

**Report to
Rapport au:**

**Planning Committee
Comité de l'urbanisme
14 January 2021 / 14 janvier 2021**

**and Council
et au Conseil
27 January 2021 / 27 janvier 2021**

**Submitted on 22 December 2020
Soumis le 22 décembre 2020**

**Submitted by
Soumis par:
Douglas James
Acting Director / Directeur par intérim
Planning Services / Services de la planification
Planning, Infrastructure and Economic Development Department / Direction
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Ward: CAPITAL (17) / CAPITALE (17) File Number: ACS2021-PIE-PS-0012

SUBJECT: Zoning By-law Amendment – 114 Isabella Street

OBJET: Modification au Règlement de zonage – 114, rue Isabella

REPORT RECOMMENDATIONS

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 114 Isabella Street in order to accommodate the construction of a seven-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 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 January 27, 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 (no 2008-250) pour le 114, rue Isabella afin de permettre la construction d’un immeuble polyvalent de sept étages, comme il est expliqué en détail dans 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 27 janvier 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.

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

114 Isabella Street

Owner

2702021 Ontario Inc. (Chris Allard)

Applicant

Taylor Marquis, Novatech

Description of site and surroundings

The site is located on the south side of Isabella Street between O'Connor Street and Metcalfe Street in the Glebe-Dows Lake neighbourhood. The rectangular-shaped site has approximately 11 metres of frontage on Isabella Street, a lot depth of approximately 31 metres and a lot area of 340 square metres. The property was previously occupied by residential development but is currently vacant and is zoned General Mixed Use Zone, Subzone 4 with Floor Space Index of 3.0 (GM4F(3.0)).

To the south of the site are low-rise residential dwellings and to the north across Isabella Street is Highway 417. To the east of the site is a retirement home built in 2006 and further east is Loblaws grocery. To the west is a fast-food restaurant and an automobile body shop.

Summary of requested Zoning By-law amendment proposal

The applicant seeks to change the zoning on the property from GM4 F(3.0) (General Mixed Use Zone, Subzone 4, Maximum Floor Space Index 3) to GM4 F(3.0) [xxxx] (General Mixed Use Zone, Subzone 4, Maximum Floor Space Index 3, Site Specific Exception).

The site-specific exception would include the following provisions:

- The reduction of the required number of parking spaces to 0.
- The reduction of the required number of visitor parking spaces to 0.
- The reduction of the minimum parking space width of a bicycle parking space from 0.6 metres to 0.4 metres.
- The reduction of the front yard setback from 3 metres to 0 metres.

Staff are also currently reviewing a Site Plan Control application for this development.

DISCUSSION**Public consultation**

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

Comments were received from 13 residents. While four were supportive of the proposal, the rest were concerned with issues related to traffic, parking as well as massing and scale.

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 General Urban Area, which promotes a wide range of housing types and uses, to meet the needs of all ages, incomes and life circumstances.

Urban Design Review Panel

This application was not subject to the Urban Design Review Panel process.

PLANNING RATIONALE

Provincial Policy Statement

The *Planning Act* requires that all City planning decisions be consistent with the Provincial Policy Statement (PPS) of 2014 and 2020, a document that provides further policies on matters of provincial interest related to land use development.

The recommended Zoning By-law amendment is considered consistent with the matters of provincial interest as outlined in the *Planning Act* and is in keeping with the PPS of 2014 and 2020 by promoting the efficient development of existing land use patterns and sustaining healthy, liveable and safe communities.

Official Plan

The site in question is designated General Urban Area on Schedule B of the Official Plan. The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses. The City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area.

Section 2.2 Managing Growth states that lands designated General Urban Area will continue to mature and evolve through intensification and infill but at a scale contingent on proximity to major roads and transit, and the area's planned function.

Section 4.3 – Walking, Cycling, Transit, Roads and Parking Lots states that the City may reduce or eliminate minimum parking requirements in cases where the site is within 400 metres of the Transit Priority Network or within 400 metres of a Traditional

Mainstreet. The site in question is within 400 metres of at least one transit-priority street, Bank Street, and is within 400 metres of two Traditional Mainstreets, Bank Street and Elgin Street.

Considering that the proposed building's setback and height will meet the existing zone's provisions, and considering the proposal's proximity to transit and mainstreets, staff are of the opinion that the proposal is in line with Official Plan policies.

Zoning By-law 2008-250

The property is currently zoned GM4 F(3.0) (General Mixed Use Zone, Subzone 4, Maximum Floor Space Index 3). The General Mixed-Use Zone allows residential, commercial and institutional uses, as well as mixed use developments.

The applicant is requesting to rezone the site to GM4 F(3.0) [xxxx] (General Mixed Use Zone, Subzone 4, Maximum Floor Space Index 3, Site Specific Exception). The exception would allow a reduced parking rate to zero spaces for both regular and visitor parking spaces, a reduction in the width of the bicycle parking spaces and a reduction in the front yard setback.

The Zoning By-law does not require parking to be provided for the first 12 units a building. Parking spaces are required at a rate of 0.5 spaces per unit after the first 12. In this case, the 19-unit building would require four parking spaces. Similarly, at a rate of 0.1 space per unit after the first 12 units, one visitor parking space would be required. A parking study was provided by the applicant which indicated that an acceptable number of on-street parking spaces are available within a 350-metre distance of the site. Furthermore, for developments that do not offer any parking whatsoever, the intent is not that the prospective residents use the street to park their vehicles, but rather that they do not own vehicles at all and can rely on public and active transportation instead.

The Zoning By-law requires bicycle parking spaces to have a width of 0.6 metres. The applicant will be utilizing a stacked bicycle storage system with each space having a width of 0.4 metres. With this system, the applicant is able to provide 20 bicycle parking spaces, which is more than twice the minimum Zoning By-law requirement.

The property abuts a future multi-use pathway (MUP) along Isabella Street, which is the subject of the Chamberlain Catherine Isabella Functional Design Study, currently underway, which will explore opportunities to improve walking, cycling, transit and general traffic along these streets by reviewing the existing traffic lanes and sidewalk widths, parking and loading areas, pedestrian and cyclist movements and traffic circulation. Staff from the City Transportation Planning group have been involved in the review of this application, and the building's front yard setback has been established so

as to not negatively impact the future MUP. As such, the full 26-metre right of way protection will be required.

In an abundance of caution, the applicant has requested a reduction in front yard setback from three metres to zero metres, to reflect the setback of the building to the new property line, once the ROW protection has been conveyed to the City. Section 4 of the Zoning By-law states that “for the purposes of determining compliance with the regulations of this by-law, in the event of an expropriation or conveyance of a part of a lot by or to the City of Ottawa or any other authority having the power of expropriation, the lot or the building or the use, as the case may be, will not be found to be in conflict with the provisions of this by-law by reason only of that expropriation or conveyance.” This provision is added in an abundance of caution, should issues arise at the time of building permit.

Considering the above, staff are of the opinion that the proposed Zoning By-law amendment is appropriate for this site.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor Menard is aware of this report.

LEGAL IMPLICATIONS

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

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with the recommendations of this report.

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications associated with the recommendations of this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

There are no accessibility impacts associated with this report.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications associated with this report.

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: D02-02-20-0028) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications due to delays between receiving subsequent submissions.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Proposed Zoning By-law Amendment

Document 3 Consultation Details

Document 4 Proposed Site Plan

Document 5 Proposed Building Renderings

CONCLUSION

The Planning, Infrastructure and Economic Development Department supports the application and proposed Zoning By-law amendment. The proposal is consistent with the Official Plan policies in the General Urban Area designation. The proposed Zoning By-law amendment is appropriate for the site and maintains policy objectives. The amendment represents good planning and, for the reasons stated above, staff recommends approval of the Zoning By-law amendment.

DISPOSITION

Office of the City Clerk, Council and Committee Services, to notify the owner; applicant; Ottawa Scene Canada Signs, 415 Legget Drive, Kanata, ON K2K 3R1; Krista O'Brien, Program Manager, Tax Billing and 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.

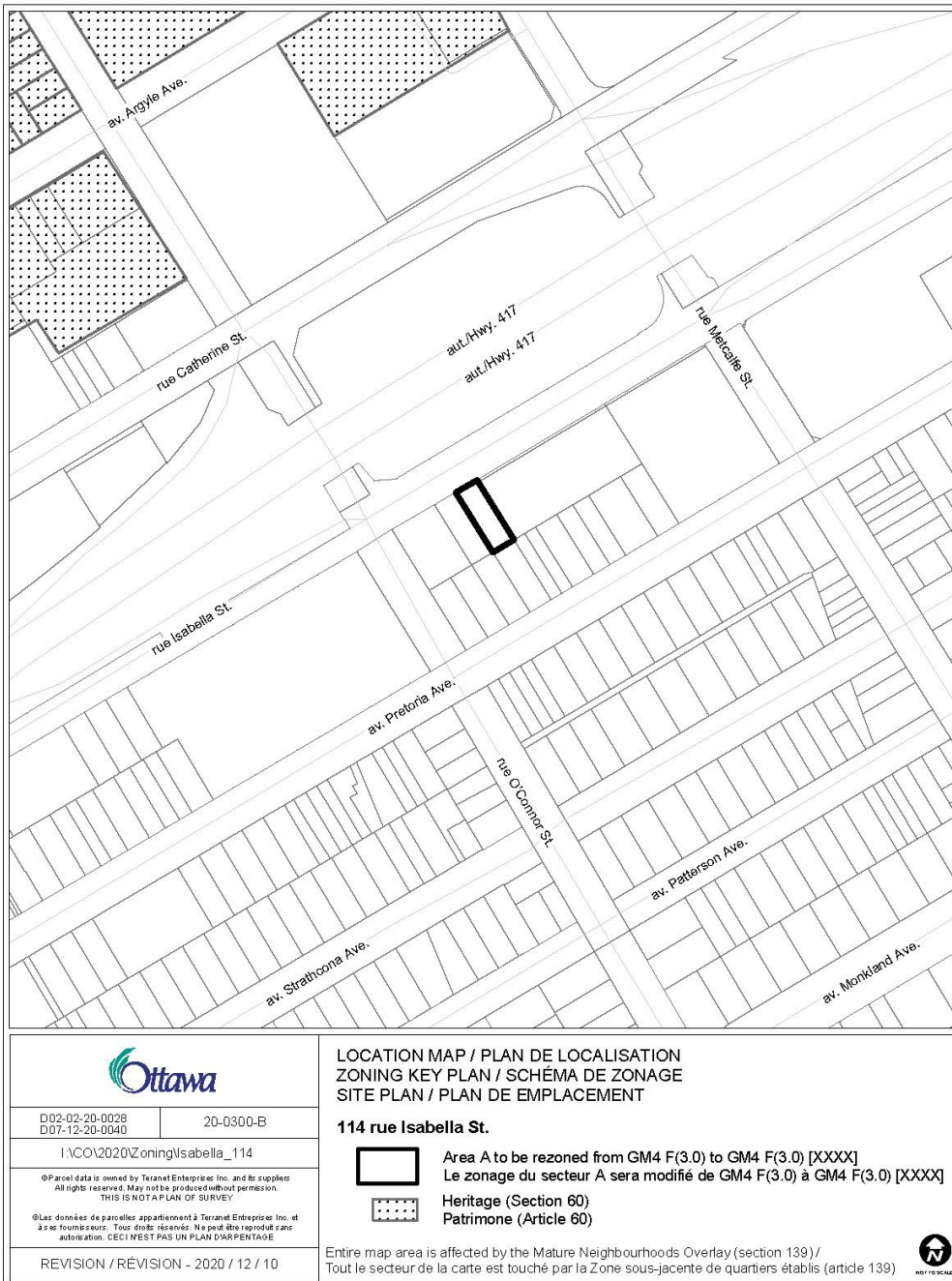
Legal Services, Innovative Client Services Department, to forward the implementing by-law to City Council.

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

Document 1 – Location Map

For an interactive Zoning map of Ottawa visit geoOttawa.

A map showing the location of the property on Isabella Street, east of the O'Connor Street intersection.



Document 2 – Proposed Zoning By-law Amendment

The proposed change to the City of Ottawa Zoning By-law 2008-250 for 114 Isabella Street:

1. Rezone the lands from GM4 F(3.0) to GM4 F(3.0) [xxxx], as shown in Document 1.
2. Add Exception GM4 F(3.0) [xxxx] in Section 239, Urban Exceptions, introducing provisions similar in effect to the following:
 - a. In Column II, Applicable Zoning, add the text “GM4 F(3.0) [xxxx]”
 - b. In Column V, Provisions, add the following text:
 - i. “number of parking spaces required: 0”
 - ii. “number of visitor parking spaces required: 0”
 - iii. “minimum width of a horizontally oriented bicycle parking space: 0.4 metres”
 - iv. “minimum front yard setback: 0 metres”

Document 3 – Consultation Details

Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

Public Comments and Responses:

1. There is no sense in building a 19-unit dwelling without any car parking spaces. What happens when people are moving in or out of the building, or when they receive truck or food deliveries? How will those be accommodated with no driveway or parking?

Staff response: It is intended that future residents of this building will not own vehicles. Delivery vehicles can take advantage of the on-street parking area in front of the property and adjacent property for short term parking when available at certain times of day.

2. The traffic situation is already chaotic in the area. It is difficult as it is to get out of the Villagia retirement home due to cars parked on the street. Additional high-density housing with worsen the traffic conditions.

Staff Response: It is not anticipated that a development with no on-site parking will have a significant impact on the local area's traffic situation.

3. Adding another towering seven-storey apartment building in an otherwise single-family neighbourhood is not consistent with the look and feel of the community. The new building's height would block the existing building to the north's west-facing windows.

Staff Response: As proposed, the building meets the current zone's performance standards as it relates to height and setbacks to the side and rear property lines. While some of the side windows will be obscured by the new building, these windows either make part of the stairwell or make part of corner units who also benefit from north or south views.

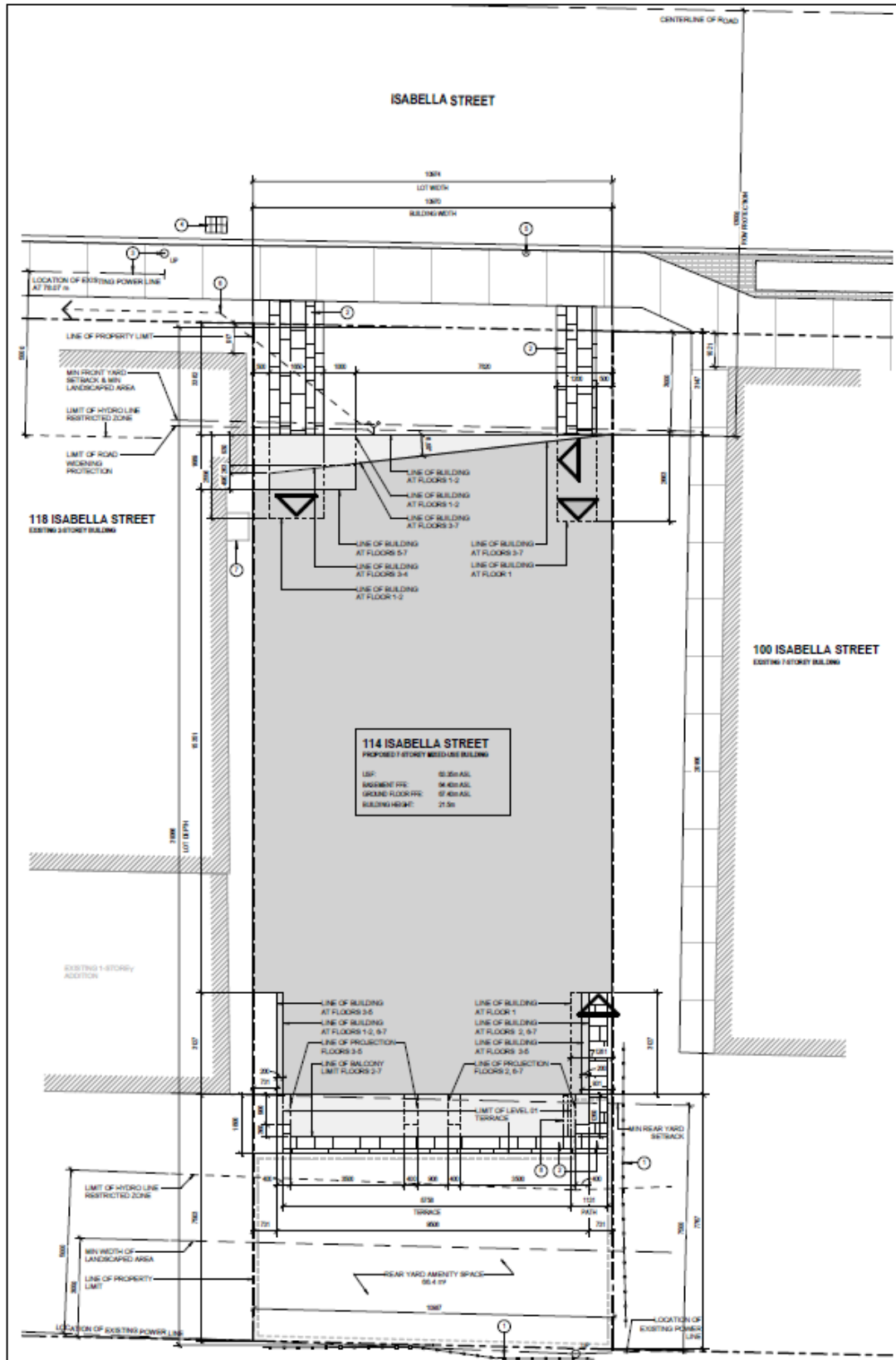
4. The proposed building seems close to the existing pizza shop next door. This may create problems with the existing building's ventilation systems.

Staff Response: The building meets the current zone's side yard setback requirements. The applicant and owner have been and continue to be in contact with the property owner to the west.

5. The owner should work with the adjacent property owner in order to incorporate the two properties into one single development.

Staff Response: This has been suggested to the applicant at the beginning of the application process.

Document 4 – Proposed Site Plan



Document 5 – Proposed Building Renderings

