

11. Zoning By-Law Amendment – 593 Laurier Avenue West

Modification du Règlement de zonage – 593, avenue Laurier Ouest

Committee recommendation

That Council approve an amendment to Zoning By-law 2008-250 for 593 Laurier Avenue West, to permit a nine-storey apartment building, as detailed in Document 2.

Recommandation du Comité

Que le Conseil approuve une modification du Règlement de zonage (n° 2008-250) pour le 593, avenue Laurier Ouest afin de permettre l'aménagement d'un immeuble d'appartements de neuf 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 January 29, 2021 (ACS2021-PIE-PS-0018)

Rapport du Directeur par intérim, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 29 janvier 2021 (ACS2021-PIE-PS-0018)

2. Extract of draft Minutes, Planning Committee, February 11, 2021

Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 11 février 2021

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
11 February 2021 / 11 février 2021**

**and Council
et au Conseil
24 February 2021 / 24 février 2021**

**Submitted on 29 January 2021
Soumis le 29 janvier 2021**

**Submitted by
Soumis par:
Douglas James**

**Acting Director / Directeur par intérim
Planning Services / Services de la planification
Planning, Infrastructure and Economic Development Department / Direction
générale de la planification, de l'infrastructure et du développement économique**

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Ward: SOMERSET (14)

File Number: ACS2021-PIE-PS-0018

SUBJECT: Zoning By-law Amendment – 593 Laurier Avenue West

OBJET: Modification du Règlement de zonage – 593, avenue Laurier Ouest

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 593 Laurier Avenue West, to permit a nine-storey apartment 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 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 February 24, 2021" 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 du Règlement de zonage (n° 2008-250) pour le 593, avenue Laurier Ouest afin de permettre l'aménagement d'un immeuble d'appartements de neuf étages, comme l'explique en détail le document 2.
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 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 24 février 2021 », 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

Staff Recommend Approval

This report recommends that Council approve amendments to 593 Laurier Avenue West to the permit the development of a nine-storey apartment building through an addition to the existing heritage building; the Alexander Fleck House. The development has approximately 65 dwellings units with the addition concentrated to the western and northern parts of the site framing the existing building.

The requested Zoning By-law amendment includes rezoning the site to a Residential Fifth Density Zone, Subzone Q (R5Q) and site-specific performance standards through a new urban Exception [xxxx] and Schedule 'YYY'. Details include permitting a

maximum building height of nine storeys, reduced parking, yard setbacks, amenity area location, increased walkway width, and permitting stacked bicycle parking.

Applicable Policy

The proposed development conforms to the Official Plan. The site is designated as General Urban Area (3.6.1) in the Official Plan, which permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances. Section 4.6.1 (Heritage Buildings and Areas) provides direction for development of designated buildings. The application included a Cultural Heritage Impact Statement and staff are satisfied that the proposed addition compliments the existing Alexander Fleck House. The proposed development is consistent with Policies 2.5.1 and 4.11 of the Official Plan and represents a good example of infill and intensification that respects the area character and planned function.

Public Consultation / Input

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

The applicant team and Councillor McKenney's office organized a community information session that was held virtually on October 14, 2020. Approximately 30 individuals attended, and the applicant provided a presentation and responded to public comments.

During application review approximately 40 individuals/groups provided comments. Some comments were submitted in support of the development, however, most were opposed expressing concerns regarding heritage preservation, parking, traffic, building height, shadowing, affordable housing and landscaping.

RÉSUMÉ

Approbation recommandée par le personnel

Le présent rapport recommande au Conseil d'approuver la modification du 593, avenue Laurier Ouest afin de permettre l'aménagement d'un immeuble d'appartements de neuf étages qui sera annexé à l'édifice historique existant, soit la maison Alexander-Fleck. L'aménagement comprendra quelque 65 logements, qui se trouveront principalement des côtés ouest et nord du site entourant le bâtiment.

La modification du Règlement de zonage demandée vise notamment à faire passer le

zonage du terrain à « zone résidentielle de densité 5, sous-zone Q » (R5Q) et à appliquer des normes de rendement propres au site par l'introduction d'une exception urbaine [xxxx] et d'une annexe YYY. Plus précisément, il est question d'autoriser une hauteur maximale de neuf étages pour le bâtiment, de réduire le nombre de places de stationnement, les retraits de cour ainsi que les aires d'agrément, d'accroître la largeur des allées piétonnières et de permettre l'aménagement d'un système de stationnement superposé pour bicyclettes.

Politiques applicables

L'aménagement proposé est conforme au Plan officiel. Sa désignation dans le Plan, « zone urbaine générale » (3.6.1), permet l'aménagement de tout un éventail de types d'habitations qui répondent aux besoins des gens, quels que soient leur âge, leur revenu et leur situation. L'article 4.6.1 (Bâtiments et régions historiques) précise comment doivent être aménagés les bâtiments désignés. La demande comprend une étude d'impact sur le patrimoine culturel, et le personnel est d'avis que l'ajout proposé mettra en valeur la maison Alexander-Fleck. Le projet d'aménagement est conforme aux politiques 2.5.1 et 4.11 du Plan officiel et constitue un bon exemple d'aménagement intercalaire et de densification dans le respect du caractère et de la fonction prévue du secteur.

Consultations publiques/commentaires

Un avis a été donné, et une consultation publique a eu lieu, conformément à la Politique d'avis et de consultation publique approuvée par le Conseil pour les demandes d'aménagement.

L'équipe du requérant et le personnel du bureau de la conseillère McKenney ont tenu une séance d'information virtuelle le 14 octobre 2020. Environ 30 personnes y ont participé; le requérant a fait une présentation et a répondu aux commentaires du public.

Environ 40 personnes et groupes ont formulé des commentaires à l'étape de l'examen de la demande. Certaines personnes et certains groupes ont exprimé leur appui au projet, mais la majorité s'y oppose, invoquant des arguments en lien avec la préservation du patrimoine, le stationnement, la circulation, la hauteur du bâtiment, l'ombre créée, le logement abordable et l'aménagement paysager.

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

593 Laurier Avenue West

Owner

Alexander Fleck House Inc.

Applicant

Novatech (James Ireland / Murray Chown)

Architect

Project1Studio (Ryan Koolwine)

Description of site and surroundings

The site is located at the northwest corner of Laurier Avenue West and Bronson Avenue, in Somerset Ward (14). The property is irregular in shape with 29.29 metres of frontage along Laurier Avenue West and 39.9 metres of frontage along Bronson Avenue, with a lot area of approximately 1,400 square metres.

Currently existing on site is a residential building, known as the Alexander Fleck House, which is designated under Part IV of the *Ontario Heritage Act*. The existing building contains four dwelling units, with a small parking area and garage accessed from Laurier Avenue West.

The surrounding area contains a variety of land uses and range of building heights with the site situated atop the escarpment. Immediately north is a two-storey low-rise apartment, and due to the grade change the roof of the apartment is generally level with the rear yard of site. Further north is the future site of the new Ottawa Public Library and Archives Canada joint facility, with LeBreton Flats further north and west. To the east is Nanny Goat Hill and community garden, the Ottawa Technical High School and a variety of low- to high-rise residential buildings. South of the site are a variety of mid- and high-rise residential buildings, as well as some commercial uses like the Bronson

Centre along Bronson Avenue. Bruyere Saint-Vincent Hospital on Cambridge Street North is in close proximity to southwest. Immediately west of the site are two low-rise apartments also atop the escarpment.

Summary of proposed development

The applicant is proposing to construct an addition that will frame the existing residential heritage building resulting in a nine-storey apartment building with approximately 65 dwelling units. The addition is mainly concentrated to the western and northern parts of the property. Zero residential parking and two visitor parking spaces are proposed, as well as an indoor bicycle storage room with 36 bicycle parking spaces.

Summary of requested Zoning By-law amendment proposal

The site is currently zoned Residential Fourth Density, Subzone UD (R4UD), which permits a range of residential uses from detached to low-rise apartment buildings and heights up to 14.5 metres.

The applicant proposes to rezone the site to Residential Fifth Density, Subzone Q (R5Q) with site-specific exceptions. Details of the recommended rezoning includes the following and are further detailed in Document 2:

- Rezone the site from R4UD to R5Q [xxxx] SYYY
- Urban exception [xxxx] includes provisions addressing the following:
 - Define maximum building heights and minimum yard setbacks through the Schedule 'YYY'
 - Reduced front yard setback from 3.0 metres to 1.0 metres
 - Reduced rear yard setback from 7.5 metres to 2.74 metres
 - Reduced interior side yard setback from 7.5 metres to 1.5 metres
 - i. Note: change from "R4" to "R5" modifies the side yard requirement from 1.5 metres to 7.5 metres
 - Reduced residential parking from 26 spaces to zero
 - Reduced visitor parking from five spaces to two spaces
 - To permit amenity area to be located within the corner side yard

- To permit increased walkway widths greater than 1.8 metres, for the proposed 3.10-metre wide walkway
- To permit a stacked bicycle parking for required and provided parking.

DISCUSSION

Public consultation

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

The applicant team and Councillor McKenney's office organized a community information session that was held virtually on October 14, 2020. Approximately 30 individuals attended, and the applicant provided a presentation and responded to public comments.

During application review approximately 40 individuals/groups provided comments. Some comments were submitted in support of the development, however, most were opposed expressing concerns regarding heritage preservation, parking, traffic, building height, shadowing, affordable housing and landscaping.

For this proposal's consultation details, see Document 5 of this report.

Official Plan designation

The site is located within the General Urban Area designation as shown on Schedule B of the City's Official Plan.

Other applicable policies and guidelines

The site is located within the Escarpment Area District Plan; however, there are no specific guidelines that apply to the site.

Heritage

The site (Alexander Fleck House) is an individually designated property under Part IV of the *Ontario Heritage Act*.

An application to alter the property was submitted to Heritage staff and the associated report will be considered by Planning Committee at the same agenda as this report.

Planning rationale

Official Plan

The proposed development and respective Zoning By-law amendments conform to the Official Plan (OP) and are an appropriate form of development that responds to the existing context, preserves heritage and supports the planned function of the area.

The site is designated as General Urban Area (Section 3.6.1), which permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstance. Residential intensification through infill will respond to the existing character to enhance desirable patterns and built form, while also achieving a balance of housing types and tenures. The proposed building preserves the existing heritage building and situates the addition in a manner that addresses the street yet frames the existing building in a compatible manner. Existing setbacks along Laurier are inconsistent, and the proposed addition maintains a desirable landscaped area between the street and building. The base of the addition compliments the heritage building and the upper storeys provide stepbacks to emphasize the low-rise built form at the street level.

General Urban Area policy notes that building heights will continue to be predominantly low-rise (up to four-storeys), and development will be evaluated against compatibility within the existing context and planned function of the area. Taller buildings may be considered for sites that are in an area already characterised by taller buildings.

The site is uniquely situated at a junction of various policies and zoning heights, with lands to the north and east being within the Central Area Secondary Plan and Bronson Avenue south of Laurier designated Traditional Mainstreet. The surrounding context and planned function support intensification, including high-rise development. Existing zoning in the area is characterized by taller buildings with permitted heights and buildings in the immediate area ranging from 20 metres to 64 metres, and most sites in close proximity zoned for 37 metres. The proposed nine-storey addition, at a height of 30 metres, is consistent with the heights in the area, and the development supports transit priority infrastructure and provides good urban design.

Section 2.2.2, Managing Growth, provides policy direction for intensification and acknowledges that denser development, including taller buildings, should be located in areas supported by transit priority networks and areas with a mix of uses. The site is centrally located with a broad range of access to a mix of uses and community amenities. It is also located within 800 metres walking distance to two O-Train Stations

(Pimisi and Lyon) and has excellent access to public transit, pedestrian and cycling infrastructure.

Sections 2.5.1 and 4.11 of the Official Plan provide policy direction for urban design and compatibility.

Section 2.5.1 of the OP is broad in nature with design objectives such as defining quality spaces, ensuring safety and accessibility, respecting the character of the community, and sustainability. Attention has been made to be mindful of the materiality, colour, glazing and building articulation so that it contributes to Alexander Fleck House, yet is an addition of its own time and quality architecture. The scale and massing are consistent with the surrounding area and various heights contemplated in the planned function for the area. Conversion of the existing heritage building, and the addition improve accessibility while enhancing the landscaping around the building and use of outdoor amenity area.

Section 4.11 of the OP references the compatibility of new buildings with their surroundings through setbacks, heights, transitions, colours and materials, orientation of entrances, and incorporating elements and details of common characteristics of the area. The proposed development, preserving the existing heritage building, concentrates the addition in a manner that respects the heritage value of the Alexander Fleck House, including views to the turret from Bronson, and also respecting the abutting relationships with the existing building and potential planned function. The prominent brick base and stepback along Laurier emphasizes the low-rise character of the abutting apartment and heritage building on site. The taller nine-storey built form is characteristic of the surrounding permitted building heights and fits well within this urban context.

Section 4.3 of the Official Plan demonstrates the City's commitments for establishing maximum requirements for on-site parking and supports reducing or eliminating the minimum parking requirements in developments within 400 metres of the Transit Priority Network inside the Greenbelt, or within 400 metres of a Traditional Mainstreet, inside the Greenbelt. The site has frontage on Bronson Avenue, a transit priority corridor as well as a Traditional Mainstreet and is located within walking distance of Confederation Line with Pimisi and Lyon O-Train Stations within 800 metres. Section 2.3.1 – Transportation further supports that parking may be eliminated where supported by rapid transit.

Furthermore, in 2016, the City-initiated zoning study known as the Minimum Parking Standards Review was approved by Council resulting in the creation of parking areas that established different rates. Of important reference is 'Area Z', which is an area that requires no residential parking and applies to the surrounding properties immediately east and north of the site due to the Mainstreet and Central Area designations. The intent of the Minimum Parking Review was to introduce "Area Z" around key designations, like the Central Area, and the existing mixed-use zones were used to establish the boundary for the purpose of rezoning for ease of introducing this broad amendment. However, the Minimum Parking Study report acknowledged that future minor variances (or rezonings) would not preclude the ability for further reductions where the circumstances warrant the request. Given the proximity to Pimisi and Lyon O-Train Station, and the surrounding 'Area Z' boundary, the site is more appropriately contained within the same parking regime where no residential parking is required. The recommended parking reduction is appropriate and consistent with this broader policy context and 'Area Z' zoning.

Section 4.6.1 of the Official Plan provides direction related to the preparation of Cultural Heritage Impact Statements (CHIS) for properties designated under Part IV of the *Ontario Heritage Act*. A CHIS is required where an application has the "potential to adversely affect the designated resource". Staff are satisfied with the heritage building conservation and the integration of the addition in a manner that contributes the heritage character. A heritage application for alternation to an existing building was submitted and will be considered by Planning Committee on the same agenda as this report.

Proposed Zoning Details

As detailed in Document 2, the proposed Zoning By-law amendment will rezone the site to an R5Q zone with a site-specific Urban Exception [xxxx] for various performance standards and new Schedule 'YYY' for setbacks and building height. The following summarizes the general planning rationale for the amendments.

- Rezoning to an "R5" zone allows for the permission of a mid-rise apartment building, which is consistent with the areas characterization of permitted building heights and planned function of the abutting designations, such as Traditional Mainstreet (Bronson) and the Central Area east and north of the site. The proposed height fits within the existing and planned function context and is compatible with the Alexander Fleck House and surrounding properties.

- The front and side yard setbacks are consistent with the existing street frontage conditions and character of open spaces. Only the addition utilizes the minimum front yard setback as shown on the Schedule 'YYY' while the existing heritage building remains in its current location with ample landscaping at that the front of the site. The current R4UD zone permits an interior side yard setback of 1.5 metres, and although a nine-storey apartment building is proposed, a similar relationship with the abutting property to the west is established compared to an "as-of-right" four-storey addition. Through Site Plan, the applicant has acknowledged that a further assessment of window locations and treatments will be explored to improve this relationship as much as possible.
- The site is irregular in shape and the rear yard setback takes into consideration the abutting property to the north and the potential future development of this site. The proposed building is angled and oriented in a manner that as the building moves further west the setback increases. Should the abutting property to north redevelop in the future, the lot fabric and building orientation between these two sites should allow for enough room and offset for an appropriate relationship between similar built forms. The significant difference in grade change is also a consideration.
- The proposed Schedule 'YYY' secures the yard setbacks described above, identifies the maximum building heights of the proposed addition, and limits the existing heritage building to remain at its existing height and location.
- Given the central location and support in the Official Plan to reduce or eliminate parking, the reduction of residential parking spaces to zero is supported. The site is within 800 metres walking distance of two O-Train Stations (Pimisi and Lyon), and is well supported by public transit, pedestrian and cycling infrastructure. The visitor parking was reduced from five to two spaces, and the active transit location should also support such choices for visitors to the building. Staff also took into consideration the site constraints to accommodate the addition, landscaping and parking while preserving, which was very important and necessary, the designated heritage building.
- The corner side yard of this site is not typical due to the significant grade change whereby the yard is elevated from the abutting street level. The location of the rear and corner side yards are appropriate for outdoor amenity areas in this instance, and the zoning details will recognize this for required and permitted amenity areas. The project, as a total, provides amenity in the form of private

balconies, the outdoor amenity at grade as well as a roof-top terrace. In total, approximately 390 square metres of amenity area is provided, with vast majority of this being communal (310 square metres).

- The Zoning By-law does not yet recognize stacked bicycle parking systems for deficiencies such as the bicycle parking space dimension, but they have proven to be a successful means of adding more parking spaces while maintaining functionality and use. The recommended zoning provisions allows for the use a stacked system.
- The increased walkway width, in this case, is to reflect the existing entrance and stairs to the heritage building. While wider than what the by-law permits, the site design maintains ample landscaping in front of the building.

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 this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor Catherine McKenney provided the following comment:

"This revised submission is much improved and this project will work to restore an important heritage asset while providing much needed rental units in the downtown area. The development of this site strikes a balance between heritage conservation and the intensification of this large, centrally located property.

I am glad to see the Fleck House incorporated so thoughtfully into the tower proposal. I appreciate the efforts to incorporate aspects of the heritage building in the new tower, especially the brick on the podium. The lowering of the podium to align with the Fleck House roofline creates a more cohesive design and doesn't overwhelm the existing building. I appreciate the inclusion of an increased step back above the podium on the south façade. This increased stepback responds to feedback from the community and will create a human-scale streetscape along Laurier.

I am supportive of decreasing parking requirements in residential buildings and encouraging residents to pursue car-free lifestyles. The development's proximity to

transit opportunities and the provision of additional bicycle parking spots above the minimum requirements are positives, but the owners must make it clear to potential residents that their unit does not include a parking space and street parking on the surrounding streets is not guaranteed."

ADVISORY COMMITTEES COMMENTS

No comments were provided from an advisory committee.

LEGAL IMPLICATIONS

There are no legal impediments associated with implementing the report recommendation.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications.

ASSET MANAGEMENT IMPLICATIONS

There are no direct Asset Management implications associated with the recommendations in this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

The new building will be required to meet the accessibility criteria contained within the *Ontario Building Code*. While Site Plan applications do not approve interior spaces of buildings, the applicant has adequately demonstrated that the proposed building is accessible, including common entrances, corridors and amenity areas, and some units are required to be barrier-free. Staff have no concerns about accessibility impacts.

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: D02-02-19-0144) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to the complexities and significant revisions made during the review process, and coordinating the report timing with the heritage application.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Details of Recommended Zoning

Document 3 Schedule 'YYY'

Document 4 Proposal Images

Document 5 Consultation Details

CONCLUSION

The Zoning By-law amendment is recommended for approval. The proposed development introduces residential intensification through a mid-rise apartment building that compliments and preserves the designated Alexander Fleck House. The development utilizes existing services, infrastructure and active transportation in a manner which conforms to the Provincial Policy statement, Official Plan, and heritage designation. The proposed height is characteristic of the surrounding permitted height and existing buildings. The base of the building emphasizes the low-rise built form at the street level and compliments the streetscape and heritage building. The balance of the addition is stepped back and uses quality architecture of its own time but is compatible with the existing context.

DISPOSITION

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Krista O'Brien, Program Manager, Tax Billing & Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.

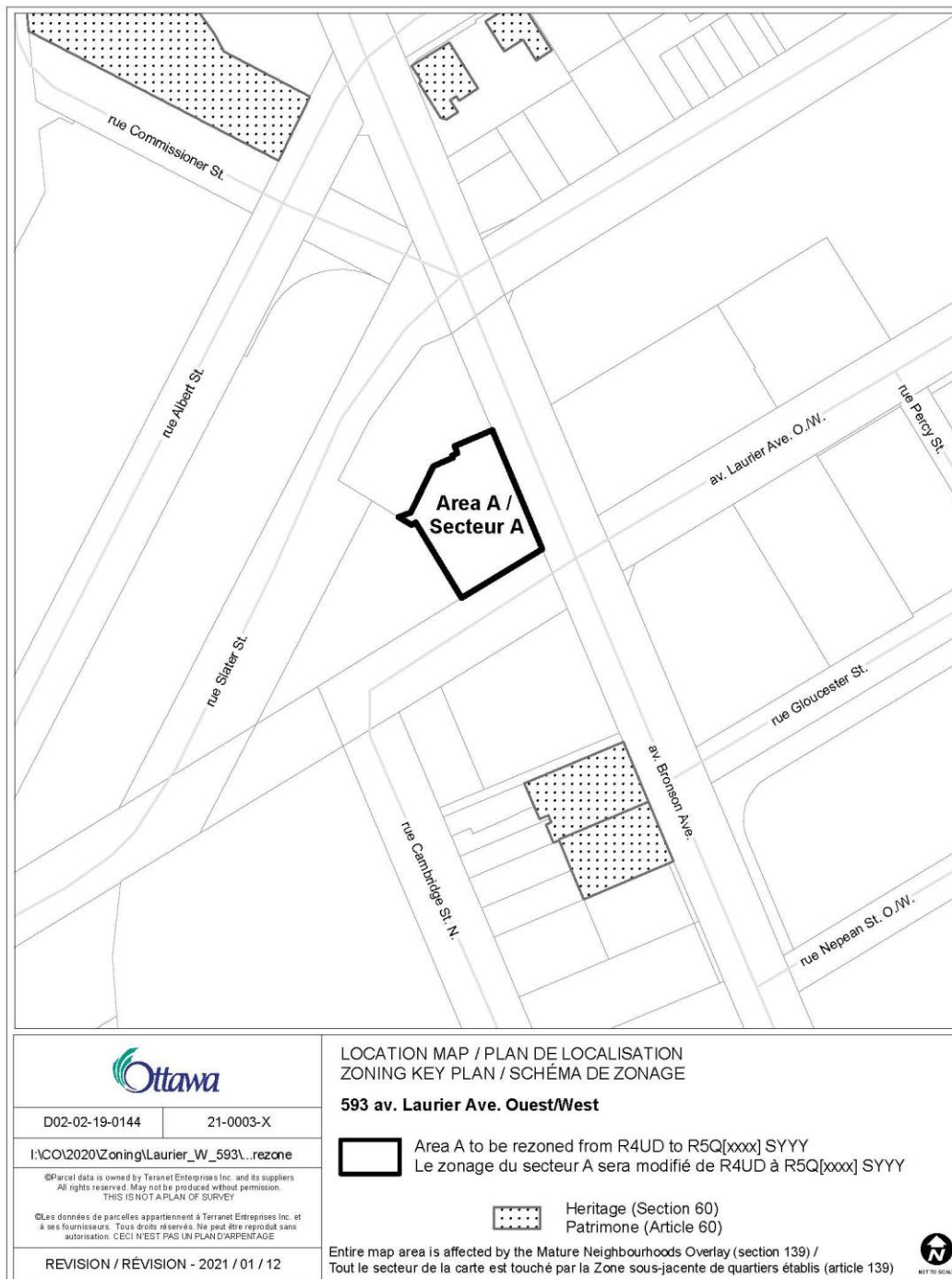
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

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).

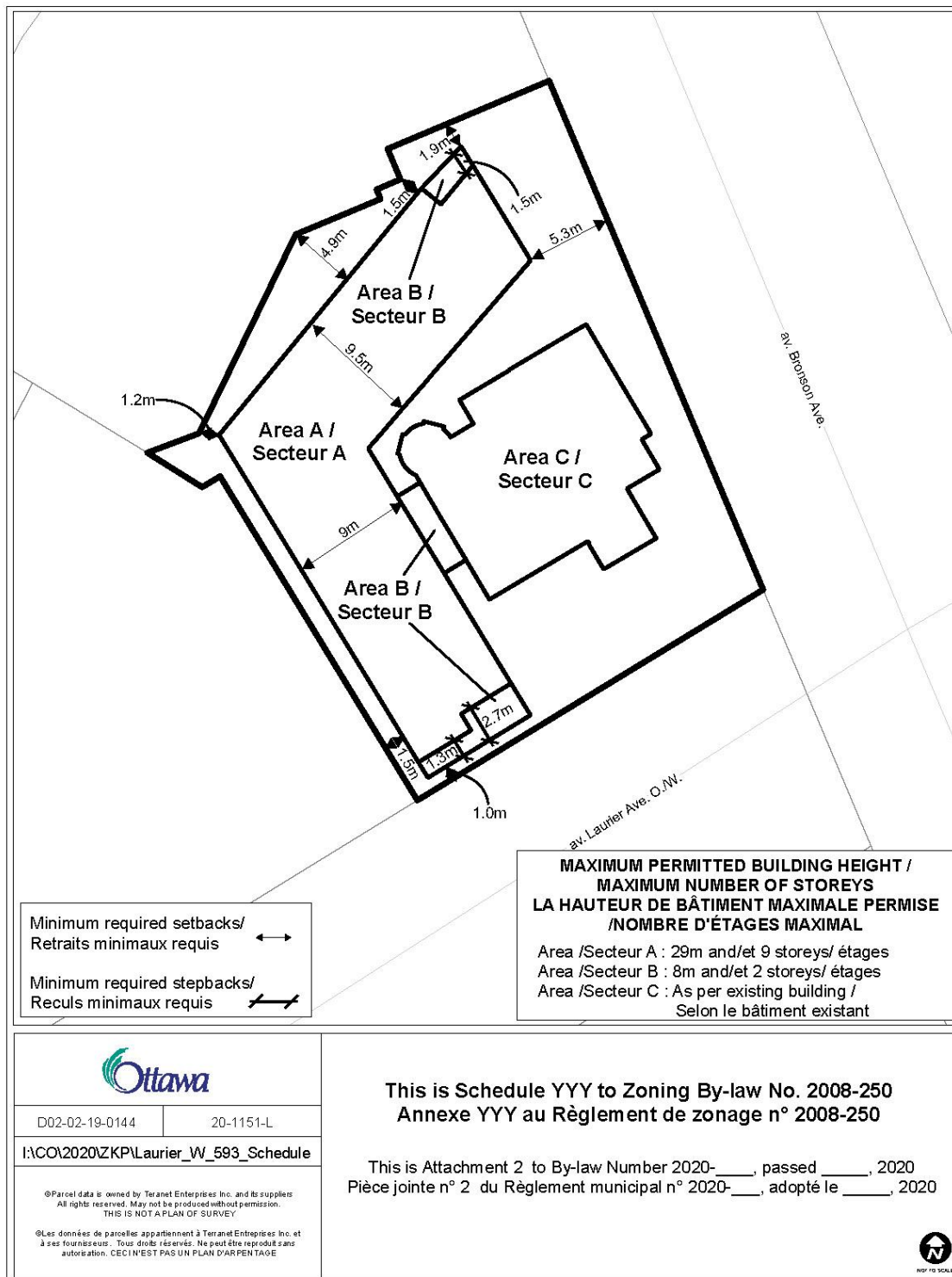


Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 593 Laurier Avenue West:

1. Rezone the lands as shown on Document 1 from R4UD to R5Q [xxxx] SYYY
2. Amend Part 17, by adding a new Schedule “YYY”, as shown in Document 3.
3. Amend Section 239 – Urban Exceptions, by adding a new exception [xxxx] with provisions similar in effect to the following:
 - i. In Column II, add the text R5Q [xxxx] SYYY
 - ii. In Column IV, add ‘apartment dwelling, high-rise’ as a prohibited land use.
 - iii. In Column V, add the following provisions:
 - i. Minimum required yard setbacks and maximum permitted building height as per Schedule ‘YYY’
 - ii. Despite Section 101, residential parking is not required.
 - iii. Despite Section 102, visitor parking is required at a rate of 0.03 spaces per dwelling unit.
 - iv. Despite Section 137(3), amenity area provided outdoors is permitted to be located in a required or provided corner side yard.
 - v. Stacked bicycle parking systems are permitted, and such systems are exempt from the minimum bicycle parking space dimensions.
 - vi. Despite Section 109(3)(b)(i) maximum walkway width is 3.10 metres.
 - vii. Maximum building heights of Schedule ‘YYY’ do not apply to permitted projections under Section 65. Projections are permitted in accordance with Section 65.

Document 3 – Schedule YYY



Document 4 – Proposal Images



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le 24 février 2021





Document 5 – Consultation Details

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

The applicant team and Councillor McKenney's office organized a community information session that was held virtually on October 14, 2020. Approximately 30 individuals attended, and the applicant provided a presentation and responded to public comments.

During application review approximately 40 individuals/groups provided comments. Some comments were submitted in support of the development, however, most were opposed expressing concerns regarding heritage preservation, parking, traffic, building height, shadowing, affordable housing and landscaping.

PUBLIC COMMENTS AND RESPONSES

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

Support

- Great opportunity to increase density while preserving the diverse character of the neighbourhood.
- Would like to express my support for the proposed rezoning and building of the new structure at 593 Laurier Avenue West. It is one of the highest points of land in the city and would be a perfect location for a 17-storey building. The view of the river, Gatineau Hills and the beautiful sunsets would be amazing from the new building!
- After seeing the plan, I am in full support. It is a wonderful example of keeping a heritage building intact and developing the prime property around it.
- The architect has tastefully incorporated the look of the heritage home into the new building.
- I support the reduction of parking spots for ecological purposes.
- That whole pocket needs a boost as it is close to downtown and the new LRT project. It needed new investment to satisfy our growing city and this project is a great addition. Properties only get older, too expensive to maintain, and more

tired looking until they don't. This project and the new build on Bronson are what we need.

Response:

Staff are recommending approval of the proposed development as detailed in the report.

Heritage

- Built in 1902, Alexander Fleck House has great historical value and is a landmark in the downtown core. With such heavy development of high-rise condos and apartment buildings, original mansions with such historic significance are largely disappearing from the core.
- Altering the existing building in any way would ruin a beautiful example of Queen Anne revival architecture and destroy its value as a downtown landmark.

Response:

The Official Plan provides direction for development and alteration of property designated under Part IV of the *Ontario Heritage Act*. The application included a Cultural Heritage Impact Statement and staff are satisfied that the proposed building compliments and works well with the Alexander Fleck House.

Parking and Traffic

- Providing no residential parking, despite LRT and bicycle infrastructure development, will have severe impacts on public parking in the area
- The proposed residential tower will add a significant number of commuters to an area where roads are already congested at rush hour. Will the applicant take any steps to minimize increased congestion on the roads (e.g., limiting number of parking spots), given that residents will have excellent access to alternative means of transportation via the Laurier bike lane, local bus routes, and the new LRT line?
- On street parking is lacking in the area. This development will make it worse.
- It's great that the development provides for 60 indoor bicycle parking spaces, but no residential parking for cars seems short-sighted.

Response:

Reduced parking is becoming a common trend for developments, like this apartment, in the urban area. Staff support the reduction in parking and note that the site is within walking distance of the rapid transit network (Confederation Line) and is further supported by the site's walkable access to community amenities and services.

Through the Site Plan application, conditions of approval are included to place notices on title with any purchase or lease agreements for awareness that the dwelling units do not come with a parking space.

Buildings of this nature are designed and marketed to encourage active transit use, such as walking, cycling and public transit use.

Building Height

- Too tall and completely engulfs the heritage building
- Building height is obstructive to already established buildings along Laurier.
- Height is out of place. This block is all low-rise.
- Height increase is unacceptable.
- My view of the river should be considered protected with a heritage house.
- Loss of property value
- Adding height is not in keeping with the character.
- A maximum of twelve floors should be considered given the surrounding area character
- Truthfully, I want to see a project be built on that property, but the large-scale designs at this point are not feasible for the lot. Smaller, more premium use would allow for a reduced impact on the local community.

Response:

As further detailed in the staff report, the site is situated in an area characterized by taller building heights and the proposed nine-storey building is consistent with the Official Plan. The site is also situated at the junction of policy designations with Bronson Avenue being a Traditional Mainstreet and east and north of the site forms part of the

Central Area. The planned function of this area calls a variety of mid and high-rise built forms. The proposed building height is consistent of the existing heights permitted and planned function for the area.

Shadowing and Community Garden

- The community garden (nanny goat hill) would have further sunlight obstruction throughout the day, which could discourage the use of the public space.
- Concerns about shadowing on the garden.
- The Nanny Goat Community Garden, which has just undergone large upgrades, will suffer greatly. Sunlight will be disrupted, ultimately rendering the garden useless.

Response:

When the proposed development was revised and reduced the proposed height from 17-storeys to nine-stores, a new sun shadow study was submitted. Staff are satisfied that there minimal to no shadow impacts on this community space, especially during the summer months when the gardens are in use.

Affordable Housing

- Development should be directed towards people with low-incomes and keep Centretown affordable.
- The neighbourhood is home to people from diverse social and economic backgrounds. Does the applicant's proposal include any specific measures to preserve this diversity, for example by setting aside a portion of their units for affordable housing or as rentals?
- Need family sized units with at least two bedrooms.

Response:

The proposed development is intended as a rental building, which in the broader context contributes to overall housing affordability. The development provides a range of unit types includes bachelor, 1-bedroom and 2-bedroom units to attract a variety of tenants, including the possibility of families.

Other

- Respect setbacks to keep street trees and green along the street for a healthy community.
- Blasting and impacts on abutting properties during construction.

Response:

The existing tree streets along Laurier will be preserved and protected during construction. Any blasting activities required during construction will be subject to condition of approval and industry regulations for monitoring vibrations. If blasting is to occur, a pre-blast survey of nearby properties will be required to ensure protection and liability.

COMMUNITY ORGANIZATION COMMENTS AND RESPONSES

Dalhousie Community Association participated in the application review process and submitted the following comments in response to the revised proposal (nine storeys).

MASSING:

The north wing has been bent closer to the heritage house and extended eastward. The result is that the turret will no longer be visible from Slater and Bronson as was previously proposed. Unfortunately, the turret is obscured to the east by a large dormer. The previous north wing configuration should be reinstated.

The west setback (1.5m) is less than would be expected for even a conforming-to-zoning four-storey building (2.5m). This will be detrimental to the many east-facing units of the adjacent three-storey apartment. No ameliorating solutions have been proposed.

There is no acknowledgement in the massing of the addition of the existing low-rise mature neighbourhood. The podium cladding material acknowledges the materiality of the neighbourhood. However, on Laurier, the tower form rises straight up from the ground with the merest setback at the third storey. The setback at the top of the brick should be 5 to 6 feet rather than the barely 2 feet indicated.

HERITAGE:

The **turret** should be visible from Bronson and Slater.

The tower mass's visual separation from the heritage resource has been improved.

We were previously advised that the **brick** will be cleaned, the **slate** roofing restored, the **painted trim colour** changed from the present deadly and undifferentiating brown. These improvements are welcome.

We are advised that the Fleck House **entry** will continue as the entrance for the units therein. To reinforce this, the tower and the Fleck House should have separate municipal street numbers.

We are concerned that the architectural treatment of the **south and east tower facades are even more visually busy than previously proposed**. This will distract from the heritage asset. Fewer elements and colours, and less contrast within that facade would improve this. The architectural maxim is "Less is more."

Any **night-time illumination within the tower** corridor will distract from the prominence of the heritage resource. We understand tinted and fritted glass along with non-glare corridor up-lighting will fully address this issue. Such measures should be part of the site plan agreement. We understand that **exterior illumination** of the heritage resource is planned. We support this improvement.

PARKING, TRAFFIC & BICYCLE ROUTE:

Resident Parking: While we generally support substantial reductions in requirements for resident parking, and while we recognize the abundance, at this location, of non-vehicular modes of transport, to propose absolutely no parking for a development of 63 units is too great a reduction even for a downtown rental building.

Visitor Parking: In a carless facility, the volume of deliveries (Amazon, Canada Post, groceries, fast food), taxis and of vehicular loading and unloading will be substantial: two spaces only is insufficient.

On street parking is fully used up by St. Vincent Hospital staff and visitors.

Bike Route: Laurier in front of this site is a designated bike route extending from the Laurier bike lanes east of Bronson. We expect dangerous congestion from deliveries and drop offs, which will compromise the safety of street users. Presently only bikes are permitted to cross Bronson westbound on Laurier. Perhaps a traffic management solution to prevent vehicles from turning westward off Bronson is needed so that all taxis and deliveries would be on the south side of Laurier.

PARKNG vs NUMBER of UNITS vs MASSING

The number of units, the quantity of resident and visitor parking, and the obscuring of the view of the turret are interconnected. Fewer units could alleviate all three problems.

SITE PLAN ISSUES:

Bicycles: Several exterior **visitor bike racks** are needed.

The revised plans for bicycle access are much improved. There is a security issue with such a long narrow enclosed alleyway to the bike room door. Lighting and security cameras are needed.

The bike room aisle is too narrow to manoeuvre bikes, particularly any sort of cargo or child-holding bike.

Entrance Walk: The pedestrian walk to the building should be **differentiated** in surfacing colour and texture from the visitor parking area. It should also be raised above the parking area until it is very close to the public sidewalk.

The depressed curb should not extend in front of the entrance walkway.

The revised plans have successfully addressed the serious barrier-free issues of the previous plan.

Amenity Space: We understand that amenity space will now be on the rooftop and that it will be setback from the west and south roof edges sufficiently to avoid disturbance of the neighbours. Further amenity space will be at grade in the northwest corner of the site behind a 1.8m sound barrier. With all the hard surfaced rooftop amenity space, amenity space at grade should be as green as possible

Trees: The proponent indicated a desire to preserve the two mature existing trees on Laurier. Aggressive physical protection should be in place prior to commencement of construction, and obviously the grade cannot change around the trees.

Bird Hazard: The proponent is investigating facade treatment not detrimental to birds on this cliff edge location, which we strongly support.

Response:

Staff appreciate feedback from Dalhousie Community Association (DCA) and look forward to working through the finer details during Site Plan approval process. Staff also

appreciate that the applicant met with the DCA separately in addition to the community information session.

Planning and heritage staff have worked closely together on this proposal to ensure that both interests were equally addressed. The most recent renderings identify the turret will remain visible from Bronson. Furthermore, following the second submission, the stepback along Laurier was further increased in response concerns raised by City staff, similar to that of the DCA.

The current R4 zone permits a 1.5 metre interior side yard setback, and while it is acknowledged that this is tight, it is a comparable relationship and impact to an as-of-right addition on this site.

The specifics of materiality and conditions concerning lighting and/or bird-friendly design measures will continue to form part of the site plan review and approval process.

The parking reductions are supported by the Official Plan and site location as further detailed in the staff report.

Staff acknowledge the “site plan issues” and will continue working through these details with the applicant, where appropriate. The current proposal adds outdoor visitor bicycle parking.