

<p>3. ZONING BY-LAW AMENDMENT – 770 BRONSON AVENUE</p> <p>MODIFICATION AU RÈGLEMENT DE ZONAGE – 770, AVENUE BRONSON</p>

COMMITTEE RECOMMENDATION

That Council approve an amendment to Zoning By-law 2008-250 for 770 Bronson Avenue to amend the performance standards to allow for a six-storey mixed use building, as detailed in Document 2.

RECOMMANDATION DU COMITÉ

Que le Conseil approuve une modification au Règlement de zonage 2008-250 pour le 770, avenue Bronson afin de modifier les normes de rendement permettant l'aménagement d'un bâtiment polyvalent de six étages, comme l'explique en détail le document 2.

DOCUMENTATION / DOCUMENTATION

1. Acting Director's report, Planning Services, Planning, Infrastructure and Economic Development Department, dated 5 January 2017 (ACS2017-PIE-PLS-0005)

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-0005)
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-0005

SUBJECT: Zoning By-law Amendment – 770 Bronson Avenue

OBJET: Modification au Règlement de zonage – 770, avenue Bronson

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 770 Bronson Avenue to amend the performance standards to allow for a six-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 8 February 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 pour le 770, avenue Bronson afin de modifier les normes de rendement permettant l'aménagement d'un bâtiment polyvalent de six étages, comme l'explique en détail le document 2.**
- 2. Que le Comité de l'urbanisme approuve 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, 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 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

770 Bronson Avenue

Owner

9278575 Canada Inc.

Applicant

Robertson Martin Architects Architect

Description of site and surroundings

The property is located on the southwest corner of Carling Avenue and Bronson Avenue. It has an area of approximately 900 square metres, with frontages of approximately 31 metres along Carling Avenue and 24 metres along Bronson Avenue. There is an existing automobile service station on the property. The surrounding area consists of a mix of uses with office uses to the west and north, a proposed 12-storey residential tower to the south and the Glebe Collegiate High School main sports field to the east. Low profile residential neighbourhoods with predominantly single-detached dwellings are located in close proximity.

Summary of requested Zoning By-law amendment proposal

A site-specific Exception Zone is proposed for the Zoning By-law amendment, which includes the following provisions:

- Minimum width of a driveway providing access to a parking lot or parking garage is reduced from 6.7 metres to 4.3 metres.
- Minimum width of visitor parking spaces is reduced from 2.6 metres to 2.4 metres.

Brief history of proposal

The applicant initially proposed to develop a 15-storey (54.2 metres) mixed-use building containing 85 residential units, commercial on the second floor, and 32 interior parking spaces. In response to the local community's concerns with regards to massing and potential parking overflow, and staff's concern with at-grade treatment and the lack of ground floor animation, the applicant has agreed to revise the proposal to a six-storey mixed-use building containing 48 residential units (ranging from studios to two bedrooms), commercial at grade (two retail spaces of less than 200 square metres), 16 interior parking spaces and four exterior visitor parking spaces.

DISCUSSION

Public consultation

A community information session was held on January 20, 2016 at the Kings Daughters and Sons apartments building located in close proximity to the subject site.

The Ward Councillor, City staff, the applicant, representatives and residents from the Glebe, Glebe Annex and Dows Lake Communities were present.

As mentioned above, local residents were mainly concerned with the proposed height of 15 storeys in close proximity to low-rise neighbourhoods and with parking overflow onto the local residential streets.

For this proposal's consultation details, see Document 3 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 sites, such 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 objectives of the urban design guidelines for development along Arterial Mainstreets are:

- 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 within a Design Priority Area and the Zoning By-law amendment application and 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.

The formal review meeting for the Zoning By-Law amendment and Site Plan Control application was held on November 3, 2016.

The panel's recommendations from the formal review of the Zoning By-law amendment application and Site Plan Control application are:

Context / Views

- Consider the impacts that the irregular shape of the site will have on views of the building travelling east along Carling Avenue. The building will have a

significant blank wall facing the west. The Panel recommends eliminating the jog in the facade facing Carling Avenue to improve this issue.

- The rooftop amenity space is a good addition to the scheme. Consider moving a portion of the projection closer to the edge, so that the rooftop space may be better seen from a distance. Also, explore how the rooftop may be lit to enhance night-time views of the building.

Building Design / Materiality

- The Panel supports the references to an industrial building design.
- In comparison to the rest of the context, this is a relatively small site and the building will need to work with the larger scale of everything around it. The Panel recommends wrapping the building around the corner more simply without the vertical element to make it appear larger. The wood material should be eliminated from the scheme.
- To help achieve the building reading as a larger object, the windows should be as large as possible and the shifts in the height of the parapet should be reconsidered.
- The Panel generally supports the proposed materials, but recommends an overall simplification of the composition.
- Rather than have three bands of materials, explore the possibility of limiting it to two. The ground level to the fourth floor could be the same materiality. Subtle shifts and layering rather than of zones of colour will speak to the desired “warehouse” aesthetic and an elegant simplicity.
- Alternatively, either the brick could be carried up the entire facade and areas defined using patterning or banding, or the ground floor could have a separate materiality from the rest of the building above.
- The Panel cautioned that black frames can often look flimsy or visibly collect dust over time. Consider using another material such as limestone.

The applicant agreed to make all recommended changes and these have been incorporated into the design of the building.

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. As well, the six storey height proposed is within the policy direction established by OPA 150.

With respect to the required amendments to zoning performance standards, Staff does not have a concern with the driveway width reduction from 6.7 metres to 4.3 metres as the maximum permitted width for a double traffic lane for an apartment building that leads to less than 20 parking spaces is 3.6 metres. If this development was not proposed to have commercial uses on the ground floor and only one less parking space was to be provided, the maximum permitted driveway width would be 3.6 metres. As well, consideration should be given to the fact that driveway leads to two separate parking areas, one with four cars and the other with 16 vehicles, which separately are less than 20 vehicles. Furthermore, as shown by the traffic study prepared for the proposal, the amount of traffic entering and exiting the site is expected to be about one new vehicle every six minutes at peak hours and an area that meets the by-law width requirement will be provided at the northern end of the driveway for two cars to pass each other in different directions or for one to queue, should the need arise.

With regards to the recommended width reduction for visitor parking spaces, the Zoning By-law already allows parking spaces 2.4 metres wide in specific circumstances, such as for offices and post secondary institutions. Consequently, allowing this width for four visitor parking spaces in this instance can be considered acceptable.

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);
- 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 supportive of the revised proposal and provided the following comment:

“Due to the limited area of the exterior parking and driveway, and the prohibition on pushing snow onto Carling Avenue, it should be ensured that snow is removed from the site”.

LEGAL IMPLICATIONS

There are no legal implications associated with adopting the recommendations contained within this report.

RISK MANAGEMENT IMPLICATIONS

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

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report.

ACCESSIBILITY IMPACTS

No accessibility barriers are anticipated as commercial spaces 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:

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

HC3 – Create new and affordable housing options

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 Consultation Details

Document 4 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, the Urban Design Review Panel recommendations, 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 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 property, which is more specifically the south-west of the intersection of Carling Avenue and Bronson Avenue.



Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law 2008-250 for 770 Bronson Avenue:

1. To rezone the lands shown in Document 1 from AM10 to AM10[XXXX]
2. Create a new exception, AM10[XXXX], with provisions similar in effect to the following:
 - minimum required width for a double traffic lane driveway: 4.3 metres
 - minimum required width of a visitor parking space: 2.4 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.

Public Comments (on revised proposal)

1. **Vehicular Access:** concerns regarding egress from Carling Avenue.
2. **Traffic:** The Bronson/Carling intersection is already over capacity and development will only increase the problem.
3. **Pedestrian Safety:** concerns based on the number of Glebe Collegiate Students and seniors who live in the dedicated building on Cambridge Street South.
4. **Parking:** concern of the number of parking spaces provided for the residents and commercial use, as well as visitor parking spillover to nearby streets, namely Glebe Avenue and Cambridge Street.

Response:

Vehicular access, traffic and pedestrian safety

The amount of traffic entering and exiting the site is expected to be only about one new vehicle every six minutes at peak hours and a space will be provided at the northern end of the driveway for two cars to pass each other in different directions or for one to queue. This low volume of traffic is not expected to create a safety concern for residents who already live in the surrounding area.

Parking

The number of parking spaces provided meets the minimum requirements of the Zoning By-law and consequently, the impact to on street parking is anticipated to be minimal.

Dow's Lake Resident's Association

- Pleased to see the significant changes introduced as a result of discussions.
- Review the proposed parking arrangements with the objective of meeting the recently revised minimum parking requirements.

Response:

Parking is being provided in accordance with zoning parking requirements.