

**Report to
Rapport au:**

**Planning Committee / Comité de l'urbanisme
May 12, 2015 / 12 mai 2015**

**and Council / et au Conseil
May 27, 2015 / 27 mai 2015**

**Submitted on April 27, 2015
Soumis le 27 avril 2015**

**Submitted by
Soumis par:**

John L. Moser,

**Acting Deputy City Manager / Directeur municipale adjoint par intérim,
Planning and Infrastructure / Urbanisme et Infrastructure**

Contact Person / Personne ressource:

**Lee Ann Snedden, Acting Chief / Chef par intérim,
Development Review Services / Services d'Examen des projets d'aménagement,
Planning and Growth Management / Urbanisme et Gestion de la croissance
(613) 580-2424, 25779, LeeAnn.Snedden@ottawa.ca**

Report Author / Auteur du rapport:

**Douglas James / Acting Program Manager, Gestionnaire des programmes par
intérim, Development Review Urban Services Unit / Unité examen des demandes
d'aménagement services urbains
613-580-2424, 13856 douglas.james@ottawa.ca**

Ward: SOMERSET (14)

File Number: ACS2015-PAI-PGM-0084

SUBJECT: Zoning By-law Amendment – 187 Metcalfe Street

OBJET: Modification au Règlement de zonage – 187, rue Metcalfe

REPORT RECOMMENDATION

That Planning Committee recommend City Council approve an amendment to Zoning By-law 2008-250 to change the zoning of 187 Metcalfe Street to allow public parking within the parking garage, as detailed in Document 2 and shown on Document 1.

RECOMMANDATIONS DU RAPPORT

Que le Comité de l'urbanisme recommande au Conseil d'approuver une modification au Règlement municipal n° 2008-250 visant à modifier le zonage du 187, rue Metcalfe afin de permettre un stationnement public à l'intérieur du garage, comme l'explique en détail le document 2 et l'illustre le document 1.

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

187 Metcalfe Street.

Owner:

Claridge Homes (Metcalfe Tower 1) Inc.

Applicant:

Jim Burghout

Architect:

Not applicable

Brief history of proposal and Summary of requested Zoning By-law amendment

The development of a new mixed-use building on the site was facilitated through rezoning and Site Plan Control applications approved in 2010. The development is known as Tribeca and consists of seven levels of underground parking containing approximately 600 spaces, a two-storey podium, which will contain a grocery store of approximately 2400 square metres, a small commercial unit facing Nepean Street,

approximately 445 dwelling units in two 27-storey high-rise towers and townhouse style units located along Lisgar Street.

The first two levels of underground parking contain approximately 176 spaces and would be available to the public for visitor parking and patrons of the commercial uses located on the property. Below the second level of parking, access is restricted to residents of the building. The applicant is requesting that a parking garage be added as a listed permitted use, to allow 140 of the 176 parking spaces on the first two levels of underground parking to also be available for public access, in addition to parking only for the uses located on the property. The remainder of the parking spaces would be designated for people visiting the residents of the building.

DISCUSSION

Public consultation

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. Six respondents provided comments. Three respondents expressed concerns while two were in favour of the proposal and one wanted more information.

For this proposal's consultation details, see Document 3 of this report.

Official Plan designations

The property is designated as General Urban Area in the Primary Official Plan and Apartment Neighbourhood in the new Centretown Secondary Plan.

Urban Design Review Panel

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

Planning Rationale

While the increased use of public transit is a stated objective of the City's Official Plan, the Official Plan also recognizes that the automobile is an important means of travel that must also be addressed. In this regard, under the parking policies contained in chapter two, the Official Plan refers to providing short-term parking that supports the needs of local businesses, institutions and tourism destinations, as well as residents. Parking is also permitted in a manner that manages the balance between transit ridership and the needs of automobile users. The Official Plan also recognizes that parking that is

provided should be underground or in structures and that arrangements should be made to share this parking among land users.

The proposed rezoning to allow public parking is in conformity with this direction in the Official Plan as it will allow for the desired sharing of parking referred to in the policies, as well as provide the opportunity to meet the needs of short-term and longer-term users who travel to Centretown and the Central Area for purposes such as tourism, shopping or visiting, without negatively impacting transit ridership.

The City has also recently approved a Community Design Plan and a new Secondary Plan for Centretown and, similar to the Primary Official Plan, these documents also encourage the provision of parking in below grade or above grade structures. Both documents state that new surface parking lots should be prohibited. Both the Community Design Plan and the Secondary Plan also talk about reviewing the rates for on-street parking to ensure that there is a balance between non-automobile travel and continuing to attract visitors and retail patrons who travel by automobile. The Community Design Plan speaks further to the City considering the provision of off-street parking facilities in new development (particularly in mixed-use developments or developments in the vicinity of all day destinations, such as retail mainstreets). The off-street parking referred to in the Community Design Plan would be provided to help meet the needs of automobile users, such as those mentioned in this report. Approval of the proposed rezoning will help fulfil the direction proposed by the Community Design Plan by providing a public parking facility in this new mixed-use development that is in proximity to the Central Area, which with all its amenities, can be considered as an all day destination. It will also help provide relief to the existing on-street parking situation by providing additional parking as an alternative.

It should also be recognized that the lands are immediately south of the Central Area and that within the Central Area, the public parking proposed by this rezoning is currently permitted by the Zoning By-law. Consequently, if this development was located on the northern side of Nepean Street, instead of the south side, this application would not be required. As well, the existing parking spaces are located underground, as intended by the Official Plan, and are already open to public access. This is not an application to create new additional parking but an effort to better utilize an existing resource that has already been constructed.

As mentioned above, it is anticipated that approval of this application may also lessen the pressures on the availability of on-street parking in the surrounding area. This is noted as west of the Rideau Canal parking is not required for many uses in the Central

Area, including apartment dwellings, retail and restaurant uses. With a reduced amount of parking provided on properties in the Central Area, this places pressure on the on-street parking situation. Approval of this rezoning may lessen the pressure on the existing on-street parking as it provides an additional source of short-term parking.

It is the department's position that allowing 140 of the existing 176 parking spaces on the first two levels of underground parking to be used for public parking will not negatively impact the goals related to transit ridership, as expressed in the City's Official Plan while supporting the policies directed towards shared parking. Although it could be argued that the aforementioned uses have different peak parking times, which allows for the sharing of spaces, and that 176 parking spaces represents a large enough quantity of spaces to help ensure a turnover of vehicles, the department still has concerns in relation to the provision of adequate visitor parking. The lack of visitor parking provided by developments in the downtown area has been a concern expressed both by residents living in those developments and the surrounding area, as on-site visitor parking shortages have placed a great deal of stress on on-street parking. As it is not specifically known what the impact of public parking will be on the availability of on-site visitor parking should all 176 spaces be open to the general public and to forego a recreation of this issue, this report contains as part of its recommendation, the requirement that a minimum of 36 parking spaces be designated specifically for visitor parking. This amount is based on the requirement of 0.083 parking spaces per unit, after the first 12 units, which has been applied to developments in areas of intensification identified by the Official Plan. It is the department's position that visitor parking provided at this rate will be sufficient to meet the needs of people visiting the residents in the residential condominiums and have a negligible impact on the on-street parking situation.

As part of the proposed rezoning, the applicant has undertaken a transportation study to investigate the impact of the proposed public parking on the surrounding streets and intersections. This study has indicated that the impact will be minimal as it will consist of delays of only approximately 15 seconds and a maximum queuing of two to three vehicles leaving the site during the AM and PM peak times.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor McKenney is aware of the proposed rezoning.

LEGAL IMPLICATIONS

There are no legal impediments to adopting the recommendation outlined in this report.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

This rezoning proposal relates to the use of existing facilities that would have been constructed in accordance with the Ontario Building Code, there are no accessibility impacts.

TECHNOLOGY IMPLICATIONS

Information Technology and Planning and Growth Management have agreed that for Land Use reports from Development Review Services and Policy Development and Urban Design Branches there is no technology component.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

C1 – Contribute to improvement of the quality of life.

GP3 – Make sustainable choices.

TM3 – Provide infrastructure and support mobility choices.

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 Plan

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

Document 4 Overview data Sheet

CONCLUSION

It is the Department's position that the proposed rezoning is in keeping with the policy intent of both the Primary Official Plan as well as the new Centretown Community Design Plan and Secondary Plan. It will also allow the opportunity to provide needed parking for the area, while maintaining the balance between the needs of automobile users and public transit.

DISPOSITION

City Clerk and Solicitor Department, Legislative Services, to notify the owner, applicant, Ottawa Scene Canada Signs, 1565 Chatelain Avenue, Ottawa, ON K1Z 8B5, Scott Templeton, Program Manager, Assessment, Financial Services Branch (Mail Code: 26-76) of City Council's decision.

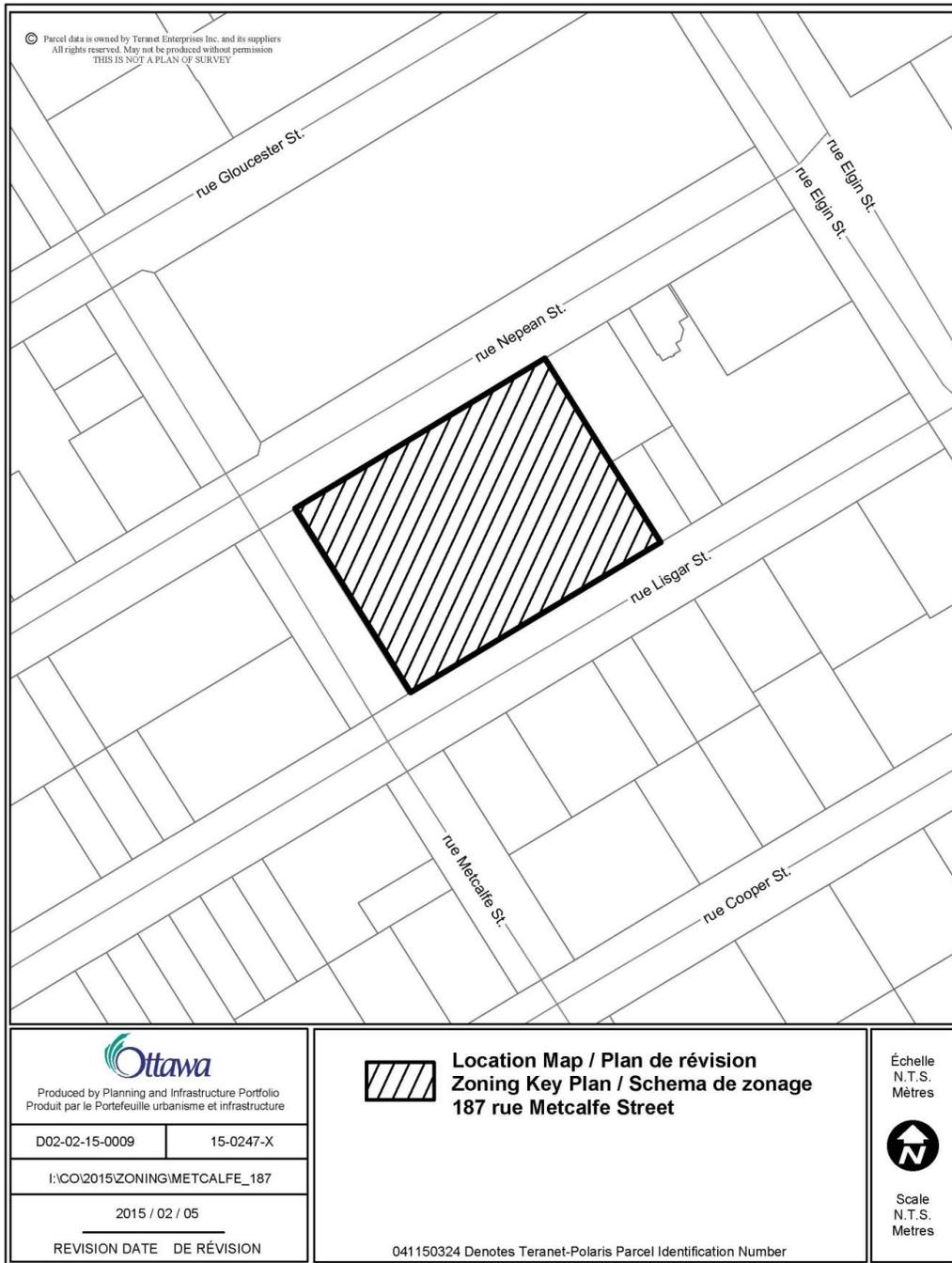
Planning and Growth Management to prepare the implementing by-laws, forward to Legal Services and undertake the statutory notification.

Legal Services Department to forward the implementing By-law to City Council.

Document 1 – Location Map

For an interactive Zoning map of Ottawa visit geoOttawa

This map shows the subject property.



Document 2 – Details of Recommended Zoning

Proposed changes to the City of Ottawa Zoning By-law 2008-250 for the lands shown in Document 1:

Add to exception 1600, provisions similar in effect to the following:

- i) Parking garage is an additional permitted use;
- ii) A parking garage as a principle use may only be located on the upper two floors of the parking garage and may not exceed 140 spaces.
- iii) A minimum of 36 visitor parking spaces for the residential component of the building are required.

Document 3 – Consultation Details

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. Six respondents provided comments. Three respondents expressed concerns while two were in favour of the proposal and one wanted more information.

SUMMANRY OF PUBLIC INPUT

Comment:

I have a concern about all these vehicles exiting onto Nepean Street.

Response:

All vehicles that would be using the underground parking garage, both residents and non-residents would already use this exit. The study completed for this rezoning proposal indicates that the queuing rate would only be an additional two to three vehicles at peak times.

Comment:

The internal functional layout is not conducive to the increased traffic, there will be more accidents in the garage.

Response:

The underground parking has been designed to the performance standards in the Zoning By-law and is intended to function for the proposed 593 parking spaces in total. The proposed rezoning does not result in changes to the dimensions of the existing parking spaces and aisles or result in more parking being provided.

Comment:

Residents' paid-for amenities, such as storage lockers and bike racks, would be accessible to the general public.

Response:

The proposed Zoning By-law amendment does not open up public access to other levels of the underground parking garage. The rezoning only relates to the levels of the parking garage that were already accessible to the public, be they visitors or patrons of the commercial uses located on the site.

Comment:

We were never made aware of the possibility of public parking when we purchased our condominium. Is this not against our rights?

Response:

While the possibility of allowing public parking may not have been sought when people purchased units, at any time, a property owner has the right to file an application to amend the zoning of their property and the rezoning will be considered on its merits.

Comment:

We support this application; more public parking will enhance the neighbourhood.

Response:

It is the Department's position that this application will help provide an alternative option to on-street parking that is provided in the surrounding area, which may be difficult to obtain.