

BANK STREET IN THE GLEBE HEIGHT AND CHARACTER STUDY AND
SECONDARY PLAN

ACS2021-PIE-EDP-0034

CAPITAL (17)

That Planning Committee recommend Council:

- 1 Approve an amendment to the Official Plan as detailed by Part B and C of the Official Plan Amendment in Document 2 – Bank Street in the Glebe Secondary Plan, including a revision to Schedule C16 to amend the right of way protection for Bank Street between Isabella Street and Holmwood Avenue;**
- 2. Direct staff to incorporate the Bank Street in the Glebe Secondary Plan into the new Official Plan's Volume 2A;**
- 3. Approve amendments to Zoning By-law 2008-250 to create a new TM subzone for Bank Street in the Glebe that modifies performance standards related to rear yard setbacks and stepbacks, introduces a new urban exception for corner side yard setbacks and stepbacks abutting Heritage Conservation Districts, deletes a zoning schedule and maximum floor space index, and makes modifications to urban exceptions, as detailed in Documents 3 and 4; and**
- 4. Approve Document 5 – Consultation Details, to 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 December 8, 2021," subject to submissions received between the publication of this report and the time of Council's decision.**

Peter Giles, Planner II, Planning Services, Planning, Infrastructure and Economic Development Department (PIED) presented an overview of the application and answered questions from the Committee. A copy of the slide presentation is filed with the Office of the City Clerk.

Alain Miguelez, Manager, Policy Planning, PIED, was also present and responded to questions.

The following speakers addressed the Committee to speak to the Application:

- Christine McCuaig (Q9 Planning & Design, on behalf of Metcalfe Realty Company Limited), in support
- Timothy Beed (Fotenn, on behalf of Scarabelli Realities Inc.) was in attendance and available to answer questions from the Committee
- Carolyn Mackenzie (Glebe Community Association) spoke to the involvement of the community in consulting on the report, provided an overview of the Secondary Plan, discussed the risk of conflict with the Secondary Plan as a source of distrust for residents.

The following written submissions were received by, and are filed with, the Office of the City Clerk, and distributed to Committee Members:

- Christine McCuaig (Q9 Planning & Design, on behalf of Metcalfe Realty Company Limited) letter dated November 24, with comments

Following discussion on this item, the Committee CARRIED the report recommendations as amended by the following motions:

Motion N° PLC 2021 53-02

Moved by Councillor J. Leiper

WHEREAS a clerical correction is required to properly number the illustration contained in Document 2, Policy 2.4 Section 9; and

WHEREAS to clarify the intent of policy 2.5 (12)(e), which identifies where the variable rear yard setbacks for future mainstreet buildings do not apply, staff recommend deleting policy 3.1.4 (12) to avoid potential contradictions in policy interpretation; and

WHEREAS there is a need to acknowledge the height of the existing buildings at 819 Bank St (99 Fifth Ave) and 890 Bank St (900 Bank St) in order to avoid legal non-conforming building heights.

THEREFORE BE IT RESOLVED that Planning Committee amend the following:

- 1) **Correct the reference to an illustration number in Document 2, as contained on in Policy 2.4 Section 9 by deleting the words “Illustration 1” and substituting with the words “Illustration 2”;**
- 2) **Delete Policy 3.2.4 Section 12 in its entirety and renumber the policy sections accordingly; and**
- 3) **Add a new Policy 3.3 Section 53 to Document 2 with the following text “Notwithstanding policy 52, maximum building heights at 819 Bank Street (99 Fifth Avenue) and 890 Bank Street (900 Bank Street) will reflect the height of the existing seven and nine-storey buildings, respectively” and renumber the policy sections accordingly.**

CARRIED

Motion N° PLC 2021 53-03

Moved by Councillor S. Menard

WHEREAS the staff report for the Bank Street in the Glebe Height and Character Study and Secondary Plan identifies a relationship between the configuration of transportation elements in the right-of-way and the built form character of the street, but acknowledges that specific transportation recommendations are outside the scope of the study; and

WHEREAS the new Official Plan contains mobility and urban design policies (4.1.4 #6 and 4.6.3 #3) that prioritize the safety of pedestrian, cycling and transit modes in the Urban Area and Villages and supports the repurposing of space in the right-of-way in favour of active transportation, transit, and public realm and safety improvements; and

WHEREAS the new Official Plan contains policies that support improvements to equity for the most vulnerable road users and gender equity, prioritize a shift towards energy efficient transportation modes (2.2.3

#3), and 15-minute neighbourhoods where daily services and amenities are attainable by walking or cycling (2.2.4 #1); and

WHEREAS Lansdowne is also undergoing the next phase of re-development which will continue to emphasize sustainable modes of transportation and active transportation to access the site; and

WHEREAS Bank Street is also identified as a transit priority corridor (isolated measures) in the current Transportation Master Plan; and

WHEREAS any modification to the current use of Bank Street's limited right-of-way will require a fulsome assessment of impacts and trade-offs, including consultation with businesses and residents;

THEREFORE BE IT RESOLVED that staff be directed to scope a study to improve active transportation facilities and enhance transit operations, including considerations for a potential pilot project on Bank Street (from the Canal to the Queensway), and as part of that scoping, identify a consultation program, a study cost estimate and options for funding source to undertake the study, and report back to Transportation Committee on this scoping effort by mid 2022; and

BE IT FURTHER RESOLVED THAT this motion be referred to the Transportation Committee, to be considered at its December 1st, 2021 meeting.

CARRIED