

**Report to  
Rapport au:**

**Planning Committee / Comité de l'urbanisme  
July 11, 2017 / 11 juillet 2017**

**and Council / et au Conseil  
August 23, 2017 / 23 août 2017**

**Submitted on June 26, 2017  
Soumis le 26 juin 2017**

**Submitted by  
Soumis par:**

**Lee Ann Snedden,  
Director / Directrice**

**Planning Services / Service de la planification**

**Planning, Infrastructure and Economic Development Department / Direction  
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**Ward: Somerset (14) / Somerset (14)**

**File Number: ACS2017-PIE-PS-0051**

**SUBJECT: Zoning By-law Amendment – 160 to 170 Cambridge Street North**

**OBJET: Modification au Règlement de zonage – 160 à 170, rue Cambridge  
Nord**

#### **REPORT RECOMMENDATIONS**

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 160, 164, 168 and 170 Cambridge Street North to permit a 24-unit low-rise apartment dwelling, 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 23 August 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 visant les propriétés situées aux 160, 164, 168 et 170, rue Cambridge Nord, afin de permettre la construction d'un immeuble d'habitation de faible hauteur devant compter 24 logements, comme l'expose 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 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 23 août 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

160 to 170 Cambridge Street North

### Owner / Applicant

8069565 Canada Inc.

## **Description of site and surroundings**

The properties are municipally known as 160, 164, 168 and 170 Cambridge Street North and are located in the Chinatown neighbourhood, more specifically on the west side of Cambridge Street North, south of Somerset Street West.

The consolidated frontage is 40.3 metres with a depth of 30.1 metres for a total lot area of 1216.73 square metres.

## **Summary of requested Zoning By-law amendment proposal**

To construct their proposed three and a half storey low-rise apartment building, the applicant is intending to amend the Residential Fourth Density zoning of the site from R4H[915] to an R4T Zone. The R4T Zone would not cap the maximum limit on the number of residential units at four. More specifically, the development will contain 24 rental residential dwelling units. A total of eight surface parking spaces, two of which will be for visitors, and 24 bicycle parking spaces are being proposed.

As part of this application, reliefs from zoning performance standards are also being sought to:

- Reduce the minimum front yard setback from approximately 3 metres (average setback) to 1.4 metres;
- Reduce the minimum rear yard setback from 9 metres to 5.4 metres;
- Reduce the minimum interior side yard setback after 21 metres from 6 metres to 2.5 metres;
- Reduce the minimum width of a double traffic lane driveway providing access to a parking lot from 6 metres to 3.6 metres.

## **Brief history of proposal**

Before consolidation under the same ownership, the site consisted of four lots containing converted single family houses, which were demolished in 2008.

The site is located in the Mature Neighbourhood Overlay and zoned R4H[915] Residential Fourth Density Subzone H, which allows for a maximum of four dwelling units per apartment building and a maximum of eight units in a stacked dwelling. The maximum gross floor area (GFA) permitted by the exception in this zone would be a total of 2,430 square metres.

## **DISCUSSION**

### **Public consultation**

Ahead of the statutory public meeting to be held on July 11, 2017, preliminary meetings and discussions took place with local residents in May 2016, as well as with the Dalhousie Community Association and Councillor McKenney in June 2016.

Through public circulation, local residents expressed their concerns with regards to the proposed density, the type of units, increased traffic, and reduced parking. Please refer to Document 3 for details.

### **Official Plan designation**

The property is designated General Urban Area in the Official Plan. This designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. This will facilitate the development of complete and sustainable communities. A broad scale of uses are found within this designation, from ground-oriented single-purpose to multi-storey mixed-use; from corner store to shopping centre.

The City supports infill development and other intensification within the General Urban Area in a manner that enhances and complements the desirable characteristics and ensures the long-term vitality of the many existing communities that make up the city.

### **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**

### **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).

### **Building mass**

Although the proposed 24-unit apartment building presents an increase in density and mass, in comparison to the existing built form in the neighbourhood, the proposed three and a half storeys and approximately 2050 square metres GFA is within the permitted mass under the existing zoning in terms of maximum building height and maximum GFA.

### **Front yard setback**

The proposed encroachment into the required front yard setback will be limited to a front balcony which, in addition to other architectural features, will contribute to break the continuity of the building façade to ensure a better fit with the existing streetscape by providing the impression of distinct buildings.

### **Rear yard setback**

The properties immediately west (91 and 103 Arthur Street) contain accessory buildings built at the rear lot line. The parking lot of the restaurant located immediately to the north is also built up to the side property line. The only abutting private amenity area is located to the south (178 Cambridge Street). By locating the proposed building and

parking lot to the north and south of the property respectively, the proposed rear yard encroachment will not be impacting any immediate neighbouring private amenity area.

Although the rear yard setback is being reduced, the proposed development will still be providing the required rear communal amenity area of 120 square metres (8 x 15 square metres).

### **Interior side yard setback**

As previously mentioned, the restaurant parking lot is located north of the property and built along the side property line. The proposed encroachment into the northern interior side yard setback will therefore not impact any immediate neighbouring private amenity area.

### **Driveway width**

In an effort to maintain the streetscape character, it is proposed for the driveway to maintain a width consistent with the rest of the street. Considering the minimal amount of traffic to be generated by the eight parking spaces, staff has no issues with this reduction.

### **Traffic/Parking**

While the applicant is not requesting a reduction in the required parking, it is reasonable to assume that due to the proximity to transit, multiple bus routes, and numerous neighbourhood services in the immediate area, that not all future occupants/renters are likely to own a vehicle. As previously mentioned, the limited number of parking spaces provided with this development will result in a minimal traffic increase.

### **RURAL IMPLICATIONS**

There are no rural implications associated with this report.

### **COMMENTS BY THE WARD COUNCILLOR**

Councillor McKenney provided the following comment:

“As diversity of unit type and size can ensure adequate housing supply for a wide range of residents in the community I am pleased to note a fitting mix of 1 and 2 bedroom units included in the proposal. Additionally, I believe the exterior design and landscaping approach applied to this proposal positively complements the existing architectural styles and built forms of the surrounding neighbourhood.”

**LEGAL IMPLICATIONS**

There are no legal implications in respect of implementing the recommendations contained within the report.

**RISK MANAGEMENT IMPLICATIONS**

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

**FINANCIAL IMPLICATIONS**

There are no financial implications associated with this report.

**ACCESSIBILITY IMPACTS**

No accessibility barriers are anticipated. Proper accessibility will be ensured through Site Plan Approval and Building Code review.

**ENVIRONMENTAL IMPLICATIONS**

No contaminants were identified on the subject site through the Environmental Assessment submitted with the Application.

**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 Consultation Details

**CONCLUSION**

Staff is of the opinion that the proposed development will contribute to ensure a full range and choice of housing types in the community while not negatively impacting the immediately abutting properties.

**DISPOSITION**

Legislative Services, Office of the City Clerk and Solicitor to notify the owner; applicant; Ottawa Scene Canada Signs, 1565 Chatelain Avenue, Ottawa, ON K1Z 8B5; Krista O'Brien, Tax Billing, Accounting and Policy Unit, Revenue Service, Corporate Services (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.

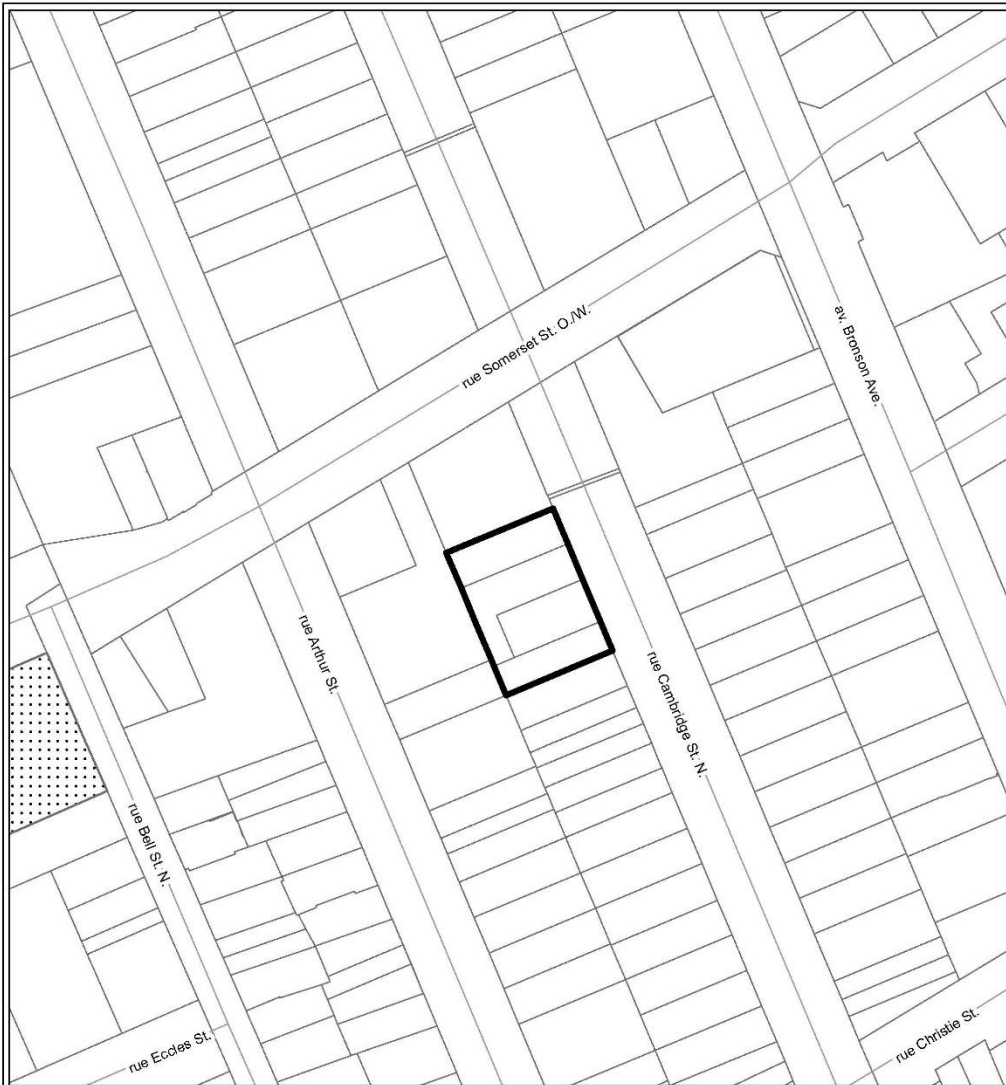
Legal Services, Office of the City Clerk and Solicitor to forward the implementing by-law to City Council.





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



# Document 1 – Location Map

For an interactive Zoning map of Ottawa visit [geoOttawa](http://geoOttawa)



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE SITE PLAN / PLAN D'EMPLACEMENT	
D02-02-17-0005 D07-12-17-0005	17-0165-X	 <b>160 to 170 Cambridge Street North /                  160 à 170 rue Cambridge nord</b>	
I:\CO\2017\Zoning\Cambridge_160_170		 Heritage (Section 60) Patrimoine (Article 60)	
<small>©Parcel data is owned by Teranet Enterprises Inc. and its suppliers                  All rights reserved. May not be produced without permission                  THIS IS NOT A PLAN OF SURVEY</small>		Entire map area is affected by the Mature Neighbourhoods Overlay (section 139) / Tout le secteur de la carte est touché par la Zone sous-jacente de quartiers établis (article 139)	
<small>©Les données de parcelles appartiennent à Teranet Entreprises Inc.                  et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit                  sans autorisation. Ceci n'est PAS UN PLAN D'ARPENTAGE</small>		 NOT TO SCALE	
REVISION / RÉVISION - 2017 / 02 / 06			

## **Document 2 – Details of Recommended Zoning**

The proposed change to the City of Ottawa Zoning By-law 2008-250 for 160, 164, 168 and 170 Cambridge Street North:

1. To rezone the lands shown in Document 1 from R4H[915] to R4T[XXXX]
2. Create a new exception, R4T[XXXX], with provisions similar in effect to the following:
  - the minimum front yard setback is 1.4 metres;
  - the minimum rear yard setback is 5.4 metres;
  - the minimum interior side yard setback after 21 metres is 2.5 metres;
  - the minimum width of a double traffic lane driveway providing access to a parking lot is 3.6 metres.

### Document 3 - Consultation Details

Ahead of the statutory public meeting to be held on July 11, 2017, preliminary meetings and discussions took place with local residents in May 2016, as well as with the Dalhousie Community Association and Councillor McKenney in June 2016.

Through public circulation, local residents expressed their concerns with regards to the proposed density, the type of units, increased traffic, reduced parking, and reduced front yard.

#### Public Comments

##### Comment: Front yard

- The relief on the front yard setback will make the building look more massive, remove green space and will be inconsistent with the development pattern of the street.

##### Response:

- The proposed encroachment into the required front yard setback will be limited to a front balcony, which in addition to other architectural features, will contribute to break the continuity of the building façade to ensure a better fit with the existing streetscape by providing the impression of distinct buildings.

##### Comment: Unit type

- Describing the neighbourhood as low-rent poses a concern that transient tenants could potentially be selected. Most houses on the street are single family units, rather than rental units.
- The footprint of the lot is such that 24 units in a three story building would require that the individual units would be quite small. This conflicts with the present pattern of individual homes on the street.

##### Response:

Staff is of the opinion that the proposed development will contribute to ensure a full range and choice of housing types in the community while not negatively impacting the immediately abutting properties.

Comment: Traffic/Parking

- The City closed off both the North and the South access for vehicles from Somerset Street to Cambridge Street and also placed garden islands on the North side to further impede strictly one block traffic. The only traffic access to the subject property would be along Cambridge Street from Christie Street. Traffic for 24 units would disrupt the presently quiet street.
- The dead ending of the street should be moved south just beyond the new development. Numerous times a day cars race up Cambridge Street North believing they can access Somerset Street. Moving the dead end forward would bring the traffic for the new unit off of Somerset Street, which would mean no increase in traffic for the majority of the street. Further, moving the dead end south would mean it is more visible from the corner of Cambridge Street North and Christie Street, which would lessen the number of cars racing up and down.
- Twenty-four tenants (presumably more) provided with less than eight parking spaces will fill the street parking and compromise the safety of the street. Currently the street is already at max capacity for road travel. Since there is no public parking in Chinatown, it is regularly overflowing with restaurant attendees. All parking spots along the street are in heavy rotation all day, especially on the weekend. Putting that number of cars on the street would create unneeded congestion.

Response:

- While the applicant is not requesting a reduction in the required parking, it is reasonable to assume that due to the proximity to transit, multiple bus routes, and numerous neighbourhood services in the immediate area, that not all future occupants/renters are likely to own a vehicle. As previously mentioned, the limited number of parking spaces provided with this development will result in a minimal traffic increase.