

Summary of Written and Oral Submissions

Zoning By-law Amendment – 1375 Clyde Avenue

Note: This is a draft Summary of the Written and Oral Submissions received in respect of Zoning By-law Amendment – 1375 Clyde Avenue (ACS2019-PIE-PS-0077), prior to City Council’s consideration of the matter on January 29, 2020.

The final Summary will be presented to Council for approval at its meeting of February 12, 2020, 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 January 29, 2020’. Please refer to the ‘Bulk Consent’ section of the Council Agenda of February 12, 2020 to access this item.

In addition to those outlined in the Consultation Details section of the report, the following outlines the written and oral submissions received between the publication of the report and prior to City Council’s consideration:

Number of delegations/submissions

Number of delegations at Committee: 3

Number of written submissions received by Planning Committee between December 2 (the date the report was published to the City’s website with the agenda) and December 12, 2019 (committee meeting date): 4

Primary concerns, by individual

Bob McCaw, past President, Fisher Heights and Area Community Association

(oral and written submissions)

- provided written submissions from the Fisher Heights, City View and Copeland Park Community Associations in opposition to the requested Zoning By-law Amendment, for reasons including:
 - ❖ Warehouse is prohibited under the current AM-10 zoning
 - ❖ provisions in the Merivale Secondary Plan would be ignored
 - ❖ intensification objectives are being ignored
 - ❖ Merivale Triangle, where this property is located, has unique potential
- the City had previously approved that warehouses and storage facilities are to be located within business or industrial parks; it is inappropriate to add ‘warehouses and storage facilities’, including those re-branded as “self-storage”, as approved uses within an Arterial Mainstreet Zone, and could set a precedent

- the three previous Dymon warehouses that have been approved on arterial main street lands have individual differences from this location and cannot be used as a compelling argument in support of this proposal
 - the property on Innes Road is zoned Local Commercial, not Arterial Main Street
 - the Lincoln Fields property is a small stand-alone property, bound on three sides by City streets; also, it was supposed to have a large independent pharmacy on the main floor to encourage real pedestrian activity on the street front, which did not happen once constructed
 - the Carling/417 property is totally isolated from its surrounding community with no prospect of active street front
- 1375 Clyde has huge potential to be part of a grand renewal in this centrally located part of the city
- placement of a warehouse on this property, will greatly limit the attractiveness of the site for retail development, and there is nothing along either Clyde or Baseline, adjacent to this development site, to encourage community interaction or promote a neighbourly atmosphere; the development, as presented, will make the neighbourhood less walkable, less green, less interactive, and less friendly
- there is a crisis in Ottawa for affordable housing and the areas around Merivale Road are a prime location for affordable housing development
- the Merivale Triangle could be an intensified community hub, a lively mixed-use centre of activity and homes of all types, combining leisure and entertainment, private and public spaces, accessible by various modes of transportation, a vision that is in line with the planning objectives of the City and the Province and that can be accomplished with existing tools - arterial main street zoning that encourages multi use projects and true active street fronts, a Secondary Plan that calls for residential uses to be incorporated in new development, a planned rapid transit bus corridor right beside it, and ambitious targets for intensification in the existing and proposed OP
 - the Dymon proposal fails in every one of those categories, its only new components being the prohibited warehouse, their

own retail store that is ancillary to the prohibited use, and the proposed drive-through restaurant; the proposal offers no residential, no office, no institutional, it contributes nothing to the City's plans or objectives and would represent a huge missed opportunity, which will have a negative impact for years to come

Lyn McCaw (oral submission)

- spoke about the community's involvement in developing plans and goals for their neighbourhood and the negative impact that ignoring that input (by approving these types of contrary zoning requests) has on future public participation, and on the long-term development of the area
- noted the City had just recently approved policy directions for the new Official Plan which look to establish the majority of new residential units through intensification, especially around current rapid transit stations, which is the same objective of both the Merivale Arterial Main Street Plan and the intensification of the Baseline Rapid Transit corridor, and suggested this site is suitable for taller residential and commercial buildings
- suggested the Merivale Triangle has the same potential for development as the recently approved Barrhaven Town Centre

Agnes Warda, Chair, Knoxdale Merivale Council of Community Associations

(written submission)

- the proposal does not represent good planning and is not in the public interest
- there is room for improvements
- in its present format, the application goes against smart development and the Official Plan

Miranda Gray (written submission)

- the proposal is not consistent with the long term goal of good urbanism as outlined in the preliminary policy directions for the update of the Official Plan, which is currently underway
- a warehouse is not a good use of the limited land along arterial streets in our urban zones; once the land is rezoned for a warehouse, all opportunities for other land uses that animate the streetscape or engage the community will be lost
 - warehouses do not animate the street in the same way as other uses

do

- storage warehouses are not intended to draw its users to the site on a daily basis and thus, do not draw people to the neighbourhood or help develop the local business community
- people engaged in storing their extra goods are not likely to also make a purchase in the neighbourhood, nor are they likely to be appeal to anyone not owning or having regular access to a vehicle
- warehouses, including storage warehouses, belong on the quiet edges of neighbourhoods, not within in the heart, and any warehouse is not an appropriate use of this land

Primary reasons for support, by individual

Miguel Tremblay and Nico Church, Fotenn (applicant) (oral submission and slides)

- there are 11 other Dymon Storage facilities in Ottawa, either built or under construction, three of which are on designated arterial main streets, others in mixed use centres or town centres in proximity to transit stations; each site is different and is evaluated by the City on its own merits
- ‘self-storage’ is a unique use that is different from traditional warehouse use, as it includes such things as community rooms, at grade retail, and employment generator; it has synergies with several employment uses within the area, and has been deemed by staff to be a complimentary and compatible use to the more intensive uses that are permitted in mixed use centres and arterial mainstreets
- Dymon seeks out sites on arterial roads, often arterial main streets, to be in proximity to high rise residential, and they want to be in proximity to large format retail, as both of those uses utilize self-storage, and this allows for intensifications of those other sites
- nothing about this proposal precludes the redevelopment or intensification of other lands in the corridor
- the Secondary Plan speaks to, first and foremost, strengthening the vitality of the Merivale Road commercial character, and Dymon Storage is a commercial use, and also sustains and supports those other uses; the Plan allows for residential, but it doesn’t mean when a property is designated arterial main street that every one of those uses has to be articulated on the site; the Plan has very clear direction in terms of pedestrian connectivity and contributing to good active street frontage, and this proposal does all of

those things

- this proposal embraces both the land use and policy objectives of the City and the urban design objectives

Effect of Submissions on Planning Committee Decision: Debate: The Committee spent one hour on the item

Vote: The committee considered all written submissions in making its decision and carried the report recommendations as well as the following motion:

That the Planning Committee recommend Council add the completion of an urban design analysis of the Merivale Triangle to the Planning, Infrastructure and Economic Development Department's multi-year workplan, and direct staff to undertake this analysis as soon as feasible.

AND BE IT FURTHER RESOLVED that there be no further notice pursuant to Subsection 34 (17) of the *Planning Act*.

The committee also provided the following Direction to staff:

That staff be directed to work with the applicant, through site plan control, to ensure the property is developed in such way as to provide connectivity to development within the Merivale Triangle.

Ottawa City Council

Number of additional written submissions received by Council between December 12 (Planning Committee consideration date) and January 29, 2020 (Council consideration date): 1

Primary reasons for support, by individual

Miguel Tremblay, Fotenn (applicant) (images)

- provided revised /final elevations for the proposed Dymon building

Effect of Submissions on Council Decision:

Council considered all written submissions in making its decision and voted to reuse the application, as follows:

Whereas 1375 Clyde Avenue is located on the last large developable parcel within the Fisher Heights Community; and

Whereas it is important that the development on this site takes place in conformity with the Merivale Road Secondary Plan; and

Whereas a warehouse limited to self-storage does not conform to nor implement the

vision of the Merivale Road Secondary Plan; and

Whereas a restaurant is already a permitted use in the AM10 subzone and thus will continue to be permitted if the requested rezoning for 1375 Clyde Avenue is refused;

Therefore Be It Resolved that Recommendations 2 and 3 be renumbered as 3 and 4 respectively

Be It Further Resolved that Recommendation 1 be deleted and replaced with the following:

- “1. Approve that the requested amendment to Zoning By-law 2008-250 for 1375 Clyde Avenue to permit a self-storage building and restaurant be refused;
2. Approve that the reasons for refusal are the following:
 - a. The site is a gateway to the Fisher Heights community and the proposed self-storage use is not consistent with this site’s role as a gateway.
 - b. The majority of the site is subject to the Merivale Road Secondary Plan and the proposed self-storage use is not in conformity with this Secondary Plan in that:
 - i. The rezoning does not promote a stronger movement to a mixed use that includes a residential use;
 - ii. The rezoning does not encourage the provision of additional housing opportunities;
 - iii. The rezoning for a warehouse limited to a self-storage use does not promote a use that is pedestrian oriented and fosters community and human interaction and is therefore contrary to the vision of the Merivale Secondary Official Plan.”

CARRIED

Council also approved the following recommendations of the Planning Committee:

That Council:

- add the completion of an urban design analysis of the Merivale Triangle to the Planning, Infrastructure and Economic Development Department’s multi-year workplan, and direct staff to undertake this analysis as soon as feasible;
- approve that there be no further notice pursuant to Subsection 34 (17) of the *Planning Act*.