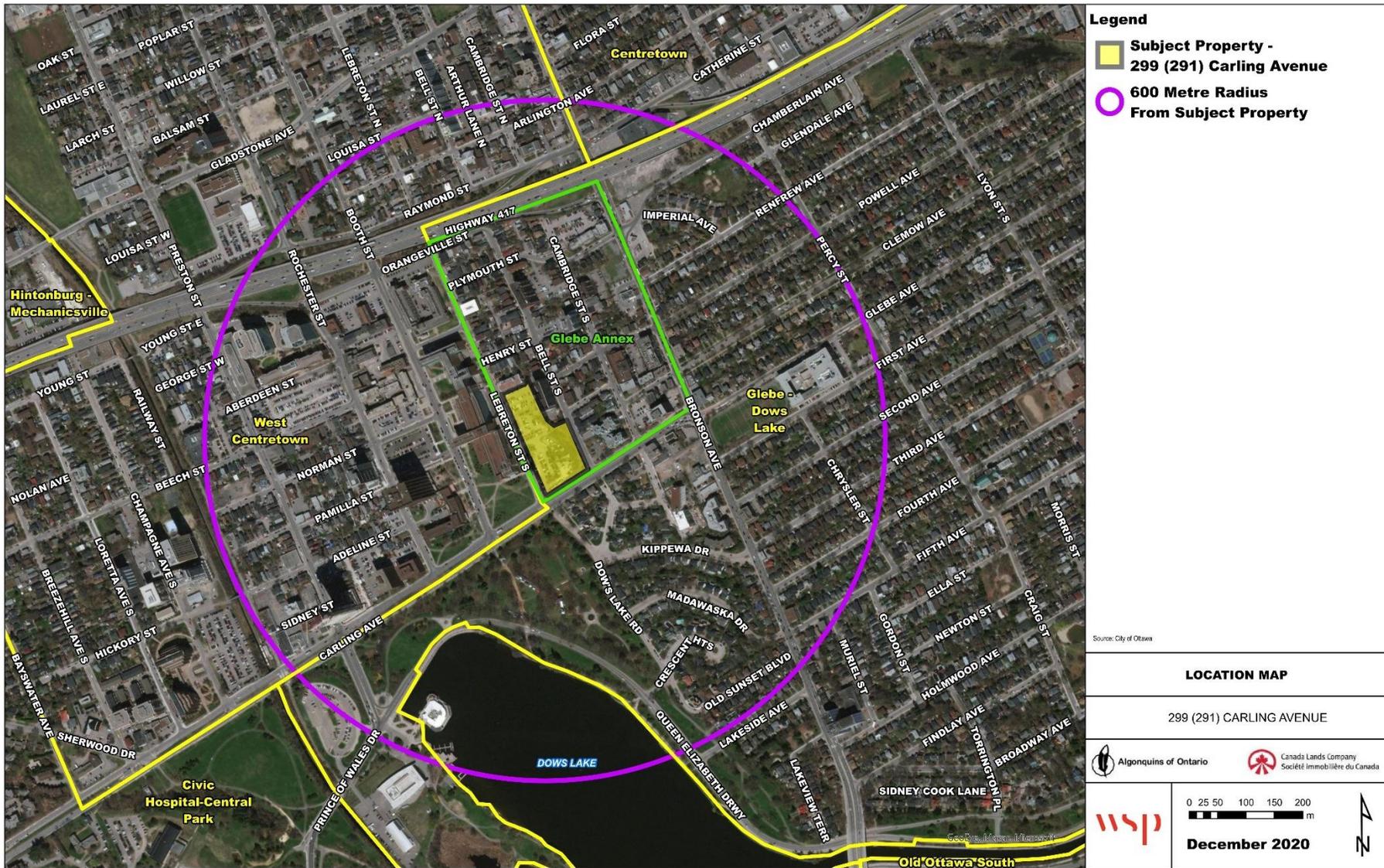
The site is bound by Carling Avenue to the south, Lebreton Street South to the west, a multi-unit residential building to the north, and a multi-unit residential building (Dow's Lake Towers) and Bell Street South to the east. The site has a frontage of approximately 87.5 m along Carling Avenue (a major arterial running east-west), a frontage of approximately 196 m along Lebreton Street South (a local road running north-south), and a frontage of approximately 94 m along Bell Street South (a local road running north-south).

The site is generally flat, with an upwards slope from Lebreton Street South eastwards towards Bell Street South. There is an escarpment feature with a rock outcropping along the eastern property limit of the site. The difference in elevation between the top and bottom of the escarpment feature is approximately 8 m. There are existing trees along the eastern property

limit, and along the rock outcropping. There are some limited existing trees along the southern and western property limit, and in the middle of the existing parking lot.

The site is currently vacant and was previously used as a surface parking lot, with 300 parking spaces being used to service adjacent federal government offices and local businesses. Vehicular access to the site is currently provided via three (3) accesses along Lebreton Street South.

Figure 2-1: Site Location and Context



2.2 COMMUNITY CONTEXT

Land uses adjacent to the site are as follows:

- **North:** Multi-unit residential dwellings (apartment) adjacent to the site;
- **South:** Low-rise residential dwellings across Carling Avenue;
- **East:** Multi-unit residential dwellings (Dow’s Lake Towers apartment) adjacent to the site, and low-rise residential dwellings (townhouses), surface parking, and multi-unit residential dwellings (Lakelander condominium) across Bell Street South; and
- **West:** Federal government office complexes across Lebreton Street South, including the Geological Survey of Canada, Natural Resources Canada (NRCan), and the Booth Street Complex (to the northwest), as well as a large open space fronting on Carling Avenue and Lebreton Street South.

Views of the site and its immediate surroundings are illustrated in **Figure 2-2** and **Figure 2-3**.

Figure 2-2: Existing Development Surrounding the Site (Google Streetview, 2018)



North end of site, looking northeast



Eastern limit of site, looking east towards Lakelander Condominium



Residential uses across from the site, looking east



Federal offices west of the site, looking northwest

Preston Street, which is the main commercial corridor in the neighbourhood, is located three blocks west of the site, and includes a mix of commercial, residential, and mixed-use land uses. Bronson Avenue, a major arterial road, is located two blocks east of the site, and includes a mix of residential and commercial land uses.

The buildings immediately surrounding the site vary in height:

- **North:** The apartment building immediately to the north of the site is four (4) storeys, and the apartment building northeast of the site (Dow's Lake Towers) is 11 storeys;
- **South:** Residential uses across from the site on the south side of Carling Avenue are generally low-rise (2-storey) single-detached homes;
- **East:** The existing apartment building to the east of the site on the east side of Bell Street South (Lakelander Condominium) is seven (7) storeys. The future John Howard Society building at 289 Carling Avenue on the east side of Bell Street South is currently under construction and will be a six (6)-storey mixed-use building, including the non-profit organization's office headquarters in the two (2)-storey podium and affordable housing units on the upper floors; and
- **West:** The federal government office buildings to the west and northwest of the site vary between three (3) and nine (9) storeys.

The site is located in close proximity to various community amenities, as illustrated in **Figure 2-4**. Major open / green spaces are located immediately southwest of the site across Carling Avenue, including Commissioners Parks, Dow's Lake, and the Arboretum. Local neighbourhood parks in the vicinity of the site within the Glebe Annex neighbourhood include Dalhousie Park at Bell Street South and Henry Street.

The Glebe Collegiate Institute is a high school located to the east of the site across Bronson Avenue. The Adult High School is located north of the site and north of Highway 417 at the corner of Rochester Street and Gladstone Avenue. Nearby places of worship include St. Mary's Parish to the west, the Church of the Blessed Sacrament and the Glebe-St. James United Church to the east, St. Anthony's Church, St. Hyacinth Roman Catholic Polish Church, and the Ottawa Korean Community Church to the north of the site and north of Highway 417.

The Plant Recreation Centre is located approximately 1.7 km north of the site on Preston Street. The Glebe Community Centre is located approximately 1 km east of the site at Lyon Street and Second Avenue. The McNabb Recreation Centre is located approximately 1.3 km northeast of the site at Percy Street and Gladstone Avenue.

There are limited food retail options in the Glebe Annex neighbourhood. Small-scale grocery stores are located northeast of the site, including Abbas Grocery at the corner of Bell Street South and Henry Street, and Hogan's Food Store at the corner of Cambridge Street South and

Powell Avenue. DiRienzo's Grocery and the Sherwood Supermarket are located further west of the site.

The site is also located within 600 m of the existing Carling O-Train Light Rail Transit (LRT) Station.

2.2.1 SURROUNDING DEVELOPMENT ACTIVITY

Figure 2-5 illustrates active development applications in the vicinity of the site. **Table 2-1** provides a summary of these development applications, including their address, development type, proposed building heights, and the status of the application(s). For example, the future site of the new Ottawa Civic Hospital (number 15 in the figure and table below) is located on the south side of Carling Avenue west of Preston Street.

Table 2-1: Development Activity within the Vicinity of the Site

NO.	ADDRESS	LAND USE	HEIGHT (STOREYS)	NO. OF UNITS	DEVELOPMENT APPLICATION STATUS
1	490, 491, 492, 495, 499 & 500 Preston St.	Residential / Commercial	31	291	Under construction
2	101 & 105 Champagne Ave.	Residential	28	540	Phase 2 under construction
3	505 Preston St.	Residential / Commercial / Office	45	320	Under construction, expected completion February 2021
4	514, 516, 518, 530, & 532 Rochester St.	Residential	20	144	Built
5	275 Carling Ave.	Residential / Commercial	16	120	Site Plan under review
6	774 Bronson Ave. & 557 Cambridge St. S.	Residential / Commercial	12	181	Site Plan under review
7	923, 925, 927, 929 Bronson Ave.	Residential	5	44	No activity since Zoning By-law Amendment approval
8	93, 95, 97, 99, 101, 103, 105 Norman St.	Residential	9	112	Site Plan under review
9	845 Carling Ave.	Residential / Commercial	55	1123	No activity since Zoning By-law Amendment approval
10	324 Cambridge St. N.	Residential	N/A	11	Under construction

NO.	ADDRESS	LAND USE	HEIGHT (STOREYS)	NO. OF UNITS	DEVELOPMENT APPLICATION STATUS
11	770 Bronson Ave.	Residential / Commercial	6	48	No activity since Zoning By-law Amendment approval
12	300, 333, 343, 347 Preston St. & 17 Aberdeen St.	Residential	30	256	Site Plan approved
13	144 Renfrew Ave.	Residential / Commercial	3	14	Issue resolution
14	567 Cambridge St. S.	Residential	6	58	Built
15	930 Carling Ave. & 520 Preston St.	Institutional	12	N/A	No activity since Zoning By-law Amendment approval
16	552 Booth St.	Residential / Commercial / Office	25	N/A	Applications remain on hold
17	16-20 Champagne Ave. S.	Residential	4	18	Site Plan approved
18	811 Gladstone Ave.	Residential	6	140	Under construction
19	289 Carling Ave.	Residential / Office	6	40	Under construction
20	125 Hickory St (125 Champagne Ave. S.)	Residential	20	301	Built
21	90 Champagne Ave. S.	Residential	14	336	Site Plan submitted
22	70 Beech St. & 75 Norman St.	Residential / Commercial	6	40	Site Plan and Zoning By-law submitted
23	367, 369 & 371 Preston St. & 450 Rochester St.	Residential / Commercial	26	550	Site Plan submitted
24	951 Gladstone Ave & 145 Loretta Ave N.	Residential / Commercial / Office	41	931	Zoning By-law submitted
25	315 Holmwood Ave, 52 & 66 Muriel St.	Residential	2	13	Site Plan submitted
26	185 Fifth Ave.	Residential	2	N/A	Built
27	994 Bronson Ave.	Residential	3	13	Site Plan submitted
28	174-176 Glebe Ave.	Residential	3	17	Built
29	7 MacLean St.	Residential	3	7	Site Plan submitted
30	220 Lebreton St.	Residential	4	10	Site Plan submitted
31	501 Bronson Ave.	Residential	4	8	Site Plan Approval

NO.	ADDRESS	LAND USE	HEIGHT (STOREYS)	NO. OF UNITS	DEVELOPMENT APPLICATION STATUS
32	13 Balsam St.	Residential	N/A	8	Zoning By-law approval
33	358 & 360 Booth St.	Residential / Commercial	4	18	Site Plan approval
34	185 Preston St.	Residential / Commercial	4	7	Site Plan submitted

Figure 2-3: Surrounding Site Photos (WSP, November 2020)

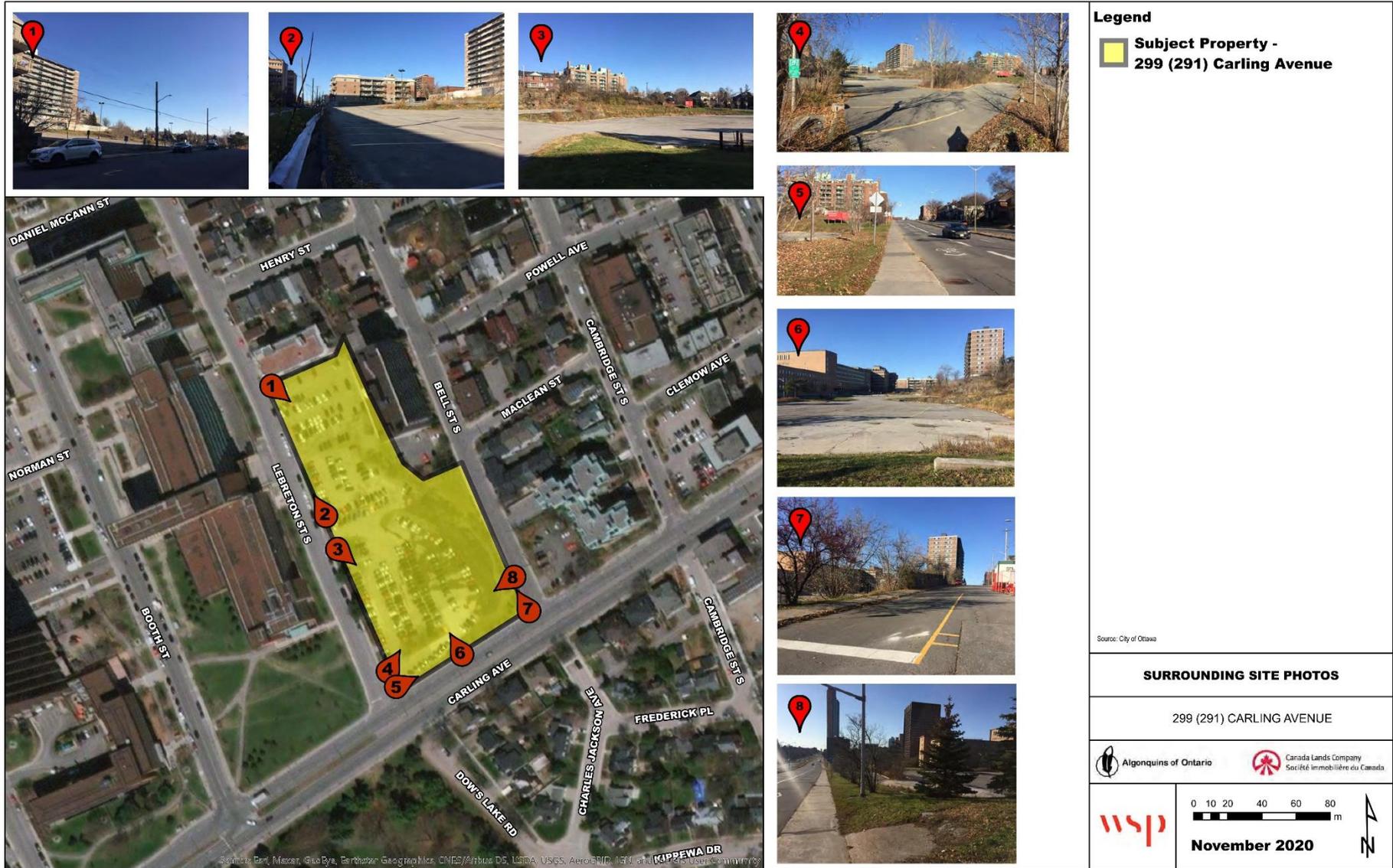


Figure 2-4: Community Amenities

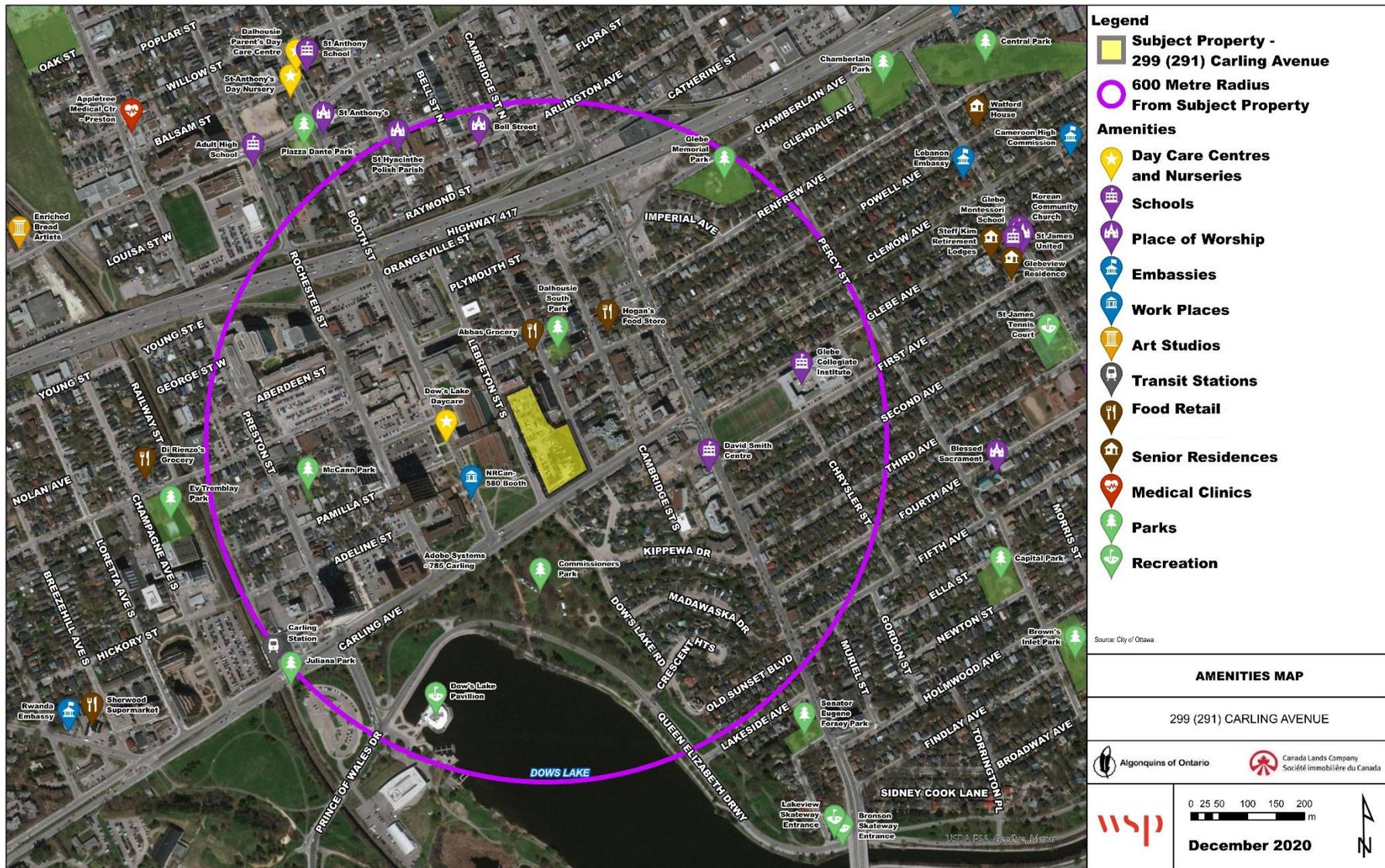
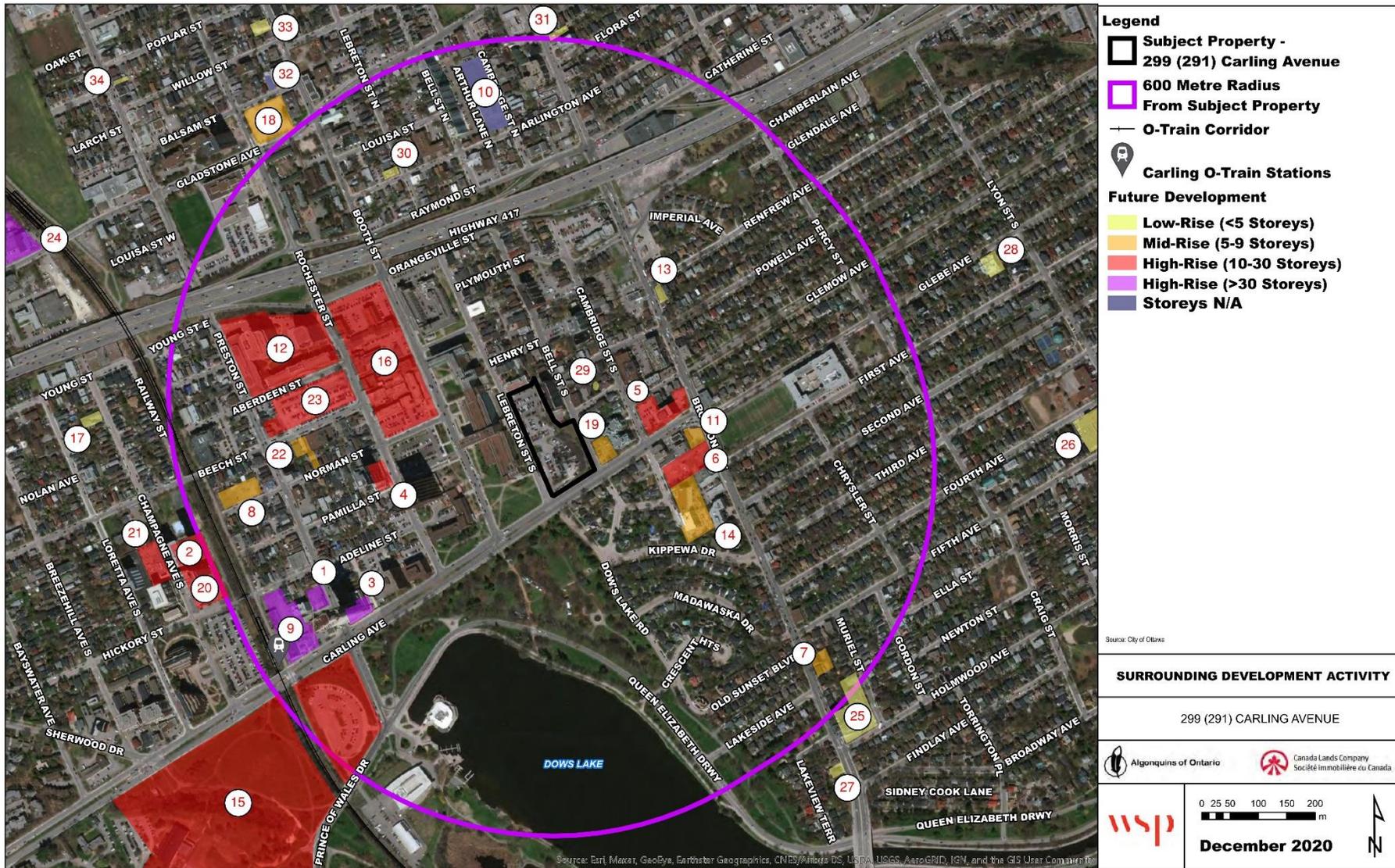


Figure 2-5: Development Activity within the Vicinity of the Site



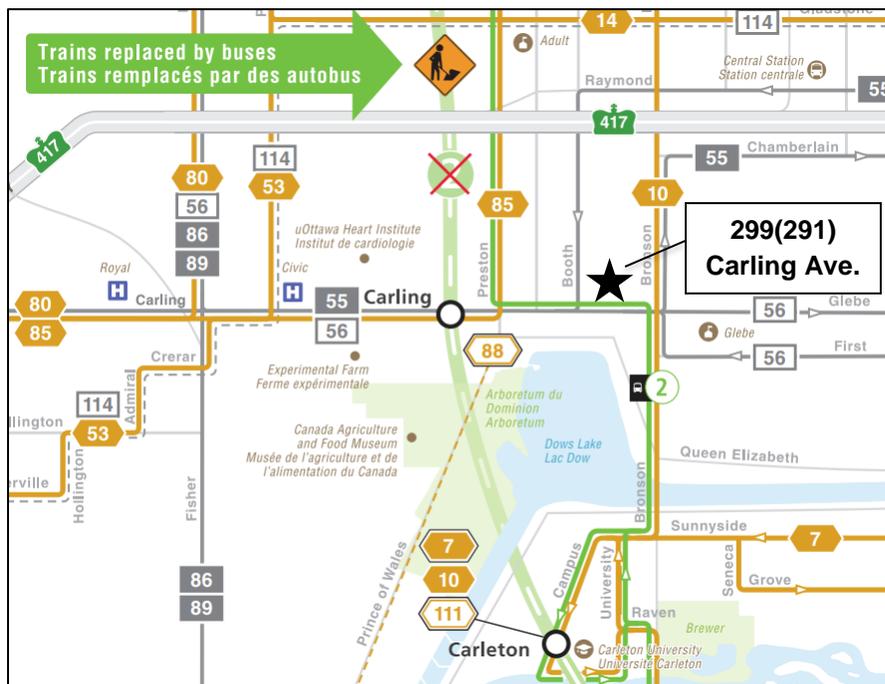
2.3 TRANSPORTATION NETWORK

The site is well served by existing public transit, as illustrated in **Figure 2-6**. The site is also located within 600 m of the Trillium Line LRT corridor (running north-south) and the existing Carling O-Train Station. The station provides a direct connection to the Confederation Line LRT (running east-west), which provides transit access to downtown Ottawa.

Bus stops are located in close proximity to the site along Carling Avenue:

- Route 55 provides service between Elmvale and Bayshore;
- Route 56 provides service between King Edward and Tunney's Pasture;
- Route 80 provides service between Barrhaven Centre and Tunney's Pasture; and
- Route 85 provides service between Gatineau and Bayshore.

Figure 2-6: OC Transpo System Map (August 2020)



The site is also located within close proximity to the City of Ottawa's extensive existing and planned cycling network, as illustrated in **Figure 2-7**, which connects the site to the downtown core and the broader city:

- Carling Avenue is identified as an east-west spine route;
- To the west of the site, Preston Street is identified as a north-south local route;
- A cross-town bikeway runs north-south along the O-Train corridor;

- Booth Street is identified as a north-south neighbourhood bikeway; and
- Multi-use pathways are also located in Commissioners Parks and at Dow’s Lake along the Rideau Canal and through the Arboretum.

Figure 2-7: City of Ottawa Existing and Planned Cycling Network (geoOttawa, 2020)



Carling Avenue (a major arterial road running east-west) is located south of the site and provides vehicular and transit access to the Experimental Farm open space area, the Civic Hospital, and the Royal Ottawa Mental Health Centre to the west of the site.

Bronson Avenue (a major arterial road running north-south) is located east of the site and provides vehicular and transit access to downtown Ottawa to the northeast, Carleton University to the southwest, and the Ottawa International Airport further to the south.

Highway 417 (running east-west) is located approximately 300 m north of the site.

3 THE PROPOSED DEVELOPMENT

The proposed Zoning By-law Amendment is required to establish one (1) Arterial Mainstreet (AM) Zone across the majority of the site, instead of the existing split zoning, to allow for future mixed-use development. The proposed Zoning By-law Amendment is also required to establish Parks and Open Space (O1) Zones where future greenspace is planned, and to establish distinct land use areas on the site, as illustrated in the Zoning Plan in **Figure 3-1** and further detailed in **Appendix A**.

As presented in detail in **Section 4.4** of this Report, two (2) areas are proposed to be zoned for parks and open space. Area A, in a portion of the east side of the site, is proposed to accommodate a Privately-owned Public Open Space (POPS). Area E, in the northernmost portion of the site, is proposed to accommodate a new City park, based on direction received from City staff as part of the pre-application consultation meeting with respect to the City's parkland dedication requirement on the site. The existing rock outcrop feature on the site is proposed to be integrated into the ultimate landscaping for the site, to be confirmed at the site plan stage.

Three (3) areas (Areas B, C and D) are proposed to be zoned to permit mixed-use development, ranging between eight (8) and twenty (20) storeys in height and consisting of a mix of residential and commercial uses, which is appropriate for the site's prominent location along Carling Avenue, designated as an Arterial Mainstreet in the City of Ottawa Official Plan (2003, Website Consolidation).

A proposed Development Concept Plan which demonstrates massing of a potential site buildout in accordance with the proposed Zoning By-law Amendment is included in **Figure 3-2** and **Appendix B**. The proposed Development Concept Plan has evolved and been informed by the extensive community engagement undertaken by CLC from November 2017 through October 2020. Engagement activities have included the following:

- A dedicated project Public Advisory Committee (PAC), comprised of representatives from the local Councillor's office, the Glebe Annex Community Association and Dow's Lake Residents Association, the Lakelander Condo, and local residents. PAC meetings were held in May 2018, May 2019, March 2020, and July 2020;
- In-person Public Open Houses in November 2017, July 2018, and June 2019;
- A dedicated meeting with representatives from the Dow's Lake Residents Association in August 2019;
- A virtual Public Open House held from August to October 2020; and
- A dedicated meeting with representatives of Lakelander Condo residents in September 2020.

It should be noted that the proposed Zoning By-law Amendment could result in many different future site buildouts / development configurations, depending on future site plan applications by individual developers, following CLC's land disposition process. Any future developers will be required to adhere to the zoning established for the site through this Zoning By-law Amendment application.

The proposed Development Concept Plan assumes a total of 550 residential units / 50,875 m² of residential gross floor area (GFA), and a total of 5,070 m² of commercial GFA across the site, as presented in **Table 3-1**. The ultimate residential unit breakdown and amount of commercial GFA would be determined by future developers of the site at the time of individual Site Plan Control applications.

Table 3-1: Residential and Commercial Development Statistics – Proposed Development Concept

Land Use Area	Commercial GFA (m ²)	Residential GFA (m ²)	Total GFA (m ²)	No. of Residential Units
Area A	-	-	-	-
Area B	4,095	30,525	34,620	330
Area C	975	12,950	13,925	140
Area D	-	7,400	7,400	80
Area E	-	-	-	-
Total	5,070	50,875	55,945	550

Figure 3-1: Proposed Zoning Plan

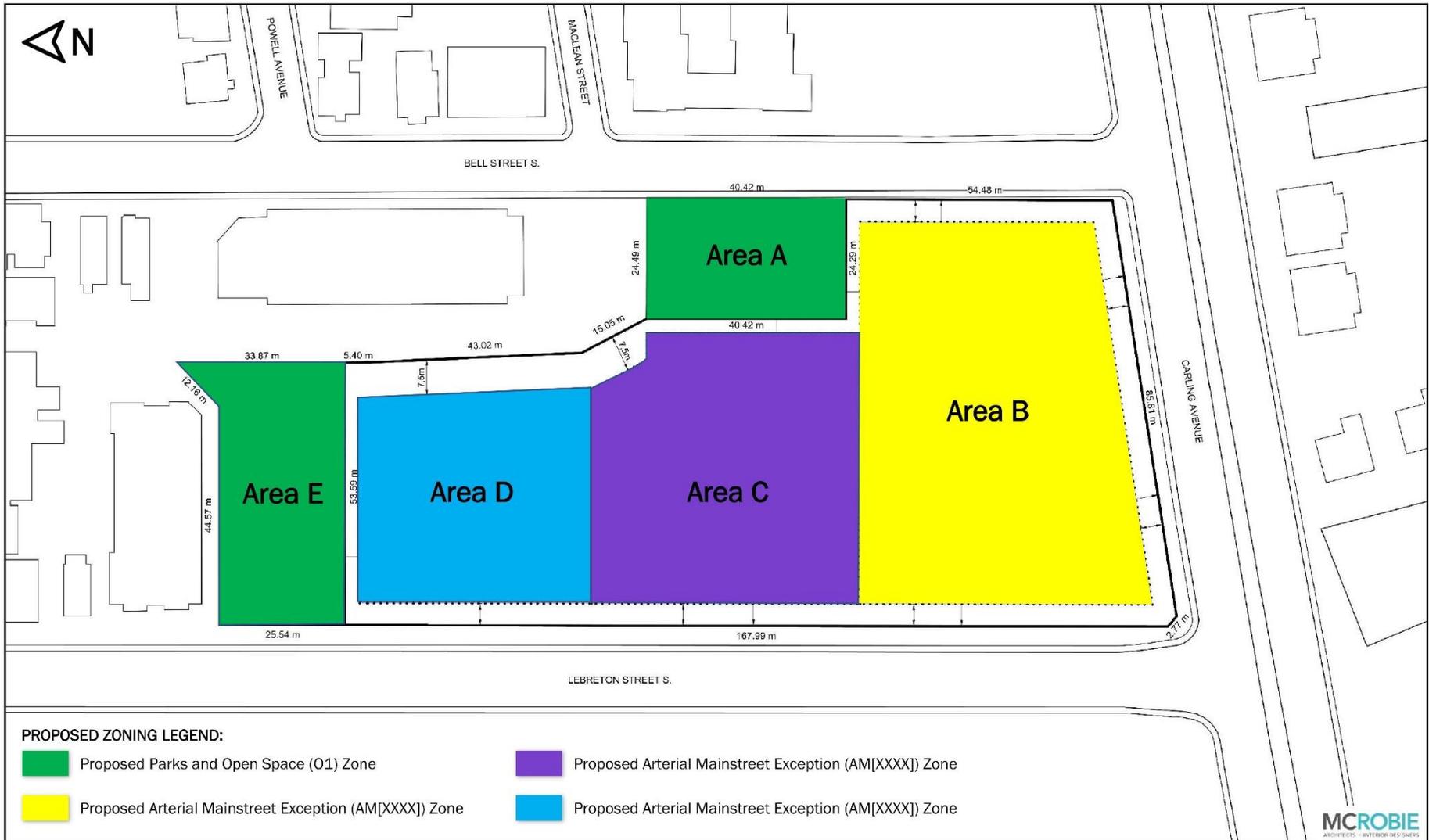
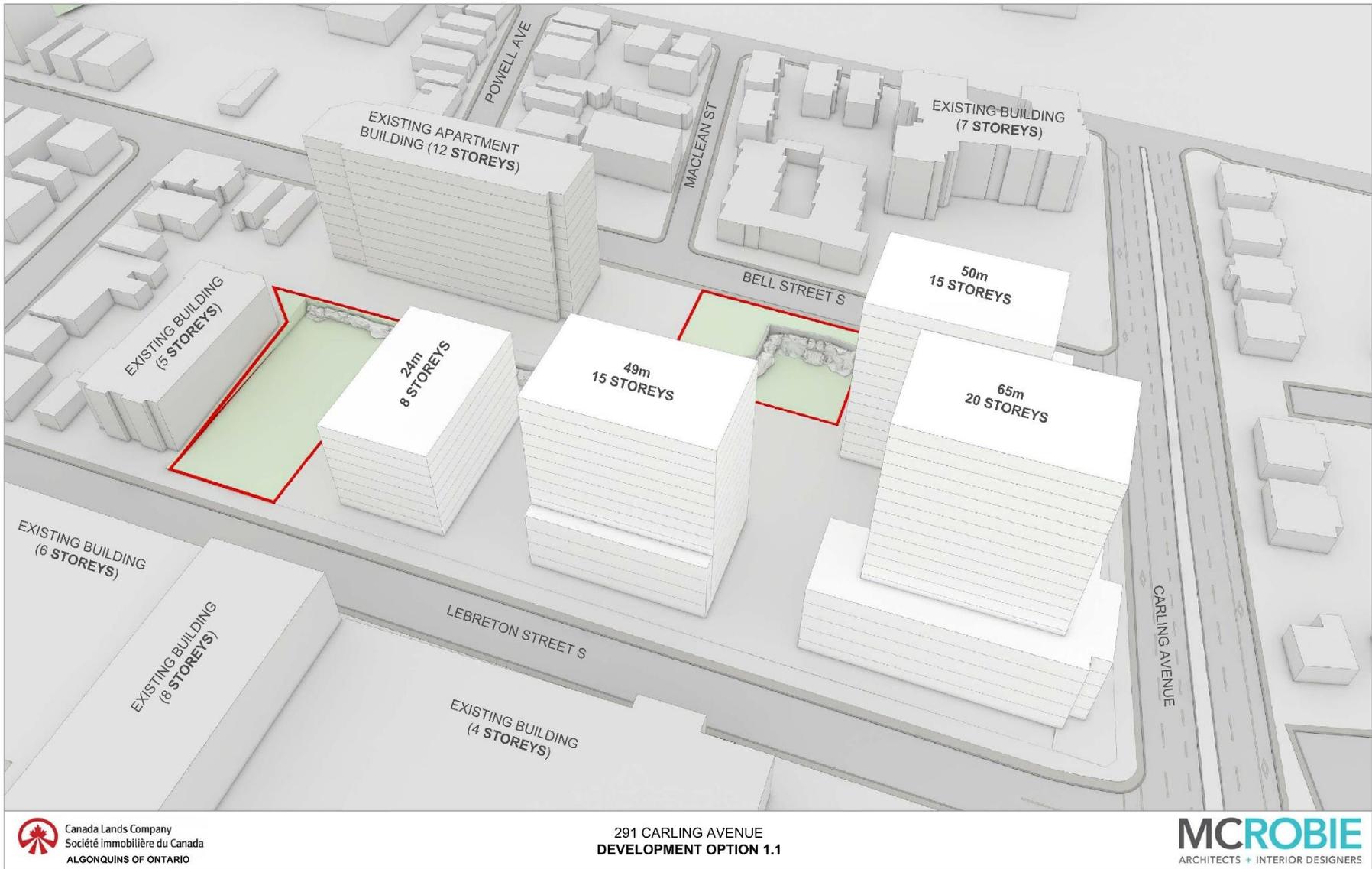


Figure 3-2: Proposed Development Concept Plan



4 POLICY AND REGULATORY FRAMEWORK

This section describes the provincial and local policy frameworks that are relevant or applicable to the proposed development of the site.

4.1 PROVINCIAL POLICY STATEMENT, 2020

The Provincial Policy Statement, 2020 (PPS) provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the PPS sets the policy foundation for regulating development and use of land.

The PPS seeks to strike a balance between the province's economic, social and environmental interests through the following:

- Promoting cost-effective development patterns which stimulate economic growth;
- Protecting resources for their economic use and/or environmental benefits; and
- Directing development away from areas where there is a risk to public health and safety or of property damage.

Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns includes policies to sustain healthy, liveable, and safe communities by promoting efficient and cost-effective development and land use patterns and standards, accommodating an appropriate affordable and market-based range and mix of residential types, including affordable housing, and other uses to meet long-term needs, and improving accessibility for persons with disabilities and older persons by addressing land use barriers, and promoting cost-effective development patterns and standards, among other considerations.

Policy 1.1.3.1 directs that settlement areas shall be the focus of growth and development. Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) prepare for the impacts of a changing climate;
- e) support active transportation;
- f) are transit-supportive, where transit is planned, exists or may be developed; [...]

Further, Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in Policy 1.1.3.3, where this can be accommodated.

Policy 1.1.3.3 states that planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment.

Policy 1.1.3.4 states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Policy 1.4.3 directs planning authorities to provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- b) “permitting and facilitating:
 - 2. all forms of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- c) directing the development of new housing towards location where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; [...] and
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.”

The proposed rezoning is consistent with the 2020 PPS, as it is intended to enable mixed use development within a settlement area which contributes to the range of available housing types and other commercial, retail, and office uses in the neighbourhood, and which utilizes land and existing infrastructure efficiently. The proposed rezoning enables residential intensification on an existing, vacant lot within the City of Ottawa’s urban boundary and promotes a compact form of mixed use development, while supporting the use of active transportation and transit by locating future development in close proximity to the existing Carling O-Train Station and along Carling Avenue, a designated Transit Priority Corridor in the City’s Official Plan (2013, Website Consolidation).

4.2 CITY OF OTTAWA OFFICIAL PLAN (2003, WEBSITE CONSOLIDATION)

The City of Ottawa Official Plan (2003, Website Consolidation) (OP) provides a comprehensive vision and policy framework for managing growth and development to the year 2036. The OP contains policies that address matters of provincial interest as described in the PPS, and “is not a tool to limit growth but rather to anticipate change, manage it and maintain options” (Section 1.1).

4.2.1 BUILDING A SUSTAINABLE CITY

The OP seeks to achieve Council’s vision of a sustainable, resilient and liveable city. This vision is also articulated in the City’s Strategic Plan, which identifies goals including the provision of housing options which are green, healthy, and meet the needs of the whole community. The City also strives for sustainability in connectivity and mobility by making walking, cycling, and transit residents’ first choices for transportation.

4.2.2 STRATEGIC DIRECTIONS

Section 2.1 – Patterns of Growth indicates that Ottawa’s growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people’s everyday needs, including schools, community facilities, parks, a variety of housing options, and places to work and shop.

Growth is to be directed to urban areas where services already exist. Growth in existing designated urban areas is to be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking, and cycling facilities. Further, infill and redevelopment will be compatible with the existing context or planned function of the area and contribute to the housing, employment, or services in the area.

Section 2.2 – Managing Growth indicates that the majority of the City’s growth will be directed to areas designated within the urban boundary of the OP. This strategy has the least impact on agricultural land and protected environmental areas and allows for a pattern and density of development that supports transit, cycling and walking.

Section 2.2.2 – Managing Growth Within the Urban Area indicates that intensification is supported throughout the General Urban Area and the urban area where there are opportunities to accommodate more jobs and housing and increase transit use. Residential intensification is defined as development of a property, building or area that results in a net increase in residential units or accommodation and includes development of vacant or underutilized lots

within previously developed areas. The City's target for residential intensification is 40% for 2017-2021.

Arterial Mainstreets inside the Greenbelt are designated as supplementary rapid transit corridors. As such, it is the intent of the OP to guide their development toward denser and more urban forms that will support frequent transit service and prepare them for the high level of transit that is planned for Supplementary Rapid Transit corridors in the future. Minimum density targets, expressed in jobs and people per gross hectare, are set out in Figure 2.3 of the OP and are applied to those target areas with the greatest potential to support the Rapid Transit and Transit Priority Networks. The minimum target density for the Carling Avenue Arterial Mainstreet is 200, which translates into a requirement of 200 people and jobs per hectare at the southern portion of the site along Carling Avenue.

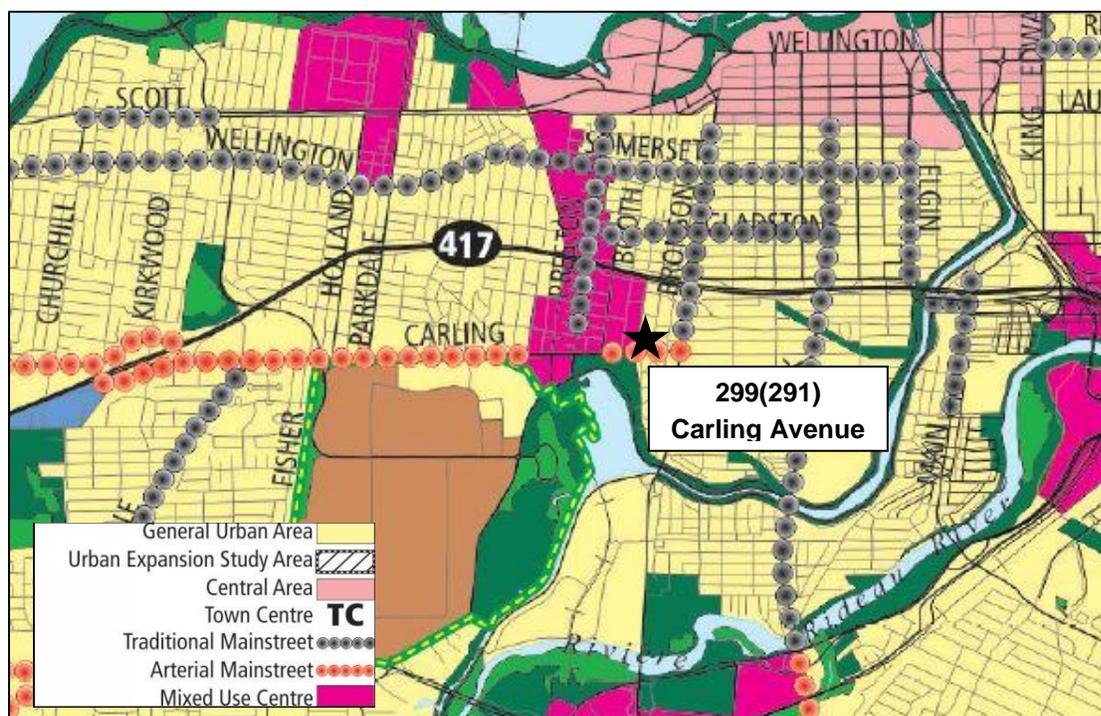
Section 2.5.1 – Urban Design and Compatibility encourages good urban design and quality and innovative architecture as it can help create lively community places with distinctive character. In order for a development to be compatible, it does not necessarily have to be the same or similar to existing buildings in the vicinity, but has to enhance an established community and coexist with existing development without causing undue impact on the surrounding properties. The design objectives in this section are addressed in detail in **Section 0** of this Report.

The proposed rezoning supports the strategic directions of the OP by enabling growth and new residential and mixed uses within the urban area through infill and intensification on a vacant lot which fronts on an Arterial Mainstreet. The proposed rezoning would permit future development that would contribute to the completion of the existing community and will provide for a greater mix of uses, services, and community amenities in the Glebe Annex neighbourhood, such as a future grocery store which is identified as an urgent need by community members.

4.2.3 LAND USE DESIGNATION

The site is located within the City's urban boundary and is designated as General Urban Area on Schedule B Urban Policy Plan, as illustrated in **Figure 4-1**. The site is also located on Carling Avenue, a designated Arterial Mainstreet; this designation also applies to the site.

Figure 4-1: City of Ottawa Official Plan, Schedule B - Urban Policy Plan (Excerpt)



SECTION 3.6.1 – GENERAL URBAN AREA

The intent of the General Urban Area designation is to permit the development of a full range of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. A broad scale of uses can be found within this designation, including ground-oriented single-purpose buildings and mid-rise buildings with a mix of uses along Mainstreets or Transit Priority Corridors.

Policy 3.6.1.1 states, “The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.”

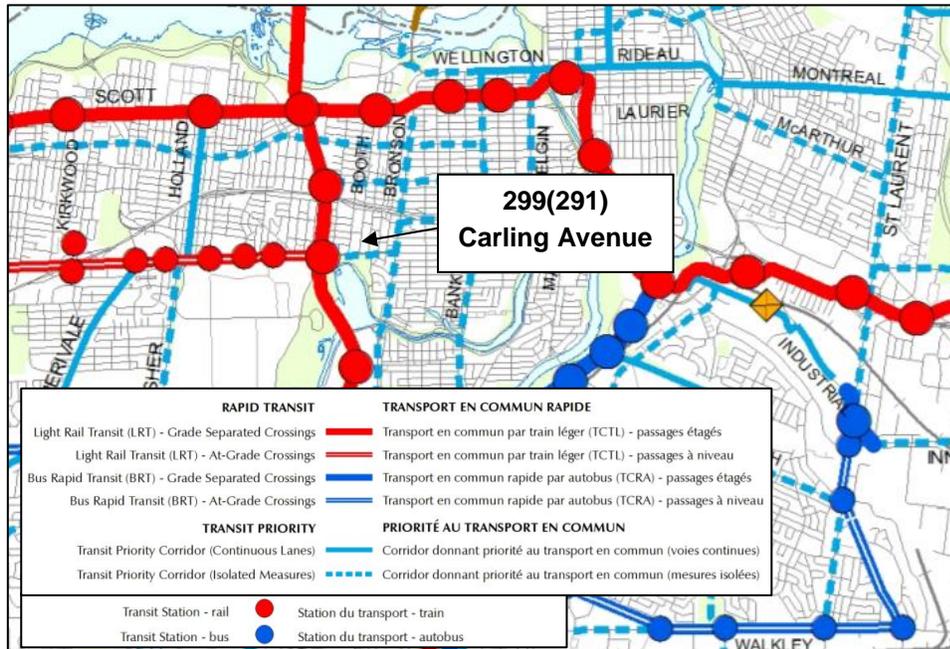
Building heights in the General Urban Area will continue to be predominantly Low-Rise (3.6.1.3). Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area. However, “new taller buildings may be considered for sites that:

- a) front an Arterial Road on Schedules E or F of the OP and which are:
 - i. within 800 metres walking distance of a Rapid Transit Station on Schedule D of this Plan, or

- ii. on a Transit Priority Corridor on Schedule D of this Plan.
- b) are in an area already characterised by taller buildings or sites zoned to permit taller buildings” (Section 3.6.1.4).

The site is located along a Transit Priority Corridor (Isolated Measures) on Schedule D of the OP, as illustrated in **Figure 4-2**.

Figure 4-2: City of Ottawa Official Plan, Schedule D – Rapid Transit and Transit Priority Network (Excerpt)



Furthermore,

“When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- a) Recognize the importance of new development relating to existing community character so that it enhances and builds upon desirable established patterns and built form;
- b) Apply the policies of Section 2.5.1 and Section 4.11;
- c) Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area;
- d) Assess ground-oriented multiple housing forms, such as duplex, triplex and fourplex, as one means of intensifying within established low-rise residential communities” (Section 3.6.1.5).

The proposed rezoning conforms to the General Urban Area policies of the OP, as it enables residential intensification in the urban area through redevelopment that

contributes to the balance of housing types by providing mixed-use development, including residential units, as well as the potential for ground-oriented retail, office, and other commercial uses, and greenspace. The site's location along Carling Avenue, an Arterial Mainstreet and designated Transit Priority Corridor, and within 600 m of the Carling Avenue O-Train Station, supports the potential for higher densities and taller buildings.

SECTION 3.6.3 – MAINSTREETS

As previously noted, Carling Avenue is designated as an Arterial Mainstreet. Section 3.6.3 of the OP states that the Mainstreet designations 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. The City's intent is that Mainstreets will achieve more compact and mixed-use development that supports, and is supported by, increased walking, cycling and transit use.

On Arterial Mainstreets, development will occur in a way that facilitates the gradual transition to a more urban pattern of land use and intensive forms of development. This could mean that, over time, higher density employment and residential uses could be introduced, where appropriate, and potentially through the redevelopment of large parking areas (Section 3.6.3).

Policy 3 states, "The Traditional and Arterial Mainstreet designations generally apply to the whole of those properties fronting on the road, however, for very deep lots, the designations will generally be limited to a depth of 200 metres from a Traditional Mainstreet and to a depth of 400 metres from an Arterial Mainstreet".

Policy 4 states that the Mainstreet designation will apply to the entire lot on lots where development has the potential to develop both adjacent to the street and at the rear of the property. Further, where the depth of the lot fronting the road is sufficient to enable development to occur adjacent to the street and to the rear of the property, the site should be planned in a coordinated fashion that will facilitate:

- multi-modal access between the site and the public street;
- attractive, safe and usable pedestrian and cycle connections between the site and adjacent communities;
- an interconnected pedestrian environment;
- relief from the visual impact of surface parking areas through appropriate measures;
- adequate landscaping and trees along the perimeter of the site and street frontages;
- coordinated signage; and
- a development that is oriented to the Mainstreet.

Policy 5 states that a broad range of uses is permitted on Traditional and Arterial Mainstreets, including the following uses: retail and service commercial; offices; residential; and institutional. Uses may also be mixed in individual buildings or occur side by side in separate buildings.

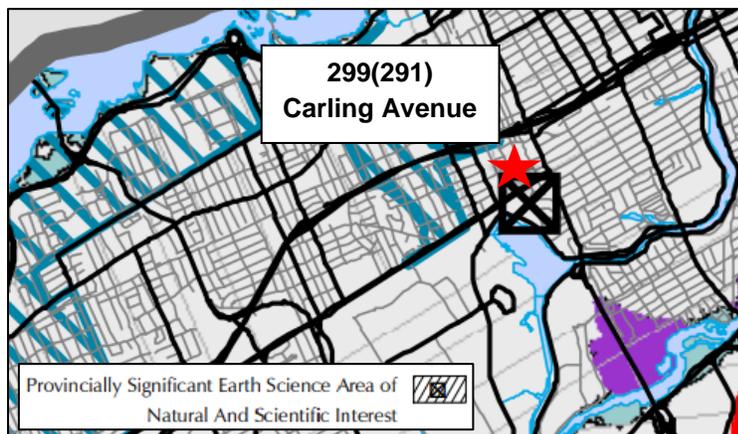
Moreover, Policy 10 encourages redevelopment and infill on Arterial Mainstreets to prioritize the use of land through intensification, in a building format that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk.

It is interpreted that the Arterial Mainstreet designation applies to the entire site, as there is potential for development both fronting on to Carling Avenue, and at the rear of the site. The proposed development conforms to the Arterial Mainstreet policies of the OP, as it represents redevelopment of a large parking area through intensification, to include higher densities and mixed uses. The proposed development includes multi-modal access to and through the site, pedestrian and cycling connections, elimination of surface parking areas through the provision of underground parking, active street frontages, and development that is oriented to the mainstreet.

4.2.4 LANDFORM FEATURES

A Provincially Significant Earth Science Area of Natural and Scientific Interest (ANSI) is identified within proximity to the site on Schedule K Environmental Constraints of the OP, as illustrated in **Figure 4-3**, however, the exact location of the ANSI is unclear on the Schedule. Section 4.7.7 Landform Features of the OP states that these features are part of the City's natural heritage system. Policy 4.7.7.2 states that development and site alteration within provincially significant Earth Science ANSIs or on land within 50 m of these features will not be permitted, unless it is demonstrated through an Environmental Impact Statement (EIS) that there will be no negative impact on the feature or its ecological functions. Policy 4.7.7.3 also provides that the City will encourage the protection of other significant landform features, such as rock outcrops and escarpments, which occur on the site.

Figure 4-3: City of Ottawa Official Plan, Schedule K - Environmental Constraints (Excerpt)



Although not required as part of the Zoning By-law Amendment application for site, CLC completed an EIS which identified the location of the Kippewa Drive Eastview Limestone ANSI approximately 400 m south of the site, as illustrated in **Figure 4-4**. As such, **there are no impacts related to the Earth Science ANSI on the site.**

Figure 4-4: Natural Heritage Information Centre Portal Mapping of ANSI, 2020



4.2.5 ALGONQUIN INTERESTS

Section 5.6 Algonquin Aboriginal Interests of the OP recognizes that the boundaries of the City of Ottawa lie within the historic Algonquin Territory that is part of current Treaty Negotiations with the Federal and Provincial Crowns. The policy states that the City will seek opportunities for mutually beneficial engagement with the Algonquins on matters that affect aboriginal history and culture. Policy 5.6.1 provides that, “The City of Ottawa will engage the Algonquins of Ontario with regard to land use planning affecting any of the following matters:

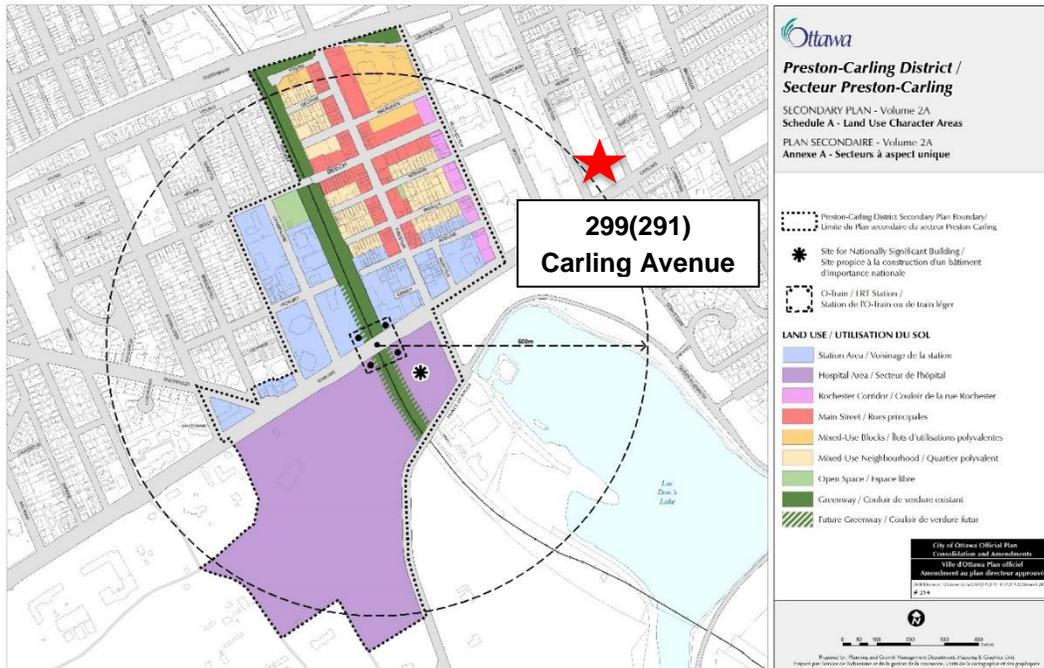
- a. Any initiatives with regard to the Greenbelt, recognizing that the authority for the planning of the Greenbelt vests with the National Capital Commission;
- b. Protection of water quality, amelioration and utilization of the Ottawa River, Rideau River/Canal and other watercourses throughout the city;
- c. Any undertaking impacting on navigable waterways and their waterbeds;
- d. Environmental assessments and mitigation measures located on unceded lands associated with renewable energy undertakings identified in S.3.1 of this Plan; and
- e. Utilization of islands in Ottawa and Rideau Rivers.”

The proposed development is a joint venture partnership between CLC and the Algonquins of Ontario (AOO), which operates under a Management Committee with equal representation from both organizations and CLC as the Project Manager. The AOO have been involved in the proposed redevelopment project and rezoning at every stage of the planning and consultation process, including specific design workshops, and their interests have been reflected in the Proposed Development Concept Plan.

4.2.6 PRESTON-CARLING DISTRICT SECONDARY PLAN (2016)

The site is located three blocks east of the current boundary of the Preston-Carling District Secondary Plan, as illustrated in **Figure 4-5**. However, the planned function and forms of development which are supported by the Secondary Plan provide context for the type of development which may occur in proximity to the site.

Figure 4-5: Preston-Carling District Secondary Plan, Schedule A - Land Use Character Areas

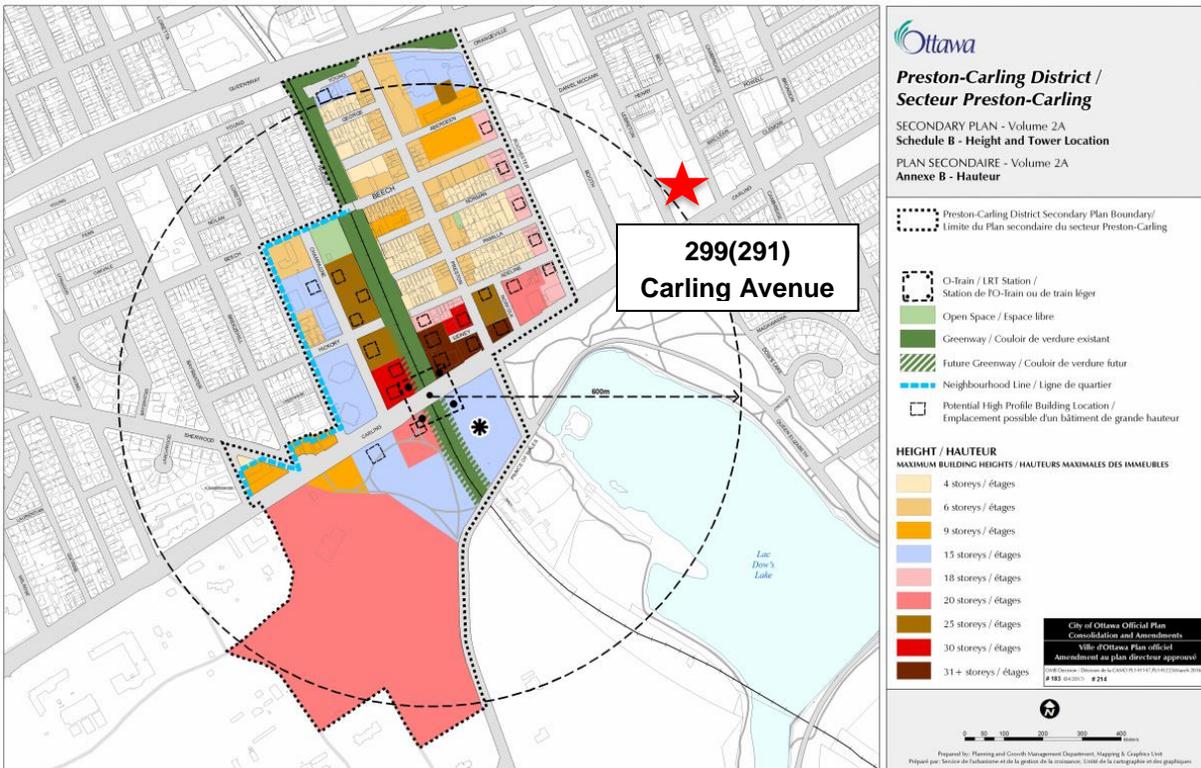


The Secondary Plan Vision (Section 3.0) states that some of the city's tallest and finest mixed-use buildings will cluster around the Carling Avenue O-Train / future light rail transit (LRT) station. Further, the development of the new hospital south of Carling Avenue will make the District an important employment hub as well as a new centre for community care and research. The Preston-Carling District is primarily a designated Mixed-Use Centre in the OP, which is a Design Priority Area and a target area for intensification. The majority of Preston Street is designated as a Traditional Mainstreet and a portion of Carling Avenue within the District is designated as an Arterial Mainstreet. The Plan states that the future Preston-Carling District will

be a “mixed use downtown community comprised of a number of integrated land use character areas conveniently connected by a network of streets, pathways, bridges, parks, squares and other open spaces (Section 4.0).

Regarding permitted building heights, the properties closest to the site on the west side of Rochester Street are designated for a maximum building height of 18 and 20 storeys, as illustrated in **Figure 4-6**.

Figure 4-6: Preston-Carling District Secondary Plan, Schedule B - Height and Tower Locations



Although located outside and three (3) blocks east of the Secondary Plan Area, the proposed rezoning for the site is consistent with the Secondary Plan Vision for the Preston-Carling District. It enables future mixed-use, transit-supportive development west of the Secondary Plan Area and along Carling Avenue that further contributes to intensification opportunities, and high-quality parks and open space in the neighbourhood. The proposed rezoning includes proposed maximum building heights ranging between eight (8) and 20 storeys, which are generally consistent with the maximum building heights of 18 to 31+ storeys planned along Carling Avenue in the Secondary Plan Area. The proposed residential and non-residential permitted uses for the site complement the Secondary Plan Vision and generally comply with the existing permitted uses in the Arterial Mainstreet Zone along Carling Avenue.

4.3 DESIGN BRIEF

The City of Ottawa has a framework in place to guide urban design in accordance with a series of policies and guidelines documents. The following sections identify the urban design policies and guidelines which are applicable to the site.

4.3.1 SECTION 2.5.1 – URBAN DESIGN AND COMPATIBILITY

Policy 3.6.1.2 and Policy 3.6.3.7 of the Official Plan state that development proposals within the General Urban Area and on Mainstreets will be evaluated in the context of the policies and Design Objectives in Section 2.5.1, and the Compatibility policies set out in Section 4.11. Compatible development is defined in the OP as “development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. It ‘fits well’ within its physical context and ‘works well’ among those functions that surround it” (Section 2.5.1).

The proposed development supports the seven (7) urban design objectives and associated principles set out in Section 2.5.1, as demonstrated below. It should be noted that the OP specifies “proponents are free to respond in creative ways to the Design Objectives and Principles and are not limited only to those suggested by the Design Considerations.”

1. To enhance the sense of community by creating and maintaining places with their own distinct identity.

- The proposed zoning and Development Concept Plan were informed by the vision for the site presented in **Section 1.1**, and based on extensive community engagement undertaken by CLC. The proposed mix of residential and non-residential uses will allow for a complete community on an urban city block scale, including affordable and family-oriented units and small, neighbourhood shops. The proposed permitted uses are consistent with existing permitted uses on the site, with minor modifications as detailed in **Section 4.4**. Future development will celebrate Algonquin traditions of connection to community and place, including design elements and building materials. Parks and open spaces have been integrated into the site zoning to ensure greenspace for future residents.

2. To define quality public and private spaces through development.

- The proposed zoning will enable development that contributes to the overall coherency of the urban fabric and residential and non-residential development in the existing community. It will replace a vacant lot, currently occupied by a parking lot, with high-quality development and parks and open space. With respect to private space, private amenity areas will be addressed at the time of Site Plan Control applications by future developers.

- The proposed zoning includes ample setbacks between proposed building areas and parks and open spaces, as well as setbacks to adjacent development.

3. To create places that are safe, accessible and are easy to get to, and move through.

- The proposed zoning will enable development that is transit-supportive and located within 600 m of Carling O-Train Station. Future site design, including connections through the site and accessibility, will be addressed at the time of Site Plan Control applications by future developers, in accordance with CLC's site-specific Urban Design Guidelines and Architectural Controls which are currently under development.

4. To ensure that new development respects the character of existing areas.

- The proposed development will result in infill and intensification on a vacant lot which otherwise interrupts the pattern of existing development along Carling Avenue, and will contribute to enlivening the community.
- The character of the existing area surrounding the site is characterized by varying lot sizes and residential and non-residential uses of varying building heights. CLC will develop site-specific Urban Design Guidelines and Architectural Controls which future developers of the site will be required to adhere to.

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.

- The proposed zoning enables development that contributes to achieving a more compact urban form over time, as envisioned in the principles of this design objective in the Official Plan.
- The proposed zoning is flexible, in that it permits a variety of residential and non-residential uses on the site, which will contribute to the diversity of housing options and commercial amenities in the immediate neighbourhood.

6. To understand and respect natural processes and features in development design.

- No environmental constraints or natural heritage features or areas which would be impacted by future development on the site.
- Stormwater will be managed through the existing drainage system, and would be addressed as part of future Site Plan Control applications.

7. To maximize energy-efficiency and promote sustainable design to reduce the resources consumption, energy use, and carbon footprint of the built environment.

- The proposed zoning includes two Parks and Open Space (O1) Zones on the site, which will include a new City park and a POPS on the site. Required setbacks will ensure that ample landscaping is provided.
- 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.

In addition to the Design Objectives described above, development proposals are evaluated against the compatibility criteria set out in Section 4.11 Urban Design and Compatibility of the OP.

Table 4-1 provides an evaluation of the proposed development against the compatibility criteria set out in Policy 4.11.2, with respect to the proposed Zoning By-law Amendment, recognizing that individual Site Plan Control applications by future developers of the site will be required and will address design details.

Table 4-1: Evaluation of Proposed Development - City of Ottawa Compatibility Criteria

Evaluation Criteria	How the Proposed Zoning Meets the Intent of the Compatibility Criteria
Traffic	Traffic related to the proposed development will be addressed at the time of future Site Plan Control applications.
Vehicular Access	Vehicular access to the site is anticipated to be provided from Lebreton Street South, in keeping with the existing three (3) accesses along Lebreton.
Parking Requirements	<p>The proposed zoning includes parking provisions related to:</p> <ul style="list-style-type: none"> – A minimum 6 m wide driveway providing access to a parking lot or parking garage; – Prohibiting surface parking and/or a parking garage on the ground floor of a commercial or mixed-use building within a depth of 6 m from the front wall of a building abutting surrounding streets; and – Parking for a use in Areas B, C, or D may be located in either Area B, C, or D on the site. <p>Specific location of parking on the site will be addressed at the time of future Site Plan Control applications.</p>
Outdoor Amenity Areas	The proposed zoning includes a City park in Area E and a POPS in Area A. Private outdoor amenity areas will be addressed at the time of future Site Plan Control applications.
Loading Areas, Services Areas, and Outdoor Storage	Loading areas will be addressed at the time of future Site Plan Control applications.
Lighting	Lighting will be addressed at the time of future Site Plan Control applications.
Noise and Air Quality	As the proposed zoning would permit residential and non-residential uses currently permitted in the Arterial Mainstreet Zone, the future uses on the site are anticipated to be compatible with other noise-sensitive land uses in the area.

Evaluation Criteria	How the Proposed Zoning Meets the Intent of the Compatibility Criteria
Sunlight	Potential shadowing impacts related to proposed buildings on the site will be addressed at the time of future Site Plan Control applications.
Microclimate	No adverse effects are anticipated.
Supporting Neighbourhood Services	The site is surrounded by a variety of existing neighbourhood services and community amenities, including parks, retail, schools, and places of worship, as illustrated in Figure 2-4 .

The proposed development meets the intent of the City of Ottawa’s urban design objectives and compatibility criteria, as established in Sections 2.5.1 and 4.11 of the OP.

4.3.2 DESIGN PRIORITY AREAS

Arterial Mainstreets, including Carling Avenue which the site fronts onto, are identified as Design Priority Areas (DPAs), per Policy 2.5.1.5(b) of the OP. Development proposals located within DPAs are subject to the Ottawa’s Urban Design Review Panel (UDRP) process.

Policy 2.5.1.5 states that, in DPAs, all public projects, private developments, and community partnerships within and adjacent to the public realm will be reviewed for their contribution to an enhanced pedestrian environment and their response to the distinct character and unique opportunities of the area. In these areas, creative and enhanced design measures and amenities will be used to encourage greater pedestrian use and increased social interaction, such as: wider sidewalks; shade trees; coordinated furnishings and utilities; enhanced transit stops; decorative lighting; public art; median planting and treatments; enhanced pedestrian surfaces; traffic calming; natural public spaces; compact development; quality architecture and façade treatments; seasonal plantings; distinct signage; pedestrian connections; entrance features; commemorations; and seasonal decoration.

The proposed rezoning will be presented to the UDRP as part of the City’s development review process, following submission of the Zoning By-law Amendment application. All individual Site Plan Control applications for the site by future developers will also be required to go through the UDRP process.

4.3.3 URBAN DESIGN GUIDELINES FOR DEVELOPMENT ALONG ARTERIAL MAINSTREETS (2006)

The City of Ottawa’s Urban Design Guidelines for Development Along Arterial Mainstreets were approved by City Council on May 24, 2006. The Guidelines contain the following objectives:

- To foster compatible development that will contribute to the recognized or planned character of the streets;
- To promote a comfortable pedestrian environment and create attractive streetscapes;
- To achieve high-quality built form and establish a strong street edge along Arterial Mainstreets;
- To facilitate a gradual transition to more intensive forms of development on Arterial Mainstreets;
- To accommodate a broad range of uses including retail, services, commercial, office, institutional and higher density residential; and
- To enhance connections that link development sites to public transit, roads and pedestrian walkways.

The proposed development is located along Carling Avenue, which is a designated Arterial Mainstreet in the City’s OP. The proposed development meets the following guidelines presented in **Table 4-2**, as outlined in the City’s Urban Design Guidelines for Development Along Arterial Mainstreets.

Table 4-2: Applicable Urban Design Guidelines for Development Along Arterial Mainstreets

Guideline	How Proposed Zoning Addresses Guideline
Guideline 1: Locate new buildings along the public street edge.	The proposed zoning requires that future buildings be located to front the public street edge along Carling Avenue, Lebreton Street South and Bell Street South.
Guideline 6: Set new buildings 0 to 3.0 metres back from the front property line, and 0 to 3.0 metres back from the side property line for corner sites, in order to define the street edge and provide space for pedestrian activities and landscaping.	A 4.5 m setback is proposed from all streets, in response to public comments and a desire for greater separation between the buildings and street, to provide ample public realm (e.g. accommodating patios).
Guideline 8: Provide significant architectural or landscape features at the corner on corner sites where there is no building, to emphasize the public streets and enhance the streetscape.	The proposed zoning would result in buildings being located at the corner of Carling and Bell, and at the corner of Carling and Lebreton.
Guideline 13: Ensure that buildings occupy the majority of the lot frontage. If the site is on a corner, situate the building at the lot line with the entrance at the corner.	Buildings will occupy the majority of the lot frontage on all surrounding streets.
Guideline 14: Create a transition in the scale and density of the built form on the site when located next to lower density neighbourhoods to mitigate any potential impact.	The proposed zoning includes a gradual decrease in building heights to transition from Carling Avenue, an Arterial Mainstreet, to the lower-scale residential building and the future City park at the northern property line.

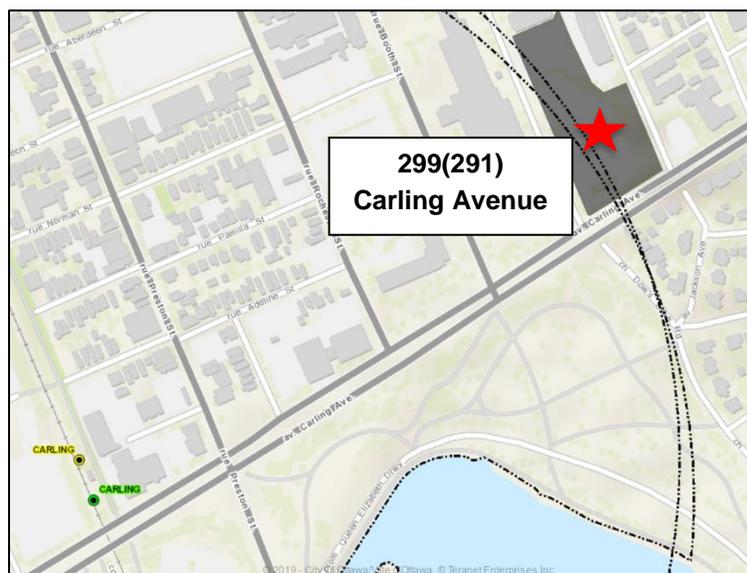
Guideline	How Proposed Zoning Addresses Guideline
Guideline 16: Design richly detailed buildings that create visual interest, a sense of identity and a human scale along the public street.	Site-specific comprehensive Urban Design Guidelines and Architectural Controls will be drafted to guide future developers of the site to create visual interest, amplify the identification of place, and to encourage human-scale design in their proposed development.
Guideline 19: Connect pedestrian walkways between adjacent properties in order to facilitate circulation between sites.	While the proposed zoning does not dictate where pedestrian walkways will be, the setbacks between buildings allow for these connections. Walkway locations will be determined by future developers as part of Site Plan Control applications.
Guideline 25: Shared vehicular access to parking areas between adjacent properties in order to reduce the extent of interruption along the sidewalk and the streetscape.	While the final configuration will be determined by future developers of the site, it is envisioned that shared vehicular access to the site can be accommodated from Lebreton Street South, consistent with the existing site accesses.
Guideline 30: Provide a consistent width of landscape and pedestrian areas across the front of the site.	The proposed 4.5 m setback from all surrounding streets will provide the opportunity for a consistent width of landscape and public realm along the frontages along Carling Avenue and Lebreton and Bell Streets South.
Guideline 35: Provide a minimum 3.0 metre wide landscape area, which may include a solid wall or fence in addition to planting, at the edges of sites adjacent to residential or institutional properties.	Refer to response to Guideline 6 above. The site-specific Urban Design Guidelines and Architectural Controls will require that landscaping be incorporated along the entire width of the setback between the site and adjacent residential uses.

4.3.4 TRANSIT-ORIENTED DEVELOPMENT GUIDELINES (2007)

The Transit-Oriented Development Guidelines were approved by Council on September 26, 2007. According to the Guidelines, “Transit-Oriented Development (TOD) is a mix of moderate to high-density transit-supportive land uses located within an easy walk of a rapid transit stop or station that is oriented and designed to facilitate transit use”.

The purpose of these Guidelines is to provide guidance to assess, promote and achieve appropriate Transit-Oriented Development within the City of Ottawa. These guidelines are applied throughout the City for all development within a 600 m walking distance of a rapid transit stop or station, in conjunction with the policies of the City of Ottawa Official Plan and other applicable regulations such as the City of Ottawa’s Zoning By-law. The proposed development is located within 600 m of the existing and future Carling O-Train Station, as illustrated **Figure 4-7**.

Figure 4-7: Site Location within 600 m of the Existing (green) and Future (yellow) Carling O-Train Station (geoOttawa, 2020)



The proposed development meets the following guidelines presented in **Table 4-3**, as outlined in the City’s Transit-Oriented Development Guidelines.

Table 4-3: Applicable Transit-Oriented Development Guidelines

Guideline	How Proposed Zoning Addresses Guideline
Guideline 1: Provide transit supportive land uses within a 600 metre walking distance of a rapid transit stop or station.	The site will include mixed-use development consisting of residential as the primary uses, complemented by retail, office, and other commercial uses on the lowest storeys.
Guideline 2: Discourage non transit-supportive land uses that are oriented primarily to the automobile and not the pedestrian, cyclist or transit user.	The proposed zoning for the site seeks to prohibit automobile-oriented uses which are currently permitted in the Arterial Mainstreet Zone, including automobile dealerships, automobile service stations, car washes, drive-through facilities, and gas bars, as these uses do not reflect the vision for the site, as informed by extensive public consultation.
Guideline 3: Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. Elements include a variety of different housing types, employment, local services and amenities that	The vision for the site and the proposed permitted uses allow for a variety of future housing options. For example, these could include townhomes at grade or townhomes in the two levels above the proposed podiums, with residential units in the towers. The inclusion of employment, local services, and amenities is encouraged through retail and commercial spaces in the lowest storeys

Guideline	How Proposed Zoning Addresses Guideline
<p>are consistent with the policy framework of the Official Plan and the City's Zoning By-Law. The mix of different uses can all be within one building and/or within different buildings within close proximity of one another.</p>	<p>of Areas B and C. The proposed zoning would enable a mix of uses on the site which would conform with the Official Plan designation of site.</p>
<p>Guideline 8: Locate the highest density and mixed uses (apartments, offices, etc.) immediately adjacent and as close as possible to the transit station. This could be provided within one building or within several adjacent buildings.</p>	<p>The highest density and mixed uses are proposed to be located along Carling Avenue, which offers the quickest pedestrian route to the Carling O-Train Station, and the best access to current bus routes on Carling.</p>
<p>Guideline 9: Create transition in scale between higher intensity development around the transit station and adjacent lower intensity communities by stepping down building heights and densities from the transit station.</p>	<p>The proposed zoning includes a gradual decrease in building heights to transition from 20 and 15 storeys along Carling Avenue, an Arterial Mainstreet, to eight (8) storeys and the lower-scale residential building at the north end of the property. The proposed maximum building heights along Carling Avenue are proposed to decrease from 20 storeys to 15 storeys, moving from west to east along Carling Avenue and further from the Carling O-Train Station.</p>
<p>Guideline 11: Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street.</p>	<p>As further detailed in Section 4.4 of this Report, the proposed zoning would permit buildings in Areas B to have a 20 m (5 storey) podium, and a tower with a total maximum building height of 65 m (20 storeys) stepped back a minimum of 10 m from the street. In Area C, the proposed zoning would permit a 16 m (4 storey) podium, and a tower with a total maximum building height of 49 m (15 storeys). In Area D, the proposed zoning would permit a 24 m building (8 storeys). These height transitions are proposed to maintain a human-scale of development along the public realm fronting on all surrounding streets, and to reduce shadow and wind impacts at the street level.</p>
<p>Guideline 13: Set large buildings back between 3.0 and 6.0 metres from the front property line, and from the side property line for corner sites, in order to define the street edge and to provide space for pedestrian activities and landscaping.</p>	<p>A 4.5 m setback is proposed from all streets, in response to public comments and a desire for greater separation between the buildings and street, to provide ample public realm (e.g. accommodating patios).</p>
<p>Guideline 36: Design access driveways to be shared between facilities. This helps to improve the pedestrian environment by limiting the number of depressed curbs across public</p>	<p>While the final configuration will be determined by future developers of the site, it is envisioned that shared vehicular access to the site can be</p>

Guideline	How Proposed Zoning Addresses Guideline
sidewalks and reduces potential points of conflict between pedestrians and vehicles.	accommodated from Lebreton Street South, consistent with the existing site accesses.
Guideline 39: Encourage underground parking or parking structures over surface parking lots.	Underground parking is planned in order to meet minimum Zoning By-law requirements, and to meet the needs to residents and commercial tenants. While surface parking would be permitted in the proposed zoning, it would not be permitted to front on surrounding streets and would be limited to the interior of the site.

4.3.5 URBAN DESIGN GUIDELINES FOR HIGH-RISE BUILDINGS (2018)

The City of Ottawa’s Urban Design Guidelines for High-Rise Buildings was approved by City Council on May 23, 2018, and replaces the 2009 Urban Design Guidelines for High-Rise Housing. The OP and Guidelines define a high-rise building as any building that is 10 storeys or more. High-rise buildings are described as having three primary components: a base or podium; a middle or tower, and a top. The base is the primary interface with the city context of the street, people, and services. The tower is sized, shaped, orientated and clad to respond to functional and contextual requirements as well as the lifestyle of the residents. The top integrates the mechanical equipment, and contributes to sky views.

The Guidelines are general and not all will be applicable to every site. They are intended to be used during the preparation and review of development proposals to promote and achieve appropriate high-rise development, and will be applied wherever high-rise residential and mixed-use buildings are proposed. The objective of the Guidelines is to highlight ways to:

- Address the compatibility and relationship between high-rise buildings and their existing or planned context;
- Coordinate and integrate parking, services, utilities, and public transit into the design of the building and the site;
- Encourage a mix of uses and open spaces that contribute to the amenities of urban living;
- Create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities;
- Promote high-rise buildings that contribute to views of the skyline and enhance orientation and the image of the city;
- Promote development that responds to the physical environment and microclimate through design.

The proposed rezoning includes three (3) areas (Areas B, C and D) which are proposed to be zoned to permit mixed-use development, ranging between eight (8) and twenty (20) storeys in height and consisting of a mix of residential and commercial uses. As such, the proposed rezoning would enable high-rise buildings on the site, in excess of 10 storeys. The proposed development meets the following guidelines presented in **Table 4-4**, as outlined in the City’s Urban Design Guidelines for High-rise Housing.

Table 4-4: Applicable Urban Design Guidelines for High-Rise Buildings

Guideline	How Proposed Zoning Addresses Guideline
Guideline 1.15: The lot should abut the public realm, including streets, parks, plazas, and privately owned public spaces (POPs) on at least two sides.	The lot and internal land use areas to be established through the proposed zoning abut streets and/or the future City park and Privately-owned Public Open Space (POPS).
Guideline 1.16: When a proposed high-rise building abuts properties where a high-rise building is permitted, the lot should be of sufficient size to achieve tower separation, setback, and step back: a. 1,350m ² for a corner lot; [...]	The area of Area B is approximately 5,300 m ² .
Guideline 2.13: Place the base of a high-rise building to form continuous building edges along streets, parks, and public spaces or Privately Owned Public Space (POPS):	The proposed 4.5 m setback from all surrounding streets will provide the opportunity for a consistent width of landscape and public realm along the frontages along Carling Avenue and Lebreton Street South and Bell Street South. Building edges will also be provided along the future City park and POPS.
Guideline 2.25: Provide proper separation distances between towers to minimize shadow and wind impacts, and loss of skyviews, and allow for natural light into interior spaces: a. the minimum separation between towers should be 23 m (Diagram 2-9); b. a tower must provide a minimum 11.5 m setback from the side and/or rear property lines when abutting another high-rise building (Diagram 2-9); [...]	The proposed zoning integrates a minimum separation distance of 23 m between towers, measures from the exterior wall of the tower, including balconies. It also integrates an 11.5 m setback from a tower to interior side lot lines.
Guideline 2.29 Step back the tower, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening skyviews:	As further detailed in Section 4.4 of this Report, the proposed zoning would permit buildings in Areas B to have a 20 m (5 storey) podium, and a tower with a total maximum building height of 65 m (20 storeys) stepped back a minimum of 10 m from the street. In Area C, the proposed zoning would permit a 16 m (4 storey) podium, and a tower with a total

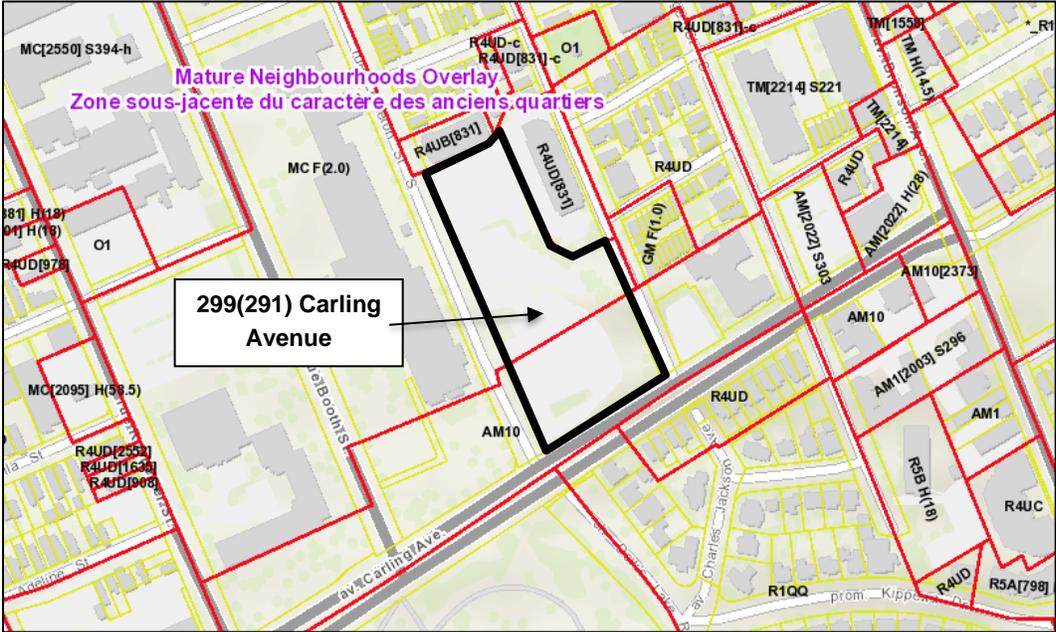
Guideline	How Proposed Zoning Addresses Guideline
<ul style="list-style-type: none"> a. a step back of 3 m or greater is encouraged. b. the minimum step back, including the balconies, should be 1.5 m; [...] 	<p>maximum building height of 49 m (15 storeys). In Area D, the proposed zoning would permit a 24 m building (8 storeys). These height transitions are proposed to maintain a human-scale of development along the public realm fronting on all surrounding streets, and to reduce shadow and wind impacts at the street level.</p> <p>The site-specific Urban Design Guidelines and Architectural Controls will indicate that the minimum setback, including the balconies is 11.5 m.</p>
<p>Guideline 3.4: Where appropriate, particularly in densely populated areas such as the Central Area and the emerging downtown districts, provide at grade or grade-related public spaces such as plazas, forecourts, and public courtyards, which may be under public or private ownership.</p>	<p>The 4.5 m setbacks along surrounding streets allow for public use of the space at grade.</p>
<p>Guideline 3.5: The public spaces should:</p> <ul style="list-style-type: none"> a. complement and be integrated into the existing network of public streets, pathways, parks, and open space; b. provide direct visual and physical connections to the surrounding public streets, pathways, parks, and open spaces; c. support the proposed high-rise development particularly at grade functions; d. allow for year-round public use and access; and e. maximize safety, comfort and amenities for pedestrians. 	<p>The site-specific Urban Design Guidelines and Architectural Controls will encourage these attributes for public spaces.</p>
<p>Guideline 3.6: When a public space is privately owned, it should: be perceived as a public space not as a private space; [...]</p>	<p>The site-specific Urban Design Guidelines and Architectural Controls will encourage the perception of private spaces as public space, which will be emphasized in the POPS on the east side of the site along Bell Street South.</p>
<p>Guideline 3.8: Where appropriate, break up larger street blocks or larger development parcels by introducing mid-block pedestrian or multi-use connections, public or private, outdoor or indoor to increase and enhance the overall</p>	<p>Mid-block connections have been encouraged, although the manner in which the blocks are sold and developed will influence the final layout.</p>

Guideline	How Proposed Zoning Addresses Guideline
pedestrian accessibility and walkability of the area.	
Guideline 3.14: Locate parking underground or at the rear of the building.	Parking will be primarily located underground, with some surface visitor parking and potential to integrate some commercial parking into the podiums, but not fronting on surrounding streets.
Guideline 3.24: Master planned developments may develop their own design standards in concert with City standards to create a unique character.	While this is not a Master planned site, CLC is seeking implementation of a cohesive vision, which has been developed through extensive public consultation and partnership with the AOO. The site-specific Urban Design Guidelines and Architectural Controls will be developed to ensure the vision for the site is adhered to by future developers.

4.4 CITY OF OTTAWA COMPREHENSIVE ZONING BY-LAW 2008-250 (CONSOLIDATION SEPTEMBER 9, 2020)

Under the City of Ottawa Comprehensive Zoning By-law 2008-250 (Consolidation September 9, 2020), the site currently has split zoning. The southern portion of the site is zoned Arterial Mainstreet, Subzone 10 (AM10), and the northern portion of the site is zoned Mixed-Use Centre (MC F(2.0)), as illustrated in **Figure 4-8**.

Figure 4-8: Site Zoning (geoOttawa, December 2020)



The site is also located within the Mature Neighbourhoods Overlay (MNO) which is associated with the City's Infill I and Infill II By-laws. However, Infill I only applies to residential dwellings in mature neighbourhoods that are four storeys or less, and Infill II only affects lots within the MNO that are zoned R1-R4 and are subject to Alternative Provisions with the Urban Area. As such, the MNO does not impact the site.

4.4.1 ARTERIAL MAINSTREET (AM) ZONE

The general purpose of Arterial Mainstreet (AM) Zone is to:

- Accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated Arterial Mainstreet in the Official Plan; and
- Impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.

The AM Zone permits a wide range of non-residential (e.g. bank, community centre, medical facility, office, personal service business, post office, restaurant, retail food store, retail store, etc.) and residential uses. Permitted residential uses include:

- Apartment dwelling, low-rise;
- Apartment dwelling, mid-rise;
- Bed and breakfast;
- Dwelling unit;
- Group home;
- Home-based business;
- Home-based day care;
- Planned unit development;
- Retirement home;
- Retirement home, converted;
- Stacked dwelling; and
- Townhouse dwelling.

Outdoor storage is permitted subject to:

- a. Being located in an interior side yard or rear yard;
- b. Being completely enclosed and screened from a public street, and from residential or institutional zone; and
- c. The provisions of subsection 185(4)(b) above does not apply to automobile dealership (Sec. 185(4)).

Subzone 10 requires buildings to meet certain performance and design standards which differ from the general AM Zone requirements.

4.4.2 MIXED-USE CENTRE (MC) ZONE

The general purpose of the MC – Mixed-Use Centre Zone is to:

- Ensure that the areas designated Mixed-Use Centres in the Official Plan, or a similar designation in a Secondary Plan, accommodate a combination of transit-supportive uses such as offices, secondary and post secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, day care centres, retail uses, entertainment uses, service uses such as restaurants and personal service businesses, and high- and medium-density residential uses; (By-law 2015-293)
- Allow the permitted uses in a compact and pedestrian-oriented built form in mixed-use buildings or side by side in separate buildings; and
- Impose development standards that ensure medium to high profile development while minimizing its impact on surrounding residential areas.

The MC Zone permits a wide range of non-residential (e.g. bank, cinema, convenience store, hotel, medical facility, office, parking garage, post office, restaurant, retail food store, retail store, theatre, training centre, urban agriculture, etc.) and residential uses. Permitted residential uses include:

- | | |
|----------------------------------|-------------------------------|
| – Apartment dwelling, low-rise; | – Home-based day-care; |
| – Apartment dwelling, mid-rise; | – Planned unit development; |
| – Apartment dwelling, high-rise; | – Retirement home; |
| – Dwelling units; | – Retirement home, converted; |
| – Group home; | – Stacked dwelling; and |
| – Home-based business; | – Townhouse dwelling. |

4.4.3 PROPOSED ZONING BY-LAW AMENDMENT

A rezoning is required to implement the proposed development, the details of which will be confirmed through individual Site Plan Control applications by future developers of the site following CLC’s land disposition process.

The proposed Zoning By-law Amendment is required to establish one (1) Arterial Mainstreet (AM) Zone across the majority of the site, instead of the existing split zoning, to allow for future mixed-use development. The proposed Zoning By-law Amendment is also required to establish Parks and Open Space (O1) Zones where future greenspace is planned, and to establish distinct land use areas on the site.

As previously illustrated in **Figure 3-1**, five (5) land use areas are proposed on the site – Areas A through E. The details of the proposed Zoning By-law Amendment are provided and illustrated in **Appendix A**, including a zoning plan which identifies the proposed zoning details for each land use area (Areas A through E), and the Draft Zoning By-law Amendment text and By-law Schedule.

Areas A and E are proposed to be rezoned from AM10 and MC F(2.0) to Parks and Open Space (O1), with no exceptions being sought.

Areas B, C, and D are proposed to be rezoned from AM 10 and MC F(2.0) to Arterial Mainstreet Exception (AM[XXXX] SXXX). Details regarding the intent of each land use area and exceptions to the AM Zone being sought are provided in **Table 4-5**.

As previously noted, it is anticipated that the proposed Zoning By-law Amendment could result in many different future site buildouts / development configurations, depending on future site plan applications by individual developers following CLC’s land disposition process. Any future developers will be required to adhere to the zoning established for the site through this Zoning By-law Amendment application.

Table 4-5: Details of Proposed Zoning By-law Amendment – Arterial Mainstreet, Exception (AM[XXXX] SXXX)

Proposed Exceptions	Area B	Area C	Area D
Permitted Uses	<ul style="list-style-type: none"> – Add “apartment dwelling, high-rise” – Notwithstanding the definition of “automobile rental establishment”, this use shall be limited to a depot for booking of rental motor vehicles and shall not include on-site storage of motor vehicles – Notwithstanding the definition of “funeral home”, this use shall not include a crematorium or a cemetery 		
Prohibited Uses	Prohibited Uses: <ul style="list-style-type: none"> – Amusement park – Automobile dealership – Automobile service station – Car wash – Drive-through facility – Gas bar – Payday loan establishment – Sports arena 		
Setbacks	<ul style="list-style-type: none"> – 4.5 m from any lot line abutting a street, and any part of a building above 20 m shall be stepped back a min. of 10 m from any lot line abutting a street 	<ul style="list-style-type: none"> – 4.5 m from any lot line abutting Lebreton Street South, and any part of a building above 16 m shall be stepped back a min. of 7.5 m from any lot line 	<ul style="list-style-type: none"> – 4.5 m from any lot line abutting Lebreton Street South

Proposed Exceptions	Area B	Area C	Area D
		abutting Lebreton Street South	
	<ul style="list-style-type: none"> Min. 3 m from any lot line abutting an O1 Zone (Area A) 		<ul style="list-style-type: none"> Min. 3 m from any lot line abutting an O1 Zone (Area E)
	<ul style="list-style-type: none"> N/A (does not abut a residential zone) 	<ul style="list-style-type: none"> Min. 7.5 m from any lot line abutting a residential zone 	
	<ul style="list-style-type: none"> Min. 7.5 m from any newly created interior side lot line or rear lot line, as a result of new lot creation 		
Minimum distance separation between towers	<ul style="list-style-type: none"> For the portion of a building that is 10 or more storeys in height, the minimum distance separation between towers shall be 23 m, 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 m. 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. 		
Minimum ground floor area	<ul style="list-style-type: none"> For non-residential and mixed-use buildings, a minimum of 50% of the ground floor shall be occupied with commercial uses 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> N/A
Maximum building heights	<ul style="list-style-type: none"> Area B1 (podium): 20 m, not to exceed 5 storeys Area B2: 65 m, not to exceed 20 storeys Area B3: 50 m, not to exceed 15 storeys 	<ul style="list-style-type: none"> Area C1 (podium): 16 m, not to exceed 2 storeys Area C2: 49 m, not to exceed 15 storeys 	<ul style="list-style-type: none"> 24 m, not to exceed 8 storeys
Access and Parking	<ul style="list-style-type: none"> A driveway providing access to a parking lot or to a parking garage must have a min. width of 6 m for a double traffic lane Surface parking and/or a parking garage must not be located within a depth of 6 m 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 Despite any requirements to the contrary, parking for a use required in Areas B, C or D may be located in either Area B, C or D 		

5 SUMMARY OF OPINION

It is the professional opinion of WSP that the proposed rezoning of 291 Carling Avenue represents good land use planning and is appropriate for the site for the following reasons:

- The proposed rezoning supports and is consistent with the 2020 Provincial Policy Statement.
- The proposed rezoning conforms to the strategic directions and policies of the Official Plan by supporting redevelopment and intensification in the urban area, with transit-supportive mixed-use development in proximity to a rapid transit station.
- The proposed rezoning meets several principles under the Urban Design Objectives and Principles of Section 2.5.1 of the OP, as well as the Compatibility criteria of Section 4.11.
- The proposed rezoning meets the intent of numerous guidelines under the City's Transit-Oriented Development Guidelines, Urban Design Guidelines for Development along Arterial Mainstreets, and the Urban Design Guidelines for High-Rise Buildings.
- The proposed rezoning meets the general intent and purpose of the Zoning By-law and the Arterial Mainstreet Zone.

In conclusion, the proposed Zoning By-law Amendment to support future development at 299(291) Carling Avenue represents good planning, and the development is in the public interest.

Please feel free to contact us at Nadia.De-Santi@wsp.com or 613-690-1114 or at Anita.Sott@wsp.com or 613-690-1121 if you have any questions or require additional information.

Yours truly,

WSP



Nadia De Santi, MCIP, RPP
Senior Project Manager



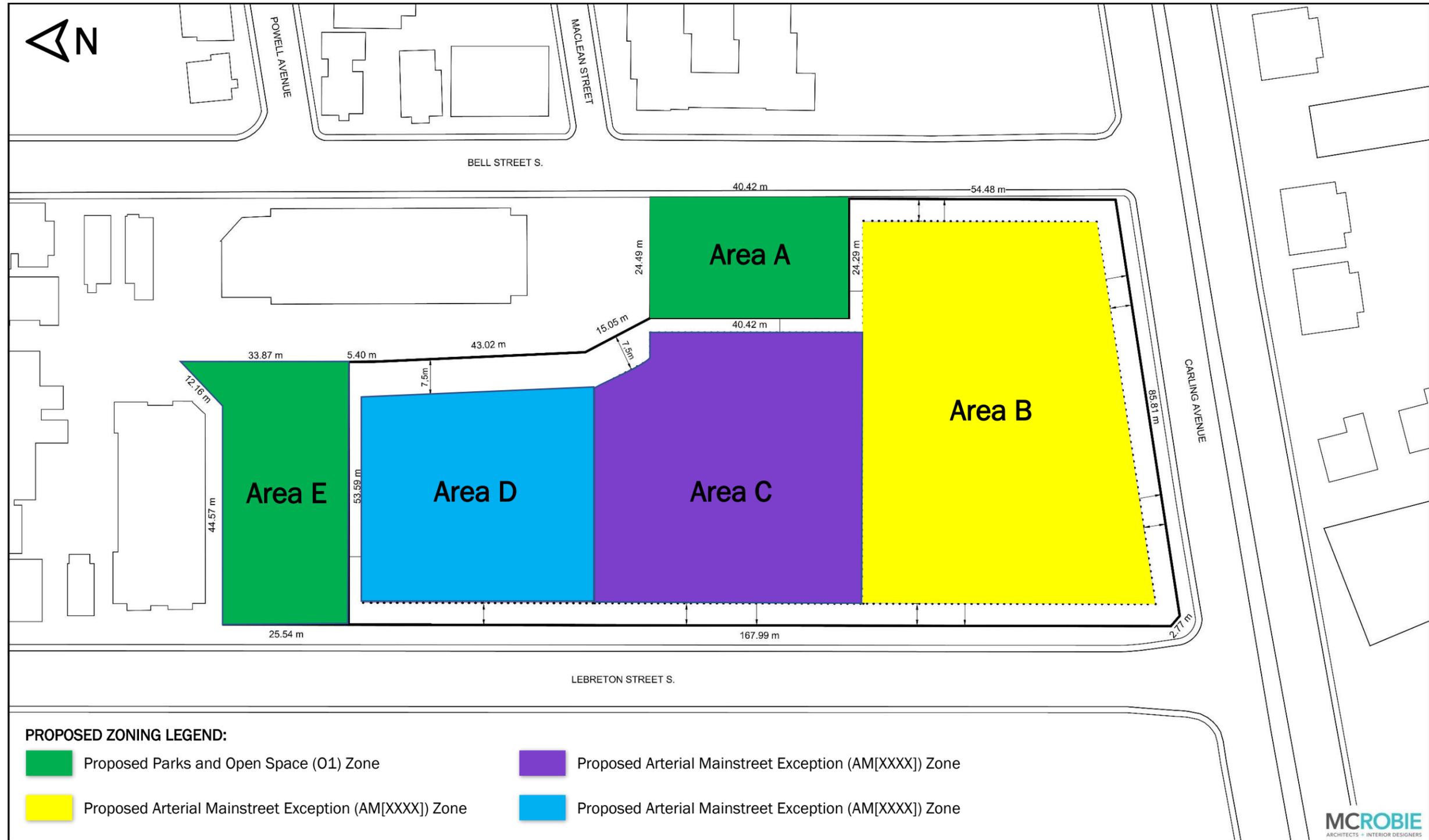
Anita Sott, MCIP, RPP
Senior Planner

APPENDIX

A

PROPOSED ZONING BY-LAW
AMENDMENT

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



299 (291) Carling Avenue – Proposed Parks and Open Space (O1) Zones



Land Use Area A:

- 0.10 hectares Privately-Owned Public Open Space (POPS)

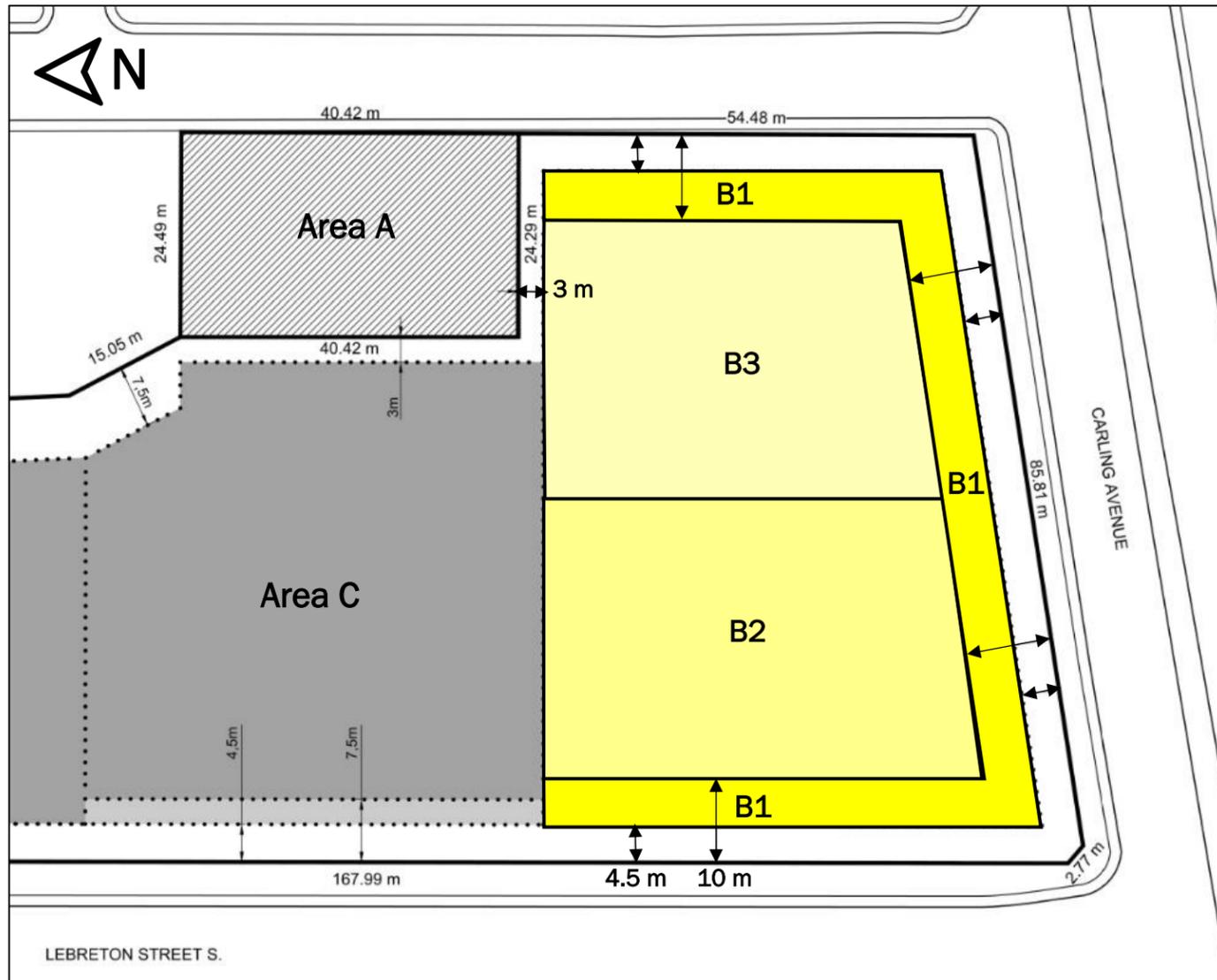
Land Use Area E:

- 0.14 hectares attributed to 10% parkland dedication (City park)

Permitted Uses:

- Environmental preserve and education area
- Park
- Urban Agriculture

299 (291) Carling Avenue – Proposed Arterial Mainstreet Exception (AM[XXXX]) Zone



Land Use Area B:

Maximum Building Heights:

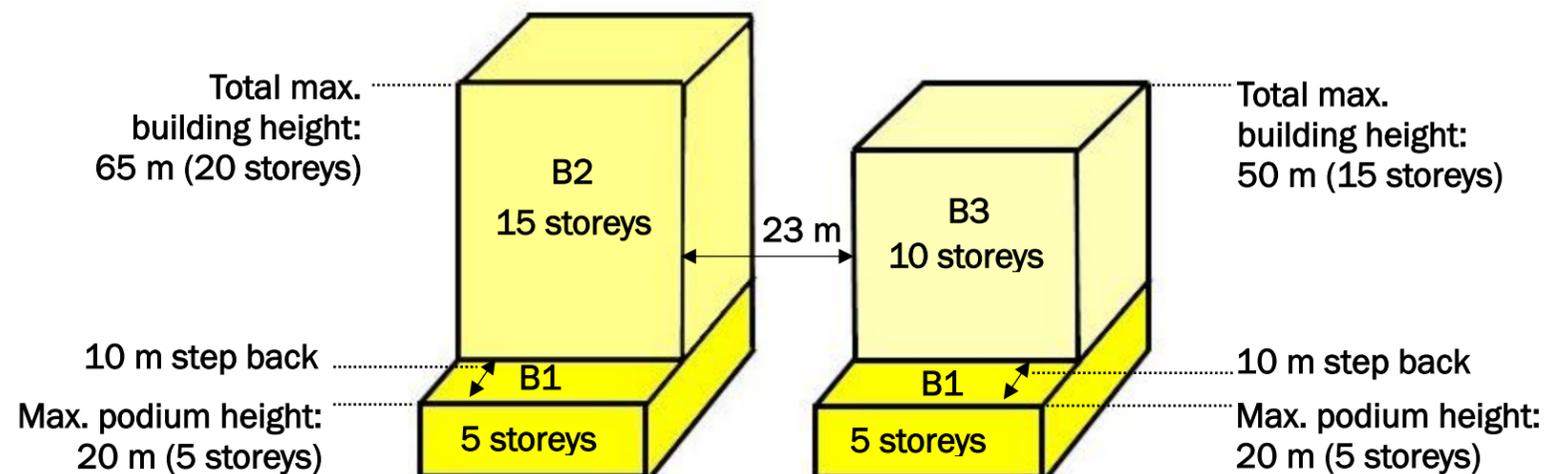
- B1 – Podium area: 20 metres, not to exceed 5 storeys
- B2 – Main building(s) area: 65 metres, not to exceed 20 storeys
- B3 – Main building(s) area: 50 metres, not to exceed 15 storeys

Setbacks:

- 4.5 metre setback from all surrounding streets
- Any part of a building above 20 metres (5 storeys) must be stepped back 10 metres from any lot line abutting a street
- 3 metre setback from the proposed Parks and Open Space (O1) Zone in Area A

Other Provisions:

- Non-residential and mixed-use buildings must have a minimum of 50% of the ground floor occupied with commercial uses.
- A “tower” is the main body of a high-rise building that extends upwards from the building base, referred to as a podium. A 23 metre minimum separation distance is required between towers, for the portion of a building that is 10 or more storeys in height. Abutting an interior lot line, an 11.5 metre setback is required from the lot line to the portion of a building that is 10 or more storeys in height.

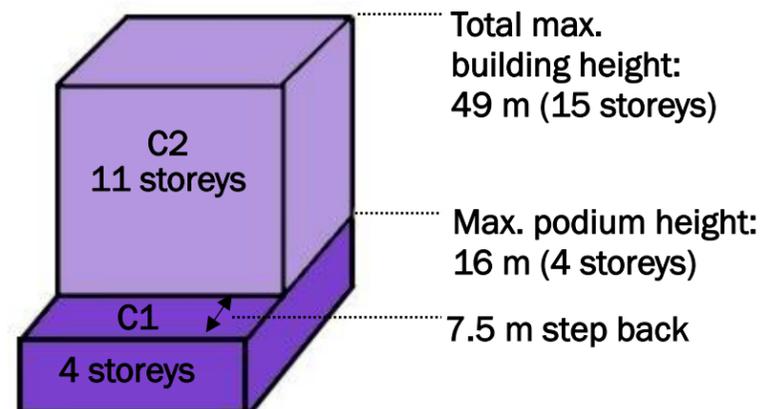
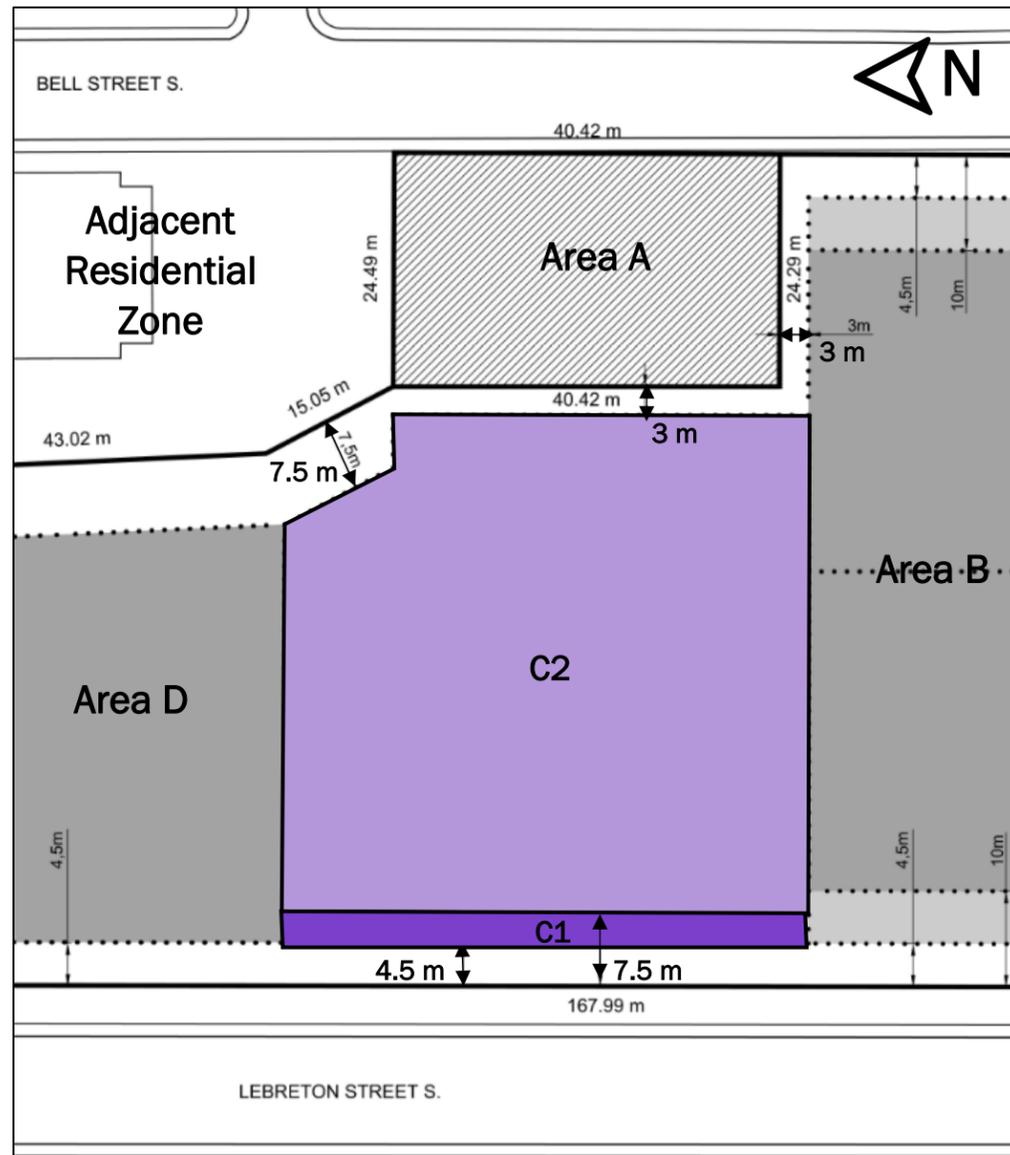


Algonquins of Ontario



Canada Lands Company
Société immobilière du Canada

299 (291) Carling Avenue – Proposed Arterial Mainstreet Exception (AM[XXXX]) Zone



Land Use Area C:

Maximum Building Heights:

- C1 – Podium area: 16 metres, not to exceed 4 storeys
- C2 – Main building(s) area: 49 metres, not to exceed 15 storeys

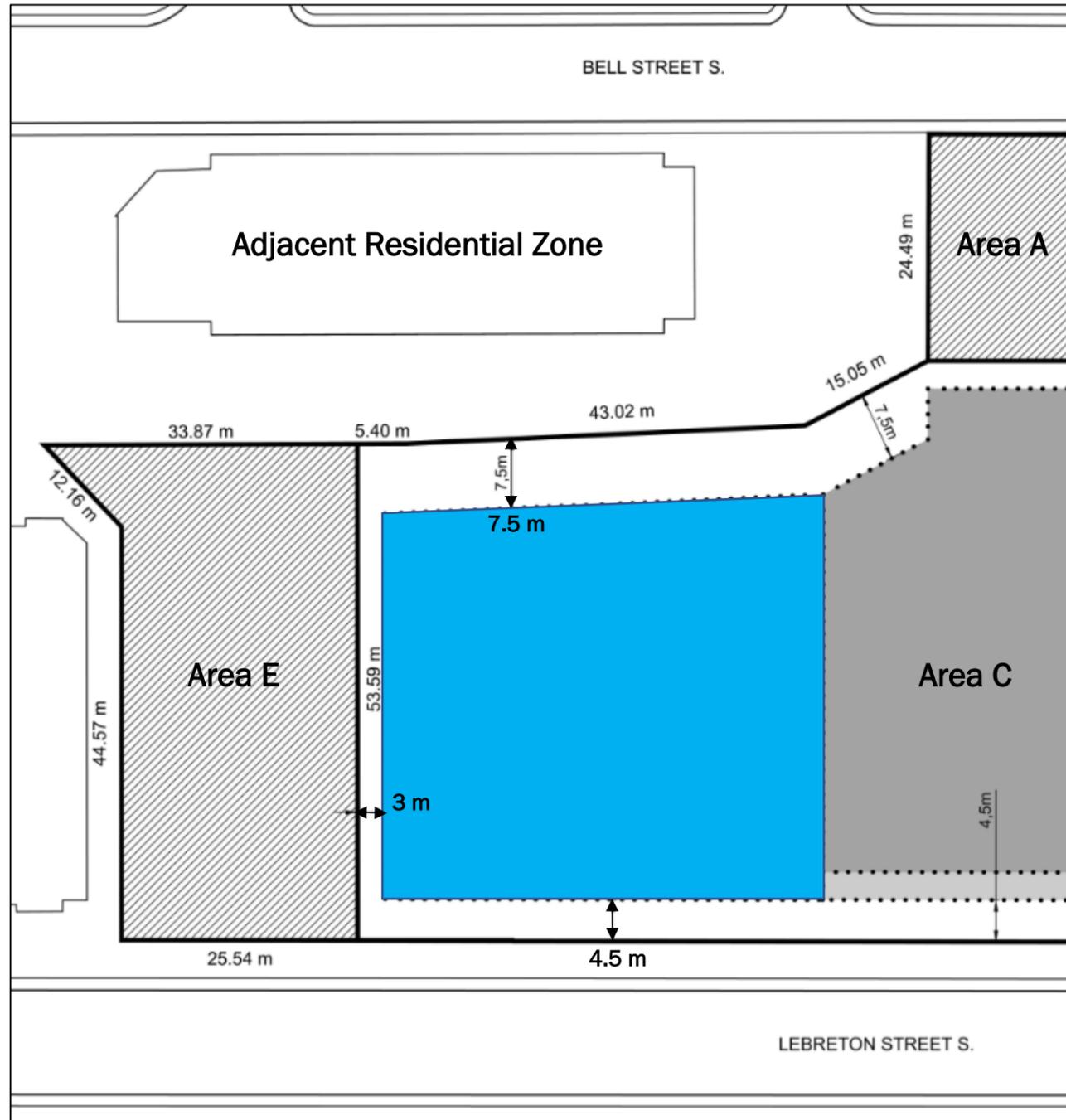
Setbacks:

- 4.5 metre setback from Lebreton Street South
- Any part of a building above 16 metres (4 storeys) must be stepped back 7.5 metres from any lot line abutting the street
- 3 metre setback from the proposed Parks and Open Space (O1) Zones in Area A
- 7.5 metre setback from adjacent residential zone to the northeast

Other Provisions:

- A “tower” is the main body of a high-rise building that extends upwards from the building base, referred to as a podium. A 23 metre minimum separation distance is required between towers, for the portion of a building that is 10 or more storeys in height. Abutting an interior lot line, an 11.5 metre setback is required from the lot line to the portion of a building that is 10 or more storeys in height.

299 (291) Carling Avenue – Proposed Arterial Mainstreet Exception (AM[XXXX]) Zone



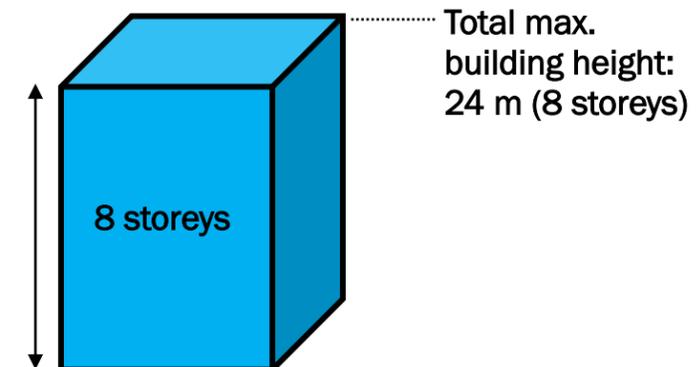
Land Use Area D:

Maximum Building Heights:

- 24 metres, not to exceed 8 storeys

Setbacks:

- 4.5 metre setback from Lebreton Street South
- 3 metre setback from the proposed Parks and Open Space (O1) Zones in Area E
- 7.5 metre setback from adjacent residential zone to the east



299 (291) Carling Avenue – Proposed Changes to Permitted Uses in the Arterial Mainstreet (AM) Zone

Permitted Use Type	Existing Permitted Uses in AM Zone	Proposed Changes: Permitted Uses to be Added	Proposed Changes: Existing Permitted Uses to be Revised	Proposed Changes: Existing Permitted Uses to be Prohibited
Non-Residential	<ul style="list-style-type: none"> • amusement park being located within a building • amusement centre • amusement park • animal care establishment • animal hospital • artist studio • automobile dealership • automobile rental establishment • automobile service station • bank • bank machine • bar • broadcasting studio • car wash • catering establishment • cinema • click and collect facility • community centre • community health and resource centre • convenience store • day care • diplomatic mission • drive-through facility • emergency service • funeral home • gas bar • hotel • instructional facility • library • medical facility • municipal service centre • museum • nightclub • office • park • parking garage • payday loan establishment • personal brewing facility • personal service business • place of assembly • place of worship • post office • production studio • recreational and athletic facility • research and development centre • residential care facility • restaurant • retail food store • retail store • school • service and repair shop • sports arena • storefront industry • technology industry • theatre • training center • urban agriculture 	<ul style="list-style-type: none"> • none 	<ul style="list-style-type: none"> • automobile rental establishment – to be limited to a depot for booking of rental motor vehicles, but shall not include on-site storage of motor vehicles • funeral home – shall not include a crematorium or cemetery 	<ul style="list-style-type: none"> • amusement park • automobile dealership • automobile service station • car wash • drive-through facility • gas bar • payday loan establishment • sports arena



299 (291) Carling Avenue – Proposed Changes to Permitted Uses in the Arterial Mainstreet (AM) Zone

Permitted Use Type	Existing Permitted Uses in AM Zone	Proposed Changes: Permitted Uses to be Added	Proposed Changes: Existing Permitted Uses to be Revised	Proposed Changes: Existing Permitted Uses to be Prohibited
Residential	<ul style="list-style-type: none"> • apartment dwelling, low rise • apartment dwelling, mid rise • bed and breakfast • dwelling unit • group home • home-based business • home-based day care • planned unit development • retirement home • retirement home, converted • rooming house • stacked dwelling • townhouse dwelling 	<ul style="list-style-type: none"> • apartment dwelling, high rise 	<ul style="list-style-type: none"> • none 	<ul style="list-style-type: none"> • none

PART 1: PROPOSED ZONING BY-LAW AMENDMENT TEXT

Explanatory Note: The recommended rezoning is to Parks and Open Space (O1) and Arterial Mainstreet (AM), with an Exception and a Height Schedule. The below forms the proposed O1 and AM[XXXX] SXXX zoning. Only those provisions which we are seeking an exception for are described below; otherwise, the parent AM zoning provisions would apply.

Areas A and E:

1. Rezone the lands from Arterial Mainstreet, Subzone 10 (AM10) and Mixed Use Centre (MC F(2.0)) to Parks and Open Space (O1).

Areas B, C, and D:

1. Rezone the lands from Arterial Mainstreet, Subzone 10 (AM10) and Mixed Use Centre (MC F(2.0)) to Arterial Mainstreet, Exception [XXXX] SXXX.
2. Add a new exception, AM[XXXX] SXXX to Section 239, Urban Exceptions, with provisions similar in effect to the following:
 - a. In Column II, add the text, “AM[XXXX] SXXX;
 - b. In Column III, add apartment dwelling, high rise as an additional permitted use;
 - c. In Column IV, add the following as prohibited uses:
 - Amusement park;
 - Automobile dealership;
 - Automobile service station;
 - Car wash;
 - Drive-through facility;
 - Gas bar;
 - Payday loan establishment; and
 - Sports arena.
 - 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.

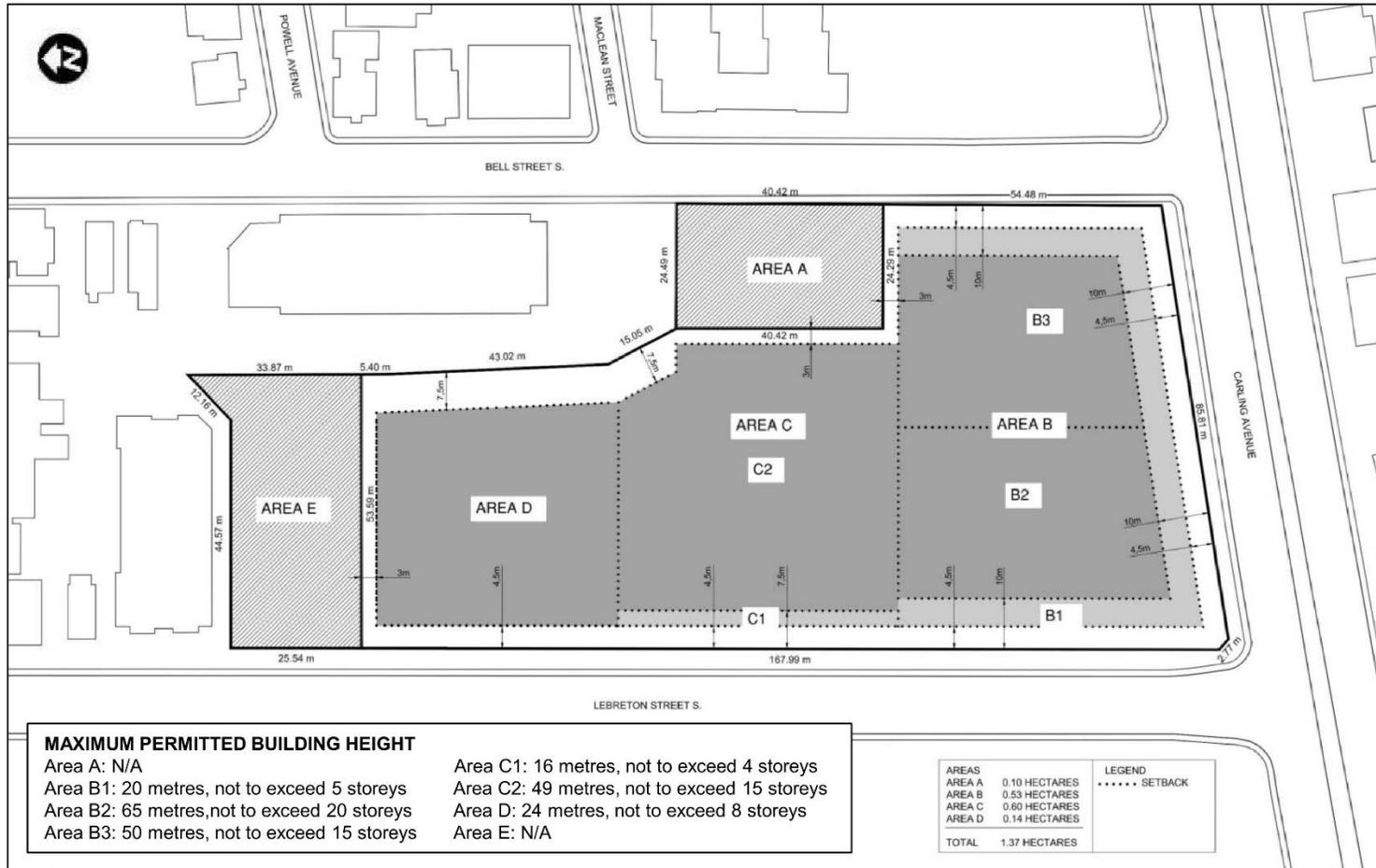
- In Area B on Schedule XXX, the setback from any lot line abutting a street shall be 4.5 metres, and any part of a building above 20 metres shall be stepped back a minimum of 10 metres from any lot line abutting a street.
- In Area C on Schedule XXX, the setback from any lot line abutting Lebreton Street South shall be 4.5 metres, and any part of a building above 16 metres shall be stepped back a minimum of 7.5 metres from any lot line abutting Lebreton Street South.
- In Area D on Schedule XXX, the setback from any lot line abutting Lebreton Street shall be 4.5 metres.
- In Areas B and C on Schedule XXX, the setback from any lot line abutting an O1 Zone (Area A on Schedule XXX) shall be a minimum of 3 metres.
- In Area D on Schedule XXX, the setback from any lot line abutting an O1 Zone (Area E on Schedule XXX) shall be a minimum of 3 metres.
- In Areas C and D on Schedule XXX, the setback from any lot line abutting a residential zone shall be a minimum of 7.5 metres.
- 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 on Schedule XXX, a minimum of 50% of the ground floor shall be occupied with commercial uses.
- Maximum building heights are as per Schedule XXX:
 - Area A: N/A
 - Area B1: 20 metres, not to exceed 5 storeys
 - Area B2: 65 metres, not to exceed 20 storeys
 - Area B3: 50 metres, not to exceed 15 storeys
 - Area C1: 16 metres, not to exceed 4 storeys
 - Area C2: 49 metres, not to exceed 15 storeys
 - Area D: 24 metres, not to exceed 8 storeys
 - Area E: N/A
- 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.
- Despite any requirements to the contrary, parking for a use required in Areas B, C or D on Schedule XXX, may be located in either Area B, C, or D.

----- **END OF DRAFT ZONING BY-LAW AMENDMENT TEXT** -----

DRAFT

**299 (291) CARLING AVENUE – DRAFT ZONING BY-LAW AMENDMENT
PART 2: PROPOSED ZONING SCHEDULE**



This is Schedule XXX to Zoning By-law No. 2008-250

This is Attachment X to By-law Number 2021-____, passed _____, 2021.

APPENDIX

B

DEVELOPMENT CONCEPT PLAN

