

Subject: Zoning By-Law Amendment - 1399 Avenue U

File Number: ACS2023-PRE-PS-0012

Report to Planning and Housing Committee on 18 January 2023

and Council 25 January 2023

**Submitted on December 22, 2022 by Derrick Moodie, Director, Planning Services,
Planning, Real Estate and Economic Development**

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Ward: Alta Vista (18)

Objet : Modification du Règlement de zonage – 1399, avenue U

Dossier : ACS2023-PRE-PS-0012

Rapport au Comité de l'urbanisme et du logement

le 18 janvier 2023

et au Conseil le 25 janvier 2023

**Soumis le 22 décembre 2022 par Derrick Moodie, Directeur, Services de la
planification, Direction générale de la planification, des biens immobiliers et du
développement économique**

**Personne ressource : Tracey Scaramozzino, Urbaniste, Examen des demandes
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Quartier : Alta Vista (18)

REPORT RECOMMENDATIONS

- 1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 1399 Avenue U, as shown in Document 1, to permit a reduced drive-aisle width, as detailed in Document 2.**
- 2. That Planning and Housing Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the**

Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* ‘Explanation Requirements’ at the City Council Meeting of January 25, 2023,” 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 la planification et du logement recommande au Conseil d'approuver une modification au Règlement de zonage 2008-250 pour le 1399, avenue U, comme indiqué dans le Document 1, afin de permettre une largeur réduite de l'entrée de cour, comme décrit dans le Document 2.**
- 2. Que le Comité de la planification et du logement approuve que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux ‘exigences d'explication’ aux termes de la Loi sur l'aménagement du territoire à la réunion du Conseil municipal prévue le 25 janvier 2023 », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.**

BACKGROUND

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

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

Site location

1399 Avenue U

Owner

2410441 Ontario Inc.

Applicant

CLV Group Developments

Architect

Ryan Koolwine

Description of site and surroundings

The site is generally located in Eastway Gardens, which is south of the St. Laurent Shopping Mall, Highway 417 and Tremblay Road, west of St. Laurent Boulevard, north of the Alexandria rail corridor and east of Belfast Road.

The specific development site is vacant and covered with trees and shrubs. It is located south and east of low-rise residential development, north of the rail corridor and west of vacant lands that are proposed to be developed by Canada Lands for a mixed-use subdivision.

Summary of requested Zoning By-law amendment proposal

The site is currently zoned Transit Oriented Development Zone, Subzone 1 (TD1), the purpose of which is to set density targets to support Light Rail Transit; to accommodate a wide range of transit supportive land uses such as residential, offices and commercial; locate higher densities closest to LRT stations; and impose development standards to ensure attractive urban environments.

The Applicant is requesting a reduction in the performance standard for a drive aisle from 6 metres as required by Table 131 (1) of the City of Ottawa Zoning By-law, to 4 metres, in order to facilitate the development of the overall site as described below. The remainder of the proposed development, including use, heights and setbacks are permitted in the Zoning By-Law.

Brief history of proposal

In 2019, a site plan control application (D07-12-19-0197) was submitted for the development of 2 residential mid-rise buildings of 5- and 6-storeys, along with vehicular and bicycle parking and amenity space. During the City's review of the site plan, a public sidewalk alongside the proposed private way, extending from the existing residential lands to the north and west, to the future employment/park lands to the east was proposed and agreed upon. However, due to setback requirements from the rail corridor to the south, the requirement for stormwater storage along the northern edge and the sidewalk requirements to meet Provincial accessibility standards, the width of the associated private way is required to be reduced to 4 metres and is the subject of this minor zoning by-law amendment.

DISCUSSION

Public consultation

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for development applications.

Several emails were received from the community and are summarized in Document 3 at the end of this report.

For this proposal's consultation details, see Document 3 of this report.

Official Plan

The site is located within the Inner Urban Transect with an Evolving Neighbourhood overlay and a Hub designation.

Overarching themes of the Official Plan are found in Section 2.2.1 Intensification and Diversifying Housing Options which contains high level direction on the general intent to direct residential growth within the built up area to help neighbourhoods evolve into walkable communities. Section 5.2.1 Inner Urban Transects contains direction for large parcels within Inner Urban areas to be developed into full urban districts and integrated neighbourhood centres, with public pedestrian networks within the site. Increases in residential types and densities are encouraged to support the 15-minute neighbourhood to meet the Growth Management Framework. Section 5.6.1.1, Evolving Neighbourhood Overlay provide policies for evolving overlays to allow a gradual change in character based on the proximity to a hub and corridor, to permit new building forms. Section 6.1, Hubs are areas centred on planned or existing rapid transit stations and/or frequent street transit and are to function as higher density of development with a higher level of public transit connectivity.

Other applicable policies and guidelines

The Transit Oriented Development (TOD) Plans for Lees, Hurdman, Tremblay, St. Laurent, Cyrville and Blair identifies the development lands as a mixed use area intended for intensification with a maximum building height of 6-storeys.

Urban Design Review Panel

The property is within a Design Priority Area and the associated Site Plan Control application was subject to the Urban Design Review Panel (UDRP) process. The

applicant presented their proposal to the UDRP at a formal review meeting, which was open to the public on April 15, 2020.

There was no requirement for a meeting for the Zoning By-Law Amendment due to the minor nature of the application.

The panel's recommendations from the formal review of the Site Plan Control application are located in Document 5 at the end of the report.

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

- Private terraces were raised and provided with landscaping to soften the public interface
- Internal amenity areas face out to the central plaza
- Pedestrian realm has been strengthened
- Other recommendations were not able to be incorporated due to site constraints.

Planning rationale

The proposed development of a 5- and 6-storey building is permitted as of right in the City of Ottawa Zoning By-law and the site design, that allows for safe, easy and direct access through the site for pedestrians and cyclists who wish to commute from the north and west of the development is in keeping with policies of the Official Plan for the Inner Urban Transect, Evolving Neighbourhood overlay and Hub designation. These policies all encourage sensitive intensification within built up areas to help neighbourhoods grow into 15-minute walkable communities. The Secondary Plan further repeats these goals and permits a maximum height in this area of 6-storeys.

The reduction in the width of the private road from 6m to 4m is considered acceptable for this development, as the private way will only be used for 1-way traffic, which only requires a width of 3m as per the Zoning By-Law and emergency vehicles have indicated that they would use the rear two-way access for their vehicles, and if necessary, would be able to use the 4m wide private way.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

RURAL IMPLICATIONS

There are no rural implications related to this report.

COMMENTS BY THE WARD COUNCILLOR(S)

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

LEGAL IMPLICATIONS

There are no legal impediments to approving the recommendations contained in the report.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications related to this report.

ASSET MANAGEMENT IMPLICATIONS

Currently there is a dead-end 152mm watermain on Avenue U. This will have very limiting available fire flow.

Looping the Avenue U watermain to the other dead-end Avenues (P & T) will improve the available fire flow but still may be limiting – dependent on what is being proposed.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

The proposed development will be required to meet the accessibility requirements contained within Ontario Building Code.

ENVIRONMENTAL IMPLICATIONS

The lot that is well covered in vegetation which will be cleared to permit the proposed development. City staff reviewed the species at risk report, and tree conservation report and also conducted a site visit to further understand the condition of the vegetation on site. It is understood that the subject lands and the developed lands of Eastway Gardens were cleared of trees during the residential construction in the 1950's and 1960's. The vegetation that has grown on the undeveloped lands are primarily invasive (68% Buckthorn), and ash trees (22%) that have declined in health. There are a few

native trees, of varying health conditions, scattered through the site. No endangered trees or animal species were found on site.

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-22-0081 was processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications.

SUPPORTING DOCUMENTATION

Document 1 Zoning Map

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

Document 4 Draft Site Plan

Document 5 UDRP Complete Comments

CONCLUSION

Staff supports this proposal as the requested reduction in the width of the drive aisle allows for an improved site development with strengthened pedestrian and cycling connections. The overall site development meets the policies of the Official Plan, Secondary Plan and design guidelines.

DISPOSITION

Office of the City Clerk, Council and Committee Services to notify the owner; applicant;

Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8;

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

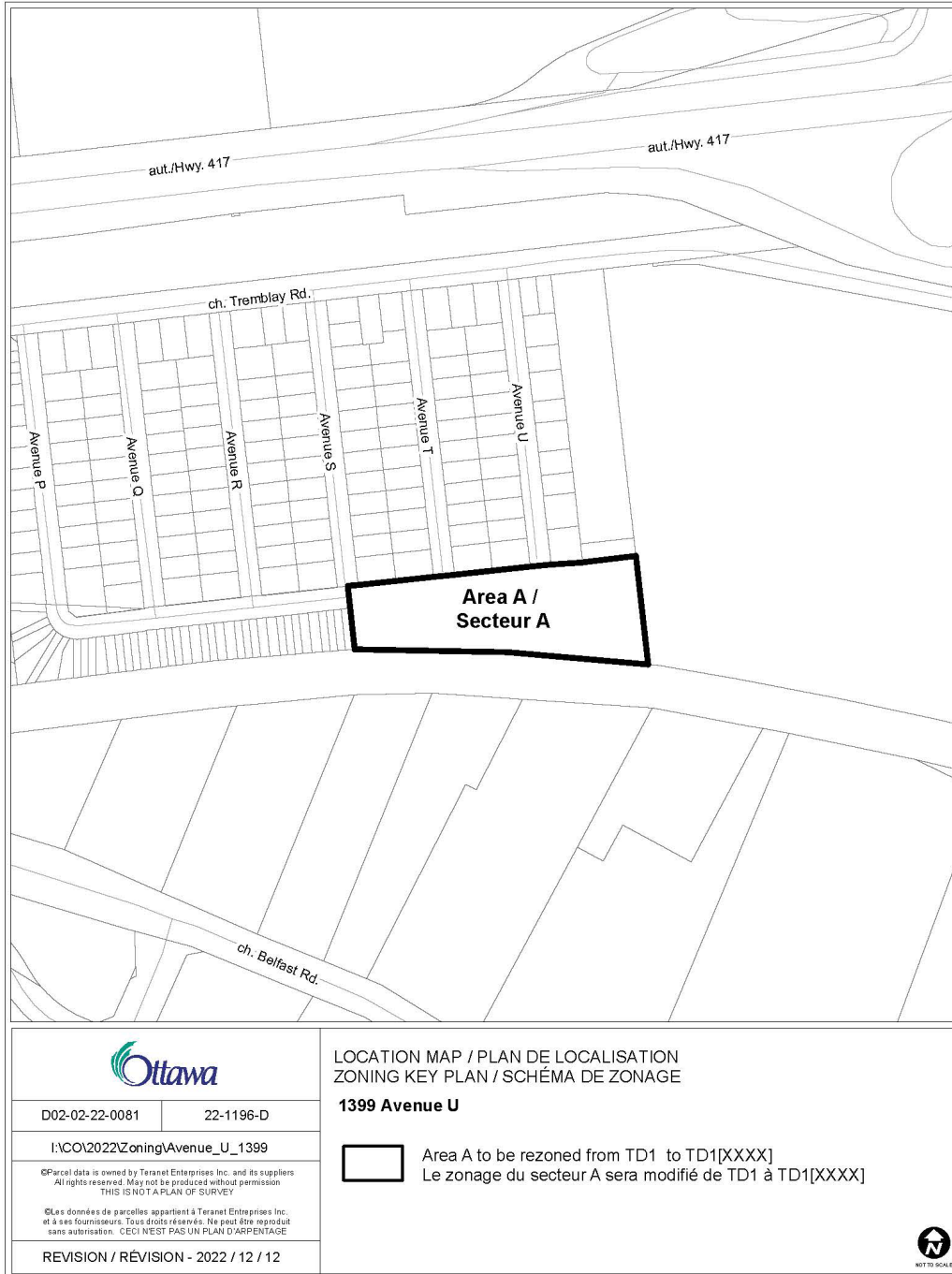
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

Document 1 – Location Zoning Map

For an interactive Zoning map of Ottawa visit geoOttawa



Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 1399 Avenue U:

1. Rezone the lands shown as in Document 1 from TD1 to TD1 [xxxx]
2. Amend Section 239 – Urban Exceptions by adding a new exception [xxxx] with provisions similar in effect to the following:
 - a. In Column V, add provisions similar in effect to the following:
 - i. The minimum width of a private way in a Planned Unit Development for 1-way traffic: 4 metres

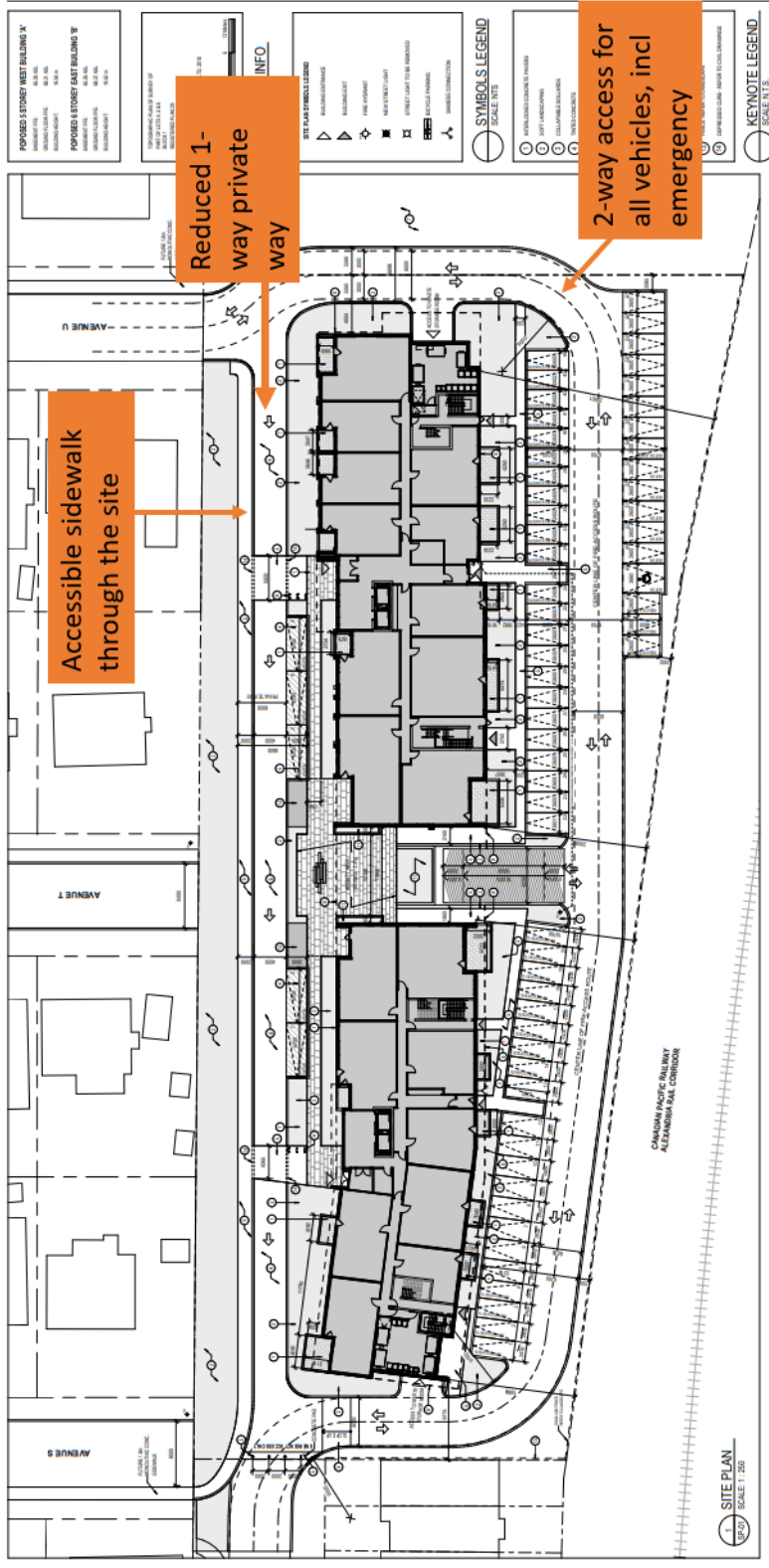
Document 3 – Consultation Details

Notification and Consultation Process

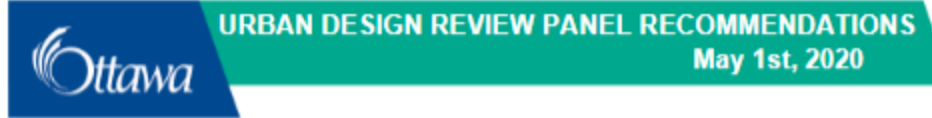
Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

Four emails were received regarding this application to ask for clarification and to confirm that the overall proposed site plan was not changing.

Document 4 Draft Site Plan



Document 5 – UDRP Complete Comments



1399 AVENUE U (FORMERLY 530 TREMBLAY) | Formal Review | Site Plan Control Application | CLV Group Developments; Project 1 Studio



Summary

- The Panel reiterated its general support for the project. It will be a good example of a low-rise infill building and the aspirations for the woonerf-style shared street are commendable.
- Significant concerns that remain with the site plan include the misalignment of the buildings with the existing block pattern, the location of the surface parking and garage entrances, and the quality of the pedestrian realm and landscape design.

Site Plan

- The Panel feels strongly that offsetting the alignment of Avenue T and the central pedestrian space between the two buildings will appear as a mistake and will be a missed opportunity.
- The Panel expressed concern for the amount of space dedicated to automobiles. The garage entrance and abundance of surface parking will interfere with the success of pedestrian spaces and mobility.
 - The Panel felt strongly that the location of underground parking entrance as proposed will detract from the success of the central open space.
 - The seven parking spaces on the north side interfere with pedestrian mobility and it is recommended that they be eliminated or moved to the south of the buildings.
- If surface parking cannot be removed, it may be possible to reorganize the site in other ways to alleviate issues:



- Shift the buildings to the north and relocate the woonerf and all surface parking to the south of the buildings; or
- Relocate the main drive aisle to the current location of the woonerf, line it with on-street parking, and eliminate the parking in the rear.
- Relocate the sidewalk on north side of the woonerf to the south side between the parking and the terraces.

Building Design

- The Panel supports the architecture of the project and considers it exemplar of this scale of development.
- It is recommended that all terraces be raised above ground level by a few steps and their edges softened with plantings. This will make them more comfortable and reduce headlights shining into units and exposure to exhaust.
- The Panel reiterated their comment about including two-storey live-work units. They should be located primarily on the north elevation and facing the plaza.
- Reconfigure the floor plans to have internal amenity spaces and primary lobbies face out onto the central plaza space.

Landscape Design

- The woonerf is a commendable aspiration, but the landscape plan seems underdeveloped. There is a missed opportunity to strengthen the pedestrian realm throughout the entire development.
- The plantings appear to be low in height throughout the project. The Panel recommends incorporating plantings with additional height, especially around the at-grade terraces to buffer them from headlights and exposure to exhaust. Tall and dense plantings, such as cedar trees, are recommended along the south edge of the site to provide a buffer from the railway.
- Consider planting more trees and planting areas and including protection, based on experiences learned with the design of Lansdowne Park. As an alternative consider introducing roll curbs in the woonerf.
- Add more pedestrian crossings (if the walkway is not moved to the south side).
- The Panel supports the integration of the rail theme into the landscape design. Consider the opportunity to run the "rails" in an east-west orientation. The theme may be better captured if it were aligned with the actual tracks.