



City of
Ville d' **Ottawa**

March 23, 1999

ACS1999-PW-PLN-0028
(File: OZP1998/31)

Department of Urban Planning and Public
Works

Ward/Quartier
OT6 - Somerset

- Planning and Economic Development
Committee / Comité de l'urbanisme et de
l'expansion économique
- City Council / Conseil municipal

Action/Exécution

Zoning - 582 Bronson Avenue

Zonage - 582, avenue Bronson

Recommendation

That the application to amend *the Zoning By-law, 1998* as it pertains to 582 Bronson Avenue, as shown in Document 2, from CG F(2.0) H(13.8) to CG F(2.0) H(13.8) exception zone to permit a public parking lot, be APPROVED.

March 24, 1999 (8:56a)

Edward Robinson
Commissioner of Urban Planning and Public
Works

JMS:jms

Contact: Julie Sarazin - 244-5300 ext. 1-3872

March 24, 1999 (10:40a)

Approved by
John S. Burke
Chief Administrative Officer

Financial Comment

N/A.

March 23, 1999 (3:43p)

for Mona Monkman
City Treasurer

BH:cds

Executive Report

Reasons Behind Recommendation

Context

An application has been received to change the zoning of 582 Bronson Avenue to permit a public parking lot. The subject site is located at the southwest corner of Bronson Avenue and Raymond Street, adjacent to the Queensway. The site is currently occupied by a hydro transformer station. The applicant proposes to demolish the existing structure and establish a public parking lot which will be used for the employees of Canada Care Medical Inc., located on the north side of Raymond Street, opposite the subject site.

Official Plan Conformity

The property, as shown within Schedule A - Land Use of the City's Official Plan, falls within the "Residential Area" designation. This designation permits a variety of residential uses as well as limited non-residential uses subject to certain locational criteria. Section 3.6.2.(e) of the Official Plan contains those criteria to be considered when assessing non-residential uses within residential areas, such as location at the edge of a residential neighbourhood and on an arterial road. The proposal satisfies the policies as the development is located at the periphery of existing concentrations of residential development to the north and is located adjacent to Bronson Avenue, an arterial road, and abuts the Queensway to the south.

Neighbourhood Compatibility

The site is located in a general commercial zone identical to the lands located to the north, abutting Bronson Avenue. The lands immediately to the north across Raymond Street are also zoned commercial. The proposed public parking area is compatible with the surrounding uses and will not negatively impact the residential community to the north which is one block further away (approximately 122 metres). The proposed zoning amendment will also allow for development of the property given that the Ontario Ministry of Transportation has prohibited any buildings from being developed on the site due to its immediate proximity to the Queensway.

Environmental Impact

The Municipal Environment Evaluation Process Checklist submitted with the application did not identify any adverse environmental impact resulting from the proposed zoning amendments.

Consultation

One response was received as a result of the posting of the on-site sign. Comments from the Regional Councillor and Ward Councillor were also received. The concerns expressed pertained to traffic and pedestrian safety issues, sight lines and conformity with Official Plan policies.

Disposition

Department of Corporate Services, Statutory Services Branch to notify owner (1 Raymond Street, Ottawa, Ontario, K1R 1A2), agent (344 Frank Street, Ottawa, Ontario, K2P 0Y1) and the Regional Municipality of Ottawa-Carleton, Development Approvals Division, of City Council's decision.

Office of the City Solicitor to forward implementing by-law to City Council.

Department of Urban Planning and Public Works to write and circulate the implementing zoning by-law.

List of Supporting Documentation

Document 1	Explanatory Note - Amendment to the <i>Zoning By-law, 1998</i>
Document 2	Location Map and Proposed Zoning Map <i>Zoning By-law, 1998</i>
Document 3	Municipal Environmental Evaluation Process Checklist (on file with City Clerk)
Document 4	Consultation Details

Part II - Supporting Documentation

Explanatory Note

Document 1

EXPLANATORY NOTE TO *THE ZONING BY-LAW, 1998*

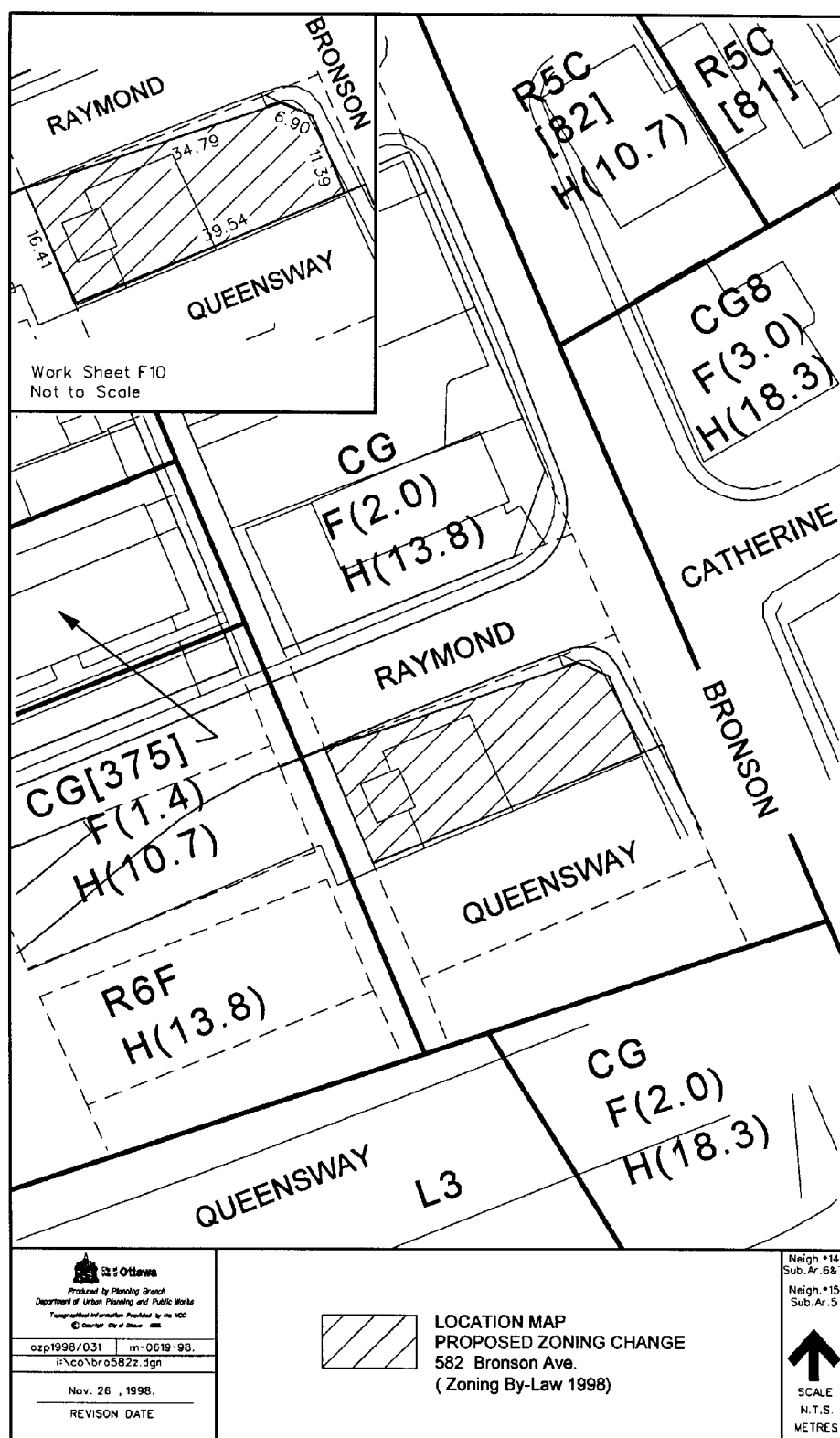
By-law_____amends the *Zoning By-law 1998*, the City's Comprehensive Zoning By-law. This amendment affects the zoning of those lands known municipally as 582 Bronson Avenue. The subject property is located on the southwest corner of Bronson Avenue and Raymond Street and shown on the attached Location Map. The intent of the zoning is to permit public parking.

Current Zoning

The current zoning of the subject property is CG F(2.0) H(13.8). The CG zone is a general commercial zone which permits residential uses and a range of commercial uses. The (2.0) represents the floor space index, which for this property indicates that the gross floor area of the building cannot exceed two times the lot area. The H(13.8) specifies the allowable height limit of buildings on the property, 13.8 metres.

Recommended Zoning

The proposed zoning for the site is a CG F(2.0) H(13.8) exception zone. The proposed zoning will be identical to the current zoning with the exception that public parking will also be a permitted use.



CONSULTATION DETAILS

Document4

NOTIFICATION AND CONSULTATION PROCESS

Notification and consultation procedures were carried out in accordance with the Early Notification Procedure P& D\PPP\N&C#1 approved by City Council for Zoning Amendments. On-site information signs were placed on the property.

SUMMARY OF PUBLIC INPUT

Two responses were received as a result of the posting of the on-site information sign. Centretown Citizens Ottawa Corporation and the Regional Councillor expressed the following concerns:

- 1) Public parking is not a desirable or efficient land use and makes long term development less likely and undermines Ottawa-Carleton's Official Plan policies for encouraging the use of transit and the other green modes of transportation, while discouraging the use of the private car.
- 2) This intersection is an exceedingly dangerous intersection, with high speed traffic entering the Queensway, and making turns onto Bronson Avenue. The addition of a vehicular access and egress on the south-west corner of Raymond and Bronson would conflict with the existing traffic patterns, and create a hazard.
- 3) The on-site hydro station will impede sightlines for cars leaving the site.

Response to Comments

- 1) The proposed use is considered to be an acceptable alternate development due to the restrictions imposed by the Ministry of Transportation of Ontario to not allow any building development on the property. Furthermore, the small size of the lot is not expected to have any effect on City or Regional policies to increase public transportation ridership.
- 2) The Bronson Avenue and Raymond Street is a signalized intersection. It is anticipated that the vehicular access onto the site will be located along Raymond Street and will not interfere with the existing traffic patterns and consequently, vehicles will have the opportunity to exit the site in conjunction with the phasing of the traffic light. The Licensing, Transportation and Buildings Branch did not express any concerns with regard to the proposed surface parking area.
- 3) The existing hydro station is proposed to be demolished to accommodate the proposed public parking, and therefore will not interfere with the sightlines.

APPLICATION PROCESS TIMELINE STATUS

This application, submitted on November 23, 1998, and subject to a project management timeline, as recommended by the "A Better Task Force Report". A process chart establishing critical milestones was prepared and circulated as part of the technical and early notification process. The application exceeded the maximum 135 calendar day timeframe established for the processing of Zoning Amendment applications due to the requirement for additional information.

INPUT FROM OTHER DEPARTMENTS OR GOVERNMENT AGENCIES

COUNCILLOR'S COMMENTS

Councillor Elisabeth Arnold provided the following comments.

“I do not support this Application for the following reasons:

- 1) Locating a public parking facility adjacent to the Bronson/Catherine/Raymond intersection is dangerous, and poses a traffic safety problem for the ingress and egress of vehicles using the lot, which would conflict with those using the Queensway on-ramp.
- 2) There are additional pedestrian safety concerns for those clients using the lot on the south side of Raymond Street attempting to cross to the business on the north side.
- 3) Re-zoning of lands where public parking is not a permitted use, is contrary to the transportation, environmental, and urban greenspace preservation policies of the City of Ottawa's Official Plan.
- 4) A fair portion of this site is already occupied by a utility station, which raises additional safety concerns and conflicts with the parking of vehicles nearby.
- 5) If parking on this property is to be tied to commercial uses across the street, some large signage would be required, adding to safety issues at this already dangerous intersection.
- 6) In the unlikely event that it is recommended that the City of Ottawa approve this request, re-zoning must be contingent upon: 1) traffic safety studies carried out by the City/RMOC; 2) approval and completion of a satisfactory Site Plan Control Agreement which deals with landscaped screening, surface treatments, etc.

Response to Councillor's Comments

- 1) The Bronson/Catherine/Raymond intersection is signalized intersection. Vehicles travelling northbound on Bronson Avenue which wish to turn onto Raymond Street, which is one-way westbound, have a westbound signalized turning lane. In addition, vehicles will have the opportunity to exit the site westbound in conjunction with the phasing of the traffic light. Therefore, it is not anticipated that the proposed use will pose any traffic safety problems. The Licensing, Transportation and Buildings Branch did not express any concerns with regard to the proposed surface parking area.
- 2) The establishment of a parking lot will require Site Plan Control approval. It is anticipated that pedestrians will be utilizing the signalized intersection to cross Raymond Street to the north.
- 3) The subject site is not located close to the transitway and therefore is not expected to undermine the Public Transportation policies of the Official Plan. Given the small size of the lot, the proposed use is not expected to have a negative effect on City or Regional policies to increase public transportation ridership.
- 4) The existing hydro station will be demolished to accommodate the proposed public parking.
- 5) The proposed development of a public parking lot will be subject to Site Plan Control approval. The location of a sign will be reviewed during this process. In addition, any proposed signs will be subject to the Signs By-law.

- 6) Traffic safety studies are not required as safety problems have not been identified by the Licensing Transportation and Buildings Branch. Any screening, landscaping and surface treatments will be addressed during the Site Plan Control approval process.