



Holzman Consultants Inc.
Land Development Consultants

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Memorandum – Zoning By-law Amendment Joyce House Development, 318 Lisgar Street

Further to the Zoning By-law Amendment application submitted to permit office uses within the site plan approved mixed use building at 318 Lisgar Street, the purpose of this memorandum is to provide an update on the revised application.



As per the zoning map provided above, the property is currently subject to two different zones – Traditional Mainstreet and Residential Fifth Density. The TM zone already permits office uses, while the R5B zone does not.

The initial application sought to permit office uses within the R5B zone so that office uses could span the entirety of the second and third floors of the proposed building (as opposed to being limited to the portion of the building within the TM zone). It was proposed to do so via a zoning by-law amendment to zone the entirety of the property as Traditional Mainstreet, as shown in the zoning map below. Due to a shifting real estate market, the application has since been revised to request the permission for office uses on all of the upper floors, with the ground floor remaining commercial as was initially proposed. This is consistent with the Traditional Mainstreet Official Plan designation which applies to the whole of the property.



The breakdown in gross floor area for the building has been revised as follows:

Use Proposed	Initial Proposal	Revised Proposal
Restaurant	175.1m ²	175.1m ²
Retail Store	268.6m ²	268.6m ²
Residential Dwelling Units	11 units	0 units
Office	1,030.1m ²	3,570m ²

As a result of the revised breakdown in gross floor area, the minimum number of parking spaces required by the by-law has also changed accordingly. The revised breakdown does not trigger a requirement for a loading space. The number of bicycle parking spaces still exceeds what is required by the by-law.

Use Proposed	Initial Proposal	Revised Proposal
Restaurant	2 spaces	2 spaces
Retail Store	3 spaces	3 spaces
Residential Dwelling Units	0 spaces	0 spaces
Office	19 spaces	64 spaces
10% reduction as underground parking is provided	-2.4	-6.9
TOTAL	22 spaces	62 spaces

As 24 spaces have been provided, the shortfall in parking is proposed to be dealt with through the zoning by-law amendment. We consider the reduction in the number of parking spaces required to be consistent with the overall policy direction for parking along Traditional Mainstreets based on the following considerations:

- The property is within 600m of the Albert/Slater Transit Station, which shall be encouraged as a primary mode of transportation for employees.
- The property is located just outside of Area A on Schedule 1 of the zoning by-law. Area A is an area recognized for reduced parking requirements based on its dense urban environment with widely accessible transit, pedestrian and cycling facilities. The required number of spaces for Area B is over double the requirement for Area A. The Subject Property's location is also within a dense urban area with transit, pedestrian and cycling facilities.
- The property is located along the Bank Street Traditional Mainstreet which is recognized as one of four Traditional Mainstreets whereby no residential parking is required for properties located north of the Queensway. This is an indication that this neighbourhood can accommodate uses with less required parking.
- The development proposes additional bicycle parking than what is required by the by-law.
- The City of Ottawa is currently proposing a review of minimum parking requirements in the zoning by-law on the basis that the requirements are outdated and no longer reflect the policy framework which encourages a reduction in vehicular transportation, an increase in transit ridership and active modes of transportation as well as urban design that is less oriented to vehicles and better geared towards pedestrians and cyclists. The proposed number of parking spaces reflects this new study and proposed policy direction.

Thank you,

Stephanie Morris

Planner

Holzman Consultants Inc.

Email: s.morris@holzmanconsultants.com

Tel: 613-894-2565