

# FOTENN

## 811 GLADSTONE AVENUE

Addendum No. 1





Prepared for:

Ottawa Community Housing



Prepared by:

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February 26, 2019



## 1.1 Report Context

The following is an addendum to the Fotenn Planning Rationale, dated December 5<sup>th</sup>, 2018, and prepared in support of the Zoning By-law Amendment and Site Plan Control applications at 811 Gladstone Avenue. This Addendum is intended to summarize changes to the requested Zoning By-law Amendment as a result of circulation comments received from the City of Ottawa and Ward Councillor.

It is Fotenn's opinion that the findings of the December 2018 Planning Rationale still apply, in general and specific terms, to the revised proposal.

## 1.2 Applications and Rezoning Requested

Fotenn submitted Zoning By-law Amendment (File No. D02-02-18-0107) and Site Plan Control (File No. & D07-12-18-0181) applications on behalf of Ottawa Community Housing (OCH) in December 2018. The applications have since been through an internal review at the City of Ottawa and an external review by stakeholders.

As a result of the feedback received, it is proposed to amend the requested Zoning By-law Amendment as follows:

- / Include Planned Unit Development as a permitted use within the Traditional Mainstreet Zone at 811 Gladstone Avenue.
- / Although the Planned Unit Development definition includes solely residential use buildings, this ZBLA will include provisions and considerations to allow at-grade, street fronting, non-residential uses along the Gladstone Avenue frontage at a later time.
- / Reduction in the required width of the bicycle parking spaces of 0.432 metres whereas the Zoning By-Law requires a minimum width of 0.6 metres for horizontal bicycle parking spaces.

## 1.3 Policy and Regulatory Framework

### 1.3.1 Provincial Policy Statement

The revised Zoning By-law Amendment request is consistent with the policies of the Provincial Policy Statement, as described in the Planning Rationale prepared by Fotenn Consultants and dated December, 2018.

### 1.3.2 City of Ottawa Official Plan

The revised Zoning By-law Amendment request conforms to the City of Ottawa Official Plan. The proposed development includes residential intensification of an under-utilized property within the urban area in a built-form that respects and recognizes the character of the surrounding community while allowing for future adaptation towards non-residential uses at-grade along Gladstone Avenue to meet the needs of OCH and the surrounding community.

As the previously proposed form and function of the site with the two (2) stacked townhouse buildings and one (1) 6-storey multi-unit building remain the same, the revised zoning by-law amendment to permit Planned Unit Development continues to conform to the policies of the Traditional Mainstreet land use designation. The proposed residential development of the lands would also conform to the intent of the land use designation to create complete and sustainable communities that accommodates the lifestyle and housing needs of all ages and incomes.

### 1.3.3 Comprehensive Zoning By-law 2008-250

The existing through-corner lot property is zoned both Traditional Mainstreet (TM) along Gladstone Avenue and Rochester Street and Residential Fourth Density, Subzone A (R4A) on the northern portion along Balsam Street.

The revised Zoning By-law Amendment application would rezone the entire property to Traditional Mainstreet (TM) and add townhouse dwelling units and Planned Unit Development as permitted uses. In accordance with the provisions of the TM Zone and the findings of the Streetscape Character Analysis, the ZBLA would revise various zone provisions of the City of Ottawa's Zoning By-law, including a reduced corner side yard setback, modified building heights along Gladstone Avenue to allow a 6-storey building with a 1-storey podium with ground floor amenity areas, and reduce required resident parking for OCH tenants. The proposed TM Zone

would only permit stacked townhouse dwellings along Balsam Street, with no at-grade commercial uses on that street frontage. As identified in the application review process, additional changes to the By-law may be identified for the building, landscaped areas or parking spaces.

Rather than retaining the TM and R4A zone abutting on the same property, the intent of the ZBLA is to harmonize the zoning requirements to allow for and recognize the property as a single development, functioning as one (1) single lot for zoning purposes in the Traditional Main Street (TM) Zone.

As it has been noted that Stacked Townhouse and Planned Unit Development are both not permitted uses within the Traditional Mainstreet Zone, these two uses will be addressed and included in the Site-Specific Schedule and Zoning Exceptions as part of the Major Zoning Amendment Process to accommodate the proposed development.

Although the Stacked Townhouse and Planned Unit Development Uses are not included within the current list of permitted uses in the TM Zone, various residential forms are permitted and therefore, their addition will not create any adverse impacts on the community.

### **Bicycle Parking**

The proposal also includes alternative bicycle rack design which will increase the total provided spaces up from 86 to 120 racks. The proposed design as included in this resubmission provides for ground level as well as stacked bicycle parking options and would require a reduction in the required width of the bicycle parking space of 0.432 metres whereas the Zoning By-law requires a minimum width of 0.6 metres.

| <b>Orientation</b> | <b>Minimum Space Required</b>           | <b>Minimum Space Provided</b>             | <b>Conformance</b> |
|--------------------|---|---|--------------------|
| Horizontal         | Width: 0.6 metres<br>Length: 1.8 metres | Width: 0.432 metres<br>Length: 1.8 metres | X<br>✓             |

It is our opinion that the proposed stacked bicycle parking space design will facilitate the provision of 36 additional spaces while ensuring a similar standard of use for those tenants utilizing these racks.

Importantly, the required number of bicycle parking spaces will be achieved through the ground level portion of the stacked rack design with the remaining spaces representing surplus spaces, above and beyond the Zoning By-law requirement.

### **Future Non-Residential Uses**

Although a wide array of uses are permitted within the Traditional Mainstreet zone, a Planned Unit Development (PUD) as defined in the Zoning By-law does not permit non-residential uses. While the PUD Use is applied to the proposal at this point in time it is still important to consider opportunities for future commercial, retail, office, and institutional uses along the Gladstone Avenue frontage. This is particularly important as both OCH and the City of Ottawa have expressed interest in ensuring a vibrant and dynamic building interface along Gladstone Avenue; a designated Traditional Mainstreet.

For that reason, the future Site-Specific Schedule and Zoning Exception will incorporate provisions to ensure the zoning framework is adaptable, and responsive to the inclusion of future non-residential uses with specific consideration of parking requirements, building setbacks, and office space location.

The purpose will be to permit a broad range of uses to be located along the Gladstone Avenue frontage and for these uses to be established and considered for this future state. In this sense, the Exception and Schedule

should ensure appropriate provisions so that future non-residential uses will not be restricted and can be integrated in such a manner that they are compatible in form and function.

The Zoning By-Law Amendment with the intent to facilitate at-grade commercial uses would also eliminate the requirement for additional commercial parking and permit at-grade office. In this regard, OCH may at a later time, provide street fronting office along the Traditional Mainstreet to facilitate provision of a range of community services (counseling, educational, etc..).

### **Parking**

The subject property is located in Area Y of Schedule 1A of the Zoning By-law. As the subject property is located in Area Y and is fronting a Traditional Mainstreet, the following special parking provisions will apply in the event of non-residential uses being located within the building:

Where a non-residential use is located partly or entirely on the ground floor or in the basement:

- / in the case of a retail food store with a gross floor area of 1500 square metres or less, no off-street motor vehicle parking is required to be provided.
- / in the case of a restaurant with a gross floor area of 350 square metres or less, no off-street motor vehicle parking is required to be provided.
- / in the case of any other non-residential use with a gross floor area of 500 square metres or less, no off-street motor vehicle parking is required to be provided. (By-law 2016-249).

As indicated on the ground floor plan included in this submission, most of the at-grade amenity space which may be converted to non-residential in the future contains a GFA that will not require any additional parking.

### **Setbacks**

The zoning bylaw provisions are generally more permissive for non-residential uses and as such should not represent a concern if a change of use is pursued in the future.

Specific language will be added to the zoning provisions to recognize that the lands are considered one (1) lot for zoning purposes.

## **1.4 Streetscape Character Analysis**

A Streetscape Character Analysis is required for development in the areas covered by the Mature Neighbourhoods overlay, as such 811 Gladstone is subject to this provision.

The requirements Mature Neighbourhoods Overlay are included in Sections 139 and 140 of the Ottawa Zoning By-law and are intended to establish the zoning provisions for the subject property. In short, through analyzing the existing character of the street the relevant performance standards are determined.

The Streetscape Character Analysis as included with this submission has determined the Dominant character of the street is as follows:

### **DOMINANT CHARACTER SUMMARY:**

- / **Front yards and Corner Side yards:**
  - **GROUP D: Small or no landscaped front or corner yard.**
    - **Confirm applicability of certain properties.**
- / **Parking and Driveways:**
  - **GROUP B: Low streetscape impact from on-site parking.**
- / **Main door:**

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- **GROUP A: Principal entrance door facing the street.**

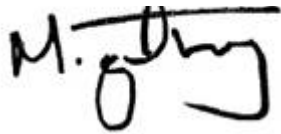
Both stacked townhouse buildings contain 8-units along Balsam Street with the additional 8 per building facing the interior of the lot; undetectable from the public realm along Balsam Street. In this sense, the stacked towns will create the same perceived built-form as permitted in the zoning provisions and existing along Balsam currently. Moreover, the built form will be similar to that of a low-rise apartment building; a built form currently permitted within the R4 zone.

The proposed 3 metre setback along Balsam Street recreates the existing condition with the street setback comparable to the existing average setback among the mature and newer built-form on this block. The 3m setback also adheres to the previous front-yard setback of the R4A zone.

### 1.5 Conclusion

In considering the revised Zoning By-law Amendment request and the applicable policy framework, it is my professional opinion that the revised proposal represents good planning and is in the public interest. The proposed revisions are consistent with the PPS, conform to the Official Plan and maintain the intent of the Zoning By-law. The requested uses will permit the intensification of the subject property and will contribute to a complete community providing housing options for a variety of ages and incomes.

Yours Sincerely,



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Partner  
Fotenn Consultants Inc.