



August 17, 2018

ACS2018-PIE-PS-0083

**A Zoning By-law Amendment Proposal will be considered at
Planning Committee**

I am contacting you today to inform you that the **Planning Committee** of the City of Ottawa will be considering the Zoning By-law amendment proposal for **1354 and 1376 Carling Avenue on Tuesday, August 28, 2018.**

The meeting will begin at 9:30 a.m. at Champlain Room, City Hall, **110 Laurier Avenue West, Ottawa.** You are welcome to attend the meeting and present your views.

I have attached a copy of the report outlining the departmental recommendation that will be considered during the meeting.

Stay informed and involved

- You can access additional information regarding this application online at Ottawa.ca/devapps or for general Zoning By-law amendment information on Ottawa.ca/planning.
- You can submit a written submission to the Committee Co-ordinator of the Planning Committee at 110 Laurier Avenue West, Ottawa, K1P 1J1 or by fax at 613-580-9609 or by e-mail at Melody.Duffenais@ottawa.ca.
- You can register to make a presentation during the Committee meeting by calling Melody Duffenais at 613-580-2424, extension 20113 by 4:00 p.m. on the day before the meeting to determine if a specific time has been set for this item to be considered.
- You can contact Sean Moore if you have any questions or require additional information, by telephone at 613-580-2424, extension 16481, or by email, at Sean.Moore@ottawa.ca.

If a person or public body does not make oral submissions at the public meeting or make written submissions to the City of Ottawa before the proposed by-law is passed, the person or public body is not entitled to appeal the decision of the Council of the City of Ottawa to the Local Planning Appeal Tribunal.

If a person or public body does not make oral submissions at the public meeting, or make written submissions to the City of Ottawa before the proposed by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

Sincerely,

Original signed by

Sean Moore

Development Review Planner

Enclosure



Le 17 août 2018

ACS2018-PIE-PS-0083

**Une proposition de modification au règlement de zonage sera examinée
au Comité de l'urbanisme**

Je communique avec vous aujourd'hui pour vous informer que Comité de l'urbanisme de la Ville d'Ottawa examinera une proposition de modification au Règlement de zonage du **1354 et 1376, avenue Carling le mardi 28 août 2018**.

La réunion commencera à 9 h 30 à la salle Champlain, hôtel de ville, au 110, avenue Laurier Ouest à Ottawa. On vous invite à assister à la réunion et à présenter votre point de vue.

Vous trouverez ci-joint une copie du rapport contenant la recommandation du Service qui sera examinée pendant la réunion.

Restez informé et participez

- Consultez Ottawa.ca/demdam pour obtenir des renseignements supplémentaires sur cette demande ou Ottawa.ca/urbanisme pour trouver de l'information d'ordre général sur les modifications au Règlement de zonage.
- Vous pouvez faire parvenir des observations écrites au coordonnateur du Comité de l'urbanisme au 110, avenue Laurier Ouest, Ottawa, K1P 1J1, par télécopieur au 613-580-9609 ou par courriel à Melody.Duffenais@ottawa.ca.
- Si vous souhaitez faire une présentation à la réunion du Comité, inscrivez-vous en téléphonant à Melody Duffenais au 613-580-2424, poste 20113 avant 16 h la veille de la réunion afin de déterminer si une heure précise a été établie pour traiter ce point.
- Vous pouvez communiquer avec Melanie Gervais, si vous avez des questions ou si vous avez besoin d'autres renseignements, par téléphone au 613-580-2424, poste 24025, ou par courriel à Melanie.Gervais@ottawa.ca.

Si une personne ou un organisme public ne présente pas d'exposé oral à la réunion publique ou ne présente pas d'exposé écrit à la Ville d'Ottawa avant l'adoption du règlement, la personne ou l'organisme public ne pourra pas interjeter appel de la

décision du Conseil de la Ville d'Ottawa devant le Tribunal d'appel de l'aménagement local.

Si une personne ou un organisme public ne présente pas d'exposé oral à la réunion publique ou ne présente pas d'exposé écrit à la Ville d'Ottawa avant l'adoption du règlement, la personne ou l'organisme public ne pourra être joint en tant que partie à l'audition de l'appel devant le Tribunal d'appel de l'aménagement local à moins que, de l'avis du Tribunal, il existe des motifs raisonnables de le faire.

Original signé par

Melanie Gervais

Urbaniste, Examen des demandes d'aménagement

p.j.



**REQUEST TO SPEAK FORM
FICHE DE DEMANDE D'INTERVENTION**

Please complete the 'Request to Speak' form and give to the Committee Coordinator at the beginning of the meeting.

Veillez remplir la fiche de « Demande d'intervention » et la remettre à la coordonnatrice / au coordonnateur du Comité au début de la réunion.

Committee and Meeting Date
Comité et date de la réunion _____

Subject / Objet _____

Please indicate your position with respect to the REPORT RECOMMENDATION:

- I agree
- I oppose

Veillez donner votre opinion sur la RECOMMANDATION DU RAPPORT :

- Je suis d'accord
- Je suis en désaccord

Name / Nom : _____

Company, Agency or Community Organization (if applicable):
Société, agence ou organisme communautaire (s'il y a lieu) : _____

Street and / or e-mail address, Postal Code and Telephone / Adresse municipale et / ou courriel, code postal et numéro de téléphone : _____

Personal Information contained on this form is collected pursuant to s. 83 (5) of By-Law No. 2016-377 and s. 14 (4) of By-Law No. 2007-104, and will be used as a record of, and possible follow up to, participation in this meeting. Questions about this collection should be directed to the City Clerk, 110 Laurier Avenue, Ottawa, Ontario, K1P 1J1. Telephone (613) 580-2424, ext. 21215.

Les renseignements personnels contenus dans le présent formulaire sont recueillis en vertu du p. 83 (5) du Règlement municipal n° 377-2016 et du p. 14 (4) du Règlement municipal n° 104-2007, et seront utilisés à des fins de référence et de suivi éventuel à la participation à cette réunion. Toute question concernant cette collecte de renseignements doit être adressée au greffier, 110, avenue Laurier Ouest, Ottawa (Ontario) K1P 1J1. Téléphone (613) 580-2424, poste 21215.

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
28 August 2018 / 28 août 2018**

**and Council
et au Conseil
12 September 2018 / 12 septembre 2018**

**Submitted on August 8, 2018
Soumis le 8 août 2018**

**Submitted by
Soumis par:**

**Lee Ann Snedden,
Director / Directrice**

Planning Services / Services de la planification

**Planning, Infrastructure and Economic Development Department / Direction
générale de la planification, de l'infrastructure et du développement économique**

Contact Person / Personne ressource:

**Sean Moore, Planner III / Urbaniste III, Development Review South / Examen des
demandes d'aménagement sud
613-580-2424, 16481, Sean.Moore@ottawa.ca**

Ward: RIVER (16) / RIVIÈRE (16)

File Number: ASC2018-PIE-PS-0083

SUBJECT: Zoning By-law Amendment– 1354 and 1376 Carling Avenue

OBJET: Modification au Règlement de zonage – 1354 et 1376, avenue Carling

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 1354 and 1376 Carling Avenue to permit three high-rise residential buildings (20, 22 and 20 storeys in height), two mid-rise residential buildings (eight storeys in height) and a public park, as shown in Document 2 and 3 and detailed in Document 4;**

2. **That Planning Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the City Clerk and Solicitor's Office and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to Bill 73 'Explanation Requirements' at the City Council meeting of 12 September 2018", subject to submissions received between the publication of this report and the time of Council's decision.**

RECOMMANDATIONS DU RAPPORT

1. **Que le Comité de l'urbanisme recommande au Conseil d'approuver une modification au Règlement de zonage 2008-250 visant les 1354 et 1376, avenue Carling, en vue de permettre la construction de trois tours résidentielles (20, 22 et 20 étages), de deux immeubles résidentiels de hauteur moyenne (huit étages) ainsi que l'aménagement d'un parc public, comme l'illustrent les document 2 et 3 et comme l'expose en détail le document 4.**
2. **Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et de l'avocat général et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes du projet de loi 73, à la réunion du Conseil municipal prévue le 12 septembre 2018 », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.**

EXECUTIVE SUMMARY

Assumption and Analysis

The site is located at 1354 and 1376 Carling Avenue, and fronts onto Carling Avenue, Meath Street and Archibald Street (see Document 1).

The applicant is proposing a mixed-use residential/commercial development; comprising approximately 900 residential units in five free standing buildings, through a multi-phased development. The form of development proposed comprises three high-rise residential buildings (20, 22 and 20 storeys in height) and two mid-rise residential

buildings (eight storeys in height) at the rear of the property, along Meath Street and Archibald Street. A new 1,424 square metre public park is proposed along Meath Street, providing public accessible open space.

The site will be developed in two distinct phases. Phase 1 will comprise a 20-storey high-rise mixed-use building along Carling Avenue and an eight-storey residential building along Archibald Street (totalling approximately 380 residential units). Phase 2 contemplates a 22 and 20 storey high-rise mixed-use building along Carling Avenue, a public park along Meath Street and an eight-storey residential building fronting the public park (totalling approximately 520 residential units).

In order to implement the proposed development the applicant is proposing to rezone the subject lands from Arterial Mainstreet, subzone 10 (AM10) and Residential Fourth Density, subzone N (R4N) to an Arterial Mainstreet exception zone (AM10[xxxx]) and Parks and Open Space zone (O1[xxxx]). A holding provision ('h') will be utilized on the Phase 2 lands until such time as a Site Plan Control application is approved for Phase 2 and parkland has been agreed to be dedicated to the City.

In addition, the applicant is seeking relief from the following zoning provisions:

- At least 50 per cent of the frontage along the front lot line and corner side lot line must be occupied by building walls located within 4.5 metres of the frontage for residential use and within 3.0 metres for non-residential and mixed-use buildings.
- Between 20 metres and 30 metres from a rear lot line a maximum building height of 20 metres is permitted.
- Beyond 30 metres from the rear property line a maximum building height of 30 metres is permitted.

The department is recommending approval of the application because the proposed development conforms to the Strategic Directions and Arterial Mainstreet designation of the Official Plan, meets the intent of the Westgate Secondary Plan and satisfies the compatibility tests of Sections 2.5.1 and 4.11 of the Official Plan.

Public Notification / Input

Three public meetings were held in the community on June 13, 2017 (at the Travelodge Hotel), March 9, 2018 and June 18, 2018 (at 960 Silver Street Community Centre). Residents, representatives from the Carlington Community Association and the Ward Councillor's office were present, and over 60 residents attended each meeting.

Concerns primarily related to the proposed transportation and density, with residents expressing concerns the proposed development will be out of character with the neighbourhood, over develop the subject site and create traffic issues. Community members also expressed specific concerns with the existing conditions of their local street (Thames Street), with respect to cut-through traffic and pedestrian safety (see Document 8).

RÉSUMÉ

Hypothèse et analyse

L'emplacement, situé aux 1354 et 1376, avenue Carling, présente des façades sur l'avenue Carling, la rue Meath et la rue Archibald (se reporter au document 1).

Le requérant propose la création d'un aménagement polyvalent résidentiel et commercial constitué d'environ 900 unités d'habitation réparties dans cinq immeubles autonomes, et qui serait réalisé en plusieurs étapes. L'aménagement proposé prendrait la forme de trois tours résidentielles (20, 22 et 20 étages) et de deux immeubles résidentiels de hauteur moyenne (huit étages) construits à l'arrière de la propriété, le long des rues Meath et Archibald. Un parc public d'une superficie de 1 424 mètres carrés serait par ailleurs aménagé le long de la rue Meath, offrant ainsi un espace ouvert accessible au public.

L'emplacement sera aménagé en deux phases distinctes. La phase 1 consistera à construire une tour polyvalente de 20 étages donnant sur l'avenue Carling et un immeuble résidentiel de huit étages le long de la rue Archibald (pour un total d'environ 380 unités d'habitation). La phase 2 prévoit la construction de tours polyvalentes de 22 et 20 étages donnant sur l'avenue Carling, la création d'un parc public le long de la rue Meath et la construction d'un immeuble résidentiel de huit étages donnant sur le parc public (pour un total d'environ 520 unités d'habitation).

Pour aller de l'avant avec son projet d'aménagement, le requérant propose de faire passer la désignation des terrains visés de Zone d'artère principale, sous-zone 10 (AM10) et Zone résidentielle de densité 4, sous-zone N (R4N) à Zone d'artère principale assortie d'une exception (AM10[xxxx]) et Zone de parc et d'espace vert (O1[xxxx]). Une disposition d'aménagement différé ('h') sera appliquée aux terrains concernés par la phase 2 jusqu'à ce qu'une demande de réglementation du *plan* d'implantation soit approuvée pour la phase 2 et qu'un terrain soit réservé par la Ville à la création d'un parc.

De plus, le requérant souhaite obtenir des dispenses à l'égard des dispositions de zonage suivantes :

- Au moins 50 pour cent de la façade donnant sur les limites de lot avant et latérales d'angle doivent être occupés par des murs de bâtiment situés à moins de 4,5 mètres de la façade dans le cas d'un immeuble résidentiel, et à moins de 3,0 mètres dans le cas des bâtiments non résidentiels et polyvalents.
- Entre 20 et 30 mètres d'une ligne de lot arrière, une hauteur de bâtiment maximale de 20 mètres est autorisée.
- Au-delà de 30 mètres de la limite de propriété arrière, une hauteur de bâtiment maximale de 30 mètres est autorisée.

La Direction générale recommande d'approuver cette demande car l'aménagement proposé est conforme aux orientations stratégiques et à la désignation d'artère principale du Plan officiel, correspond à l'esprit du *Plan* secondaire de Westgate et répond aux critères des épreuves de compatibilité des sections 2.5.1 et 4.11 du Plan officiel.

Avis public et commentaires

Trois réunions publiques ont été organisées dans le quartier le 13 juin 2017 (à l'hôtel Travelodge) ainsi que le 9 mars 2018 et le 18 juin 2018 (au centre communautaire du 960, rue Silver). Des résidents ainsi que des représentants de l'Association communautaire de Carlington et du bureau du conseiller municipal étaient présents. Plus de 60 résidents ont assisté à chaque réunion.

Les préoccupations soulevées concernaient surtout le transport et la densité, les résidents ayant manifesté leur crainte que le caractère du projet ne corresponde pas à celui du quartier, qu'il s'agisse d'un aménagement excessif de l'emplacement et que le projet entraîne des problèmes de circulation. Des membres de la collectivité ont également émis des préoccupations précises concernant l'état actuel de leur rue (rue Thames), en ce qui a trait à la circulation de transit et à la sécurité des piétons (se reporter au document 8).

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site location

1354 and 1376 Carling Avenue

Owner

Holloway Lodging Corporation. Attn: Gavin

Applicant

Paul Black - FOTENN

Architect

Geiger Huot Architects

Description of site and surroundings

The lands are approximately 1.86-hectare in size and located within the Carlington Community in River Ward (Ward 16). The site fronts onto an arterial road (Carling Avenue) and is bound by Meath Street to the west, Archibald Street to the east, and Thames Street to the south (see Document 1). The site is currently occupied by a three-storey Travelodge Hotel and Conference Centre, a parking structure, and a recently demolished eight-storey hotel portion.

The subject site is located on the south side of Carling Avenue, and occupies the entire frontage on Carling Avenue between Archibald Street in the east and Meath Street in the west. The south side of Carling Avenue has a mix of commercial and office buildings that range in height from two to 22 storeys, including:

- A four-storey Best Western hotel at 1272 Carling Avenue.
- Two, three-storey commercial buildings at 1296 and 1300 Carling Avenue.
- A twenty-two-storey apartment building at 1316 Carling Avenue.
- Two, two-storey commercial buildings at 1320 and 1330 Carling Avenue.

- A five-storey retirement home at 1400 Carling Avenue, which has a recent Zoning By-law amendment approval to permit an increase in height from 10 to 12 storeys, with an amenity room projection.

Low-rise housing is the predominant form of land use surrounding the site to the south, in particular along Thames Street and the south ends of Meath and Archibald Streets. The lands across Carling Avenue to the northeast, known as the Westgate Lands, have policy approval for multiple high-rise mixed-use buildings. These lands are currently occupied by a one-storey shopping centre with a second storey office portion, a stand-alone restaurant building and a six-storey retail and office building.

Proposal

The proposed redevelopment includes the demolition of existing buildings on the site and the replacement with five buildings.

The applicant is proposing a mixed-use residential/commercial development; comprising approximately 900 residential units in five free standing buildings (see Document 5). The form of development proposed comprises three high-rise residential buildings (20, 22 and 20 storeys in height) and two mid-rise residential buildings (eight storeys in height) at the rear of the property, along Meath Street and Archibald Street. The three high-rise buildings feature six storey podiums with at-grade retail. The two mid-rise buildings feature three storey podiums with ground-orientated units, three storeys in height. A new 1,424 square metre public park is proposed along Meath Street, providing public accessible open space. Site access is proposed from 3 points, Carling Avenue, Meath Street and Archibald Street and will lead to 49 surface parking spaces, as well as entries to the underground parking garage where the majority of parking spaces will be located.

The site will be developed in two distinct phases. Phase 1 will comprise a 20-storey high-rise mixed-use building along Carling Avenue and an eight-storey residential building along Archibald Street, totalling approximately 380 residential units (see Document 7). Phase 2 contemplates a 22 and 20 storey high-rise mixed-use building along Carling Avenue, a public park along Meath Street and an eight-storey residential building fronting the public park (totally approximately 520 residential units). The retention of an identified heritage resource (the existing 'Japanese Steakhouse' or 'pavilion'), is a key component to the Phase 2 development. This structure has specific design, historical and contextual value which has lead to its retention (see Appendix 1).

The break-down of land uses across the 1.86-hectare site is as follows:

Phase	Land Use	Base Footprint (m²)	Tower Footprint (m²)	Units
Phase 2	Building A (20 storeys)	961	715	195
Phase 2	Building B (22 storeys)	961	715	215
Phase 1	Building C (20 storeys)	1,447	855	273
Phase 2	Building D (8 storeys)	1,433	n/a	108
Phase 1	Building E (8 storeys)	1,433	n/a	108
Phase 2	City Park	1,424	n/a	n/a
Phase 1 and 2	landscaping, courtyards, parking and drive-aisle	10,830	n/a	n/a
Total		18,559	n/a	899

Summary of requested Zoning By-law amendment proposal

The Zoning By-law amendment application has been proposed to accommodate redevelopment of the site into a mixed-use residential complex. The subject property is currently zoned predominately “Arterial Mainstreet, Subzone 10 (AM10),” with the southeast corner being zoned “Residential Fourth Density, Subzone N (R4N).” The general purpose of the AM zone is to permit a broad range of uses including retail, service commercial, offices, residential, and institutional uses in mixed-use buildings.

In order to implement the proposed development the applicant is proposing to rezone the subject lands in Phase 1 from Arterial Mainstreet, subzone 10 (AM10) and Residential Fourth Density, subzone N (R4N) to an Arterial Mainstreet exception zone with an associated Schedule [Sxxx]. The zoning for Phase 2 lands have been requested to rezone the lands from Arterial Mainstreet, subzone 10 to an Arterial Mainstreet exception zone (AM10[xxxx]-h), with an associated Schedule [Sxxx], and Parks and Open Space zone (O1[xxxx])-h. A holding provision (‘h’) will be utilized on

the Phase 2 lands until such time as a Site Plan Control is approved for Phase 2 and parkland has been agreed to be dedicated to the City.

The site-specific zoning schedule [Sxxx] will address building height, and setbacks.

The current zoning of the AM10 zone requires a 7.5-metre rear yard building setback, and allows for a maximum building height of 11 metres between 7.5 metres and 20 metres of the rear lot line; a maximum height of 20 metres between 20 and 30 metres of the rear lot line; and a maximum building height of 30 metres in all other cases. The proposed zoning maintains the 7.5 metre rear yard setback and 11 metre building height between 7.5 metres and 20 metres of the rear lot line. The amendment requests a maximum of 24.5 metre building height between 20 m and 30 metres from the rear lot line, and maximum building heights of 63 and 69 metres along the frontage of Carling Avenue.

The current AM10 zoning requires at least 50 per cent of the frontage along the front lot line and corner side lot line to be occupied by building walls located within 4.5 metres of the frontage for residential use and within 3.0 metres for non-residential and mixed-use buildings.

The current R4N zone allows for a maximum building height of 11 metres within 3.0 metres of the interior lot line (which is the rear lot line of the low-rise dwellings fronting Thames Street).

The proposal is to seek relief from these provisions to meet building setbacks identified in the concept provided in Document 5.

DISCUSSION

Public consultation

Three public meetings were held in the community on June 13, 2017 (at the Travelodge Hotel), March 9, 2018 and June 18, 2018 (at 960 Silver Street Community Centre). Residents, representatives from the Carlington Community Association and the Ward Councillor's office were present, and over 60 residents attended each meeting.

Concerns primarily related to the proposed transportation and density, with residents expressing concerns the proposed development will be out of character with the neighbourhood, over develop the subject site and create traffic issues. Community members also expressed specific concerns with the existing conditions of their local street (Thames Street), with respect to cut-through traffic and pedestrian safety.

For this proposal's consultation details, see Document 8 of this report.

Urban Design Review Panel

The site at 1354 and 1376 Carling Avenue forms a design priority area (Arterial Mainstreet designation) within the City's Official Plan and required the application to be heard at the City's Urban Design Review Panel. A formal review occurred on July 6, 2017 and the Panel had the following recommendations:

General Comments

- The Panel recognizes the landmark quality of the site and its importance as a gateway in Ottawa. It is strongly recommended that a "Focused Design Review Session" with a sub-committee of the UDRP be scheduled for this project, to ensure an appropriate level of master planning which allows the Panel and City staff an opportunity to see better modelling, as well as various development options. It is the Panel's view that the site is particularly crucial given that it signals the transition for the neighbourhood and can contribute to larger 'city building' aspirations going forward.
- The Panel believes that the project would benefit from a master-planning exercise that can set basic principles for the site, including transitions to neighbourhood, positioning of open space and the location of tall buildings along Carling Avenue.
- Positioning the towers relative to podiums, and positioning buildings relative to each other must be addressed in a master plan of the site, which can take into consideration all factors, including servicing, amenity space, wind tunnels, etc.
- Only having an opportunity to review the proposal at this stage is insufficient and without alternative options presented, the Panel finds the proposal difficult to critique, and are unable to provide support the project in its current form.

Parking and Transportation

- The Panel strongly believes that the surface parking, including visitor parking, must be shifted underground in order to allow for appropriate surface level amenity space and ensure that the car parking is not the dominant theme of the development.

- The new street proposed to run through the development from west to east should be a 'complete street' with thoughtful consideration for active transportation.

Amenity Space

- The Panel feels strongly that the proposal is deficient in parkland and that the proponents require studying opportunities for a much more robust public realm.
- It is of the opinion of the Panel that there are opportunities to integrate privately owned public spaces, private amenity space, in addition to parks, into the site.
- Consider incorporating a larger park in a location that makes it easily accessible from outside of the site, thus offering amenity to the existing, relatively underserved neighbourhood.
- Opportunities should be explored to introduce sustainability elements to the proposal, including food gardens.

Cultural Heritage

- The existing Talisman Hotel has a significant architectural legacy related to William Teron and his modernist legacy, with particular associations to the city's west end, and more precisely the development of Beaverbrook in Kanata.
- It is advised that the proponents explore opportunities to integrate the Talisman Hotel, or architecturally significant parts of the building into the new development, rather than demolishing the entire structure.

September 7, 2017 Urban Design Panel Focused Design Review Session comments and recommendations:

Design Principles Site

- Vehicle/pedestrian/landscaped zone on North-South and East-West axes.
- Buffer on southern edge of site adjacent to neighbours.
- Retention of heritage character elements on site.

Urban

- Grade-related units and scale of built form strengthening North-South streets.
- Strong base along Carling Avenue.
- Breaking up and terracing of the masses on site (south bar).

Architectural

- Towers with individual characters & heights – promoting skyline articulation.
- Architectural expression consistency with variations to create identity.

Additional Comments**Podiums and Towers**

- The podium and towers should be differentiated both through changes in materiality and a generous stepback above the base.
- The height of the towers should be varied with the goal of differentiating the buildings and providing visual interest to the skyline.
- On the north-south axis and the side streets, it will be important to maintain the scale of the neighbourhood at the base of the building and have it wrapped around the tower components to mask the density above.

Vehicular/pedestrian Connections

- The main axes that run through the site should read as public streets, lined with parallel parking and framed by human-scale buildings and as many grade-related units as possible.

Pavilion Building

- The Subcommittee feels strongly that the pavilion building should be retained. If the park is located at the south of the site, perhaps the pavilion building could be retained in a Privately Owned Publicly Accessible Space similar to how it is situated today. The space should be lined with grade-related units.

Japanese Garden

- Anything that can be done to retain the Japanese garden feature in Phase 1 is encouraged.

- The scale of the proposed open spaces are very similar to those of the Japanese Garden. As such elements of the Japanese garden design should be incorporated into the new development in order to help preserve this important historical feature.

Response:

Following the UDRP meeting on July 6, 2017 and the focused session on September 7, 2017 the proposal was amended to incorporate many of the Panel's comments, including:

- Retain the Pavilion building and incorporate it into the Phase 2 construction.
- Utilization of private amenity space as a buffer to existing residential.
- Variation in tower heights to articulate the skyline.
- Incorporation of quasi-public square space between Buildings A and B.
- Incorporate a 1,424 square metre public park along Meath Street into the plan.
- Provide parallel parking and tree planting along the east-west drive-aisle, with at-grade units fronting onto the drive-aisle, to provide a private street as opposed to a private parking lot.
- Incorporate ground oriented units into the two eight-storey buildings.
- Orientate ground units towards Archibald Street to aid in incorporating this development into the neighbourhood.
- Propose a sidewalk along Archibald Street and introduction of an east-west pathway to the public park from Archibald Street for increased connectivity and a more robust public realm.
- Limit the surface parking spaces to 49, with the vast majority underground.
- Demonstrating appropriate tower separations of minimum 20 metres
- Demonstrating appropriate floor plate size of towers, with the Site Plan currently illustrating two 715 square metre and one 855 square metre floor plate sizes for the three buildings.
- Demonstrating tower step-back from the 6-storey podiums

Applicable Policies

Provincial Policy Statement (PPS) 2014

The PPS focuses on growth and development within the urban and rural settlement areas. It recognizes that the wise management of land use change may involve directing, promoting or sustaining development. Land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns.

Healthy liveable communities promote efficient development patterns through a range of employment and commercial opportunities, while providing for an appropriate range and mix of residential dwelling types, and institutional uses to meet long-term needs. These communities are to be designed to minimize impacts on existing communities and are to be supported by a full range and equitable distribution of publicly accessible built and natural settings, such as parks, open space and linkages. Development should be directed towards locations where appropriate levels of infrastructure and public service facilities are or will be available and which efficiently use land and support the use of active transportation and transit.

Over the long term, economic prosperity of city building can be protected through encouraging well designed built form, providing for efficient and cost effective transportation systems, providing opportunities for energy conservation, protecting and enhancing cultural heritage landscapes and enhancing the vitality of mainstreets and planning.

Existing Official Plan Policies

Official Plan designation (Volume 1)

The City's Official Plan designates the site 'Arterial Mainstreet', which are intended for locating more compact forms of development, lively mixes of uses, and pedestrian friendly environments. Development along these streets is intended by Official Plan Policy 3.6.3 to maintain and incorporate the character of adjacent areas into new developments. A broad range of uses including retail and service commercial uses, offices, residential, and institutional uses are permitted on Arterial Mainstreets.

Redevelopment and infill are encouraged on Traditional and Arterial Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge and provides direct pedestrian access to the sidewalk. Any proposal for infill or redevelopment will be evaluated in light of the

objectives of this Plan. This Plan supports building heights up to nine stories on Arterial Mainstreets. Greater building heights may be considered in accordance with Policies 8 through 14 of Section 4.11.

The Westgate Secondary Plan

The Westgate Secondary Plan forms part of Volume 2A of the Official Plan. The subject site is designated as 'Westgate-Carling South Transition Area' on Schedule A - Land Use, which sets for the following vision:

1. Support the varying roles of Carling Avenue, which is a place of living, working, shopping, socializing, transportation and ultimately, is a street that is enjoyable for pedestrians and cyclists.
2. Provide appropriate transitional built form and strong urban design within the Westgate-Carling South Transition Area in order to recognize and protect the low-rise residential context located south of the Westgate-Carling South Transition Area.
3. Ensure a safe, identifiable network of sidewalks, and cycling lanes that connect to nearby greenspaces, parks, transit corridor and stations and other key destinations along the Carling Avenue corridor.

The Secondary Plan states that the 'Westgate-Carling South Transition Area' is to allow for pedestrian and cycling connections to connect to the surrounding community and the Westgate Lands on the north side of Carling Avenue. Further, the 'Neighbourhood Line' policies emphasizes the protection of the established low-rise residential community to the south through appropriate transition (including height, setbacks, landscaping and other measures).

Official Plan, Section 4.11 (Policies 8 through 14)

The policy framework of the Arterial Mainstreet designation of the City's Official Plan sets forth a path for how a proposed development can be designed beyond the nine-storey height limit set forth in the Arterial Mainstreet designation. These policies reside in Section 4.11, Policies 8 through 14.

Policy 8 of Section 4.11 allows for the consideration of high-rise buildings (10 storeys and above) within the following target areas identified on Schedule B of the City's Official Plan: Central Area, Mixed-Use Centres, Town Centres, Employment Areas, Traditional and Arterial Mainstreets.

In addition to the Schedule B designation criteria above, high-rise buildings may be considered within 600 metres of a rapid transit station and locations where there are significant opportunities to support transit at a transit stop or station by providing a pedestrian and transit-oriented mix of uses and activities. Further, high-rise buildings can be supported within areas where a built form transition is appropriate. Integrating taller buildings within an area characterized by lower built form should address compatibility and integration through the following measures:

- a. Incremental changes in building height (e.g. angular planes or stepping building profile up or down);
- b. Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high profile development or incorporating podiums along a Mainstreet);
- c. Character (e.g. scale and rhythm, exterior treatment, use of colour and complementary building finishes);
- d. Architectural design (e.g. the use of angular planes, cornice lines); and
- e. Building setbacks.

Compatibility and integration of high-rise buildings is also measured through built form design, such as scale, massing, quality of architecture, enhancement and contribution to the public realm. These measures are further explained within the City's Design Guidelines for High Rise Buildings.

Section 2.5.1 identifies qualitative design objective statements of how the City wants to influence the built environment as the city evolves. These design objectives are broadly stated, and aimed to guide development towards the overall vision of how the City is to mature.

Section 4.11 outlines operational matters such as noise, spillover of light, accommodation of parking, vehicular access, and loading are one criteria to measure compatibility, while design matters such as setbacks, transitioning, massing and height are the other considerations when assessing the relationships between new and existing development.

Official Plan Amendment

Official Plan Amendment 150 (OPA 150) was approved by the Minister of Municipal Affairs and Housing on April 24, 2014. Notice of the Approval was given on April 30,

2014 and appeals to all and to parts the amendment were received, thus Official Plan Amendment 76 remains in full force and effect.

The Arterial Mainstreet policies of OPA 150 differentiates from the Arterial Mainstreet Policies of OPA 76 in that it sets maximum building heights at nine-twelve storeys. Heights up to 12 storeys are permitted on sites providing a community amenity and located in proximity to rapid transit and transit priority streets

The policies for restricting heights at nine to twelve stories is not in full force and effect.

Planning rationale

The Arterial Mainstreet designation contemplates more compact forms of development, lively mixes of uses, and pedestrian friendly environments. Redevelopment and infill are encouraged on Arterial Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge and provides direct pedestrian access to the sidewalk. The subject proposal meets locational criteria for intensification and high-rise development with direct access to an arterial road (Carling Avenue), and within 600 metres of two future Light Rapid Transit (LRT) stations identified on Schedule D of the City's Official Plan (at Carling Avenue and Kirkwood Avenue, and Carling Avenue and Merivale Road).

In regards to built form transition, while the proposal would deviate from the existing height step-backs from the rear property line, as per the Zoning By-law, it maintains the intent of a transitional built-form. The proposed eight-storey buildings illustrates the trading of massing from the as-of-right ninth floor beyond 30 metres, to the portion of building between 21 and 30 metres (see Document 7). The intent of a stepped building, meeting a 45-degree angular plane from the rear lot line of the existing low-rise residential community is achieved. The reconfiguration of massing, from a built form perspective, will have no greater impact than the as-of-right zoning. The proposed buildings themselves will have a minimum 20-metre tower separation between the floors above the sixth and step-backs between the seventh floor onward in the tower and the six-storey podiums.

A key qualitative contribution to compatibility is community benefit within the public realm. Although the proposal does not trigger a Section 37 benefit, due to the as-of-right gross floor area (approximately 91,000 square metres) exceeding the proposed gross floor area (58,000 square metres), parkland contribution will be made to support both the new and existing residents. The proposal illustrates the dedication of a 1,424 square metre parcel along Meath Street for public park programming. The immediate

community is void of public parks, given the hard barriers of Carling Avenue and Highway 417 to the north, Merivale Road to the east and Kirkwood Avenue to the west. Coupled with the parkland dedication will be a linear pathway from Meath Street to Archibald Street, providing park access from Archibald Street, and opportunities to landscape the rear property line. The introduction of ground orientated units along Meath Street and Archibald Street will aid in returning these local streets to the community, where parking spaces dominated these streetscapes in the past.

To assess the impact on surrounding properties both operational and design matters from Section 4.11 of the Official Plan were further reviewed:

Traffic – The revised traffic study has looked at options to eliminate traffic on Thames Avenue as a result of the proposed development. Through consultations with the Local Councillor, an alternative plan is proposed wherein Meath Street and Archibald Street would be closed to all vehicular traffic. While not required from a technical transportation perspective, these street closures will reduce traffic on Thames Street as result of the development.

Vehicular Access – The development has reduced the amount of access points from nine to four. Two of the three access points to the underground garage will be located internally to the site, mitigating impacts on Meath Street and Archibald Street. Access for the ground orientated commercial units will be available from the local side streets, but the main access will be from Carling Avenue.

Parking Requirements – Phase 1 will comprise the 20 storey mixed-use residential building and eight-storey residential building along Archibald Street. The Phase 1 parking will exceed the Zoning By-law requirement (including the retention of the hotel), where 260 parking spaces are required, 372 parking spaces are provided. Visitor parking for the residential component will be comprised of 30 underground and 11 surface visitor parking spaces. The hotel will retain 88 parking spaces, and the at-grade retail component of the high-rise building will have 11 surface parking spaces. Subsequent Phases will require site plan approval demonstrating adequate parking for the proposed 20 storey, 22 storey and eight-storey buildings, while utilizing the Phase 1 surplus parking in the shared underground garage.

Outdoor Amenity Areas – A new 1,424 square metre public park will be situated along Meath Street in Phase 2. In addition to public outdoor amenity space, there is a proposed quasi-public courtyard proposed between Buildings A and B, and rear yard amenity space in the rear of Buildings D and E. A quasi-public pathway will lead to the public park from Archibald Street.

Loading Areas – Loading areas have been located internal to the site, away from the local streets of Meath Street and Archibald Street. Two of the three entrances to underground garages have been located on the internal east-west drive aisle, moving turning movements to the internal site. All garbage rooms are located within the parking garages and all loading for the retail uses will occur internal to the site, away from adjacent land uses. No outdoor storage is proposed.

Lighting – Through the accompanying Site Plan Control application, lighting will be limited to 0.5-foot candles at the property lines and exterior light fixtures will be designed as sharp cut off fixtures, all to minimize light pollution.

Noise and Air Quality – The Noise Study prepared by Gradient Wind Engineering Inc. has been revised to reflect the revised development. The report recommends upgraded building materials and central air conditioning to mitigate noise impacts, specifically for Building C located closest to Carling Avenue. Noise barriers are recommended for outdoor terraces on the rooftops of Building C. No adverse noise impacts are anticipated on the existing residential community.

Sunlight – A sun shadow analysis demonstrates that there will be no adverse impacts of sun shadowing, given the location of the mid-rise and high-rise buildings on the north side of the low-rise residential community.

Microclimate - The Wind Study prepared by Gradient Wing Engineering Inc. has been revised to reflect the updated Concept Plan and concludes that the public realm spaces at grade will all experience acceptable wind conditions throughout the year. Wind screens are proposed for some of the rooftop terraces to ensure comfort.

Supporting Neighbourhood Services – The proposed development will provide a new public park and commercial opportunities for local residents.

Urban Design Guidelines for High-Rise Housing

The proposal has been reviewed against the Urban Design Guidelines for High-Rise Housing. While applications are not required to address all guidelines of this document, the proposed concept shown on Document 7 is consistent with the guidelines where the application addresses transitioning, street edges, minimizing micro-climate impacts, human scale streetscapes, activating the streetscape, tower separation and step-backs and public realm programming and activation. As part of the Site Plan Control process, the proposal will be further evaluated against the applicable design guidelines.

Westgate Secondary Plan

The Key Principles of the Westgate Secondary Plan of reinforcing a role of this area to be supportive of the surrounding residential and commercial activities and provide transitional built form and strong urban design.

The subject proposal supports the vision of the Westgate Secondary Plan by providing a transition to the low-rise neighbourhood along Thames Street through the use of transitional built-form and strong public realm contributions. The proposal supports the Policies of the Westgate-Carling South Transition Area by contributing to the parks and open space, pedestrian and cycling connectivity and through the contribution of supporting Carling Avenue as a complete community. The policies in Section 3.3 (Neighbourhood Line), speak to the intentions of a strong delineation between the stable, low-rise building areas of the Carlington neighbourhood from the lands which front onto Carling Avenue. The purpose of the Neighbourhood Line is to establish a clear distinction between areas that are anticipated to change over time and ones that are anticipated to undergo very little change outside of small-scale infill and intensification. This line is respected, and the transition to the stable low-rise neighbourhood is achieved through this proposal.

Official Plan Amendment 150

Having regard for OPA 150 and Council direction, we examine the intent of Section 2.0, Strategic Directions. Growth is to be directed to areas that can accommodate compact and mixed-use developments, can be serviced by quality transit, walking and cycling facilities, enhances and values green spaces and contributes to complete communities where a balance of facilities, services, affordability and housing can be achieved. Infill and redevelopment will be compatible with the existing context or planned function of the area and contribute to the diversity of housing, employment, or services in the area. Specifically, Carling Avenue as an Arterial Mainstreet is a target location for intensification with a minimum target density of 200 people per net hectare.

Given the design and compatibility tests of Section 2.5.1 and 4.11 have been satisfied, the proposed development meets the intent of Section 2.0, Strategic Directions, and has regard for Official Plan Amendment 150.

Provincial Policy Statement

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

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor Brockington provided the following comments:

“I am aware of the application related to the property located at 1354 and 1376 Carling Avenue, commonly referred to as the Travelodge Hotel. The application has a 2+ year history in the community and has received significant interest and engagement within the Carlington neighbourhood.

I hosted three public meetings specifically about this proposal, multiple meetings with City Planning and Transportation staff as well as the applicant, plus I also attended other community meetings as a guest to provide updates and discuss issues related to this application.

I acknowledge that over the course of one year, from the first community meeting I hosted in June 2017 to the second one in June 2018, the applicant made some improvements to the file, including the addition of a public park and removal of parking along the southern boundary, being replaced by amenity areas for residents. The two buildings closest to Thames Avenue residents have been reduced from 9 stories to 8, although the required set back has not been met. I also appreciate less at-grade parking and more underground.

Let's not kid ourselves, this is a large development, spanning five buildings, 900+ units, with a potential for 2,000 residents. The building heights far exceed what is permitted and the two buildings in the south-end of the property fail to provide sufficient setbacks from existing home owners. Local residents are not opposed to development, nor are they opposed to development at this location. They oppose the sheer height of the buildings and quantity of expected new residents.

The location of the property and ability to access/egress it will be a challenge. With a solid median on Carling Avenue, cars will only be permitted to enter from eastbound Carling. If vehicles are coming from the south (Merivale) or east on Carling, they will be required to travel west on Carling, proceed under the Queensway, left on Kirkwood and double back to the site. This volume of traffic will add to the burden placed on the community with the closure of the 417 on-ramp at Westgate. The impacts of this decision in River and Kitchissippi wards are seen on a daily basis. Given that the traffic study indicates unacceptable levels of cut through traffic on local residential streets that

about this property, plans are underway to restrict access to this property from the southern streets that feed it, and keep traffic exclusively on Carling Avenue. I support this.

Residents also mentioned the less than reliable punctuality and schedule of the current main bus route for Carling, route 85 and with the addition of up to 2,000 new residents, public transit will need to adjust to provide better service.

The sheer volume of this proposal, given that building heights far exceed what is permitted, coupled with the inadequate rear yard setback from Thames Ave properties, are red flags for me on this file.”

LEGAL IMPLICATIONS

The zoning for this site is currently under appeal under the former *Planning Act* provisions as a decision was not made within 120 days of the application being deemed complete. In the event that the by-law proposed in this report is adopted and not appealed to the Local Planning Appeal Tribunal, staff would approach the applicant to have the existing appeal withdrawn.

Any appeal of the proposed by-law would be subject to the provisions of the *Planning Act*, as amended by Bill 139. Thus the proposed by-law, if adopted, can only be appealed on grounds of inconsistency with the Provincial Policy Statement on non-conformity with the Official Plan. Should the application be refused, it will be necessary for the City to retain an external planner.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with the recommendation in this report.

ASSET MANAGEMENT IMPLICATIONS

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

FINANCIAL IMPLICATIONS

Potential financial implications are within the above Legal Implications. In the event that an external planner is retained, the expense would be absorbed from within Planning, Infrastructure and Economic Development's operating budget.

ACCESSIBILITY IMPACTS

There are no accessibility implications associated with this report.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

HC2 – Provide accessible, inclusive, and quality recreation services that respond to demographic trends in population and activity

HC3 – Create new and affordable housing options

APPLICATION PROCESS TIMELINE STATUS

The application was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to significant time allocated to resubmission of revised materials, and issue resolution.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Detailed Zoning Map

Document 3 Zoning Schedule

Document 4 Details of Recommended Zoning

Document 5 Concept Plan

Document 6 Built Form Transition

Document 7 Phase 1 Renderings

Document 8 Public Consultation

Appendix 1 The Japanese Steakhouse

CONCLUSION

The proposal meets the intent of the Arterial Mainstreet designation, where the policies are aimed at achieving more compact forms of development, lively mixes of uses, and pedestrian friendly environments. Development along these Arterial Mainstreets are intended to permit a broad range of uses including retail and service commercial uses, offices, residential, and institutional uses. Specifically redevelopment and infill are

encouraged on Arterial Mainstreets in order to optimize the use of land, in a built form that encloses and defines the street edge and provides direct pedestrian access to the sidewalk and within close proximity to rapid transit.

The site benefits from its proximity to future rapid transit, where two future rapid transit stations are within 600 metres and identified on Schedule D of the City's Official Plan (Volume 1). With respect to demonstration of a transitional built form, the proposal demonstrates the following; a built form that will achieve an incremental height change respecting a 45 degree angular plane from adjacent low-rise residential; provision of appropriate setbacks and massing that are compatible with existing residential built form; introduction of ground orientated units and public spaces to animate the public realm and integrate the development into the existing community. These transitional elements meet the 'Westgate-Carling South Transition Area' guiding principles and 'Neighbourhood Line' policies for supporting the protection of the lower profile character area to the south.

The proposed amendments to the City's Zoning By-law, coupled with the proposed site design, demonstrates adherence to the City's Official Plan and Westgate Secondary Plan whereby the proposal meets the locational criteria for high-rise development and appropriate built form transitions.

DISPOSITION

Legislative Services, Office of the City Clerk and Solicitor to notify the owner; applicant; Ottawa Scene Canada Signs, 1565 Chatelain Avenue, Ottawa, ON K1Z 8B5; Krista O'Brien, Tax Billing, Accounting and Policy Unit, Revenue Service, Corporate Services (Mail Code: 26-76) of City Council's decision.

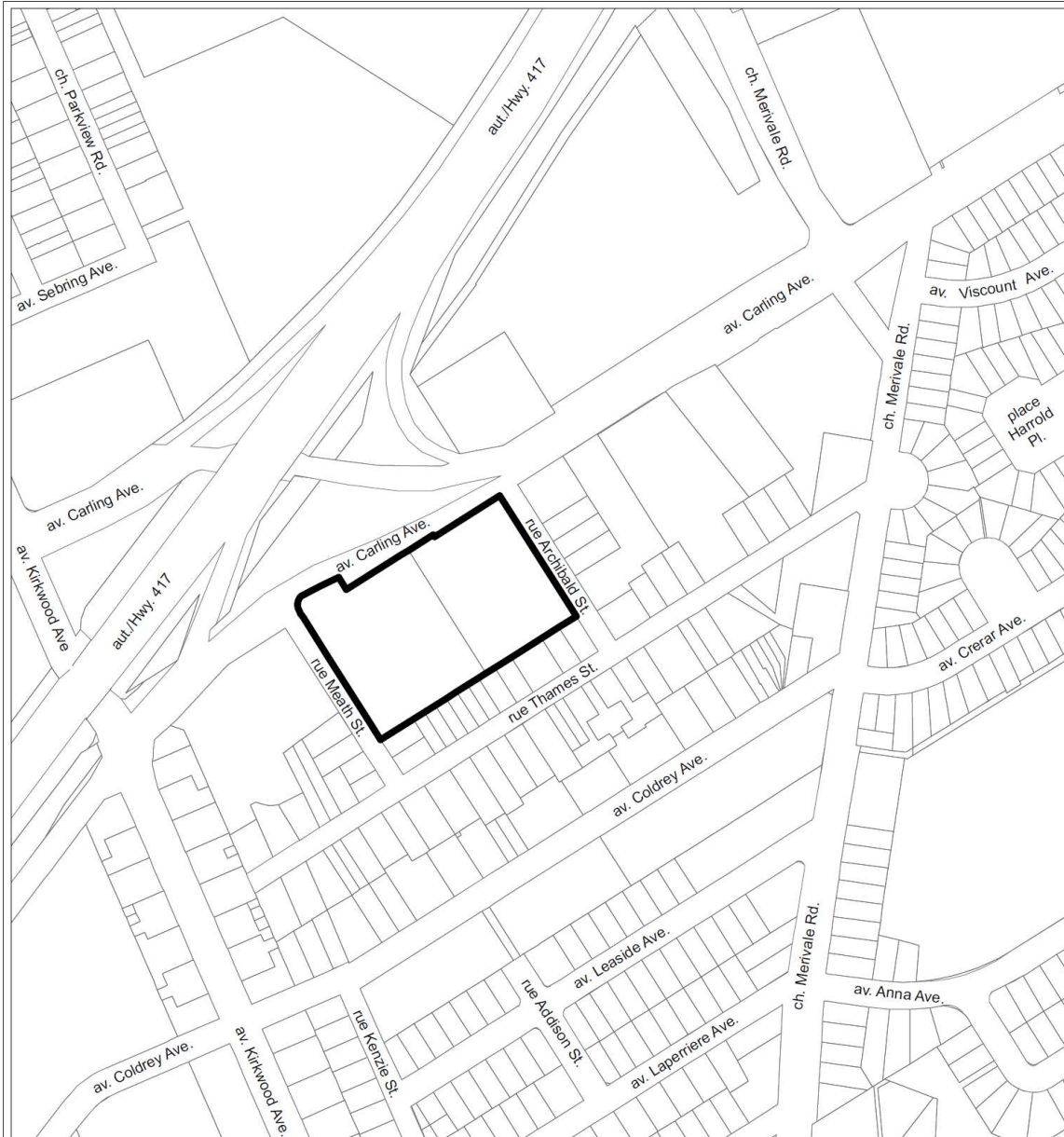
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.


Legal Services, Office of the City Clerk and Solicitor to forward the implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.

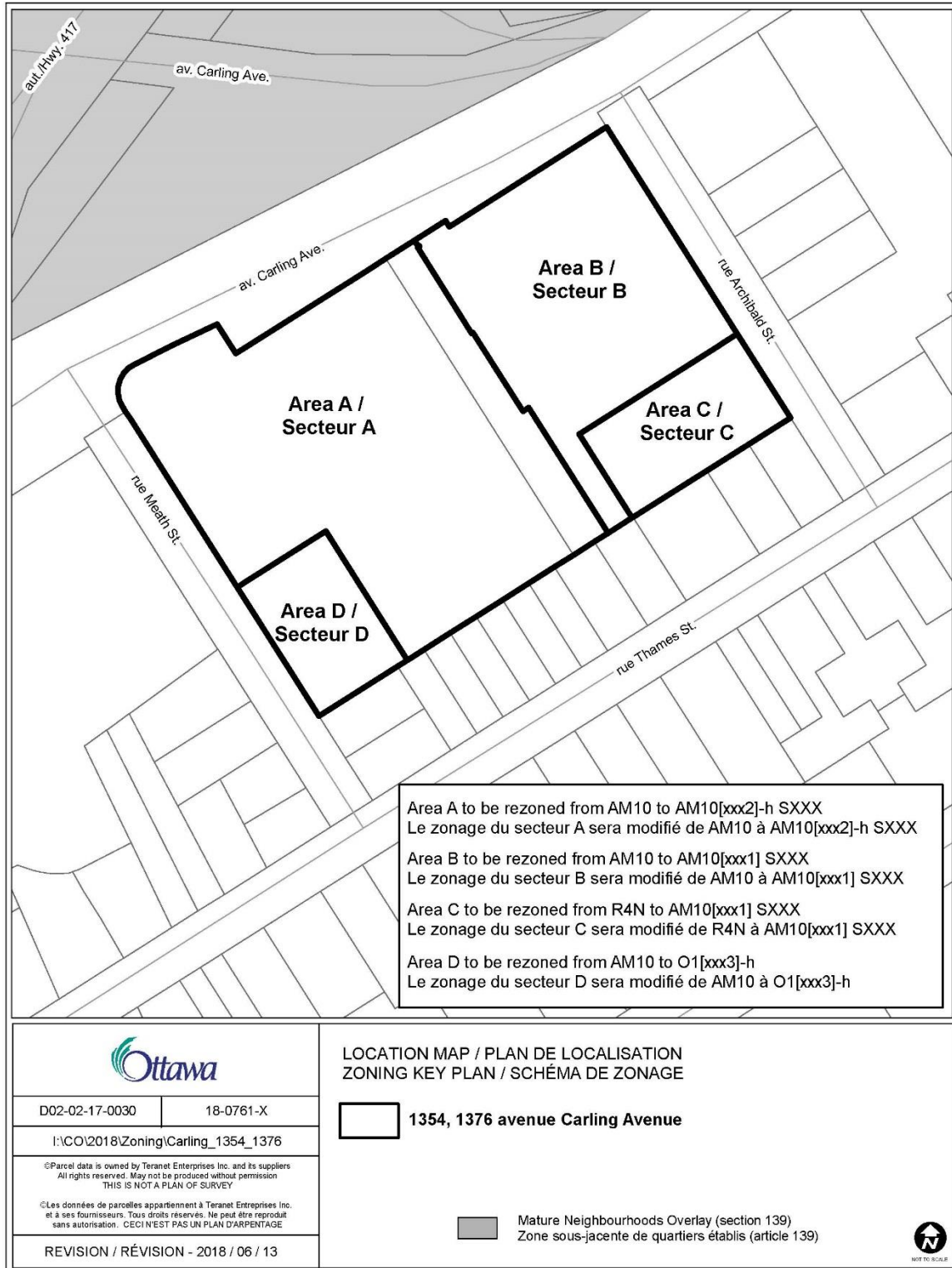
Document 1 – Location Map

For an interactive Zoning map of Ottawa visit geoOttawa.

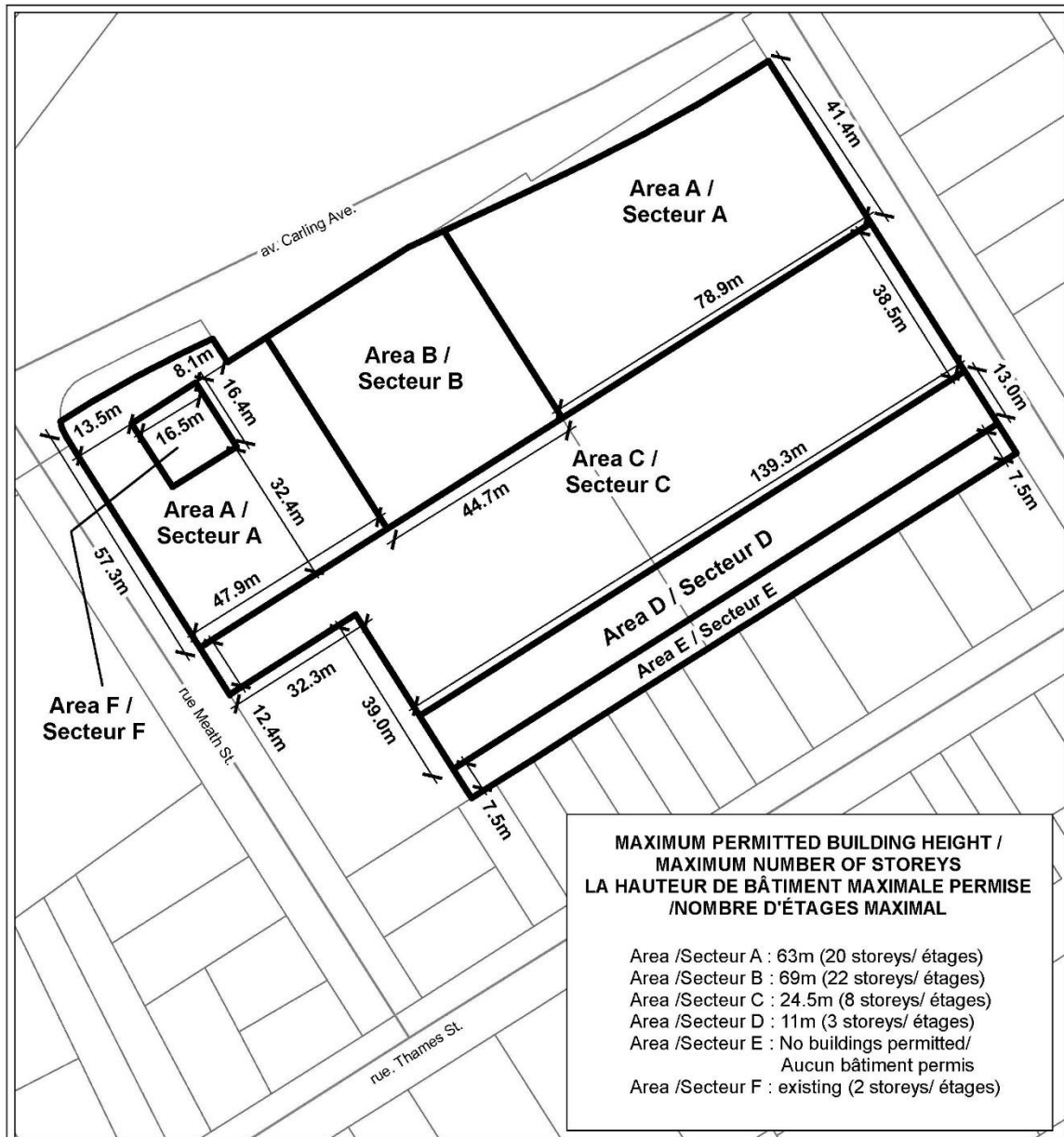


		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE SITE PLAN / PLAN D'EMPLACEMENT	
D02-02-17-0030	Zoning	17-0670-C	
D07-12-17-0041	Site Plan		
I:\COI 2017 \Zoning\ Carling Ave 1354			
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REVISION / RÉVISION - 2017 /05 /02			
		 1354 and 1376 av. Carling Ave.	 <small>NOT TO SCALE</small>

Document 2 – Detailed Zoning Map



Document 3 – Zoning Schedule



**MAXIMUM PERMITTED BUILDING HEIGHT /
MAXIMUM NUMBER OF STOREYS
LA HAUTEUR DE BÂTIMENT MAXIMALE PERMISE
/NOMBRE D'ÉTAGES MAXIMAL**

- Area /Secteur A : 63m (20 storeys/ étages)
- Area /Secteur B : 69m (22 storeys/ étages)
- Area /Secteur C : 24.5m (8 storeys/ étages)
- Area /Secteur D : 11m (3 storeys/ étages)
- Area /Secteur E : No buildings permitted/
Aucun bâtiment permis
- Area /Secteur F : existing (2 storeys/ étages)



D02-02-17-0030 18-0794-X


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

This is Attachment X to By-law Number 2018-____, passed _____, 2018
Pièce jointe n° X du Règlement municipal n° 2018-____, adopté le _____, 2018

 NOT TO SCALE

Document 4 – Details of Recommended Zoning

The proposed changes to the City of Ottawa Zoning By-law 2008-250 for 1354 and 1376 Carling Avenue are as follows:

1. Rezone the lands shown in Document 2 as follows
 - Area A from AM10 to AM10 [xxx2]-h Sxxx
 - Area B from AM10 to AM10 [xxx1] Sxxx
 - Area C from R4N to AM10 [xxx1] Sxxx
 - Area D from AM10 to O1 [xxx3]-h
2. Add a new exception AM10 [xxx1], to Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - a. In column II add the text: “AM10 [xxx1]”
 - b. In column V add the following:
 - i. Section 186(10)(b)(i) does not apply.
 - ii. Section 186(10)(b)(ii) does not apply.
 - iii. At least 50 per cent of the frontage along Carling Avenue must be occupied by building walls located within 10 metres of the property line.
 - iv. At least 50 per cent of the frontage along Archibald Street must be occupied by building walls located within 6 metres of the property line.
 - v. In the case of a phased development, all phases must be shown on a site plan approved pursuant to Section 41 of the Planning Act. Individual phases of development are not required to comply with the above building frontage requirements, provided that the frontage requirements are satisfied when all development phases are complete.
 - vi. Where two or more buildings or parts of buildings on the same lot are greater than 9 storeys in height, those parts of the buildings greater than 6 storeys tall must be a minimum of 20 metres away from each other.
 - vii. Where a building is greater than 9 storeys in height the building wall must be stepped back above the 6th storey at least 1 metre from the building

wall of the storey below, except abutting Carling Avenue and Archibald Street, where up to 20% of the building walls require no step back from the 6th storey below.

3. Add a new exception AM10 [xxx2], to Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - a. In column II add the text: “AM10 [xxx2]-h”
 - b. In column IV add the following uses are prohibited:
 - i. all uses except existing uses until the holding symbol is removed.
 - c. In column V, add the following:
 - i. Section 186(10)(b)(i) does not apply.
 - ii. Section 186(10)(b)(ii) does not apply.
 - iii. At least 20 per cent of the frontage along Carling Avenue must be occupied by building walls located within 10 metres of the property line.
 - iv. In the case of a phased development, all phases must be shown on a site plan approved pursuant to Section 41 of the Planning Act. Individual phases of development are not required to comply with the above building frontage requirements, provided that the frontage requirements are satisfied when all development phases are complete.
 - v. Where two or more buildings or parts of buildings on the same lot are greater than 9 storeys in height, those parts of the buildings greater than 6 storeys tall must be a minimum of 20 metres away from each other.
 - vi. Where a building is greater than 9 storeys in height the building wall must be stepped back above the 6th storey at least 1 metre from the wall of the storey below.
 - vii. The holding symbol may not be removed until such time as the following have been completed to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.
 - Site Plan Control Approval, with conditions to dedicate land to the City for the purpose of a 1,424-square metre public park abutting Meath Street.

4. Add a new exception O1[xxx3]-h, to Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - a. In column II add the text: “O1[xxx3]-h”
 - b. In column IV add the text:
 - i. all uses except existing uses until the holding symbol is removed.
 - c. In column V, add the following:
 - i. No minimum setback applies.
 - ii. The holding symbol may not be removed until such time as the following have been completed to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development.
 - Site Plan Control Approval, with conditions to dedicate land to the City for the purpose of a 1,424 square metre public park abutting Meath Street.

Document 5 – Concept Plan

1354-1376
CARLING AVE.,
OTTAWA
CONCEPT SITE PLAN

LEGEND

- PROPERTY LINE
- PHASING LINE
- EXISTING HOTEL
- ORIGINAL PROPERTY LINE
- ROAD WIDENING
- SEWER EASEMENT

DEVELOPMENT STATISTICS

ZONING		AM10
SITE AREA		
Total Site Area:	18,559m ²	
SETBACKS		
REQUIRED	PROVIDED	
F.V.	0m	Road widening
C.V. (AB)	0m	3.5m
C.V. (CD)	3m	3.5m
F.V.	7.5m	11.5m/25m
HEIGHT		
Commercial Ground Floor:	7(6m)	Storerooms
Building C	20m/22m	20m/22m
Building D	8	8
Total:	20	20
RESIDENTIAL UNITS		
Building A	195	
Building B	215	
Building C	273	
Building D	108	
Building E	108	
TOTAL:	899	
PARKING		
Assumes an 85% efficiency and 75m ² units	889	
Above Ground	49	



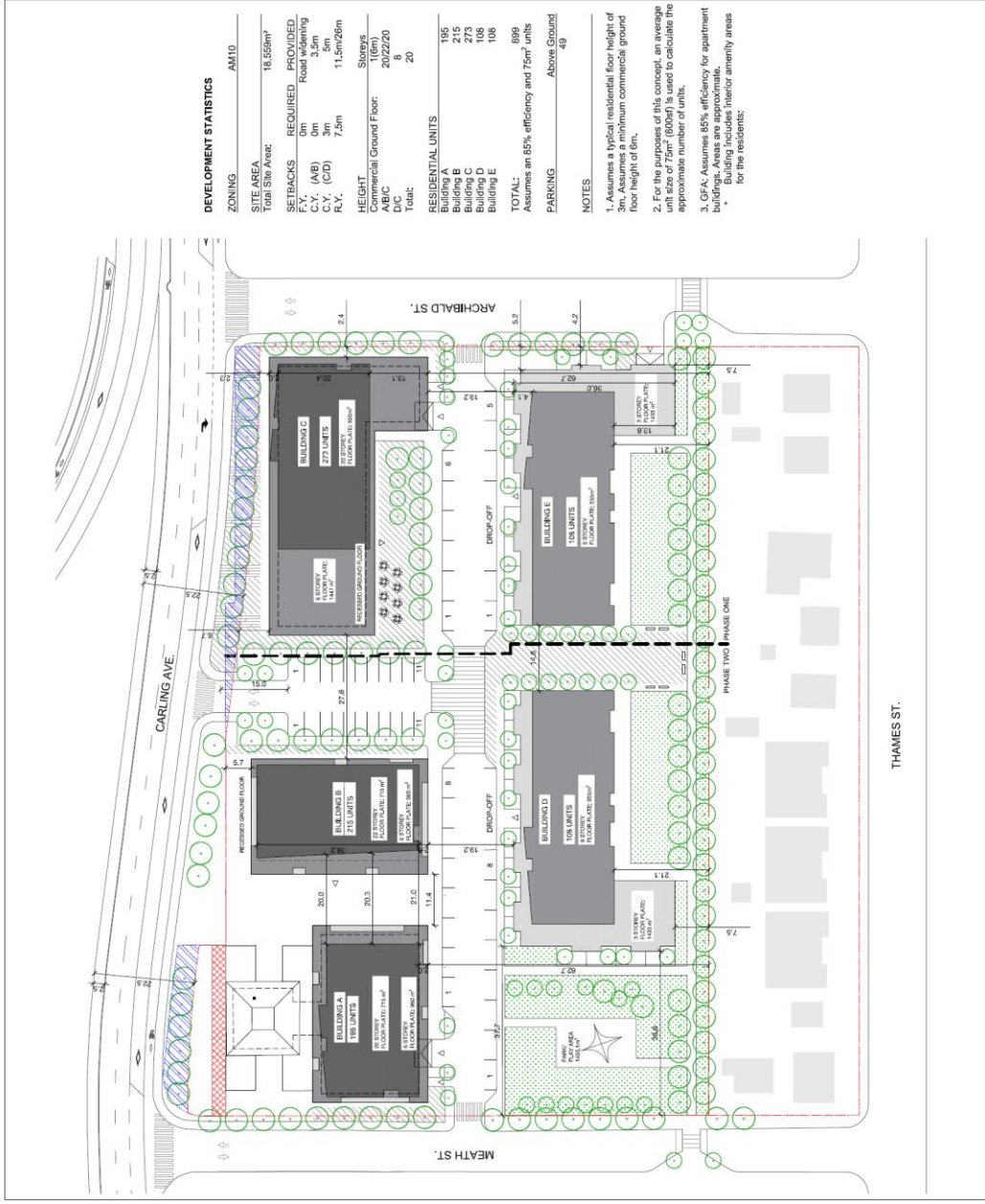
- 8 ADJUSTED BUILDING B 2018.05.23 EL
 - 7 UPDATED UNIT COUNTS 2018.04.20 RP
 - 6 ACCESS ROAD THROAT 2018.04.18 RP
 - 5 FOR CLIENT REVIEW 2018.01.30 EL
 - 4 FOR CLIENT REVIEW 2017.11.10 RP
 - 3 FOR CLIENT REVIEW 2017.09.13 RP
 - 2 REVIEW 2017.09.12 RP
 - 1 DRAWING 2017.09.07 RP
- CREATED BY: RP
REVIEWED BY: PB
DATE: 2018.04.20

CLIENT
HOLLOWAY LODGING CORPORATION

FOTENN
Planning + Design

01

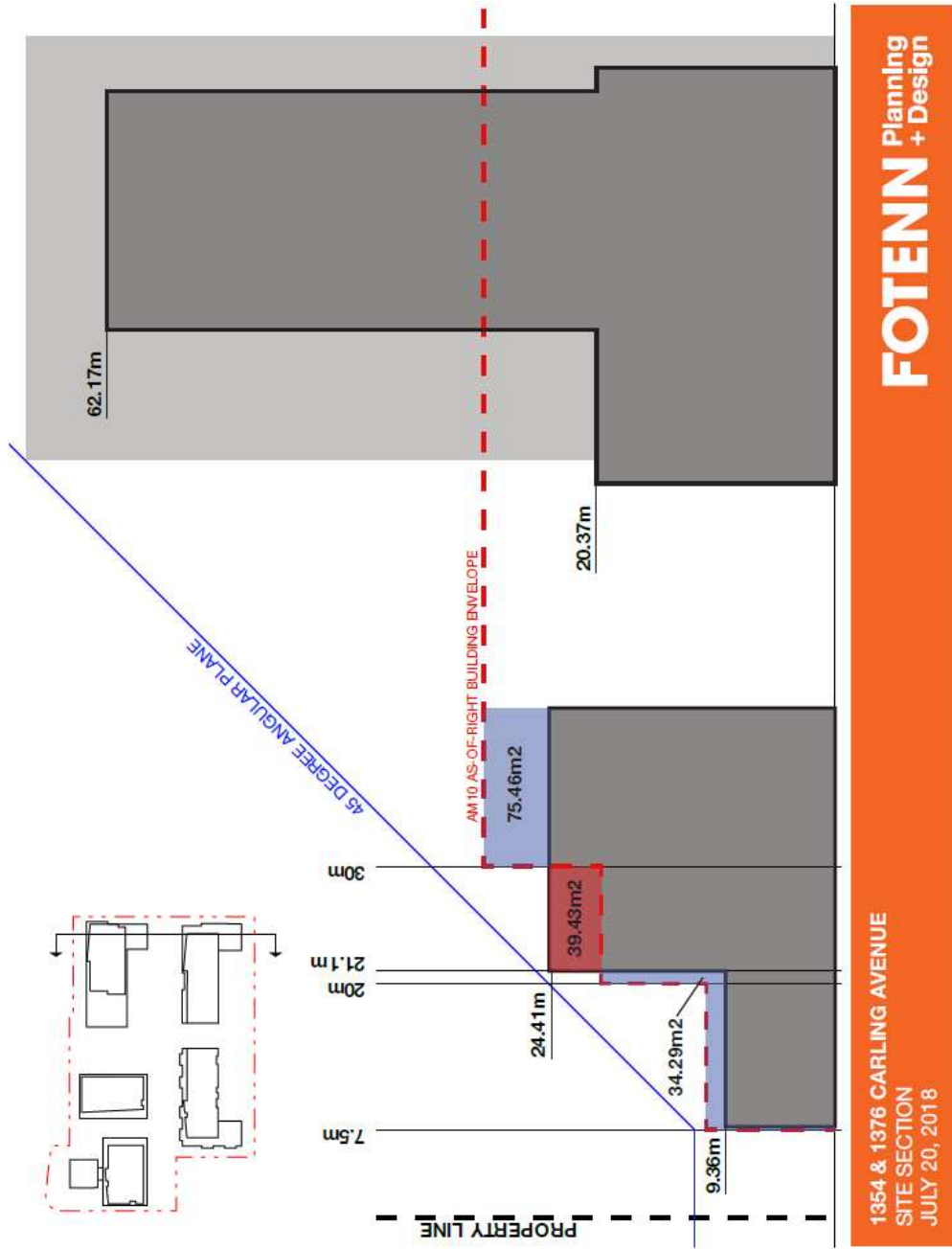
OTTAWA
223 McLeod Street
Ottawa, ON K2P 0Z8
T 613 730 5709



NOTES

- Assumes a typical residential floor height of 3m. Assumes a minimum commercial ground floor height of 6m.
- For the purposes of this concept, an average unit size of 75m² (800sf) is used to calculate the approximate number of units.
- GFA: Assumes 85% efficiency for apartment buildings. Areas are approximate. Building includes interior amenity areas for the residents.

Document 6 – Built Form Transition



Document 7 – Phase 1 Renderings



Document 8 – Consultation Details

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law Amendments.

Three public meetings were held in the community on June 13, 2017 (at the Travelodge Hotel), March 9, 2018 and June 18, 2018 (at 960 Silver Street Community Centre). Residents, representatives from the Carlington Community Association and the Ward Councillor's office were present, and over 60 residents attended each meeting.

The June 18, 2018 public meeting was a specific transportation meeting to discuss options for mitigating cut-through traffic from Carling Avenue to Merivale Road, through Thames Street. The options presented were:

1. Status quo (maintain Meath Street and Archibald Street in their current design with one-way northbound signage at Thames).
2. Bulb-outs on both Meath and Archibald Streets (enforce the one-way signage with physical lane constraints on the streets).
3. Close one street and bulb-out the other.
4. Close both Meath and Archibald Streets (*preferred option by the Councillor and community).

Below is a summary of questions and comments raised on this file through the public meetings and email submissions:

Transportation

Comments:

1. Concerns were raised regarding the increasing ridership on transit services, with buses already at capacity. Also, the lack of transit service for this increase in density.
2. Concerns were raised regarding the increase in traffic this development would bring to Carling Avenue, especially concerns about the circulation of westbound traffic and how this traffic would be affected by the ramp closure.

3. Residents expressed that they were worried about increased traffic on local streets (Thames Street in particular and cut-through traffic on Meath Street and Archibald Street).
4. Pedestrian facilities are already lacking in the community and this development would exacerbate this issue.
5. Left turns onto Thames Street from Merivale Road and from Thames Street to Merivale Road are already difficult. How will traffic be addressed?
6. The underground parking access locations along Archibald Street invites traffic onto Thames Street – access should be directly from Carling Avenue.
7. The addition of an intersection on Carling Avenue at Archibald Street is required to bring westbound traffic into the site, and avoid cut-through traffic from Merivale Road.
8. During the winter, Thames does not get plowed making it difficult to traverse, more traffic on Thames Street will make this issue worse.
9. What does the increase in alternative modes of transit look like?

Responses:

1. The Planning, Infrastructure and Economic Development Department circulates OC Transpo on development files, including this file, to ensure that future planning of the transit service takes new development into consideration.
2. The increase in traffic along Carling Avenue generated by the proposed Phase 1 development ranges from 30 to 50 additional vehicles in both directions during the peak hours. For Phase 2, this increases to 50 to 100 additional site-generated vehicles per hour per direction. These volumes equate to an additional one to two new vehicles per minute along Carling Avenue in each direction. At full-site build out, study area intersections are projected to operate similar to background conditions.

There are no significant mitigative measures to improve existing operational issues due to geometric constraints. However, with the implementation of transit priority lanes along Carling Avenue a shift of travel modes from passenger vehicle to transit is expected within the area.

With regard to the closure of the Hwy. 417 eastbound on-ramp, additional vehicle capacity in the form of a new westbound left-turn lane (double left-turn lanes) is proposed at the Carling WB/Kirkwood N intersection and additional left-turn lanes are proposed at both the Carling WB/Saigon and Carling EB/Saigon intersections. The Carling EB/Saigon intersection will also be signalized in the future.

3. An increase in local residential traffic along Thames Street, Archibald Street and Meath Street is expected given the site's proposed connections to Archibald Street and Meath Street. As mentioned in the original CTS/TIS, approximately 30 per cent of inbound traffic to the proposed development is projected to travel via Thames Street, Archibald Street/Meath Street, which equates to approximately 10 to 50 new veh/h during the peak hours. This amount of traffic represents less than one new vehicle each minute on average and the total traffic travelling along Thames Street in the westbound direction is projected to be less than 100 veh/h during the afternoon peak hours, which is appropriate for a local roadway.

However, there are options being explored through the accompanying Site Plan Control application for modifications to local roads to address the cut-through traffic. Councillor Brockington held a public meeting on June 18, 2018 as a specific transportation meeting to discuss options for mitigating cut-through traffic from Carling Avenue to Merivale Road, through Thames Street. The preferred road modification was to close both Meath Street and Archibald Street at Thames Street. The design of the road modifications / closures will be incorporated into the Site Plan Control application, and implemented through that process.

4. A new sidewalk along Archibald Street is proposed through the accompanying Site Plan Control application. No new sidewalk is part of the Site Plan Control application for Thames Street.
5. The preferred option to close both Meath Street and Archibald Street at Thames Street would lessen the vehicular use of Thames Street, and thus aid to alleviate left turning movements from both Thames Street and Merivale Road.
6. Direct access to the underground garages from Carling Avenue would pose safety concerns with egress and ingress from the arterial street. Access to these garages from the internal east-west drive-aisle off of Meath Street and Archibald Street is preferred from a design and safety perspective.

7. The introduction of a fourth intersection or relocating the western most signalized intersection on Carling Avenue, to Archibald Street and Carling Avenue poses several major concerns. First, the lands to the north (Westgate site) are owned by 'others' and any modifications to intersections would need full cooperation by these land owners. A new signal would generate significant site works on these northern properties. Secondly, a new intersection could create congestion at the Kirkwood Avenue / Carling Avenue intersection. Thirdly, the intersection is unwarranted and the proposed Site Plan Control application can be supported without a full-movement intersection at Carling Avenue and Archibald Street.
8. Winter conditions are issues for many residential streets. Thames Street is a lower priority street for snow clearing given it is a local road with a dead end.
9. The transportation study identifies a modal split of 25 percent use OC Transpo for the residential share. The remainder of the modal split is as follows (50 per cent auto driver; 10 per cent auto passenger; 15 per cent non-motorized).

Commercial component

Comments:

1. How much at-grade retail/commercial is proposed?
2. Some residents were pleased to see opportunities for local commercial uses in close proximity to their neighbourhood.
3. Concerns were expressed about the proposed patios, and the safety considerations for children. Additionally, one resident inquired whether the commercial and retail uses could be constrained to the frontage of Carling Avenue, and felt that locating these uses internally in the site was encroaching onto the neighbourhood in back.

Responses:

1. Phase 1 illustrates the at-grade commercial component is 619 square metres in size.
2. The introduction of at-grade commercial opportunities will aid in contributing to neighbourhood services and amenities.

3. The Planning, Infrastructure and Economic Development Department has no concerns with the proximity of the proposed outdoor patio and the adjacent eight-storey residential buildings.

Zoning By-law Amendment

Comments:

1. Building within the current zoning provisions would not be an appropriate use of the property. It will make a better development and make for a better urban design and provide compatibility with the neighbourhood
2. Concerns were voiced about the rear yard setback, and whether the developer was providing a wider rear yard than was required or complying with the minimum requirement.

Responses:

1. The existing zoning would permit a larger floor area than what is proposed. The applicant is proposing to dedicate a 1,450 square metre parcel of land for parkland purposes to the city; provide a built-form transition in stepping the two eight-storey buildings back from the existing low rise residential community; locate a linear pathway and landscaping between the existing residential and the new development and provide underground parking to move surface parking away from residential lot lines.
2. The current zoning requires a 7.5-metre setback to all buildings, and allows for a stepped maximum building height of 11 metres within 20 metres of the rear lot line; a maximum height of 20 metres between 20 and 30 metres; and a maximum building height of 30 metres in all other cases. The proposed zoning provides the 7.5-metre rear yard setback and requests a maximum of 25 metres between 20 metres and 30 metres from the rear lot line, and a maximum building height of 71 metres in all other cases.

Building Height and Density

Comments:

1. Concerns were raised regarding the three point towers being too tall at 20, 22 and 20 storeys each.

2. Concerns were raised with the number of units and density of the proposed development. The proposed density of 914 apartments with 1,500 residents (1.65 occupancy factor) is not sustainable for a site of less than 1.9 hectares inside a low-rise neighbourhood, as it is 2.3 times denser than the recently approved Westgate redevelopment.
3. Concerns were expressed that the subject proposal does not comply with the Westgate Secondary Plan transitioning policies.

Responses:

1. The site is over 100 metres in depth with the three 20+ storey buildings fronting onto Carling Avenue, with two eight-storey buildings between the low-rise residential and these high-rise buildings. Document 6 illustrates the transition of built form, where the proposed buildings respect a 45-degree angular plane, and are designed with step-backs to respond to the low-rise neighbourhood. A sun-shadow study has been prepared by the applicants' consultant demonstrating no adverse impacts on neighbouring properties.
2. The City's Official Plan sets forth criteria in Section 4.11 evaluating the compatibility of development applications on the basis of the following; Traffic, Vehicular Access, Parking Requirements, Outdoor Amenity Areas, Loading Areas, Lighting, Noise and Air Quality, Sunlight, Microclimate and Supporting Neighbourhood Services. These tests have been satisfied as described in the body of this report.

A community benefit in the form of a 1,450 square metre public park is being dedicated to the City along the Meath Street frontage.

Sidewalk connectivity is being added to Archibald Street and an east-west pathway at the rear of the property will connect the new public park along Meath Street to Archibald Street.

3. The Westgate Secondary Plan designates the site as 'Westgate-Carling South Transition Area'. Within the guiding principle, there is language, which speaks to allowance for the redevelopment of the Westgate-Carling South Transition Area ensuring future development integrates with the low profile residential area located south of the Westgate-Carling South Transition Area. The report speaks to how this proposal meets transitioning policies of the Official Plan.

Parking Requirements

Comments:

1. Concerns were raised about whether the parking facilities proposed by the developer were adequate to meet the demand. Residents of surrounding neighbourhoods voiced worries about the development causing increased on-street parking in their neighbourhoods which has been identified as an existing problem.
2. Where is underground parking accessed from?
3. What is the calculation of parking for phase 1 and its ratio to units?
4. How will existing hotel parking be accommodated?

Responses:

1. The proposed development illustrates parking provided in compliance with the zoning by-law rates, where 372 parking spaces are provided and 260 are required.
2. Parking for the overall concept will predominately be in the underground garage, with access off both Meath Street and Archibald Street at mid-block points.
3. For Phase 1, the required residential parking rate is 0.5 spaces per unit. The applicant is proposing a total of 381 units in Phase 1, and is illustrating 243 parking spaces. Therefore, 191 parking spaces are required, and the applicant is providing parking at a rate of 0.64 spaces per unit.
4. Phase 1 illustrates the retention of the hotel. The hotel requires 0.5 parking spaces per room for the first 40 rooms and a balance of one parking space for each room over 40 rooms. Therefore, the hotel requires 31 parking spaces, whereas 88 will be provided.

Geotechnical

Comments:

1. A concern was raised about if the clay underlying the site was suitable for the development.

2. A question was asked about whether the underground parking garage would go to the property line.

Responses:

1. The applicant's geotechnical report has identified no geotechnical issues with developing this site. The report identified three separate foundation options dependent on the design building load and depth of the foundation.
2. The proposal is for the underground parking garage to be setback approximately 2 metres from the rear property line. The applicant has provided a buffer to better mitigate any adverse effects on adjacent properties.

Streetscape

Comments:

1. Residents inquired about what the streetscape would look like along Carling Avenue, Archibald Street, and Meath Street. Residents expressed that they wanted these streets to be pedestrian oriented and maintain a neighbourhood feel.

Responses:

1. The proposed design along Carling Avenue will have at-grade commercial units, generous sidewalks and landscaping. There will be opportunities for pedestrians to come through the site via a landscaped courtyard and a new City park. An east-west pathway is proposed along the rear of the property connecting Meath Street and the City Park in the west to Archibald Street in the east. Further, a sidewalk is proposed along Archibald Street, with at-grade residential units fronting onto the street to aid in the pedestrian character of the street. Further opportunities to enhance the pedestrian experience on Meath and Archibald Streets will be considered through the Site Plan Control process.

Types of Units

Comments:

1. One resident inquired whether the developer was considering a hotel on the site.
2. What are the sizes of the units and are they apartments or condos?
3. What is the overall unit break-down over the two phases?

Responses:

1. The applicant has expressed an openness to the development of a hotel on the Phase 2 lands (one of the 20 or 22-storey high-rise buildings along Carling Avenue). The AM10 exception zone permits a hotel, and would require an approval of the Phase 2 Site Plan for it to be constructed.
2. The units are all apartments with a mix of studio units, one to three bedroom units and two level townhouses within the lower eight-storey buildings. The units are currently envisioned to be rental.
3. There are currently 167 hotel rooms. The Phase 1 residential development proposal illustrates 381 units and the Phase 2 residential development proposal illustrates 518 units for a total build-out of 899 units.

Construction

Comments:

1. Residents voiced concerns about the level of noise that the construction phase of the development will bring and how this will affect their ability to enjoy their properties and backyards during this time.
2. Residents questioned the accountability that the developer could be held to throughout the construction of the development. Questions were asked about what measures would be taken if the construction of the site caused tree deaths on adjacent properties or caused the ground to settle and affected the foundations of existing buildings.
3. What is the construction timing? When would it start?
4. How much asbestos will be floating around in the air when the existing buildings are demolished?
5. Concerns were voiced about the timeline and phasing of the development in relation with the development of the Westgate complex. A resident inquired whether the Westgate development had been approved.

Responses:

1. Regarding construction hours and operation. It is within the developer's right to construct between the following hours (as per the Noise By-law). Expect

construction to adhere to these hours, and if not a call can be placed to 3-1-1 to file a complaint:

It is a violation of Ottawa's Noise By-law 2017-255 for construction sites or heavy equipment to operate in any structure, highway or building:

• Monday-Saturday: Between 10 p.m. and 7 a.m. •Sundays and holidays: Between 10 p.m. and 9 a.m.

Further limits are placed on the demolition and construction of buildings in established residential neighbourhoods. *Infill construction is not permitted:*

• Weekdays: Between 8 p.m. and 7 a.m.

• Weekends and holidays: Between 7 p.m. and 9 a.m.

2. During construction, the applicant does not anticipate any blasting is required. However, if blasting is required, the Province regulates this and a pre-blasting survey is required of adjacent properties, and then a post-blasting survey is required to ensure damage did not occur as a result.
3. The developer has expressed interest in commencing construction in the Spring of 2019, starting with the eight-storey residential building along Archibald Street.
4. The buildings must be clear of any hazardous material prior to demolition.
5. The Westgate project has been approved through a Zoning By-law and Official Plan amendment but no Site Plan Control application has been filed with the City.

APPENDIX 1: Retention of the Japanese Steakhouse

Elements of the existing development on the site (Talisman Motor Inn) were identified by both the City's Urban Design Review Panel and City Heritage Staff as having heritage value for retention. In particular, the pavilion, or Japanese Steakhouse, had specific design, historical and contextual value which has led to its retention and incorporation into redevelopment.

1. Design Value

- The 'Japanese Steakhouse' annex to the Talisman Motor Inn is a rare example of Japanese influenced architecture in Ottawa. This addition to the original Talisman Hotel is characterized by its steeply pitched pyramid roof, exaggerated eaves, glass skylights, floor-to-ceiling windows, and exposed concrete pillars dividing the glass.
- The design is reflective of certain elements of traditional Japanese architecture with respect to its roof form, the projection of the eaves, and the vertical window divisions. The key design elements are:
 - Exposed columns and structural elements;
 - Straight lines dividing the glass;
 - Imposing roof design expressing the traditional pyramid roof structure, one of four primary Japanese roof designs;
 - Exaggerated eaves projecting from the building helping to ground the building and harmonize its form.



2. Historical or Associative Value

- Built as part of an addition to the original Talisman Motor Inn (1962), the Japanese Steakhouse became the home of the relocated and enlarged

“Greenery Room”, and housed Ottawa’s most popular Tiki bar in the basement. The extremely popular nightclub, called the “Beachcomber Room” was located in the lower level of this addition, and modeled after the famous ‘Don the Beachcomber’s’ in Hollywood, California.

- The “Japanese Steakhouse” addition, like the original low-rise Talisman Motor Hotel, exemplifies the ideas of William Teron and Harold Shenkman, who’s Japanese travels in 1960 inspired them to build a Japanese inspired hotel complex to suburban Ottawa. The complex originally consisted of two connected wings, forming a U-shape, with an extensive Japanese garden located in the courtyard. The original wings of the hotel were capped with a roof inspired by the traditional Japanese roof design called ‘irimoya’, commonly seen on Buddhist temples, castles, and Shinto shrines. This 1972 addition carried on the Japanese architectural theme, this time with a pyramid roof structure.
- William (Bill) Teron is renowned in Ottawa, and across the country for his substantial contribution to urban development and modern architectural design. His firm, William Teron and Associates, established Beaverbrook, Kanata’s first residential community, designed with the garden city concept, and recognized by the Canadian Housing Design Council for its comprehensive treatment of embracing nature as the prime architecture.

3. Contextual Value

- The unique, Japanese inspired architecture of the Talisman Motor Inn is a defining moment in the largely post-war suburban neighbourhood. The ‘Japanese Steakhouse’ addition supports the character of the hotel complex, and given its prominent pyramid roof form, and location at the northwest corner of the lot, the ‘Japanese Steakhouse’ is highly visible from the public realm.
- The ‘Japanese Steakhouse’ addition to the Talisman Hotel is physically and historically linked to the original Talisman Motor Inn complex, developed by Teron and Shenkman in an inspired Japanese aesthetic and architectural form.
- Given its distinct pyramid roof form, exaggerated eaves, extensive use of glass both on the base of the building and on the roof (skylights), the ‘Japanese Steakhouse’ is unmistakable when viewed from Carling Avenue, and the Queensway.

- The 'Japanese Steakhouse' reflects the Japanese architectural theme executed by Teron and Shenkman, and its distinctive architecture and high visible make this structure a landmark within the suburban post-war context.