

<p>2. ZONING BY-LAW AMENDMENT – 774 BRONSON AVENUE</p> <p>MODIFICATION AU RÈGLEMENT DE ZONAGE – 774, AVENUE BRONSON</p>

COMMITTEE RECOMMENDATION AS AMENDED

That Council approve:

1. an amendment to Zoning By-law 2008-250 for 774 Bronson Avenue to replace Schedule 296 and amend Exception [2003] to allow for a twelve storey mixed use building as detailed in Document 2, as amended by adding the following provision to Document 2, section 2. c):
 - “-The maximum floor space index is 3.0”; and
2. that no further notice be provided pursuant to Subsection 34(17) of the *Planning Act*.

RECOMMANDATIONS DU COMITÉ, TELLES QUE MODIFIÉES

Que le Conseil approuve :

1. une modification au Règlement de zonage 2008-250 relativement au 774, avenue Bronson, afin de remplacer l'annexe 296 et de modifier l'exception [2003] de façon à permettre un immeuble polyvalent de 12 étages, comme le précise le document 2, tel que modifié par l'ajout de la disposition suivante à l'alinéa 2c) :
 - « Le rapport plancher-sol maximal est de 3,0 »;et
2. qu'aucun nouvel avis ne soit donné en vertu du paragraphe 34(17) de la *Loi sur l'aménagement du territoire*.

DOCUMENTATION / DOCUMENTATION

1. Acting Director's report, Planning Services, Planning, Infrastructure and Economic Development Department, dated 5 January 2017 (ACS2017-PIE-PLS-0006)
 - Rapport du Directrice par intérim, Services de la planification, Service de la planification, de l'Infrastructure et du développement économique daté le 5 janvier 2017 (ACS2017-PIE-PLS-0006)
2. Extract of draft Minutes, Planning Committee, 24 January 2017.

Extrait de l'ébauche du procès-verbal, Comité de l'urbanisme, le 24 janvier 2017
3. Summary of Written and Oral Submissions, to be issued separately with the Council agenda for its meeting of 22 February 2017, as part of the Summary of Oral and Written Public Submissions for Items Subject to Bill 73 'Explanation Requirements'

Résumé des observations écrites et orales, à distribuer séparément avec l'ordre du jour de la réunion du 22 février 2017 du Conseil, comme faisant partie du Résumé des observations orales et écrites du public sur les questions assujetties aux « exigences d'explication » aux termes de la Loi 73.

**Report to
Rapport au:**

**Planning Committee / Comité de l'urbanisme
January 24, 2017 / 24 janvier 2017**

**and Council / et au Conseil
February 8, 2017 / 8 février 2017**

**Submitted on January 5, 2017
Soumis le 5 janvier 2017**

**Submitted by
Soumis par:**

Lee Ann Snedden,

Acting Director / Directrice par intérim,

Planning Services / Service de la planification

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

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Ward: CAPITAL (17) / CAPITALE (17)

File Number: ACS2017-PIE-PLS-0006

SUBJECT: Zoning By-law Amendment – 774 Bronson Avenue

OBJET: Modification au Règlement de zonage – 774, avenue Bronson

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 774 Bronson Avenue to replace Schedule 296 and amend Exception [2003] to allow for a 12 storey mixed use building 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 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 February 8, 2017", 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 relativement au 774, avenue Bronson, afin de remplacer l'annexe 296 et de modifier l'exception [2003] de façon à permettre un immeuble polyvalent de 12 étages, comme le précise le document 2.**
- 2. Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux consultations soit incluse en tant que "brève explication" dans le résumé des observations écrites et orales, qu'elle soit rédigée par le Bureau du greffier municipal et avocat général et soumise 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 du 8 février 2017, 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

774 Bronson Avenue

Owner

Textbook: 774 Bronson Inc.

Applicant

FOTENN (Carl Furney)

Description of site and surroundings

The property is the second property south of Carling Avenue on the west side of Bronson Avenue. It is a vacant through lot with frontage also on Cambridge Street South, to the west. The total lot area is approximately 3,549 square metres, with frontages of 40.25 metres along Bronson Avenue and 39.62 metres along Cambridge Street South. It is approximately two kilometres south of downtown Ottawa and one kilometre north of Carleton University.

Adjacent to the north, at 770 Bronson, is a former automobile repair garage that is currently vacant and proposed for redevelopment with a six storey mixed use building. Low-rise commercial uses are located immediately to the south of the subject property at 786 to 794 Bronson and a mid-rise residential building is also located to the south at 567 Cambridge Street South. The Glebe Collegiate High School main sports field is located to the east, and a low rise residential neighbourhood with predominantly single-detached dwellings are situated to the west.

Summary of requested Zoning By-law amendment proposal

The purpose of the Zoning By-law amendment application is to amend the existing Height Schedule. A site specific Exception Zone is also proposed for relief with respect to height, setbacks and parking. The requested relief is more specifically shown as follows:

1. Amendment to the Height Schedule to expand the 12 storey maximum permitted height to the west and south;
2. Provide that the lot line abutting Bronson Avenue is the Front Lot Line;
3. Allow a 3-metre interior side yard setback abutting a residential zone, whereas the Zoning By-law requires 7.5 metres;
4. Reduce the minimum required residential parking spaces rate from 0.5 spaces per dwelling unit for dwelling units in excess of 12 to 0.1 spaces per dwelling unit;
5. Reduce the minimum width of parking spaces and visitor parking spaces to 2.4 metres;
6. Allow a minimum width of 2.25 metres for a parking space abutting a column on two sides; and
7. Reduce the minimum width of a driveway providing access to a parking lot or parking garage to 6.0 metres.

Brief history of proposal

Textbook Suites is proposing a 12-storey mixed-use building containing 172 residential units designed for university students, a retail unit at grade and 38 parking spaces (17 residential and 21 visitors). Among those parking spaces, 27 will be below grade and 11 at grade. One bicycle parking space per unit will be provided for a total of 155 spaces below grade and 17 at grade. The units will range from bachelor, one-bedroom, two-bedroom, and three-bedroom units. The building will front onto both Bronson Avenue and Cambridge Street South. It will incorporate a five-storey podium on Bronson Avenue to ensure compatibility with development to the south and to reduce sun shadowing. The west side of the building will incorporate multiple stepbacks at the fifth, eighth, 10th and 12th storey to concentrate the density towards Bronson Avenue and to help provide a transition to Cambridge Street South. The retail will be about 150 square metres and will front onto Bronson Avenue, to contribute to animation and activity along that street.

The site is designated Arterial Mainstreet in the Official Plan. The site is zoned AM1[2003] S296 (Arterial Mainstreet Subzone1, Exception 2006, Schedule 296). This zoning results from a site-specific Zoning By-law amendment (2012-439), which was approved in December 2012. This approval was for a 12 storey condominium tower

along Bronson and a six storey condominium tower along Cambridge Street South, with open space in between. Since that time, the ownership of the lands has changed and a new development proposal is being advanced.

DISCUSSION

Public consultation

A community information session was held on September 29, 2015 at the Kings Daughters and Sons apartments building located adjacent to the subject site. The Ward Councillor, staff, the applicant, residents and representatives from the local community associations were present. Concerns raised related to possible loitering and noise issues for a public accessible open space proposed along the Cambridge Street frontage, the use of the building by students and their impact on the surrounding community, the lack of parking and the massing of the building.

As a result of the notification undertaken for this application, local residents were mainly concerned with the proposed massing in close proximity to low-rise neighbourhoods and with parking overflow onto the local residential streets.

To address the concerns raised at the public meeting, as well as through the notification process, staff requested that the public accessible space be moved to the south side of the property, that there be changes to incorporate stepbacks to the building massing and that there be an increase in the number of parking spaces to be provided, as described above. The initial submission was proposing 181 residential units with 31 parking spaces (21 below grade and 10 at grade) and building stepbacks only at the fifth and eighth storeys.

For this proposal's consultation details, see Document 4 of this report.

Official Plan designation

According to Schedule B of the Official Plan, the property is designated as an Arterial Mainstreet. The Mainstreet designation identifies streets that offer some of the most significant opportunities in the city for intensification through more compact forms of development, a lively mix of uses and a pedestrian-friendly environment. Intensification is most likely to occur through the redevelopment of such sites as vacant lots, aging strip malls, former automobile sales lots, parking lots and gas stations, as well as through additions to existing buildings.

Other applicable policies and guidelines

The City has created design guidelines to guide developments along Arterial Mainstreets. These guidelines are relevant here and state that objectives include:

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

Urban Design Review Panel

The property is located just outside the boarder of the Design Priority Area and as a result, the Zoning By-law amendment and Site Plan Control applications are not subject to the Urban Design Review Panel (UDRP) process. Nevertheless, the applicant's proposal was reviewed by the City's Urban Design staff, who helped make important changes to the building, to ensure the proposal fits within the surrounding community.

Planning Rationale

This application has been reviewed under the consolidated Official Plan (2003) with regard for the Council approved amendments contained within Official Plan Amendment 150 (OPA 150). The subject proposal conforms to the specific amendments introduced through OPA 150, and most importantly the policies specific to Section 3.6.3, which states that the objective of the Arterial Mainstreet designation is to encourage more dense and mixed-use development.

Height

As mentioned, the proposed building will incorporate a five-storey podium on Bronson Avenue to ensure compatibility with development to the south and to reduce sun shadowing. The west side of the building will incorporate multiple stepbacks to concentrate the density towards Bronson Avenue and to help provide a transition to Cambridge Street South. More specifically, the stepbacks will be at the fifth, eighth and 10th storey to ensure a 45 degree angle is respected from Cambridge Street South and the 11th and 12th storeys are reduced in area to concentrate the density towards Bronson Avenue.

Parking

The applicant is proposing to reduce the parking requirement from 0.5 spaces per dwelling unit to 0.1 spaces per dwelling unit. In this regard, consideration must be given to the fact that the proposed clientele are to be university students. As university students are less likely to have access to a private vehicle, the necessity for parking spaces is expected to be reduced. A parking study undertaken by the applicant for student residences they have constructed at other universities, shows that the parking proposed is expected to meet the needs of the building's residents. In addition, there are multiple bus routes that provide service to and from the site (routes 4, 101 and 103), and given the proximity to Carleton University (approximately one kilometre to the south), as well as the provision of one bicycle parking space per unit, staff can support the reduction in required residential parking spaces.

While resident parking is proposed to be reduced, the numbers of visitor spaces are being increased. It should be pointed out that visitor parking is to be calculated on the total number of units and the relief that is typically associated with not requiring visitor parking for the first 12 units, does not apply in this instance. This change, coupled with a visitor parking rate of 0.12 spaces per dwelling unit, will increase the required visitor parking from 16 to 21. It is staff's opinion that while it can be argued that students are less likely to have a vehicle, mitigating the impact of visitor parking on the surrounding streets is an important factor for consideration.

To ensure the proposed number of visitor and bicycle parking is provided, staff will add the following provisions as part of the site specific Exception Zone:

- the minimum required visitor parking space rate is 0.12 per dwelling unit and a minimum of 50 per cent of the visitor parking is to be provided at grade; and

- the minimum required bicycle parking space rate is 1.0 per dwelling unit.

With regards to a reduction in parking space width, precedents have demonstrated that 2.4 metres provides sufficient space for proper accessibility. Furthermore, the Zoning By-law already allows in specific circumstances that a percentage of the required parking spaces may be provided at 2.4 metres in width. As for the requested parking space width reduction to 2.25 metres, given this will be tied to a parking space abutting columns on both sides, which, according to the basement floor plan provided with the application, represents one space, staff have no issues. During the site plan process, a condition will be approved indicating it will be signed for small cars only.

Front Lot Line

The approach typically taken with active Traditional Mainstreet properties on through and corner lots is to consider the line along the active street to be the Front Lot Line. Staff therefore considers it more appropriate to have the front lot line along Bronson Avenue, even though it is not the shortest frontage abutting a street.

Interior Side Yard Setback

Staff has no issues with the proposed southerly interior side yard setback of three metres as this setback only represents a small portion of the abutting property line. The remainder of the setback will be 6.9 metres, which is significant and the adjacent residential building at 567 Cambridge Street South is approximately nine metres away. The proposed building and this adjacent building will be similar in mass and density and an additional consideration is that the building at 567 Cambridge Street South is angled from the proposed building. As window and possible overlook alignment will also be angled, this setback is not considered to be a concern. Furthermore, minimal sun obstruction should result from the new construction as it will be located to the north.

Driveway

Staff have no concern with the proposed driveway width reduction to six metres as the traffic generated by the 38 parking spaces will be minimal and six metres is sufficient at the expected peak volumes for two cars to pass each other safely in opposite directions.

Holding symbol

As the previous development would have had vehicle access off of Cambridge Street South, a holding symbol was put in place to ensure traffic calming road modifications on the surrounding streets. Now that the Textbook Suites development will only be

accessed through Bronson Avenue, the holding provisions become unnecessary, as agreed to by the community association.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the Provincial Policy Statement, 2014 in that it meets the following applicable policies:

- Promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (Policy 1.1.1.a);
- Accommodates an appropriate range and mix of residential, employment (including industrial and commercial), recreation, open space, and other uses to meet long-term needs (Policy 1.1.1.b);
- Promotes cost-effective development standards to minimize land consumption and servicing costs (Policy 1.1.3.2.a);
- Promotes land use patterns, density and mix of uses that minimize the length and number of vehicle trips and supports current and future use of transit and active transportation (Policy 1.6.7.4); and
- Supports energy efficiency and improves air quality through land use and development patterns which promote the use of active transportation and transit and improve the mix of employment and housing uses to decrease transportation congestion (Policy 1.8.1.b, c, e).

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor Chernushenko is aware of the proposal.

LEGAL IMPLICATIONS

Should the recommendations be adopted and the matter appealed to the Ontario Municipal Board, it is expected that a one week hearing would result that could likely be accommodated within staff resources. In the event that the application is refused, reasons must be provided. In the event of an appeal against the refusal, it would be necessary to retain an external planner

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

FINANCIAL IMPLICATIONS

Potential financial implications are noted in the above Legal implication section. In the event that external resources are retained, funds are not available within existing resources and the expense would impact Planning, Infrastructure and Economic Development operating status.

ACCESSIBILITY IMPACTS

No accessibility barriers are anticipated as the commercial space will be accessible at grade and both the residential units and the underground parking will be serviced by elevators. Proper accessibility will be ensured through Site Plan Approval and Building Code review.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

Healthy and Caring Communities

HC1 – Advance equity and inclusion for the City's diverse population

HC3 – Create new and affordable housing options Economic Prosperity

EP3 – Support growth of local economy

APPLICATION PROCESS TIMELINE STATUS

This application 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 Schedule 296

Document 4 Consultation Details

Document 5 Overview Data Sheet *(previously distributed and held on file)*

CONCLUSION

Staff supports the proposed Zoning By-law amendment as it is consistent with the direction of the Official Plan, the Arterial Mainstreet Guidelines, represents good planning practices, and is appropriate for desirable development.

DISPOSITION

Office of the City Clerk and Solicitor, Legislative Services to notify the owner; applicant; Krista O'Brien, Deputy City Treasurer Revenue Branch, Corporate Services (Mail Code: 26-76) of City Council's decision.

Zoning and Interpretations Unit, Planning Services to prepare the implementing by-law and forward to Legal Services.

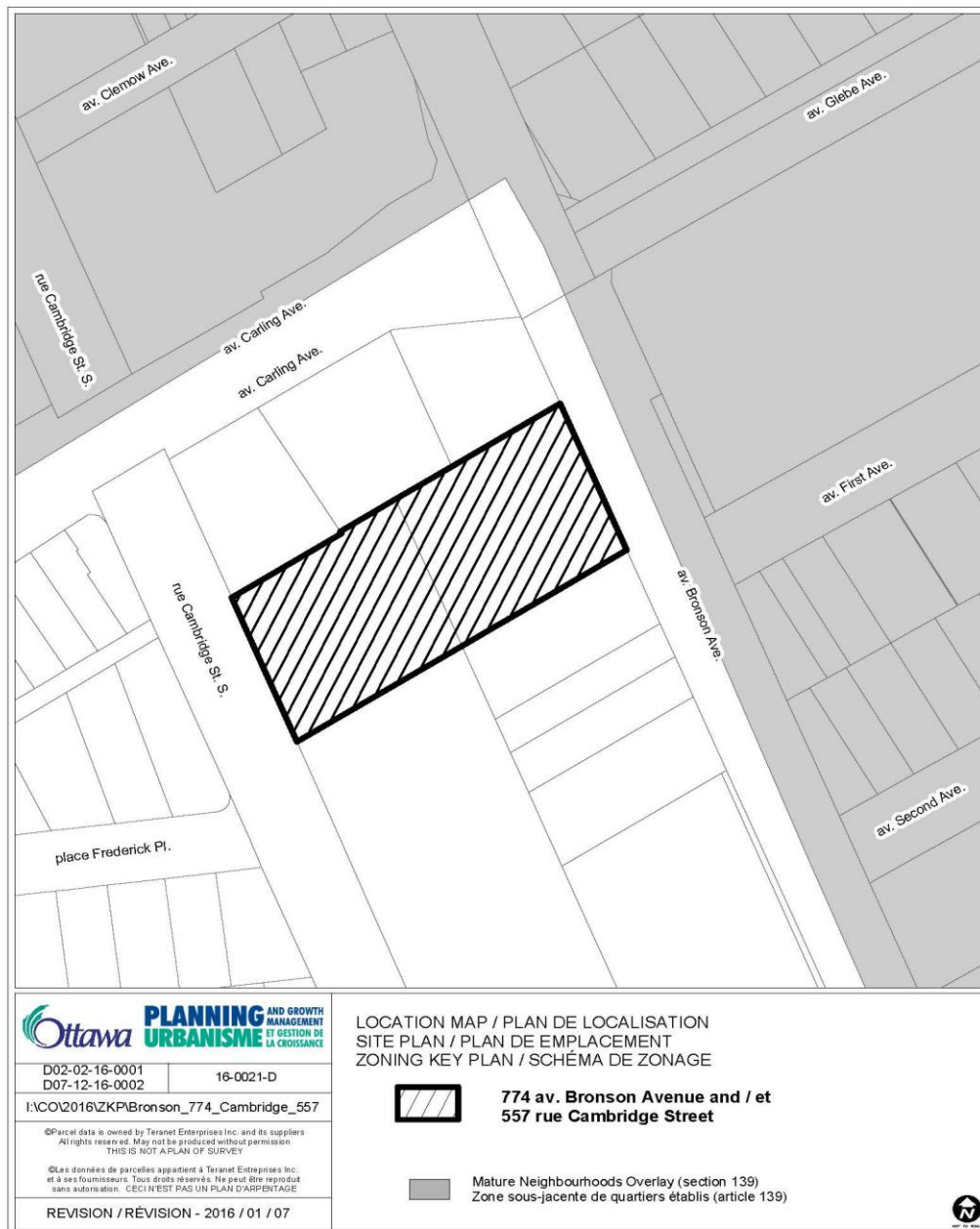
Legal Services Department to forward the implementing by-law to City Council.

Circulation Services Unit, Planning Services to undertake the statutory notification.

Document 1 – Location Map

For an interactive Zoning map of Ottawa visit geoOttawa

This map shows the location of the subject site, which is more specifically the second property south of Carling Avenue on the west side of Bronson Avenue. It is a through lot bounded by Cambridge Street South to the west.



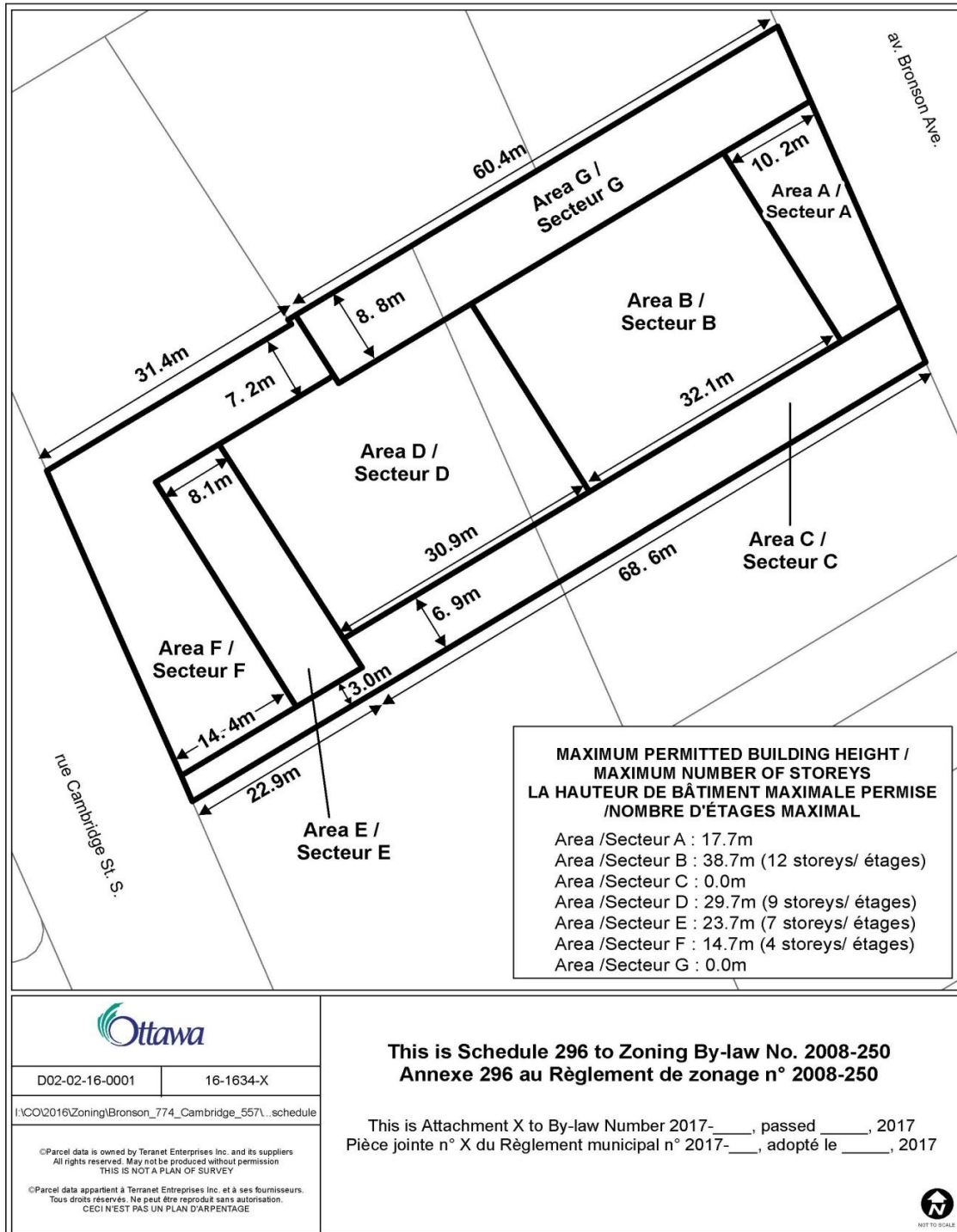
Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law 2008-250 for 774 Bronson Avenue:

1. Schedule 296 is amended by replacing it with the schedule in Document 3
2. Exception 2003 of Section 239 is amended by adding provisions similar in intent to the following:
 - a) delete all of the text in column IV.
 - b) in column II replace the text, “AM1[2003] S296-h” with the following text, “AM1[2003] S296”.
 - c) replace all of the text in column V with the following:
 - heights are as per Schedule 296;
 - Schedule 296 does not apply to accessory buildings or structures, which continue to be regulated by Section 55;
 - the lot line abutting Bronson Avenue is the Front Lot Line;
 - the minimum interior side yard setback where it abuts a residential zone is 3 metres;
 - the minimum required residential parking spaces rate is 0.1 per dwelling unit;
 - the minimum required visitor parking space rate is 0.12 per dwelling unit;
 - a minimum of 50 per cent of the visitor parking spaces is to be provided at grade;
 - the minimum required bicycle parking space rate is 1.0 per dwelling unit;
 - where a parking space is abutting a column on both sides, it may have a minimum width of 2.25 metres;
 - the minimum width for a visitor parking space is 2.4 metres; and
 - the minimum width of a driveway providing access to a parking lot or parking garage is 6.0 metres.

Document 3 – Schedule 296

This schedule dictates the permitted building heights on the property.



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**This is Schedule 296 to Zoning By-law No. 2008-250
 Annexe 296 au Règlement de zonage n° 2008-250**

This is Attachment X to By-law Number 2017-____, passed _____, 2017
 Pièce jointe n° X du Règlement municipal n° 2017-____, adopté le _____, 2017



NOT TO SCALE

Document 4 – 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.

Public Comment

- The proposed amount of parking is not sufficient for both visitors and residents. The potential overflow of parking on the surrounding residential streets is of concern.

Staff Response

- The initial submission was proposing 181 residential units with 21 parking spaces and 99 bicycle parking spaces.

The revised proposal will contain 172 residential units, 38 parking spaces and 172 bicycle parking spaces. It is the department's position that the parking proposed is sufficient to meet the needs of the development and will have minimal impact on the surrounding local streets.

Public Comment

- The section of the building that is 12 storeys is too close to Cambridge. The building should have a more gradual stepping back of at least 45 degree.
- Setback reduction will increase the impact of the development on the abutting neighbourhood.
- The building is too massive from a south perspective. The initial open space should have been maintained.

Staff Response

- The initial submission was proposing stepbacks only at the fifth and eight storeys. The revised proposal incorporates stepbacks at the fifth, eighth, 10th and 12th storey to concentrate the density towards Bronson Avenue and create a lower height transition towards Cambridge Street South.

Public Comment

- Transit service has been declining in the recent years.

Staff Response

- This development is expected to contribute to an increase in transit ridership. As well, this site is currently serviced by the 4, 101 and 103 bus routes.

Public Comment

- The proposed development is not within close walking distance to either Carleton University or the nearest Light Rail Transit station.

Staff Response

- The proposed development will be located less than a kilometer away from Carleton University campus and is accessible by alternative modes of transportation, other than a private vehicle.

Public comment

- Access to Bronson Avenue within this location is already unsafe and there are great risks for accidents and serious injuries due to heavy traffic and the speed in which cars are travelling.

Staff Response

- Proper and safe access to the site will be ensured through Site Plan Approval process.

Public comment

- Although the building is designed for students, there is no guarantee it will not be used by others types of residents.

Staff Response

- While this development will be constructed for students, if in the future it was to be repurposed for general rental, it is expected that given the lack of on-site parking, only those without the use of a private vehicle would rent a unit in the building.

Public comment

- The City should look beyond the concepts of Traditional and Arterial Main Streets for this site as the Bronson/Carling corridor runs through an area rich in historical fabric.

Staff Response

- The comment was shared to our Heritage Planning Group for the possibility of creating a Heritage Conservation District.

Public comment

- I am concerned about noise and people congregating in the proposed park area by the Cambridge Street South frontage of the building.

Staff Response

- The proposed public area has been moved away from the street to the southern side of the proposed building, interior to the site.

Public Comment

- I have a concern about this being a student residence and problems with noise and partying that will accompany it.

Staff Response

- Council cannot rezone to prohibit students, as this would be an example of “people zoning”. Residents of the proposed building are expected to follow all applicable by-laws relating to noise and property standards and will be treated accordingly.

Public Comment

- Concerns with potential student traffic and gathering area that could result from a full access off of Cambridge Street South.

Staff Response

- As part of the Site Plan Control Approval process, staff will ensure that the door along Cambridge Street South will be exit only.