

**Report to  
Rapport au:**

**Planning Committee  
Comité de l'urbanisme  
28 May 2020 / 28 mai 2020**

**and Council  
et au Conseil  
10 June 2020 / 10 juin 2020**

**Submitted on 15 May 2020  
Soumis le 15 mai 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  
générale de la planification, de l'infrastructure et du développement économique**

**Contact Person / Personne ressource:**

**Simon M. Deiac, Planner / Urbaniste, Development Review Central / Examen des  
demandes d'aménagement centrale**

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**Ward: SOMERSET (14)**

**File Number: ACS2020-PIE-PS-0050**

**SUBJECT: Zoning By-law Amendment – 70 Gloucester Street and 89 and 91  
Nepean Street**

**OBJET: Modification du *Règlement de zonage* – 70, rue Gloucester et 89 et  
91, rue Nepean**

## **REPORT RECOMMENDATIONS**

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 70 Gloucester Street and 89 and 91 Nepean Street to permit parking garage as an additional permitted use.**

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 June 10, 2020”, 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 2008-250* visant le 70, rue Gloucester et les 89 et 91, rue Nepean afin de permettre un garage de stationnement à titre d’utilisation additionnelle permise.
2. Que le Comité de l’urbanisme approuve 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 10 juin 2020 », 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

70 Gloucester Street and 89-91 Nepean Street

### Owner

Claridge Homes

## **Applicant**

Claridge Homes

## **Description of site and surroundings**

The subject lands are comprised of three properties located west of Metcalfe Street between Nepean Street to the south and Gloucester Street to the north. Seventy Gloucester Street is a through lot with 40.30 metres of frontage on the south side of Gloucester Street, 16.40 metres of frontage along the Nepean Street and an area of 0.17 hectares. Eighty-nine and 91 Nepean Street each have 20 metres of frontage along Nepean Street and a site area of 0.06 hectares. The three properties have a combined frontage of 56 metres along Nepean Street. The site is also located within 600 meters of the Parliament LRT station.

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

The property at 70 Gloucester Street is zoned R5B[1834] and the properties at 89 and 91 Nepean Street are zoned R5B[1811] H(83). Currently, the site-specific zoning does not permit “parking garage” as a permitted use in either zone. The proposed amendment would add parking garage as an additional permitted use. The implementing by-law will amend the existing zoning provisions with respect to the maximum amount of spaces that may be used as a parking garage. There are no other proposed amendments to the required parking rates for residential and visitor parking within the building. The project as approved through the Site Plan Control process complies with all applicable parking requirements.

## **Brief history of proposal**

The subject property at 70 Gloucester Street has received zoning and site plan control approvals to permit a 27-storey tower, with a second 27 storey tower approved for the properties at 89 and 91 Nepean Street. Both towers are connected by the ground floor podium and share five levels of below grade parking that is assessed from Gloucester Street. There are no changes proposed to the approved Site Plan Control applications for either tower through this application. A recent consent to sever application was submitted to the Committee of Adjustment and approved to sever the residential towers for administrative purposes.

A 27-storey residential tower is currently under construction at 70 Gloucester Street. The tower will contain 231 dwelling units, which requires 99 resident parking spaces and 20 visitor parking spaces for a total requirement of 119 spaces. The tower at 89 and 91 Nepean Street will contain 257 dwelling units and will require 111 resident and 19 visitor parking spaces for a total requirement of 130 spaces. The combined minimum

parking requirements that must be accommodated with the building is 249 spaces, which is easily achieved. The parking garage can accommodate 502 spaces, which results in a surplus of parking should there not be a full uptake of parking stalls by the tenants of the two buildings. To ensure that these spaces are provided for, as required by the By-law 2008-250, staff are recommending a cap on the amount of parking stalls that may be dedicated for a parking garage. As well, it should be noted that should demands for parking be higher than the minimum requirements, the amendment would not prevent all parking stalls within the underground garage to be dedicated to 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. Comments during the circulation were received from the Centretown Citizens Community Association. No other comments were received from member of the public.

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

### **Official Plan designation(s)**

The property is designated as General Urban Area in the Official Plan. The subject site is also designated as Residential - Apartment Neighbourhood in the Centretown Secondary Plan.

### **Urban Design Review Panel**

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

### **Planning Rationale**

#### **Official Plan**

As part of the City's Transportation Master Plan, specific polices are in place with respect to parking. The Official Plan states that the City will manage the supply of parking in areas with intensification requirements and other areas served by the Rapid Transit and Transit Priority Networks. This will support the objectives of providing short-term parking that supports the needs of local businesses, institutions and tourism destinations, as well as residents and supporting intensification and minimize the amount of land devoted to parking through measures such as providing parking

underground or in structures incorporating other uses and arrangements to share parking among land users.

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 continues to be a relevant mode of travel that must also be addressed. The proposed rezoning to allow public parking conforms 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.

### **Centretown Secondary Plan and Community Design Plan**

The Secondary Plan outlines that the City shall encourage the provision of below-grade or above-grade public parking within new private developments close to major destinations. The site is within proximity to the City's core which has numerous cultural and tourist destinations. As well, the Secondary Plan states that new surface parking lots should be prohibited which this site has since removed through the construction of the new towers. The Secondary Plan also speaks to 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 car. The proposed additional use would support this policy by potentially easing the pressure for on-street parking in the core. The Community Design Plan (CDP) 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. This site satisfies that direction of the CDP by providing additional off-street parking choice. 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 the attractions and amenities, is considered as an all-day destination. The proposal may also provide relief to existing on-street parking constraints by providing additional off-street parking.

It should also be noted that the lands are immediately south of the Central Area boundary, which is Gloucester Street. Lands located on the north side of Gloucester Street within the Central Area, permit the use of a parking garage. Therefore, the use itself is one that this not permitted outright within the larger neighbourhood context and in fact can established within immediate proximity to the site. As well, the proposed parking is located below grade, as per the Policy direction of the Official Plan thereby eliminate the eye-sore of surface parking lots. If approved, the application would not be creating a new principle use for the underground parking structure, as there are

minimum parking requirements for the residential tower that must be met and are not proposed to be amended.

It is the department's position that allowing 250 of the proposed 508 parking spaces within the underground parking structure 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. As part of the proposed rezoning, the applicant has undertaken a transportation study to investigate the impact of the proposed public parking. With respect to neighbourhood traffic management and transit, the proposed parking garage use is not anticipated to generate transit trips and is not anticipated to impact transit operations in the vicinity of the site.

### **Provincial Policy Statement**

Staff have reviewed this proposal and have determined that it is consistent with the 2014 and 2020 Provincial Policy Statements

### **RURAL IMPLICATIONS**

There are no rural implications associated with this report.

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

Councillor McKenny provided the following comments:

"I do not support the application to add "parking garage" as a permitted use for this site. This development will replace a surface parking lot, adding much needed housing units downtown. This is a positive use for the site, but the addition of "parking garage" as a permitted use will negatively impact the area.

The addition of this use to accommodate public parking will contribute to congestion and gridlock on our downtown streets, which is dangerous for all other road users and creates harmful GHG emissions. As a city, we should be working to decrease private vehicle usage in the core and encourage alternate commuting methods.

I question why this provision was not filed in conjunction with the original Site Plan control applications. Had this addition been included in the initial submission, I would have ensured the parking facilities only met the minimum parking requirements for resident and visitor parking."

### **LEGAL IMPLICATIONS**

There is no legal impediment to the adoption of the recommendations in this report. In the event that the recommendations are adopted, and the matter is appealed to the

Local Planning Appeal Tribunal, it is expected that a one day hearing will result that could be accommodated within staff resources.

Should the application be refused, reasons must be provided. In the even of an appeal against a refusal, it would be necessary to retain an external planner.

### **RISK MANAGEMENT IMPLICATIONS**

There are no risk management implications associated with the report.

### **ASSET MANAGEMENT IMPLICATIONS**

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

### **FINANCIAL IMPLICATIONS**

There are no direct financial implications associated with the approval of the zoning amendment. In the event the zoning amendment is refused and appealed, an external planner would be retained. This expense would be absorbed from within Planning, Infrastructure and Economic Development's operating budget.

### **ACCESSIBILITY IMPACTS**

There are no accessibility implications associated with the proposed rezoning request.

### **ENVIRONMENTAL IMPLICATIONS**

There are no environmental implications associated with this report.

### **TERM OF COUNCIL PRIORITIES**

2019-2022 Term of Council Priorities: Indicate the priority or priorities that support your recommendation(s). The seven priorities are: Economic Growth and Diversification; Integrated Transportation; Thriving Communities; Environmental Stewardship; Service Excellence through Innovation; Sustainable Infrastructure and Thriving Workforce.

This project addresses the following Term of Council Priorities:

Integrated Transportation by supporting an integrated transportation network that incorporates all modes of getting around.

## **APPLICATION PROCESS TIMELINE STATUS**

The application was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to the additional time required to assess the application and resolve concerns raised.

## **SUPPORTING DOCUMENTATION**

Document 1 – Location Plan

Document 2 – Details of Recommended Zoning

Document 3 – Public Consultation Details

## **CONCLUSION**

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

## **DISPOSITION**

Legislative Services, Office of the City Clerk to notify the owner; applicant; Ottawa Scene Canada Signs, 415 Legget Drive, Kanata, ON K2K 3R1; Krista O'Brien, Tax Billing, Accounting and Policy Unit, Revenue Service, Corporate Services (Mail Code: 26-76) of City Council's decision.

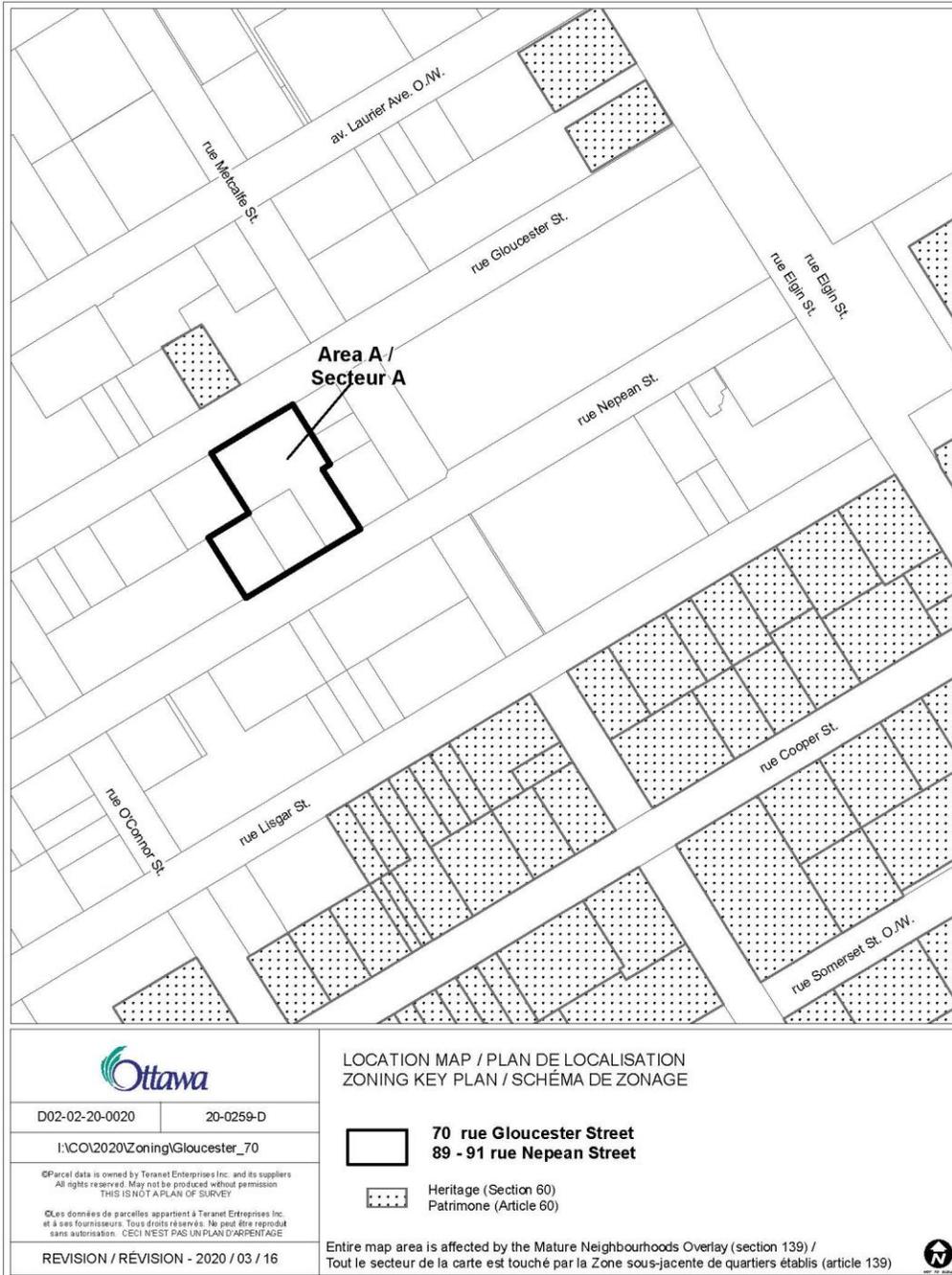
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, 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](http://geoOttawa)



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

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 70 Gloucester Street and 89-91 Nepean Street:

Amend Exception 1811 of Section 239 – Urban Exceptions, by adding provisions similar in effect to the following:

- i) Column III, “Parking Garage” is an additional permitted use;
- ii) Column V, A parking garage is limited to a maximum of 250 parking stalls.

Amend Exception 1834 of Section 239 – Urban Exceptions, by adding provisions similar in effect to the following:

- i) Column III, “Parking Garage” is an additional permitted use;
- ii) Column V, A parking garage is limited to a maximum of 250 parking stalls.

### **Document 3 – Consultation Details**

#### Notification and Consultation Process

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. There was one comment received from the Centretown Community Association and additional questions. No other comments were received from the public during the circulation period.

Centretown Community Association

Simon Deiacco

City of Ottawa Planning Department

Zoning By-Law Amendment Proposal

Dear Simon,

I am writing to you with respect to the Claridge re-zoning proposal for 70 Gloucester and 89-91 Nepean. Specifically, this request asks for the addition of a Parking Garage designated use for these two connected sites.

The Centretown Community Association (CCA) is opposed to this proposal as it currently stands for three reasons.

First, this site is only 200 metres from the nearest LRT station. Adding up to 253 additional spaces (502 approved - 249 required) of paid parking so close to the LRT runs contrary to the City's objective to encourage commuters to use public transit.

Second, this will be adding to the overall stock of parking in Centretown which will simply draw more vehicular traffic into the downtown core. Again, this is contrary to existing City transportation policy.

Third, Claridge has offered no explanation as to why this permitted use was not sought during the initial application and approval for this site in 2011.

However, the CCA would be open to agreeing to adding a Parking Garage as a permitted use on the condition that,

a) the number of commercial parking spaces be capped at an appropriate number and,

b) the number of visitor parking spaces be substantially increased to take into account the parking needs of caregivers, visiting family and friends and other off-site service providers to residents.

The CCA stands ready to enter into discussions with Claridge to work toward a reasonable agreement to take account of both these objectives.

In the absence of a willingness to work with the CCA toward a better outcome, or in the event of a failure to reach agreement, the CCA will vigorously oppose at Planning Committee the application as it currently stands.

Thank you.

Best regards,

Shawn Barber

President, Centretown Community Association

#### Questions from the Centretown Community Association

1) Does either of these developments have affordable housing units?

Response: The development is part of a CMHC program that provides affordable rental units and is part of the national housing strategy program to increase affordability and supply.

2) What space is being provided for bicycle parking in the two developments? In each development, how close is the bicycle parking to an exterior door?

Response: Bicycle storage areas are found at each parking level and are located throughout the garage, some of which are within 20m of the door.

3) Will the parking structure provide spaces dedicated to a shared-car service, such as Communauto?

Response: The owner has advised that a car share service is intended to be provided.