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70 Gloucester Street & 89-91 Nepean Street Planning Rationale

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70 GLOUCESTER STREET AND 89-91 NEPEAN STREET

PLANNING RATIONALE IN SUPPORT OF A ZONING BY-LAW AMENDMENT

Prepared For:



Prepared By:



Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario
K2M 1P6

February 28, 2020
Novatech File: 111007
Ref: R-2020-027

February 28, 2020

City of Ottawa

Planning, Infrastructure and Economic Development Department

110 Laurier Ave. West, 4th Floor

Ottawa, Ontario

K1P 1J1

Attention: Simon Deiaco, Planner III

Dear Mr. Deiaco:

**Reference: Claridge Towers – 70 Gloucester Street & 89-91 Nepean Street
Planning Rationale for a Zoning By-law Amendment Application
Novatech File No.: 111007**

Novatech is pleased to submit the enclosed Planning Rationale on behalf of Claridge Homes in support of a Zoning By-law Amendment application for their approved residential building development that is currently under construction at 70 Gloucester Street and 89-91 Nepean Street in Ottawa's Centretown community. The development received separate Site Plan and Zoning By-law Amendment approvals in 2011 (D07-12-10-0302 and D02-02-11-0008) to permit one 27-storey mixed use tower on 70 Gloucester Street and another 27-storey tower on 89-91 Nepean Street. A subsequent Zoning By-law Amendment was approved in 2019 (D02-02-19-0067) to revise certain zoning provisions that needed to be amended as the result of a severance application that was approved by the City of Ottawa Committee of Adjustment on July 12, 2019 (D08-01-19/B-00088) to separate the two buildings into two separate parcels.

The provision to add a parking garage as a permitted use was requested in the initial Zoning By-law Amendment application filed in 2019 but was then set aside for a future separate application. Presently, a Zoning By-law Amendment is required to add "parking garage" as a permitted use for the purposes of an underground public parking facility. The parking garage will utilize the surplus of parking spaces created from the development of the Claridge Towers at the above addresses. No changes are proposed to the approved buildings. The herein will be referred to as the Subject Site.

The attached Planning Rationale details the proposed Zoning By-law Amendment and demonstrates that it is consistent with the Provincial Policy Statement, conforms with the City of Ottawa Official Plan, the Secondary Plan for Centretown, and the Centretown Community Design Plan, and is consistent with the City of Ottawa Zoning By-law 2008-250 as well as other relevant policies.

Sincerely,

Novatech

A handwritten signature in black ink, appearing to read 'Robert Tran', with a stylized flourish extending to the right.

Robert Tran, M.PL.
Planner, Planning & Development

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1.0 INTRODUCTION

Novatech has been retained by Claridge Homes to prepare a planning rationale in support of a Zoning By-law Amendment application for their site at 70 Gloucester Street and 89-91 Nepean Street. The project was designed together as one development but now encompasses two different properties. The development received separate Site Plan and Zoning By-law Amendment approvals in 2011 (D07-12-10-0302 and D02-02-11-0008) to permit one 27-storey mixed use tower on 70 Gloucester Street and another 27-storey tower on 89-91 Nepean Street. A subsequent Zoning By-law Amendment was approved in 2019 (D02-02-19-0067) to revise certain zoning provisions that needed to be amended as the result of a severance application that was approved by the City of Ottawa Committee of Adjustment on July 12, 2019 (D08-01-19/B-00088) to separate the two buildings into two separate parcels. The revised zoning provisions included additional permitted land uses, maximum building heights, front, rear, and interior side yard setbacks, reduced visitor parking rates, and communal amenity areas. The development is connected by the ground floor podium, and five-storeys of underground parking across the entire site with vehicular access/egress via Gloucester Street. To date, construction of the underground parking facility is complete and construction of the first phase tower on 70 Gloucester Street is underway.

No changes to the approved buildings are proposed but a Zoning By-law Amendment is required to add a parking garage as a permitted land use for the purposes of an underground public parking facility. The parking garage will use the surplus of parking spaces created from the development of the Claridge Towers. Prior to the redevelopment of the Subject Site, a portion of the lands at 89-91 Nepean were previously utilized as a surface public parking lot.

This planning rationale will describe the site and surrounding land uses, detail the proposed Zoning By-law Amendment and review it in the context of the applicable planning and regulatory documents. These documents include the Provincial Policy Statement, the City of Ottawa Official Plan, the Centretown Secondary Plan, the Centretown Community Design Plan and the City of Ottawa Zoning By-law 2008-250.

This report demonstrates that the proposed zoning by-law amendment is appropriate within the context of the policy framework and represents good planning.

2.0 CONTEXTUAL ANALYSIS

2.1 SITE DESCRIPTION AND CONTEXT

The Subject Sites are comprised of 70 Gloucester Street (legally described as *LOT 47, PLAN 2996 AND LOT 48, PLAN 2996, SOUTH GLOUCESTER STREET SUBJECT TO AN EASEMENT AS IN OC1993436 CITY OF OTTAWA*) and 89-91 Nepean Street (legally described as *FIRSTLY: LOT 47, PLAN 2996, NORTH NEPEAN STREET; SUBJECT TO AN EASEMENT AS IN OC1993595; SECONDLY: PART LOT 48 PLAN 2996, NORTH NEPEAN STREET DESIGNATED AS PARTS 1 AND 2 ON PLAN 4R31849 SUBJECT TO AN EASEMENT OVER PART 2, 4R31849 AS IN N376862 SUBJECT TO AN EASEMENT AS IN OC1993436 CITY OF OTTAWA* and *LT 46, PL 2996, N NEPEAN ST ; OTTAWA SUBJECT TO AN EASEMENT AS IN OC1993595*), as shown in **Figure 1**. The

property at 70 Gloucester Street has 40.30 metres of frontage on the north side of Gloucester Street, and an area of 0.17 hectares. The property at 89-91 Nepean Street has 56.72 metres of frontage along Nepean Street and an area of 0.1697 hectares.

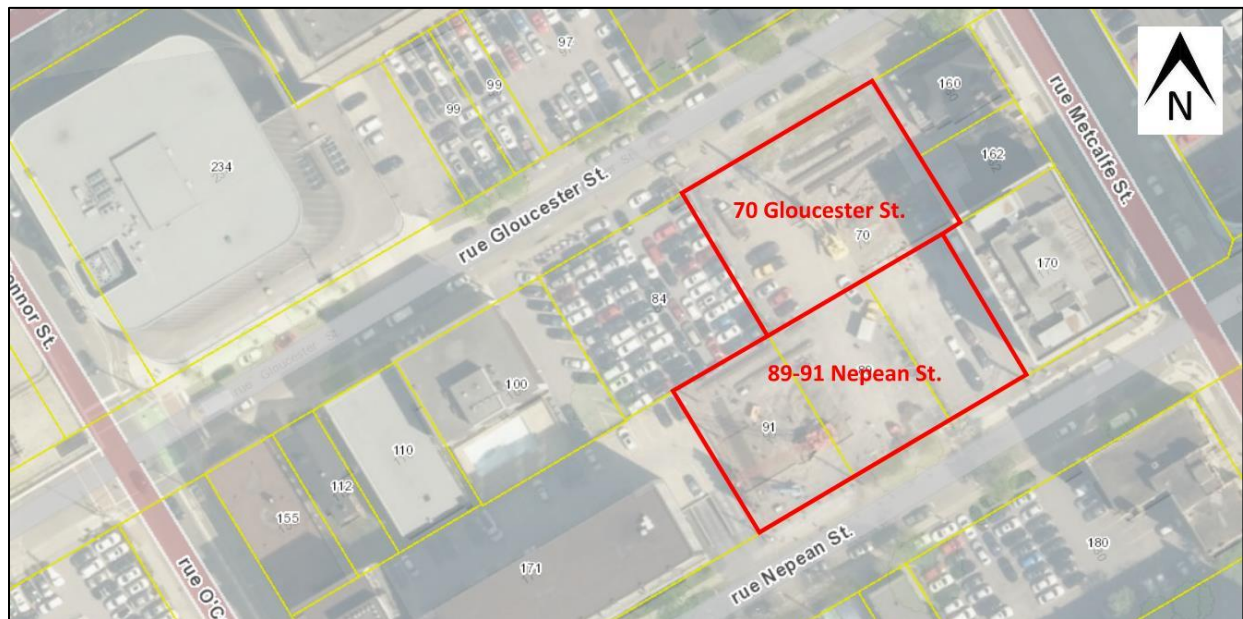


Figure 1: Site location (Source: GeoOttawa).

The Subject Sites are located west of Metcalfe Street and east of O'Connor Street in the northeast corner of Ottawa's Centretown community. The Central Business District is located immediately north of Gloucester Street and the Centretown Heritage Conservation Area is located to the south. As such, a variety of commercial, office, residential and institutional uses in single-use and mixed-use buildings ranging in height from 2 to 27-storeys surround the Subject Site, as shown in **Figure 2**.

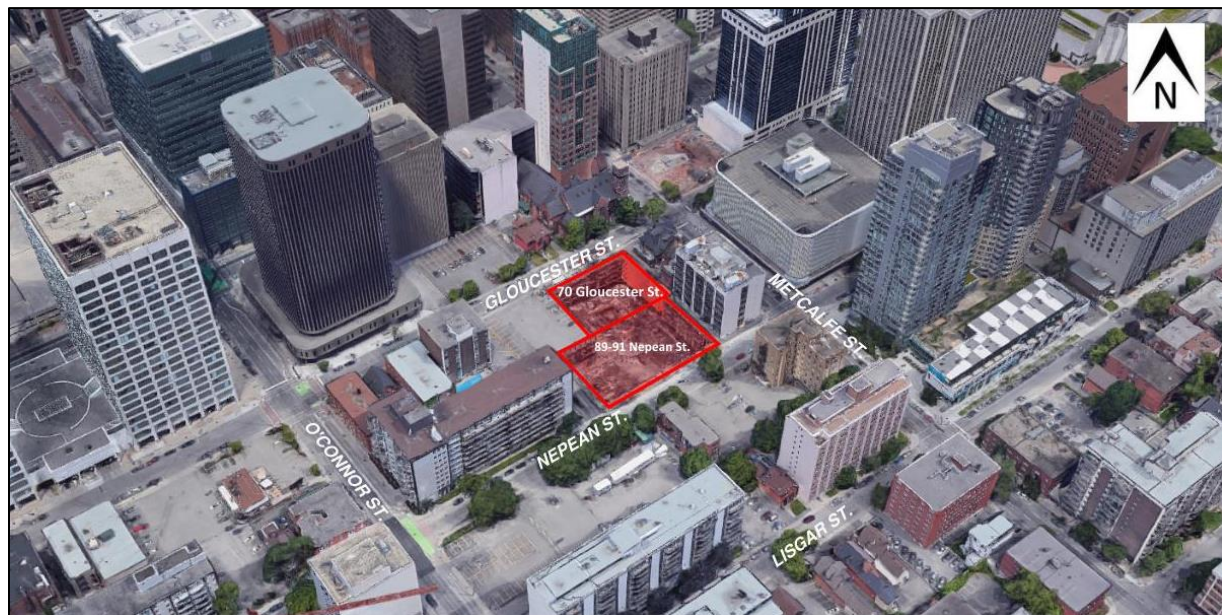


Figure 2: Surrounding land uses (Source: Google Maps).

2.2 PLANNING CONTEXT

As per Schedule B – Urban Policy Plan of the Official Plan, the Subject Site is designated as General Urban Area. It is also at the interface with the Central Area designation that starts on the north side of Gloucester Street, as shown on **Figure 3**.

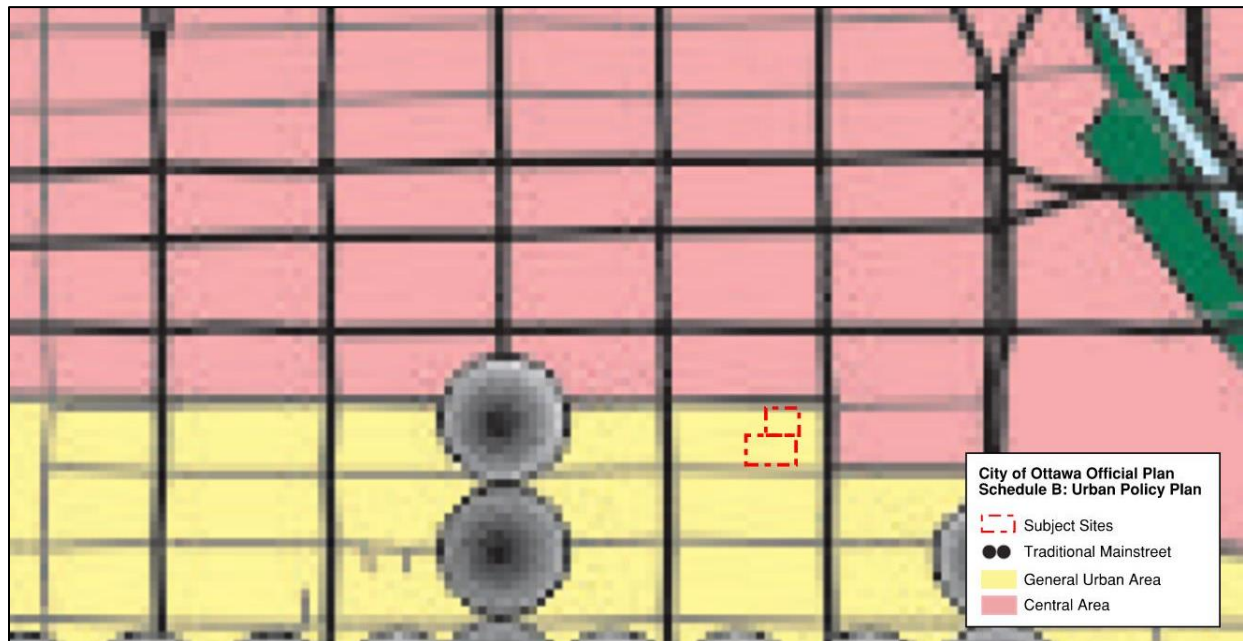


Figure 3: Excerpt of Official Plan Schedule B - Urban Policy Plan (Source: City of Ottawa).

The Subject Site is situated in between two existing Arterial Roads – Metcalfe Street and O'Connor Street, as shown on Official Plan Schedule F – Central Area/Inner City Road Network in **Figure 4**.

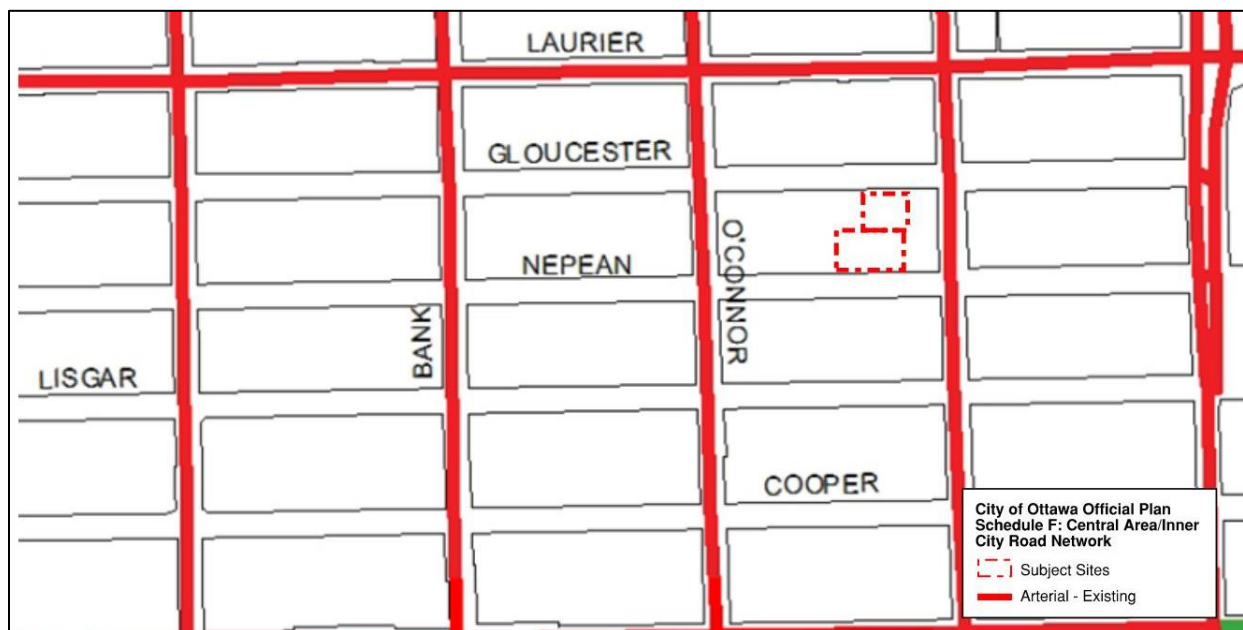


Figure 4: Excerpt of Official Plan Schedule F - Central Area/Inner City Road Network (Source: City of Ottawa).

The Subject Site is subject to both the Centretown Secondary Plan and Community Design Plan (CDP). As per Schedule H1 – Land Use of the Centretown Secondary Plan, the Subject Site is designated as “Apartment Neighbourhood”, as shown on **Figure 5**. Per Schedule H2 – Maximum Building Heights, the Subject Site is identified as “High-Rise 27 Storeys”, as shown on **Figure 6**. The CDP maintains the same land use designation and maximum building height consideration for the Subject Site as identified in the Secondary Plan (i.e. “Apartment Neighbourhood” and “High-Rise, 27-storeys”).

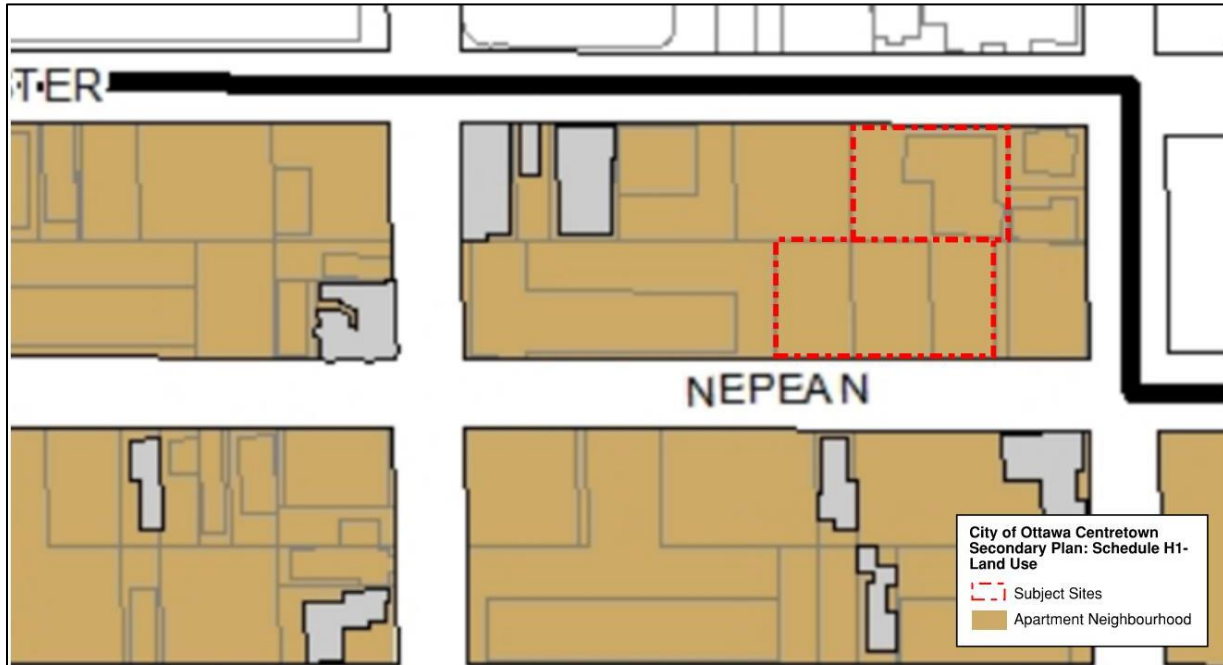


Figure 5: Excerpt of Schedule H1 – Land Use from the Centretown Secondary Plan (Source: City of Ottawa).

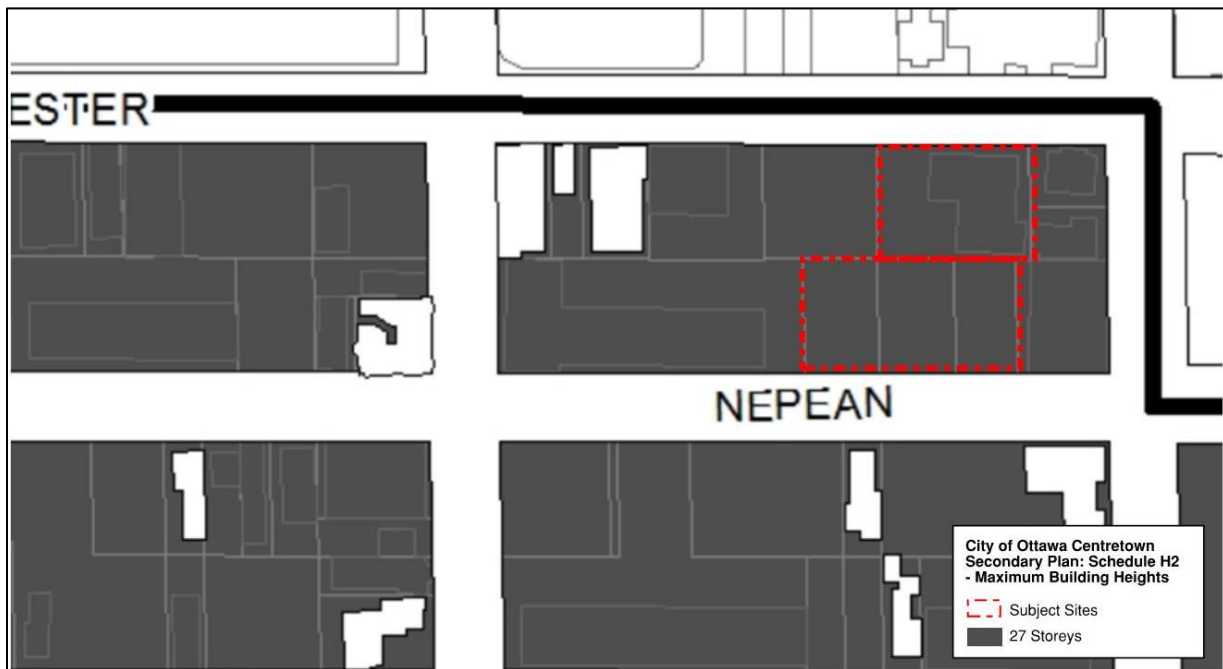


Figure 6: Excerpt of Schedule H2 - Maximum Building Heights from the Centretown Secondary Plan (Source: City of Ottawa).

70 Gloucester Street is zoned Residential – R5B[1834] and 89 Nepean Street is zoned Residential – R5B[1811] H(83). The zone exceptions contain site-specific provisions for the 27-storey towers on each property.

The buildings, as approved by the City, conform to the Official Plan, the Centretown Secondary Plan and CDP and comply with the Zoning By-law.

3.0 PROPOSAL

As previously discussed, no changes to the approved buildings are proposed but a Zoning By-law Amendment is required to add a parking garage as a permitted use for the purposes of an underground public parking facility. The parking garage will use the surplus of parking spaces created from the development of the Claridge residential buildings at 70 Gloucester Street and 89-91 Nepean Street.

Prior to Claridge’s redevelopment, the Subject Site accommodated a surface public parking lot, especially after the office building at 70 Gloucester Street was vacated. Findings from the Geotechnical Investigation prepared by Paterson Group, dated October 25, 2010 required that the foundation of the development of the Claridge Towers extend deep into the ground, which provided the opportunity to include 5-stories of underground parking within that below-grade space. The parking spaces that will be accommodated for public parking do not amount to any required parking spaces for residents and visitors of the building.

4.0 POLICY JUSTIFICATION

The following subsections will demonstrate that the proposed addition of a “parking garage” as a permitted use is consistent with the Provincial Policy Statement, 2014 (PPS), conforms to the City of Ottawa Official Plan and the Centretown Secondary Plan and Community Design Plan (CDP).

4.1 PROVINCIAL POLICY STATEMENT

The 2014 Provincial Policy Statement (PPS) provides policy directions on land use planning and development matters of provincial interest, as set out in Section 2 of the Planning Act. All decisions affecting planning matters are required to “be consistent with” policies of the PPS.

The proposal to add the parking garage as a permitted use exclusively using the surplus parking spaces is consistent with the following PPS policies:

Policy 1.1.1 Healthy, liveable and safe communities are sustained by:

(d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;

(e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;

(g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs.

The proposed amendment to add a parking garage as a permitted use fits within the footprint of the existing residential development and does not result in the consumption of additional land resources outside the City's settlement areas. As such, this efficiently utilizes the underground space that could not be suitable for other intended purposes. The proposed amendment would permit public access to the surplus of underground parking spaces not being used by the residents and visitors of the residential buildings. As previously mentioned, a public parking facility provided surface parking lot prior to the redevelopment of the Subject Site. The provision of an underground parking garage for public parking represents a more efficient use of the land resources.

Policy 1.1.3.1 Settlement areas shall be the focus of growth and development, and their vitality and their regeneration shall be promoted.

Policy 1.1.3.2 Land use patterns within settlement areas shall be based on:

a) densities and a mix of land uses which:

1. efficiently use land and resources;

As the Centretown community continues to experience growth and development, it is anticipated that existing surface parking lots within the area will be redeveloped. As these sites transition to other future uses such as higher residential and office densities, this will contribute to a greater vibrant downtown core with a range of land uses. The proposed underground parking garage will provide an alternative for public parking below grade as surface parking lots redevelop. The proposed parking garage use fits within the footprint of the existing residential development and does not result in the consumption of additional land which represents a more efficient use of the existing land resources.

Policy 1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

As previously discussed, the findings from the Geotechnical Investigation prepared by Paterson Group, dated October 25, 2010 required that the Claridge residential development foundation extend deep into the ground, which created the opportunity to include 5-storeys of underground parking within that below-grade space. The proposed amendment to add an underground parking garage as a permitted use represents a more efficient use of the land resources as the infrastructure and services to support the use already exists.

Policy 1.7.1 Long-term prosperity should be supported by:

(b) optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities;

(c) maintaining and, where possible, enhancing the vitality and viability of downtowns and Mainstreets;

The proposed amendment to add an underground parking garage use will remove the appearance and visual clutter of parked automobiles from the streetscape in the immediate area by relocating them below grade where they are not visible. The visual impact of surface parking lots is clearly a concern of Council and Community Associations as evident in a recent Zoning By-law Amendment application for the property municipality known as 1426 Scott Street. The City of Ottawa's Planning Committee refused an application to permit the continuance of a non-conforming surface parking lot on the property. In the Planning Committee report dated January 23, 2020, the local ward councillor and community specifically spoke about the visual impact due to the absence of any landscaping buffers, the inefficient use of the land resource, and the encroachment of vehicles on the public right-of-way.

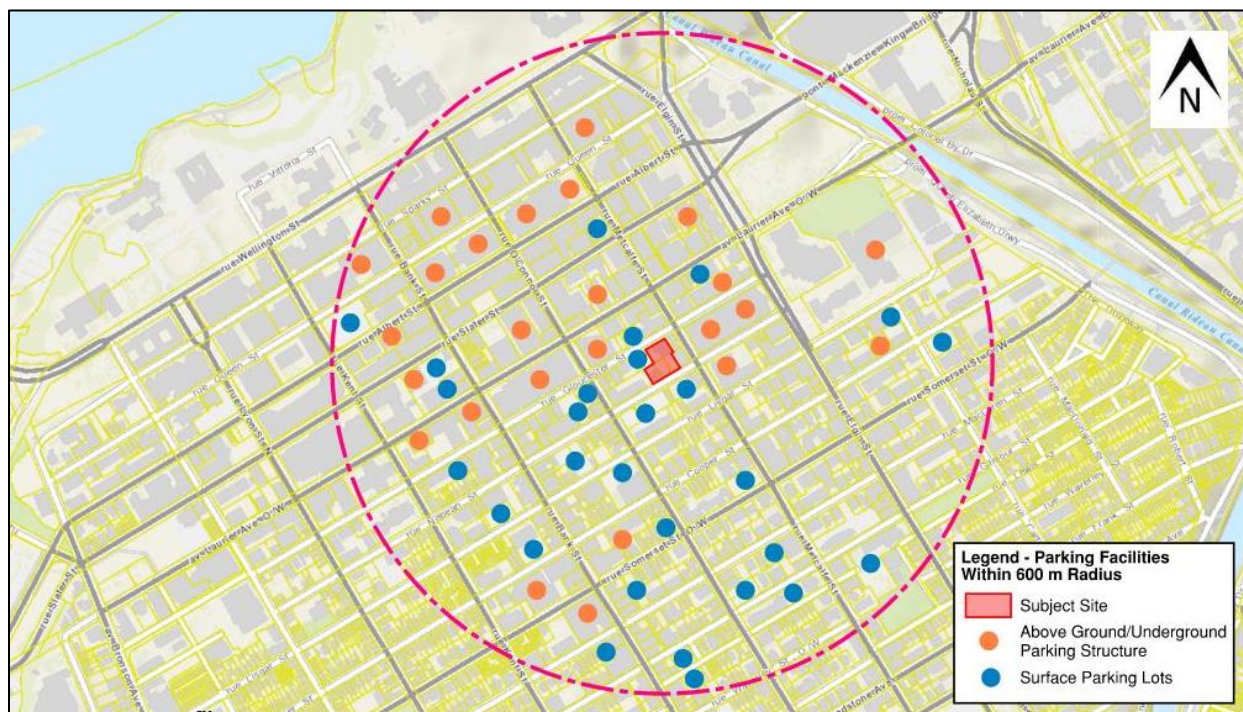


Figure 7: Existing parking facilities within 600 m of the Subject Site (Source: GeoOttawa).

Presently, on-street parking and surface public parking lots in the Centretown community can be characterized by their visual clutter and unorganized nature in which rows of vehicles are tandem parked as shown on **Figure 8** and **Figure 9**. Several of the existing surface public parking lots within the Centretown community occupy large areas of land and are described by their large asphalt coverage with little to no landscaping as shown on **Figure 10**. Historically, many surface public parking lots were built before the City's current landscaping performance standards required for parking lots and as such, are deficient of any buffering and spatial separation from the streetscape.



Figure 8: Street view of surface parking lots on Gloucester Street looking northeast in 2018 (Source: Google Maps).



Figure 9: Street view of a surface parking on Nepean Street looking northeast in 2018 (Source: Google Maps).

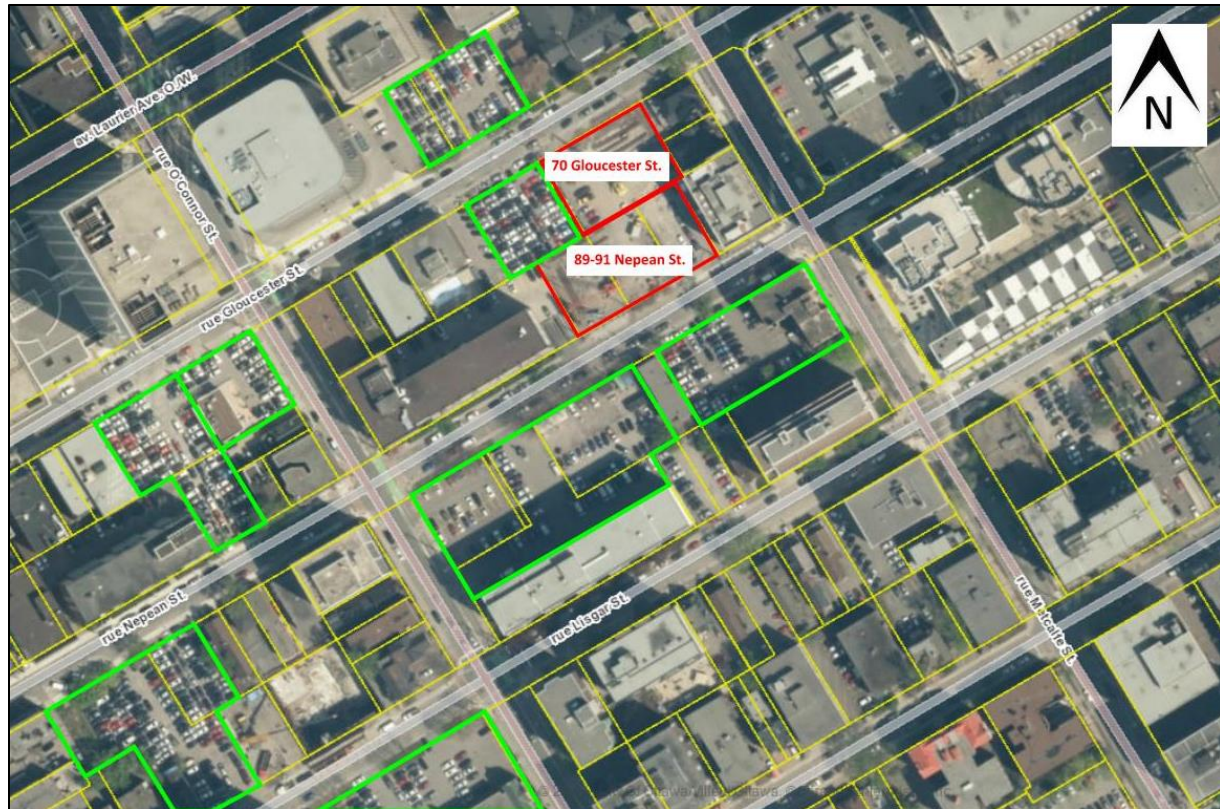


Figure 10: Aerial imagery of public surface parking lots in green (Source: GeoOttawa).

4.2 OFFICIAL PLAN

The following sections of the Official Plan are applicable to the proposed addition of “parking garage” as a permitted use:

- Section 2.3.1(32) 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 to achieve the following objectives:*
- (c) To support 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;*
- Section 3.6.6(9) The City will ensure that parking and loading facilities address the unique role of the Central Area and contribute to an enjoyable, safe and secure pedestrian environment by:*
- (a) Facilitating, possibly with partners, the provision of moderately-priced, short-term parking and loading facilities to serve the retail and commercial sectors and the tourism industry and limiting the provision of long-term parking that would be attractive to commuters;*
- (c) Requiring all permanent parking required by or associated with new development to be located within a parking structure above or below grade;*

While encouraging active transit and alternative modes of transportation is essential in adapting to changing climate conditions, it is important to acknowledge that public transit service is not yet readily accessible for all residents living in Ottawa. As such, the use of automobiles will continue to be the alternative mode of transportation for many residents for the foreseeable future until public transit networks are expanded and services are integrated with different areas of the City, where they are currently not available. This is important to consider for residents who work in the City's downtown core but live outside this area or residents who live in the downtown core but work outside this area.

The proposed amendment to add a parking garage as a permitted use fits within the footprint of the existing residential development and efficiently utilizes the underground space that could not be suitable for any other reasonable land use. Given the location of the Subject Site at the edge of the Central Business District and adjacent to Metcalfe Street, a main arterial access route into the City's Central Area, the Subject Site represents a good location for public parking in an underground garage. As such, the proposed addition of the "parking garage" as a permitted use under the zoning to facilitate underground public parking conforms with the policies outlined in the Official Plan.

4.3 CENTRETOWN COMMUNITY DESIGN PLAN & SECONDARY PLAN

The Centretown Community Design Plan [CDP] (2013) was created to establish a broad community vision for Centretown that would inform its growth over a 20-year horizon and form the foundation for a new Secondary Plan. The Centretown Secondary Plan (2013) translates the guiding vision presented in the CDP into statutory policy.

The Centretown CDP supports the proposed amendment in the following section:

Section 4.4.3

Parking availability, or the perception of parking availability is a significant issue within Centretown, particularly when considering development applications on sites which are currently used for surface parking, or where limited visitor parking is being proposed.

Over time, provision of public parking facilities will be reduced as existing surface lots within Centretown are redeveloped. Parking rates at remaining surface lots may also increase due to supply shortage. Proposed strategies to provide additional space for pedestrians, cyclists and public transit along major streets in Centretown may also reduce the amount of on-street parking available.

*To assist in the management of supplies and demand for parking, parking rates should be reviewed to achieve an appropriate balance between encouraging non-automobile travel while continuing to attract visitor and retail patrons who arrive by car. **The City should also consider provision of off-street parking facilities in new development** (particularly mixed-use developments, or developments in the vicinity of all-day destinations, such as retail main streets). Rezoning application to permit new surface parking lots should not be permitted.*

Suggested strategies include:

- *Review on-street parking rates to ensure appropriate balance between encouraging non-automobile travel while continuing to attract visitor and retail patrons who arrive by car.*
- ***Encourage provision of off-street public parking in new development**, where appropriate (e.g. mixed-used development, in proximity to all-day destinations).*
- *Undertake an inventory of existing parking spaces and current utilization.*
- *New residential condominium development should provide for off-street resident and visitor parking, as per the by-law requirements.*

The Centretown Secondary Plan implements the CDP's direction on parking supply within Centretown and addresses the proposed amendment in the following section:

*Section 3.5.4.(2) **The City shall encourage the provision of below-grade or above-grade public parking within new private developments** close to major destinations.*

The relocation of on-street parking and surface public parking lots to underground parking facilities will present opportunities to dedicate spaces for pedestrians, cyclists, and public transit where appropriate in the downtown core. Additionally, the relocation of on-street parking to underground parking facilities can maximize the efficiency of the City's winter operations as parked vehicles can present challenges with respect to snow clearing during the winter months. As previously discussed, the use of automobiles will continue to be the alternative mode of transportation for many residents until public transit networks are expanded and services are integrated with different areas of the City where they are not readily available. The proposed underground parking garage fits within the footprint of the existing residential development and efficiently utilizes the space that could not be suitable for other intended purposes.

The Subject Site is situated in proximity to the Elgin Street main street, Sparks Street, Parliament Precinct, and the various major destinations within the Central Area. Given that the redevelopment of the Subject Site eliminated its previous supply of surface public parking spaces, it is consistent with the direction of the CDP and the Secondary Plan policies to provide a "parking garage" as a permitted use at this location so that the surplus parking spaces not used by the tenants of the building can be utilized by the public.

The required parking for both residents and visitors of the Claridge residential buildings have been provided at the required rates as discussed below in Section 4.5 of this report.

4.4 TRANSPORTATION MASTER PLAN

The City of Ottawa Transportation Master Plan [TMP] (2013) provides the municipality's blueprint for planning, developing and operating its walking, cycling, transit and road networks over the next two decades.

Section 2.2 Key Travel Trends and Influences

Individuals who own a car are far more likely to use it to travel than they are to use another mode. Ottawa residents owned 580,000 vehicles in 2011, up from 482,000 in 2005. However, between 2005 and 2011, the average number of vehicles per household decreased from 1.39 to 1.34, and the proportion of households that owned at least one vehicle decreased from 87% to 84%.

*As per Exhibit 2.5 – Mode Shares in 2005 and 2011, the percentage of **automobile driver use increased slightly and continues to be the predominant mode of travel** when compared to other modes such as walking, cycling, transit, and automobile passenger.*

The TMP acknowledges that automobile usage will continue to be an alternative mode of transportation for many residents until public transit networks are expanded and services are integrated with different areas of the City. While encouraging active transit and alternative modes of transportation is critical in adapting to changing climate conditions, it is important to acknowledge that public transit service is not presently accessible for all residents living in Ottawa. In the interim, until public transit networks are expanded, and services are integrated, automobiles will still need to be accommodated until they can be phased out as overall public transit service and reliability is improved.

Section 3.1 Use Planning Processes to Support Sustainable Choices

*Action 3-2: Reduce the impacts of surface parking – Parking supply and management. **Surface parking is an inefficient use of land.** It reduces the effective density of developments, it can challenge or complicate safe and convenient walking routes between buildings or from buildings to transit stops, and when oversupplied it can favour car use over transit, walking and cycling. Through the planning and development review process, **the City will seek opportunities for shared parking among land uses** (e.g. where peak demands occur at different times) **and will encourage the private sector to contain parking in multi-level structures rather than on surface lots.** It will also periodically review the Zoning By-law to ensure that minimum and maximum parking requirements for new developments (particularly commercial, retail and multi-unit residential uses) support municipal objectives for compact development and more sustainable travel choices; among other provisions, the By-law already reduces minimum parking requirements by 10% where all on-site parking is underground. Furthermore, **the City will discourage the temporary use of vacant lands for all-day parking where zoning does not permit such use, especially in areas where redevelopment and intensification is a priority.***

Presently, on-street parking and surface public parking lots in the downtown core can be characterized by their visual clutter and unorganized nature with some vehicles encroaching onto the City's right-of-way. Several of the existing surface public parking lots within the Centretown community occupy large areas of

land and can be described by their large asphalt coverage with little to no landscaping. As described above, surface parking lots represent an inefficient use of land with several in the City's downtown core being redeveloped in other desired land uses such as the Claridge residential building at 193 Metcalfe Street and the future mixed-use development proposed at 180 Metcalfe Street (File No.: D02-02-14-0116).

In the preparation of this report, the Centretown Local Area Parking Study (March 2016) was also reviewed with respect to the proposed amendment. At the time public consultation was conducted with local stakeholders which included residents and business owners, the issues and concerns regarding parking included the difficulty finding on-street parking; residents with on-street parking permits not guaranteed parking spaces; residents from condominium buildings utilizing on-street parking; and public transit not being feasible for everybody.

The proposed amendment to add a parking garage as a permitted use fits within the footprint of the existing residential development and efficiently utilizes the underground space that could not be suitable for other intended purposes. The proposed amendment would permit public access to the surplus of underground parking spaces not being used by the residents and visitors of residential buildings.

4.5 ZONING BY-LAW 2008-250

Presently, the Subject Site is zoned R5B[1834] and R5B[1811] H(83) under the City of Ottawa's Zoning By-law 2008-250. The purpose of R5 – Residential Fifth Density Zone is to:

1. *allow a wide mix of residential building forms ranging from detached to mid high-rise apartment dwellings in areas designated as **General Urban Area**, **Mixed Use Centre** or **Central Area** in the Official Plan;*
2. *allow a number of other residential uses to provide additional housing choices within the fifth density residential areas;*
3. *permit ancillary uses to the principal residential use to allow residents to work at home and to accommodate convenience retail and service uses of limited size;*
4. *ensure that residential uses predominate in selected areas of the **Central Area**, while allowing limited commercial uses;*
5. *regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced; and (By-law 2009-392)*
6. *permit different development standards identified in the Z subzone, primarily for areas designated as **Developing Communities**, which promote efficient land use and compact form while showcasing newer design approaches.*

The location of the Subject Site is situated within 'Area X: Inner Urban' of Schedule 1A of Zoning By-law 2008-250. As such, the development of 70 Gloucester Street and 89-91 Nepean Street are required to provide parking at their respected rates for both residents and visitors of the development. A summary of the parking requirements for 70 Gloucester Street and 89-91 Nepean Street are provided below:

70 Gloucester Street – Parking Requirements	Number of Dwelling Units: 231	
Parking Policies and Zoning Exception	Resident	Visitor

Per Section 101(3)(a) 3. Despite Subsection (1), within the area shown as Area X on Schedule 1A: a) In the case of a building containing residential uses, no off-street motor vehicle parking is required to be provided under this section for the first twelve dwelling units and the parking requirements under Table 101 apply only to dwelling units and rooming units in excess of 12.			231-12 = 219	N/A
Per Section 101(6)(c) 6. Despite Subsection (1): c) where all parking spaces provided or required for a permitted land use are located below grade in the same building as that land use, the parking required by 101 for that land use may be reduced by the less of: i) 10 per cent of the required parking spaces; or ii) 20 parking spaces (By-law 2016-249)			219-20 = 199	N/A
Per Section 101, Table 101 – Minimum parking space rates			199 x 0.5 = 99.5	N/A
Row	Land Use	Area X and Y on Schedule 1A		
R12	Dwelling, Mid-high Rise Apartment	0.5 per dwelling unit		
Per R5B [1834] Zoning Exception - minimum number of visitor parking spaces required for an apartment dwelling, mid-rise and apartment dwelling, high rise 0.09 spaces per dwelling unit			N/A	231 x 0.09 = 20.7
			100	21
TOTAL PARKING SPACES REQUIRED:			121	

89-91 Nepean Street – Parking Requirements	Number of Dwelling Units: 257	
Parking Policies and Zoning Exception	Resident	Visitor
Per Section 101(3)(a) 3. Despite Subsection (1), within the area shown as Area X on Schedule 1A: a) In the case of a building containing residential uses, no off-street motor vehicle parking is required to be provided under this section for the first twelve dwelling units and the parking requirements under Table 101 apply only to dwelling units and rooming units in excess of 12.	257-12 = 245	N/A

Per Section 101(6)(c) 6. Despite Subsection (1): c) where all parking spaces provided or required for a permitted land use are located below grade in the same building as that land use, the parking required by 101 for that land use may be reduced by the less of: i) 10 per cent of the required parking spaces; or ii) 20 parking spaces (By-law 2016-249)			245-20 = 225	N/A
Per Section 101, Table 101 – Minimum parking space rates			225 x 0.5 = 112.5	N/A
Row	Land Use	Area X and Y on Schedule 1A		
R12	Dwelling, Mid-high Rise Apartment	0.5 per dwelling unit		
Per R5B [1811] H(83) Zoning Exception - minimum number of visitor parking spaces required for apartment dwelling, mid-rise and apartment dwelling, high rise is 0.077 spaces per dwelling unit.			N/A	257 x 0.077 = 19.7
			113	20
TOTAL PARKING SPACES REQUIRED			133	

The combined total minimum required parking spaces for the entire development is 254 parking spaces. Due to its proximity to rapid transit, Section 103 – *Maximum Limit on Number of Parking Spaces Near Rapid Transit Stations* applies at a rate of 1.5 spaces per unit. At a combined total of 488 dwelling units, the maximum number of parking spaces permitted is 732. The parking garage accommodates a total of 502 parking spaces which is still 230 parking spaces fewer than the maximum permitted number of spaces within proximity to a rapid transit station.

4.6 ZONING BY-LAW AMENDMENT

As previously discussed, Claridge Homes is seeking a Zoning By-law Amendment to add a parking garage as a permitted use for the purposes of an underground public parking facility. A 'parking garage' is defined under Section 54 of *Zoning By-law 2008-250 Part 1 – Administration, Interpretation and Definitions* as "a building used for the parking of four or more motor vehicles, but excludes a parking garage accessory to a detached, linked-detached, semi-detached, or duplex-detached dwelling.

The parking garage will use the surplus of parking spaces created from the development of the Claridge residential buildings at 70 Gloucester Street and 89-91 Nepean Street. As part of the development, findings from the Geotechnical Investigation prepared by Paterson Group, dated October 25, 2010 required that the foundation of the development of the Claridge Towers extend deep into the ground,

which created the opportunity to include 5-storeys of underground parking within that below-grade space.

The provision of underground parking spaces for public parking represents a more efficient use of the land resources as the parking spaces that will be accommodated for public parking do not amount to any required parking spaces for residents and visitors of the building. Prior to Claridge's redevelopment, the Subject Site accommodated some public parking, especially after the office building at 70 Gloucester Street was vacated.

5.0 CONCLUSION

Claridge is seeking a zoning by-law amendment to add "parking garage" as a permitted use to allow the public to utilize surplus parking spaces within the five-storey underground parking garage of their approved development at 70 Gloucester Street and 89-91 Nepean Street.

It is our assessment that the proposed addition of "parking garage" as a permitted use represents good planning. The proposed amendment is consistent with the Provincial Policy Statement, conforms to the City of Ottawa Official Plan, the Centretown Secondary Plan and the Centretown Community Design Plan, and is consistent with the Zoning By-law 2008-250 provisions.

NOVATECH



Prepared By:

Robert Tran, M.PL.
Planner, Planning & Development



Reviewed By:

Greg Winters, MCIP, RPP
Senior Project Manager, Planning & Development