

Subject: Zoning By-law Amendment - 841, 845 and 855(A) Grenon Avenue

File Number: ACS2022-PIE-PS-0014

Report to Planning Committee on 14 April 2022

and Council 27 April 2022

**Submitted on March 25, 2022 by Lily Xu, Acting Director, Planning, Real Estate
and Economic Development**

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Ward: Bay (7)

**Objet : Modification du *Règlement de zonage* – 841, 845 et 855(A), avenue
Grenon**

Dossier : ACS2022-PIE-PS-0014

Rapport au Comité de l'urbanisme

le 14 avril 2022

et au Conseil le 27 avril 2022

**Soumis le 25 mars 2022 par Lily Xu, Directrice par intérim, Direction générale de
la planification, des biens immobiliers et du développement économique**

**Personne ressource : Laurel McCreight, Urbaniste II, Examen des demandes
d'aménagement ouest**

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Quartier : Baie (7)

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 841, 845 and 855(A) Grenon Avenue to permit a reduced amount of vehicle parking spaces and a reduction in parking space length, as detailed in Document 2.**

2. That Planning Committee approve the Consultation Details Section of this report be included as part of the ‘brief explanation’ in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* ‘Explanation Requirements’ at the City Council Meeting of *April 27, 2022*,” subject to submissions received between the publication of this report and the time of Council’s decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de l’urbanisme recommande au Conseil d’approuver la modification du *Règlement de zonage* (n° 2008-250) pour les 841, 845 et 855(A), avenue Grenon, pour qu’il soit permis d’y réduire le nombre et la longueur des places de stationnement, comme l’indique le document 2.
2. Que le Comité de l’urbanisme 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 27 avril 2022 », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.

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

841, 845 and 855(A) Grenon Avenue

Owner

Grenon Avenue Inc.

Applicant

Novatech, c/o James Ireland

Description of site and surroundings

The subject lands are located on the east side of Grenon Avenue between Carling Avenue and Richmond Road. Currently there is one detached dwelling occupying the property at 841 Grenon Avenue. The property is approximately 0.14 hectares. Lands directly to the north are occupied by a 15-metre access to Judge Park; further north, there are town homes and a high-rise apartment. Lands to the east are occupied by Judge Park, while lands to the west of Grenon Avenue are occupied by detached dwellings; past the detached dwellings to the west is Marlene Catterall Park. Lands south of the property consist of a townhouse complex.

Summary of requested Zoning By-law amendment proposal

The subject site is currently zoned to require one parking space per unit, which was part of a previous zoning application (D02-02-19-0017) that was approved in May 2020. The current zoning application proposes to reduce the required amount of residential parking from one space per dwelling unit to 0.6 spaces per dwelling unit (this equates to a reduction from 30 spaces to 18 spaces). The application also proposes 10 of the 18 parking spaces to have reduced parking space length to 4.6 metres (whereas the Zoning By-law requires a minimum length of 5.2 metres). The number of bicycle parking spaces will increase to 32 (the Zoning By-law requirement is 0.5 spaces/unit). The number of visitor vehicle spaces will remain at three, in accordance with the existing zoning for the subject property.

Brief history of proposal

The subject property was subject to a Zoning By-law amendment application (D02-02-19-0017) that went before the Planning Committee in May 2020, where the Committee approved the application to permit the rezoning of the property from Residential First Density, Subzone O (R1O) and Residential Third Density, Subzone A (R3A) to Residential Fourth Density, Subzone M, Urban Exception 2624 (R4M [2624]). This approval facilitated the development of a four-storey residential apartment dwelling of 30 units with 30 vehicle and 15 bicycle parking spaces in the basement, as well as modifications to various performance standards. The Zoning By-law was adopted by City Council on May 27, 2020 and the subsequent site plan control application was approved on October 27, 2020, but the site plan agreement has yet to be registered.

DISCUSSION

Public consultation

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

Approximately 17 comments were submitted during the application review process. Several comments were submitted in support, with the majority in opposition based on the request for a reduction in parking spaces, increased on-street parking, and lack of public transportation to support the request. Many comments were also received regarding the development of the site with a four-storey building; however, this aspect was already approved as part of the previous zoning by-law amendment discussed above.

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

Official Plan designation(s)

Current Official Plan

The current Official Plan designates the subject property as General Urban Area, which permits the development of a full range of housing types to meet the needs of all ages, incomes and life circumstances in combination with conveniently located employment, retail, service, leisure and institutional uses.

New Official Plan

The subject site is designated Neighbourhood and the Evolving Neighbourhood Overlay also applies. This designation is planned for ongoing gradual, integrated, sustainable and context-sensitive development, or where an Overlay directs evolution, for gradual well-planned transformation. The Neighbourhood designation permits low-rise building heights, promotes a full range of low-rise housing options and encourages residential built forms to be appropriately integrated with the neighbourhood street network, pedestrian network and public realm.

Planning rationale

The proposal requests a reduction in the required amount of residential parking from one space per dwelling unit to 0.6 spaces per dwelling unit (this equates to a reduction from 30 spaces to 18 spaces). It is also proposed to reduce 10 of the 18 parking spaces to be reduced length parking spaces of 4.6 metres (whereas the Zoning By-law requires

a minimum length of 5.2 metres). The subject site is located in between two main arterial roads, Carling Avenue and Richmond Road, and is accessible by various modes of transportation, including walking, cycling, public transit, and motorized vehicle.

Section 2.3.1 of the Official Plan supports increase in the use of public transit, and where possible reduced dependence upon automobile use throughout the day. The proposed density of this development and its proximity to bus stop locations, commercial amenities and access to pedestrian and cycling facility provides an alternative to the private automobile and supports a reduction in overall vehicle usage.

The proposed development provides 30 dwellings within 400 metres of a Transit Priority Corridor and 1.2 kilometres from an under-construction O-Train station (Pinecrest). Reducing the parking provision within proximity to transit encourages transit use and active modes of transportation.

The default parking requirements for multi-unit dwellings in Area C, of Schedule 1A of the Zoning By-law (1.2 spaces/unit) and the site-specific requirement for this site as adopted in 2020 (1 space per unit) are both far in excess of actual vehicle ownership among multiple-unit buildings in Area C and in Ward 7. In Area C generally, and in Ward 7 specifically, multiple-unit dwellings have far fewer vehicles per household than the number of parking spaces the Zoning By-law requires. The Department is confident that the proposed rate of 0.6 spaces per unit is adequate. Reducing the size of some of 10 spaces to accommodate compact cars specifically is also appropriate.

Reducing the parking rate provision and providing more than double the required bicycle parking encourages active transportation and supports transit. It is staff's opinion that the proposed 0.6 space per unit ratio is appropriate for this development, as is the reduction of 10 of the 18 parking spaces to be reduced length parking spaces of 4.6 metres.

Provincial Policy Statement

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

RURAL IMPLICATIONS

There are no rural implications associated with the recommendations in this report.

COMMENTS BY THE WARD COUNCILLOR

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

LEGAL IMPLICATIONS

In the event the recommendations are adopted and the resulting zoning by-law is appealed to the Ontario Land Tribunal, it is expected that a two day hearing would be required. It is anticipated that the hearing could be conducted within staff resources. Should the application be refused, reasons must be provided. As well as an external planner needing to be retained by the City, it may be necessary for a transportation consultation with expertise in parking to be retained.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

ASSET MANAGEMENT IMPLICATIONS

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

FINANCIAL IMPLICATIONS

There are no direct financial implications associated with the report recommendations. In the event the application is refused and appealed, it would be necessary to retain external resources. This expense would be funded from within Planning Services' operating budget.

ACCESSIBILITY IMPACTS

There are no accessibility impacts associated with this report. However, it should be noted that accessibility has been reviewed through the Site Plan Control process and measures have been provided to ensure the site remains accessible.

ECONOMIC IMPLICATIONS

There are no economic implications associated with this report.

CLIMATE IMPLICATIONS

There are no climate implications associated with this report.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications associated with this report.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification
- Thriving Communities

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-21-0146 was processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

CONCLUSION

Staff recommend approval of the Zoning By-law amendment to permit a reduced amount of vehicle parking spaces and a reduction in parking space length. The proposal is consistent with the Provincial Policy Statement, conforms to the policy direction within the current and new Official Plan and represents good planning.

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.

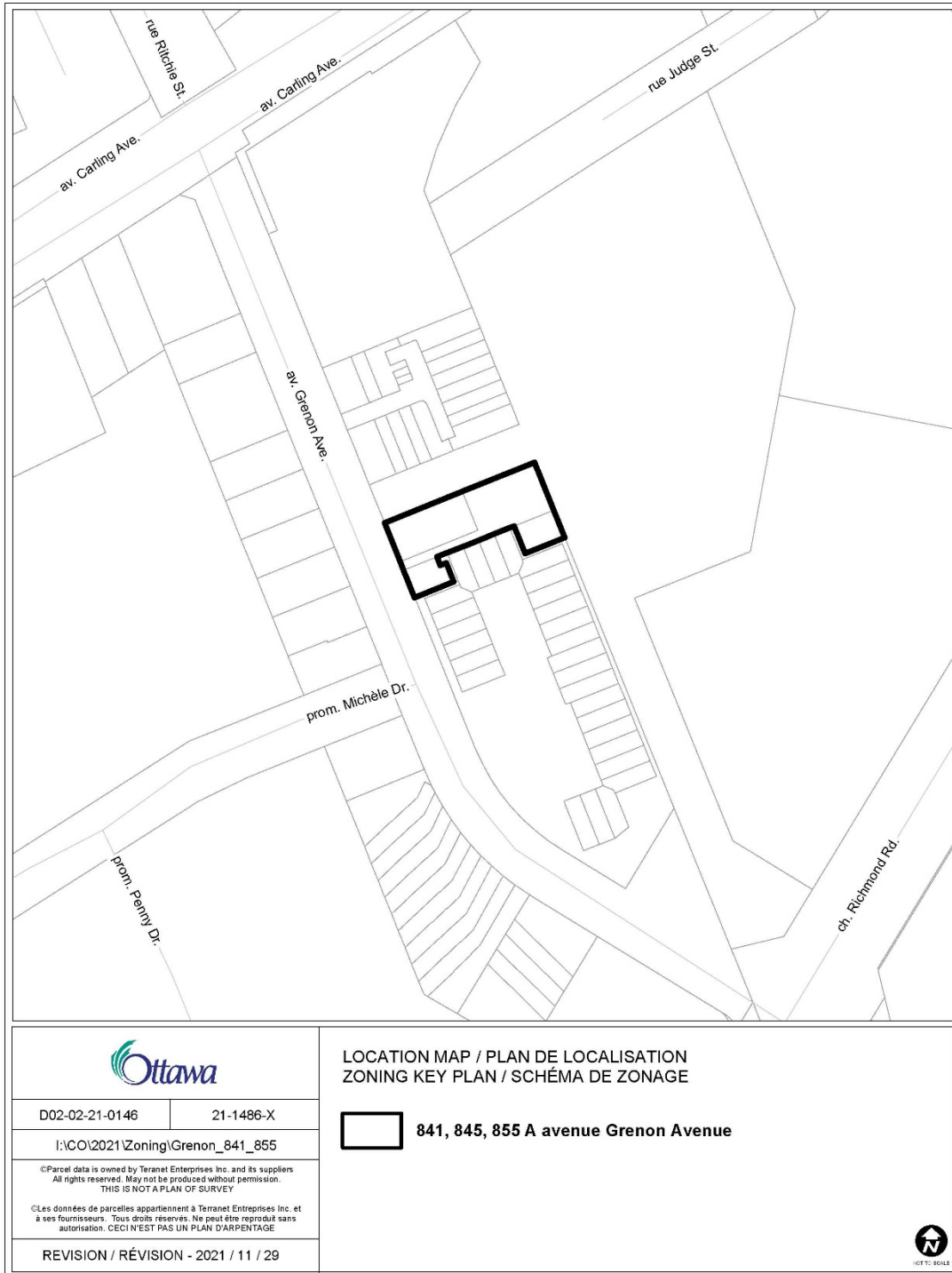
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

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

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

Document 1 – Location Map

For an interactive Zoning map of Ottawa visit [geoOttawa](https://geoottawa.ca)



Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 841, 845 and 855(A) Grenon Avenue:

1. Amend Section 239, Urban Exception 2624, as follows:
 - a. In Column V delete 'the minimum number of required parking spaces: 1 per dwelling unit' and replace it with 'the minimum number of parking spaces is 0.6 per dwelling unit'.
 - b. In Column V add a provision similar in effect to the following:
 - i. Up to 10 parking spaces are to be reduced length parking spaces of 4.6 metres. This provision does not apply to the required visitor parking spaces.

Document 3 – Consultation Details

Notification and Consultation Process

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

Approximately 17 comments were submitted during the application review process. Several comments were submitted in support, with the majority in opposition based on the request for a reduction in parking spaces, increased on-street parking, and lack of public transportation to support the request. Many comments were also received regarding the development of the site with a four-storey building; however, this aspect was already approved as part of the previous zoning by-law amendment discussed above.

The following summarizes, in no particular order, a list of comment themes raised by members of the public in response to the application:

Theme #1: Request for Reduction in Parking Spaces

Response

The subject property is accessible by various modes of transportation, including walking, cycling, public transit, and motorized vehicle. It is located in walking proximity to various amenities such as parks, trail, shops, restaurants, Bayshore Mall, and other services. The proposed density of this development and its proximity to bus stop locations, commercial amenities and access to pedestrian and cycling facility provides an alternative to the private automobile and supports a reduction in overall vehicle usage.

Theme #2: Increase of On-Street Parking

On street parking is available on the west side of Grenon Avenue and any infractions related to on-street parking can be reported to 3-1-1. Purchasers will be made aware that there is limited parking available, including visitor parking, and that each unit does not come with a parking space.

Theme #3: The Development in General

The previous Zoning By-law Amendment to permit a four-storey residential development was approved by Planning Committee in May 2020 and was adopted by City Council on May 27, 2020. The subsequent site plan control application was approved on

October 27, 2020. Matters such as height and density, landscaping and trees, architecture and overall development of the site are not subject to the current request for a reduction in parking.