

**6. Zoning By-law Amendment – 353-357 Gardner Street**

**Modification du Règlement de zonage – 353-357, rue Gardner**

**Committee recommendation**

**That Council approve an amendment to Zoning By-law 2008-250 for 353-357 Gardner Street to permit a nine-storey Apartment Dwelling, Mid-Rise, as detailed in Document 3.**

**Recommandation du Comité**

**Que le Conseil approuve une modification du Règlement de zonage 2008-250 visant les 353-357, rue Gardner, afin de permettre la construction d'un immeuble résidentiel de neuf étages (hauteur moyenne), comme l'expose en détail le document 3.**

**Documentation/Documentation**

1. Report from the Director, Planning Services, Planning, Infrastructure and Economic Development Department, dated March 24, 2021 (ACS2021-PIE-PS-0043)  
  
Rapport de la Directrice, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 24 mars 2021 (ACS2021-PIE-PS-0043)
2. Extract of draft Minutes, Planning Committee, April 8, 2021  
  
Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 8 avril 2021

**Report to  
Rapport au:**

**Planning Committee  
Comité de l'urbanisme  
8 April 2021 / 8 avril 2021**

**and Council  
et au Conseil  
14 April 2021 / 14 avril 2021**

**Submitted on 24 March 2021  
Soumis le 24 mars 2021**

**Submitted by  
Soumis par:**

**Lee Ann Snedden,  
Director / Directrice**

**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. Deiacó,**

**MCIP, RPP, Planner III / Urbaniste III, Development Review Central / Examen des  
demandes d'aménagement centrale**

**613-580-2424, 15641, [Simon.Deiaco@ottawa.ca](mailto:Simon.Deiaco@ottawa.ca)**

**Ward: RIDEAU-VANIER (12)**

**File Number: ACS2021-PIE-PS-0043**

**SUBJECT: Zoning By-law Amendment – 353-357 Gardner Street**

**OBJET: Modification du Règlement de zonage – 353-357, rue Gardner**

#### **REPORT RECOMMENDATIONS**

- 1. That Planning Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 353-357 Gardner Street to permit a nine-storey Apartment Dwelling, Mid-Rise, as detailed in Document 3.**

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 April 14, 2021," 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 les 353-357, rue Gardner, afin de permettre la construction d'un immeuble résidentiel de neuf étages (hauteur moyenne), comme l'expose en détail le document 3.
2. Que le Comité de l'urbanisme donne son approbation à ce 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 14 avril 2021 », 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.

## EXECUTIVE SUMMARY

### Staff Recommendation

This report recommends that Council approve an application for a Zoning By-law amendment for 353-357 Gardner Street. The amendment will facilitate the development of a nine-storey mid-rise apartment building. The project will contain 61 dwelling units ranging in size along with 29 parking stalls and 34 bicycle parking stalls.

### Applicable Policy

The Montreal Road District Secondary Plan (MRDSP) outlines that the Interior of the West Sector consists of a mix of lot sizes, land uses and building types. The MRDSP

outlines that development or redevelopment will provide building transitions from low-rise residential uses and include site and building design techniques that reduce shadowing and overlook onto residential uses. The proposed development is consistent with policy direction of the MRDSP.

## **History**

The subject parcels were included within staff report [ACS2013-PAI-PGM-0186](#). It was intended that the policies of the “Interior of the West Sector” would apply to this site. In 2015, the property at 357 Gardner Street was rezoned to Traditional Mainstreet through a zoning study and subsequent By-law amendment; however, since 357 Gardner Street was never intended to be part of the Traditional Mainstreet designation in the Secondary Plan, it has created some ambiguity between the zoning and the Secondary Plan policies. Therefore, the rezoning application being considered is an opportunity to clarify the unintended rezoning and re-establish the original zoning designation and policy framework as intended.

## **Public Consultation/Input**

A virtual information session was held on June 17, 2020 that was organized and hosted by the Ward Councillor. During the circulation of the application four comments were received from the public, including the community association. Two comments were in support of the application.

## **RÉSUMÉ**

### **Recommandation du personnel**

Dans le présent rapport, il est recommandé au Conseil d'approuver une demande de modification du Règlement de zonage visant les 353-357, rue Gardner. Cette modification permettra la construction d'un immeuble résidentiel de hauteur moyenne de neuf étages. Le projet comprendra 61 logements de superficies variées ainsi que 29 places de stationnement pour véhicules et 34 places de stationnement pour vélos.

### **Politique applicable**

Le Plan secondaire du district du chemin de Montréal (PSDCM) indique que l'intérieur du secteur ouest est occupé par des lots de diverses grandeurs ainsi qu'une variété d'utilisations du sol et de types de bâtiment. Le PSDCM stipule que les aménagements et les réaménagements offriront une transition depuis les utilisations résidentielles de faible hauteur, et feront l'objet de techniques de conception d'emplacement et de

bâtiment permettant de réduire l'ombre et la vue dominante sur les secteurs résidentiels. L'aménagement proposé est conforme à l'orientation de politique du PSDCM.

## **Historique**

Les parcelles visées sont mentionnées dans le rapport du personnel [ACS2013-PAI-PGM-0186](#). Il était prévu que les politiques de l'« intérieur du secteur ouest » s'appliquent à cet emplacement. En 2015, la propriété située au 357, rue Gardner a vu sa désignation passer à Zone de rue principale traditionnelle par suite d'une étude de zonage et d'une modification du Règlement de zonage; toutefois, puisqu'il n'a jamais été prévu que le 357, rue Gardner soit désigné Zone de rue principale traditionnelle dans le Plan secondaire, une certaine ambiguïté s'est créée entre le zonage et les politiques du Plan secondaire. Par conséquent, la demande de modification de zonage examinée est l'occasion de clarifier la modification de zonage accidentelle et de rétablir la désignation de zonage originale et le cadre de politique prévu.

## **Consultation publique et commentaires**

Une séance d'information virtuelle a été organisée et animée par le conseiller du quartier le 17 juin 2020. Lors de la diffusion de la demande, quatre commentaires ont été reçus des membres du public, notamment l'association communautaire. Deux de ces commentaires étaient favorables à la demande.

## **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**

353-357 Gardner Street

### **Owner**

Longwood Building Corporation

### **Applicant**

Dan Paquette, MCIP, RPP, Paquette Planning Associates Ltd.

## **Architect**

Rosaline J. Hill, Rosaline J. Hill Architects

## **Description of site and surroundings**

The subject properties have approximately 36 metres of frontage along Gardner Street and back onto the Vanier Parkway. The property at 357 McArthur Avenue is a corner lot that abuts McArthur Avenue. The combined properties are approximately 1,022 square metres in size and each parcel contain a dwelling. The subject property at 353 Gardner Street is listed on the Heritage Register, under section 27 of the *Ontario Heritage Act*. As such, prior to the issuance of a demolition permit, the owner must provide the City at least 60 days' notice of demolition.

## **Proposed Development**

The existing structures on the site would be removed and replaced with a new nine storey apartment building. The proposed mid-rise apartment building would contain 61 dwelling units with a range of unit sizes. Access to the parking garage would be from Gardner Street, as well as from a ramp that runs along the northern property limit to access below grade parking. A total of 29 parking stalls are proposed with six parking stalls on the first floor and 23 additional stalls within one level of below grade parking. The project proposes 34 indoor bicycle parking stalls and repair space.

## **History**

The subject parcels were included within staff report ACS2013-PAI-PGM-0186, which had intended that the policies related to the "Interior of the West Sector" would apply to this site. In establishing the Montreal Road District Secondary Plan, the zoning of the properties was intended to delineate the boundaries of the Traditional Mainstreet designation for all of the Traditional Mainstreets in the Secondary Plan area. The implementing zoning, as part of the Secondary Plan in 2013, specifically designated this property as Residential Fifth Density (R5C), with the intent that the policies of the "Interior of the West Sector" apply and not the Traditional Mainstreet policies of the Secondary Plan.

In 2015, the property was rezoned to traditional mainstreet through a zoning study and subsequent By-law amendment; however, since 357 Gardner Street was never intended to be part of the Traditional Mainstreet designation in the Secondary Plan, it has created some ambiguity between the zoning and the Secondary Plan policies.

Therefore, the rezoning application being considered is an opportunity to clarify the ambiguity that the 2015 zoning has caused and re-establish the original zoning designation and policy framework as intended.

### **Summary of requested Zoning By-law Amendments**

The subject lands are currently split-zoned. 353 McArthur Avenue is zoned Residential Fifth Density, Subzone C - R5C H(25), and 357 Gardner Street is zoned Traditional Mainstreet, Exception - TM[2214] H(25). Both zones permit the use of an apartment dwelling, mid-rise. The intent of the application would be to create a new uniform R5C zoning designation for the lands. The zoning would establish site-specific provisions with respect to required yards, height, lot width, projections and approaches, as detailed in Document 3.

## **DISCUSSION**

### **Public consultation**

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for development applications. A virtual public consultation session was held on June 17, 2020. Four comments were received during the circulation of the application including comments from the Vanier Community Association. Two comments submitted were in support of the application.

For this proposal's consultation details, see Document 5 of this report.

### **Official Plan**

The subject properties are designated General Urban area on Schedule B of the City of Ottawa Official Plan. The site is also located within a Design Priority Area and has been subject to review by the City's Urban Design Review Panel.

### **Other applicable policies and guidelines**

The properties are located within the Monreral Road District Secondary Plan Area (MRDSP), Interior of West Sector. The Secondary Plan notes that this area consists of varying lot sizes, lands uses and building types. The intersection of the Vanier Parkway and McArthur Avenue is also defined as a Major Intersection within the MRDSP.

### **Urban Design Review Panel**

The property is within a Design Priority Area and the Zoning By-law amendment

application and Site Plan Control application was subject to the Urban Design Review Panel (UDRP) process. The applicant presented their proposal to the UDRP at a formal review meeting on August 6, 2020, which was open to the public. The full panel recommendations can be found in Document 6.

The panel's recommendations from the formal review of the Zoning By-law amendment application and Site Plan Control application are that the proportionality and scale of the proposed building fits well. The panel recommended giving some additional consideration to the base, middle and top legibility of the building. The panel was also generally supportive of the approach to the site plan in terms of the entrances to the building and their placement. The details on the design of the planters along the McArthur façade are important and the Panel suggests that they be clad in a way to tie into the base of the building. The Panel has some concerns with the accessibility of the site and emphasizes the need for the main entrance to be fully and easily accessible. With respect to architecture and built form, the treatment and articulation of the façade along McArthur is positive. This could be even further empathized by introducing a slight differentiation of the upper floor, which could be achieved by capping the corner element; and using a larger coursing of materiality such as an arriscraft stone and a defined base that would help with the overall scale.

The panel was successful in aiding in the implementation of the following:

A barrier free ramp was introduced along the Gardner Street entrance to address concerns with respect to accessibility. The amount of hard surface abutting the Vanier Parkway was reduced and replaced with soft landscaping elements to better respond to this condition of the site. Additional soft landscaping has been introduced along the McArthur Avenue frontage as well.

### **Planning rationale**

In considering the proposed Zoning By-law amendment, the key policy considerations are found within the parent Official Plan as well as Montreal Road District Secondary Plan.

#### **Official Plan (OP)**

To manage growth, the direction of the OP is that it is to be directed to the urban area where services already exist or where they can be efficiently provided. Growth in the existing urban areas will be directed to areas where it can be accommodated in



compact and mixed-use development, and served with quality transit, walking and cycling facilities.

Intensification is directed to Target Areas which have the potential to develop at moderate to high densities in a compact form. The OP states that intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met.

The policies of the General Urban Area in 3.6.1 further supports the OP by permitting the development of a full range and choice of housing, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. A broad scale of uses is found within this designation, from ground-oriented single-purpose buildings to mid-rise buildings with a mix of uses along Mainstreets. The City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area.

Section 2.5.1 of the Official Plan provides direction with respect to compatible development practices and new building projects. Compatible development is defined in the OP as development that is not necessarily the same as or similar to existing buildings, but rather can enhance or coexists with existing development without undue adverse impacts. It both fits and works well within its context and those functions that surround it.

Certain design objectives are outlined to guide development within the OP. The proposed development responds to the design objectives of defining quality public and private spaces through development; creating places that are safe, accessible and are easy to get to, and move through; and ensure that new development respects the character of existing areas.

The proposed building defines the street edges along Gardner Street and McArthur Avenue which are currently underdeveloped and not adequately landscaped. New landscaping is proposed along all edges of the property along with additional plantings on City pathways to further enhance the area. Pedestrian and cyclist access are a priority within the design of the building, as there is a direct route from Gardner Street to a barrier free and pedestrian entrance and a bicycle room on the ground floor. Automobile traffic and parking are directed away from the higher order streets as there are no vehicular access points proposed from McArthur Avenue or the Vanier Parkway.

In addition to the built form and compatibility policies found in Section 2.5.1 of the Official Plan, additional objective compatibility criteria and policies can also be found in

Section 4.11, Urban Design and Compatibility. At the scale of neighbourhoods or individual properties, issues such as noise, spillover of light, accommodation of parking and access, shadowing, and micro-climatic conditions are prominent considerations when assessing the relationships between new and existing development. Often, to arrive at compatibility of scale and use will demand a careful design response, one that appropriately addresses the impact generated by infill or intensification. An assessment of the compatibility of new development will involve not only consideration of built form, but also of operational characteristics, such as traffic, access, and parking. While many of the compatibility considerations contained in Section 4.11 can be addressed through the Site Plan control process, others are more applicable to a rezoning application such as parking, traffic, sunlight and microclimate.

With respect to vehicular parking, By-law 2008-250 requires a total of 25 resident and five visitor parking spaces. The application is seeking minor relief to the By-law requirements for tenant parking by proposing 24 resident and five visitor parking spaces. No relief is required for the visitor parking rate. Regarding bicycling parking whereas the requirement is 31 stalls, the project intends to provide 34 stalls. The traffic assessment submitted in support of the proposed development was reviewed by staff and deemed acceptable. The development requires no modifications to the existing road network to support the development.

While all buildings cast shadows, the proposed development will have a minimal impact on the open space area of the adjacent property to the north. Finally, at nine storeys, transitioning to eight, the proposed development is not expected to have significant microclimate effects.

#### Montreal Road District Secondary Plan (MRDSP)

With respect to the public realm, as outlined in Policy 1.1.2.10, development on lots with frontage McArthur Avenue and the Vanier Parkway will have building setbacks that provide a minimum width of 5.0 metres for sidewalks and related boulevards, which may include a combination of private and public property. The policy further outlines that development will include streetscaping and the preservation of street trees. No net loss of street trees will occur and additional streetscaping elements such as benches and planters are encouraged. Through the site plan control process the applicant is proposing additional plantings along all three frontages of the site, as well as improvements to City-owned land to be consistent with the policy direction.

Policy 1.3.4 of the MRDSP outlines that the Interior of the West Sector consists of a mix of lot sizes, land uses and building types. The proximity to the Traditional Mainstreets provides opportunities to redevelop lots to non-residential uses that are compatible with residential uses. The policy outlines that Development or redevelopment will provide building transitions from low-rise residential uses and include site and building design techniques that reduce shadowing and overlook onto residential uses. The proposed development is consistent with the planned function of the area which permits apartment buildings up to 25 metres in height. The proposed minor increase in height and building transition to the north is consistent with this policy direction.

Lastly, Policy 1.3.5 speaks to the Vanier Parkway as a Scenic Entry Route in the City's Official Plan. The MRDSP notes that the Vanier Parkway has an existing vegetative buffer and the priorities are the preservation and enhancement of this buffer and providing connections to the Vanier Parkway. Specifically, mid- to high-rise residential use buildings will provide direct pedestrian access to Vanier Parkway, and development will include enhanced streetscaping and the preservation of the existing vegetative buffer. Lastly, development or redevelopment will include public art that reflects the historic route of the Vanier Parkway or the history of the former City of Vanier. As noted above, along with introduction of new tree plantings on the site, additional plantings are proposed to further support the intent of vegetated buffer. With respect to public art, through the site plan control process discussions will take place with Recreation, Cultural and Facilities Services staff to determine where and how best public art can be integrated into the site. Currently there is no specific funded art program for the subject intersection.

## **CONCLUSION**

The proposed Zoning By-law amendment to create a uniform zoning designation and development program is consistent with the Provincial Policy Statement, the City of Ottawa Official Plan and the Montreal Road District Secondary Plan.

The amendments, which propose a slight increase in the permitted building height, create a site-specific zoning schedule that is considered appropriate for the site and surrounding context and is considered good land use planning.

## **Provincial Policy Statement**

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

## **RURAL IMPLICATIONS**

There are no rural implications associated with this report.

## **COMMENTS BY THE WARD COUNCILLOR**

The Councillor is aware of the staff report.

## **LEGAL IMPLICATIONS**

Should the recommendations be adopted and the resulting Zoning By-law be appealed to the Local Planning Appeal Tribunal, it is anticipated that a three day hearing would be required. It is anticipated that this hearing can be conducted within staff resources. In the event that the zoning application is refused, reasons must be provided. Should there be an appeal of the refusal, it would be necessary to retain an external planner

## **RISK MANAGEMENT IMPLICATIONS**

There are no risk implications associated with this report.

## **ASSET MANAGEMENT IMPLICATIONS**

There are no direct asset management implications with this report.

## **FINANCIAL IMPLICATIONS**

There are no direct financial implications associated with the recommendations. In the event the 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**

The new building will be required to meet the accessibility criteria contained within the Ontario Building Code. Depending on the timing of construction, the *Accessibility for Ontarians with Disabilities Act* requirements for site design may also apply and will be reviewed through the Site Plan Control process.

## **ENVIRONMENTAL IMPLICATIONS**

There are no environmental implications associated with this report.

## **TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification
- Thriving Communities

## **APPLICATION PROCESS TIMELINE STATUS**

This application (Development Application Number: D02-02-20-00510) 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 address technical and design matters.

## **SUPPORTING DOCUMENTATION**

Document 1 Location Map

Document 2 Zoning Key Plan

Document 3 Details of Recommended Zoning

Document 4 Proposed Zoning Schedule

Document 5 Consultation Details

Document 6 Urban Design Review Panel Recommendations

Document 7 Zoning Key Plan from Report ACS2013-PAI-0186

## **DISPOSITION**

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 415 Legget Drive, Kanata, ON K2K 3R1; Krista O'Brien, Program Manager, Tax Billing and Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.

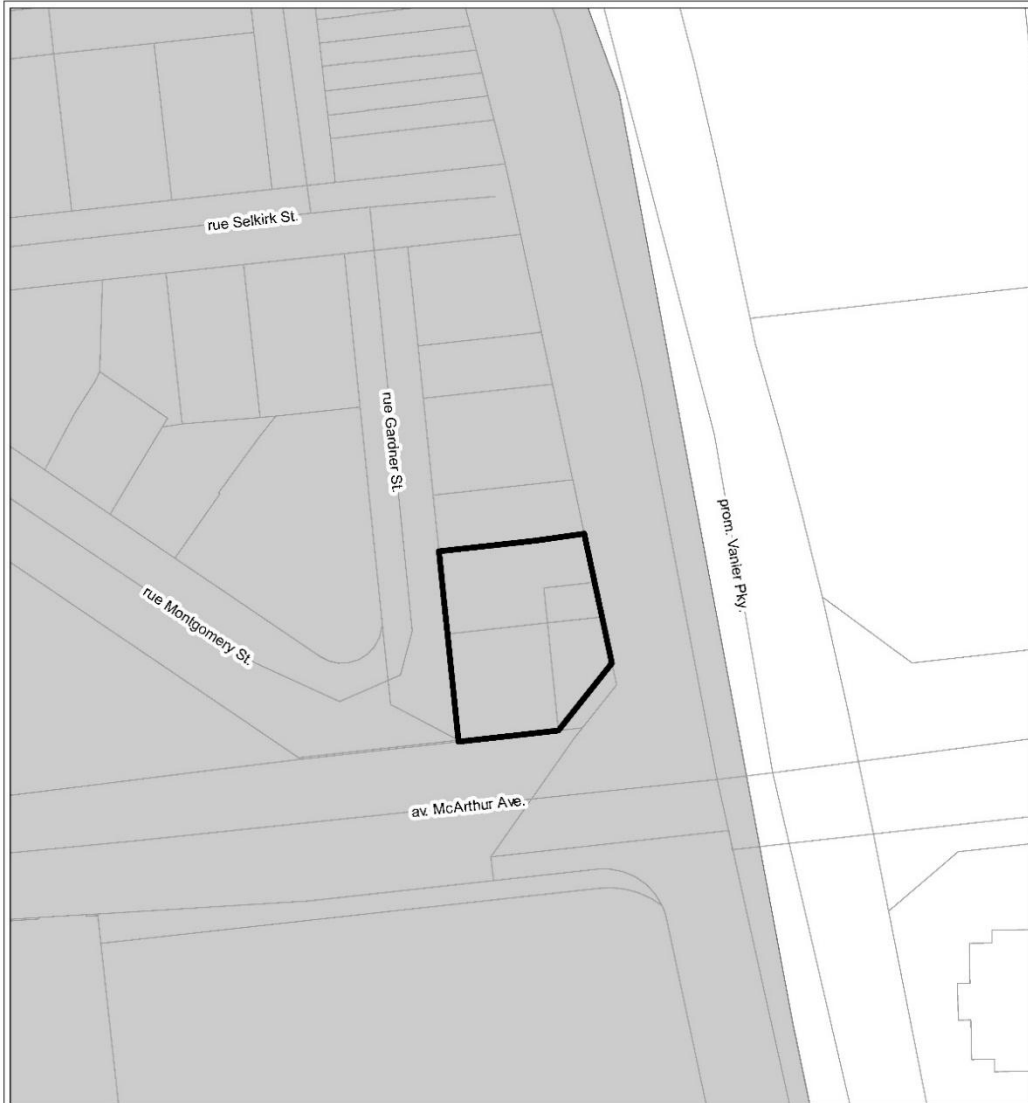
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.





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).



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE SITE PLAN / PLAN DE EMPLACEMENT	
D02-02-20-0051	20-0597-L	 <b>353-357 rue Gardner St.</b>	
D07-12-20-0091			
I:\CO\2020\ZKP\Gardner_353_357		 <b>Mature Neighbourhoods Overlay (section 139)</b> <b>Zone sous-jacente de quartiers établis (article 139)</b>	
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Document 2 –Zoning Key Plan



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE SITE PLAN / PLAN DE EMPLACEMENT					
D02-02-20-0051 D07-12-20-0091	21-0215-L	353-357 rue Gardner St.					
I:\CO\2020\ZKPI\Gardner_353_357		<table border="0"> <tr> <td style="width: 20px; height: 15px; border: 1px solid black;"></td> <td>           Area A to be rezoned from R5C H(25) to R5C[XXXX] SYYY            Le zonage du secteur A sera modifié de R5C H(25) à R5C[XXXX] SYYY         </td> </tr> <tr> <td style="width: 20px; height: 15px; border: 1px solid black;"></td> <td>           Area B to be rezoned from TM[2214] H(25) to R5C[XXXX] SYYY            Le zonage du secteur B sera modifié de TM[2214] H(25) à R5C[XXXX] SYYY         </td> </tr> </table>			Area A to be rezoned from R5C H(25) to R5C[XXXX] SYYY Le zonage du secteur A sera modifié de R5C H(25) à R5C[XXXX] SYYY		Area B to be rezoned from TM[2214] H(25) to R5C[XXXX] SYYY Le zonage du secteur B sera modifié de TM[2214] H(25) à R5C[XXXX] SYYY
	Area A to be rezoned from R5C H(25) to R5C[XXXX] SYYY Le zonage du secteur A sera modifié de R5C H(25) à R5C[XXXX] SYYY						
	Area B to be rezoned from TM[2214] H(25) to R5C[XXXX] SYYY Le zonage du secteur B sera modifié de TM[2214] H(25) à R5C[XXXX] SYYY						
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	Mature Neighbourhoods Overlay (section 139) Zone sous-jacente de quartiers établis (article 139)						
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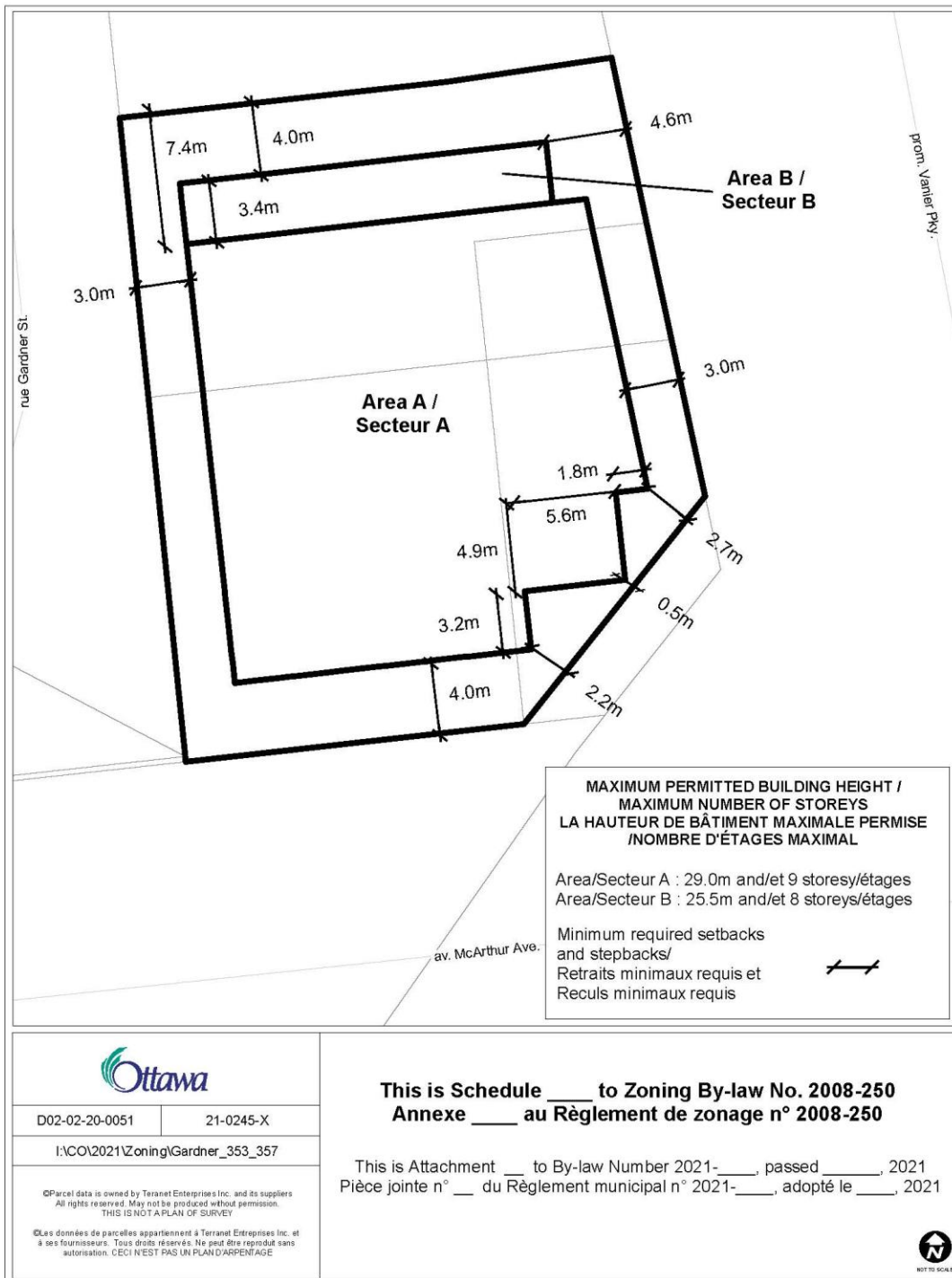


### Document 3 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law 2008-250 for 353-357 Gardner Street:

1. Rezone the lands shown in Document 1 from TM[2214] H25 and R5C H(25) to R5C[XXXX] SYYY.
2. Amend Part 17, by adding a new Schedule “YYY”, as shown on Document 4.
3. Add a new exception R5C[XXXX] to Section 239, Urban Exceptions, to add provisions similar in effect to the following:
  - a. In Column II, add the text, “R5C[XXXX] SYYY”;
  - b. In Column V, add the text:
    - Minimum building setbacks and maximum heights are shown on Schedule YYY.
    - Section 135 does not apply.
    - Gardner Street is considered the front lot line.
    - Minimum Lot Width – 30m
    - Despite Section 107, Minimum driveway width – 3m
    - Despite Section 65(4), a canopy may project to 0m of a lot line.
    - Despite Section 65(5), a landing may project to 0m of a lot line facing Gardner Street.
    - Despite Section 101, minimum parking - 24 spaces
    - Section 139 does not apply for an Apartment Dwelling, Mid-Rise.

Document 4 – Proposed Zoning Schedule



D02-02-20-0051      21-0245-X

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This is Schedule \_\_\_\_ to Zoning By-law No. 2008-250  
 Annexe \_\_\_\_ au Règlement de zonage n° 2008-250

This is Attachment \_\_\_\_ to By-law Number 2021-\_\_\_\_, passed \_\_\_\_\_, 2021  
 Pièce jointe n° \_\_\_\_ du Règlement municipal n° 2021-\_\_\_\_, adopté le \_\_\_\_\_, 2021



NOT TO SCALE

## **Document 5 – Consultation Details**

### Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. A virtual public consultation session was held on June 17, 2020. Four comments were received during the circulation of the application including comments from the Vanier Community Association. Two comment were in support with the others providing comments on the file.

1. Concerns were raised with respect to potential impact to birds.

#### Response:

Through the site plan control process staff will continue to work with the design team to revise the development plans where possible, to consider the recently adopted bird-friendly guidelines.

2. A comment was provided that the design team considering purchasing the property at 351 Gardner Street.

#### Response

The applicant team was forwarded the comment for their consideration; however, the project scale remains as proposed.

### Community Organization Comments

#### Maintaining Commercial Uses

The following additional uses are permitted if they are located on the ground floor or in the basement of an apartment dwelling, mid rise, apartment dwelling, high rise or an apartment dwelling, low rise: Personal service business, retail store (limited to a pharmacy, florist shop or newsstand), restaurant (full service), restaurant (fast food), restaurant (take-out). (By-law 2014-292)

#### Vanier Community Association

- The VCA welcomes redevelopment of this site which is located at a one of the 4 corners of the Vanier Parkway/McArthur intersection designated Major Intersection 2 under the Montreal Road District Secondary Plan (MDSS). The

Vanier Parkway is designated as a “Scenic Entry Route” under the Official Plan and McArthur Ave is one of Vanier’s traditional main streets. The MDSS applies to the site and policies cover the site related to its frontage on McArthur, its frontage on the Vanier Parkway and its location adjacent to the West Sector. Policy direction also applies to the intersection itself.

- Accordingly, the VCA regards the site and the proposed redevelopment as a significant opportunity to implement the MDSS and to complement the other corners of the intersection which feature special landscaping setbacks in support of the scenic route designation, to promote walkability and public spaces adjoining the intersection and to contribute to the revitalization of McArthur Ave at this location. The VCA notes no Official Plan amendments are proposed.
- The MDSS provides the following policy directions applicable for this redevelopment:
  - In the case of corner lots where two separate sections of this Plan apply, the policies of both sections are applicable
  - The Vanier Parkway has an existing vegetative buffer and the priorities are the preservation and enhancement of this buffer and providing pedestrian connections to the Vanier Parkway.
  - Vanier Parkway Policies: 1. New buildings will provide direct pedestrian access to Vanier Parkway
  - Development will include enhanced streetscaping and the preservation of the existing vegetative buffer.
  - Development will include public art that reflects the historic route of the Vanier Parkway or the history of the former City of Vanier.
  - Designated by the MDSS as Major Intersection Two, this intersection is an important link between the commercial uses on McArthur west of the Vanier Parkway and the residential areas on the east side Design changes to the intersection will 1. Prioritize pedestrians and cyclists by providing enhanced crossings and improve safety in accordance with the Official Plan and Transportation Master Plan.2. Improve connections to transit stops. 3. Include design techniques that reduce pedestrian crossing distances.

- Include a maximum six storey building height along the Traditional Mainstreet and provide for adequate setbacks and built form transition to adjacent low-rise residential uses. For lots fronting on a Traditional Mainstreet; and a lot depth greater than 30 metres; and a minimum lot area of 1200 square metres building height up to a maximum of seven storeys may be permitted.
- The VCA attaches importance to adherence to the MDSS and its policy directions. It notes that the application diverges from its policy directions in a number of ways. The VCA recognizes that the site involves many challenges given its location and the applicable policies. The VCA recognizes that suitable adjustments may be necessary. However, it considers the appropriate preservation of the existing vegetative barrier along the Vanier Parkway including to provide an adequate setback to complement the other three corners. It calls for a suitable height for this location based on the policy directions limiting heights to six or seven storeys and providing for adequate transition to the adjoining residential uses which are two-storeys. It calls for public art at this corner.
- Beyond the MDSS policy directions, the VCA welcomes the UDRP comments concerning the entries to the building and the importance of accessibility, cladding treatment which adjusts to the residential character of Gardner St., delineates the horizontal stages of the building and any rooftop mechanical facilities hidden from the Gardner Street side and neighbouring properties to the north.
- The VCA is interested in exploring a community benefits agreement with the Applicant.

**Context:**

- As noted, this is a significant but challenging site. It is part of a series of redevelopment projects, planned, approved or under construction in Vanier's West sector. This includes 350 Montgomery (70 units), 337 Montgomery (36 units), 15 McArthur (168 units), 10 McArthur (10 units), 43-49 McArthur at Mayfield (52 units), 3 Selkirk Street (Eastview Plaza) (1000 units), 112 Montreal Road/314 Gardner Street (591 units), 363 Greensway Avenue (70 units), 20 Mark Avenue (12 units). With this application, the total new residential units proposed is approximately 2100, representing as many as 4200 new residents

adding to the current Vanier population of 17,000. While some of these applications make provision to replace or add commercial uses, they represent only limited additional parkland (in the form of two parkettes) and green spaces related to the developments at 112 Montreal Road and the Eastview Plaza.

- To date, Traffic Impact Assessments have not covered many of these projects and together with other developments underway adjoining the Vanier Parkway and along the eastern stretch of Rideau Street, traffic impacts are expected to be significant if they are not mitigated by good planning in keeping with the new OPA's emphasis on public transit and active transportation. The limit of vehicle access to the interior street network (Gardner, Montgomery and Mayfield) now added by 353-357 Gardner to similar limits for 350 Montgomery, 337 Montgomery, 43-49 McArthur further add to the VCA's argument against the proposal for 112 Montreal Rd to open access from the Vanier Parkway to Palace and Gardner.
- Any redevelopment must contribute positive economic, environmentally friendly and social impetus through the creation and sustaining of increased housing choice, particularly rental, inclusive housing components in favour of housing affordability, as well as improved walkability and connectivity, cultural space and leisure opportunities in a manner which supports Vanier's diversity, its Francophone heritage and residents' health and socio-economic needs. The VCA also supports application of the policies outlined by City staff in the context of the new Official Plan.
- According to Ottawa's Chief Health Official, it is quintessential that planners and developers consider health as an important outcome when making infrastructure decisions. In fact, the pandemic has demonstrated the importance to reconsider living spaces. The lack of private outdoor spaces has contributed to increasing anxiety and stress during COVID-19. It has also encouraged their residents to step out more often, therefore increasing the probability they could catch the virus or spread it. The pandemic is also emphasizing the importance to think about the design of units and common spaces. We have seen that narrow hallways and small elevators could put residents too close to their neighbours and preventing them to keep at least 6 ft away from each other. The WHO has warned us that more pandemics will occur in the next decade, Dr. Tam has also informed us that we can see COVID-19 outbreaks and peaks until January 2022. We urge planners and developers to provide livable space and private outdoor

spaces to residents in order to increase community resilience and promote healthy living (during and post-pandemic).

- Located at a Major Intersection designated by the MDSS, and for which public art is required along the Vanier Parkway, the project can contribute to City's policy of Vision Vanier in respect of the Public Art initiative and to the improvement of a traditional main street covered by the MDSS where in the West Sector no retail space has been included in recent developments including at 10 McArthur, 15 McArthur, 18 McArthur, 350 Montgomery (fronting on McArthur).

#### Concept Plan and Building Form

- The VCA supports a mid-rise apartment building consistent with the MDSS. The VCA considers the proposed height of nine storeys too large for this small site. The MDSS policy directions for properties fronting on McArthur provide for a maximum height of six storeys. The VCA is prepared to support up to seven storeys even though the lot size of 1000 square metres does not meet 1.1.2 16 requirements for a minimum of 1200 square metres, recognizing that the zoning of adjacent properties is R5 permitting eight storeys provided that the design makes provision for appropriate step-down transition to the height in use of the adjoining residential properties (namely two storeys) as stipulated in 1.1.2 16. 1.1.2.17 makes it clear that the lot size is insufficient to qualify it for a building up to nine storeys unless an Official Plan amendment is proposed.
- The VCA supports the UDRP recommendations concerning the proposed building's cladding, particularly to distinguish the three horizontal stages of the building (ground two levels, the middle and top stages to better scale the building to the immediate neighbourhood, and to adapt the cladding fronting Gardner to similarly better integrate with its surroundings.
- Both the VCA, Councillor Fleury and the Applicant appear to agree that implementation of the provisions of the MDSS to enhance the safety of the intersection with some reconfiguration will greatly facilitate the development and intensification of this site. The VCA recommends that the City include such improvements as part of the Transportation Master Plan as work continues to improve the safety of McArthur Ave. The VCA continues to await the Traffic Impact Assessment report. This report should reflect all the developments listed above better to assess the impact overall of these developments including 353-357 Gardner. It is important to note that the VCA opposes the proposal of the

Applicant for redevelopment of 112 Montreal / 314 Gardner to open Palace and Gardner Streets to traffic from its development and via its development from the Vanier Parkway. The VCA has proposed a solution to the challenges associated with access to the growing number of developments in the west sector and 1625 Vanier Parkway via a new intersection on the Parkway south of Montreal Rd consistent with the Ottawa/NCC protocol governing the Vanier Parkway.

- As noted by the UDRP the proposed principal entry way at the corner of McArthur and the Parkway is problematic with respect to accessibility given the need to have the Gardner Street entry as a drop off point for all access to the building. The VCA believes the building design should make provision at the corner of Gardner/McArthur for this entry as the principal entry. This would solve a number of concerns related to the location of the proposed principal entry at the Parkway including the Applicant's proposals to extend an entrance canopy into the City's ROW, to remove the existing vegetative barrier protected under a specific provision of the MDSS and to eliminate the small elevation and landscaping in favour of a hard surface. The VCA believes that this would allow for landscaping more suitable for the intersection, creating a buffer to the intersection and current merge lane and to complement the landscaping features of the other three corners which conform to the MDSS.
- The VCA considers that given the Applicant's attachment to the importance of complementarity with 350 Montgomery, a south-west principal entry would provide a more suitable solution in this respect.
- The proposal makes no provision for pedestrian access to the Vanier Parkway. Given the location, the VCA can support landscaping features which would accomplish this at the corner of the Parkway as well as possibly from the outside amenity space at the north-east corner of the property.
- Similarly, the VCA supports the approach proposed for a public gathering place fronting McArthur to offset the absence of a full corner setback as per the other corners of the intersection. The VCA proposes that there be at least a mix of permeable surfacing in addition to any impermeable surfaces. The VCA could support the location of the required public art at this location. Given the Applicant's intent for the building to celebrate cycling, artwork which would project this theme may be suitable. The VCA does not agree that the building design proposed is a substitute for the provision of public art unless a form of integrated public art is proposed as an alternative.



- As noted, the VCA is concerned about an apparent trend to permit developments to neglect the provision of ground floor commercial space along McArthur Ave. The UDRP also commented on the lack of ground floor commercial space proposed for 357 Gardner. While the approval of 43-49 McArthur (together with 337 Montgomery in the immediate vicinity) with its proposed ground floor commercial space offers the prospect of mitigating the failure in this regard for new builds, including 350 Montgomery, it will be important to consider commercial/community space at 357 Gardner. Such use complements the proposed public plaza. The VCA notes the indication by the Applicant at the public consultation that there is a possibility of evolution of the space to more community active space including commercial use. As discussed at the public consultation and at the UDRP review, the VCA can accept as an interim solution the use of the proposed bicycle repair space for Pop-up opportunities perhaps in cooperation with Vélo Vanier as part of an effort to create a space for more active street life.
- As recommended by the UDRP, the VCA supports measures to preserve the privacy of the adjoining properties, including landscaping and a fence especially given the proposal for a garage entry at this location and adjoining private amenity space for building residents. The VCA notes that at the time of the public consultation the Applicant indicated that balconies were still under consideration. Any balconies on the north side of the building should also include features to protect the privacy of the neighbours given the limited building set-back here.
- Building Environmental Features: The VCA notes that the Applicant is still studying environmental features for the new building. The VCA does not agree however that the building's "intensification" of the site meets environmental standards expected of new developments. The VCA supports LEED standards for this building, including a green roof. The VCA welcomes the proposed concept of the development to celebrate cycling and it believes that the plaza and walkway along McArthur in addition to the city sidewalk can also project this concept into the public realm similarly to a public artwork with this theme.
- Parking: The VCA looks to see only the minimum number of parking spaces required by the City for this development. It would support a variance to further reduce the number. The VCA opposes any provision to allow off-site commercial parking at this site. The VCA welcomes the provision of cycling facilities and

recommends also spaces large enough to accommodate cargo bikes as well. As the TIA letter notes, there is limited street parking in the area but a variety of public transit options.

- A CPTED would be appropriate to best situate the ground level interrelationships between the building and the three streets on which it fronts, given the high risk of crime at this location. Suitable landscaping and lighting may be warranted and building and land use features which would offer more “eyes on the street” including possible access for residents to the Parkway and Bus shelter via the outdoor amenity area. This would also further address the policy direction for pedestrian access to the Parkway as per the MDSS.
- Landscaping: The VCA supports retention as much as possible of the existing vegetative barrier along the Vanier Parkway with suitable lighting to increase safety. The proposed plaza offers further opportunities for soft landscaping and as proposed earlier a switch of the designation of the main entrance would allow more suitable landscaping which both preserves the existing tree canopy and natural features while providing a walkway to the south-east entry. New trees along McArthur are welcomed. Together with the existing trees along the south side of McArthur, new trees will contribute to enhancing the tree canopy along both side of McArthur as planned developments are completed. The Applicant’s proposal to “adopt” the public green space between 350 Montgomery and the new development is also welcomed and the VCA suggests that as owner of both developments the Applicant become engaged with the Vanier Beautification Committee of the VCA together with the VBIA which looks after the flower pots at the corner space at the south west of the intersection (Loblaws). Such engagement would be a welcomed contribution to the community.
- Heritage building at 353 Gardner: The VCA awaits City heritage staff review of the expected demolition for this property and consultations concerning it. The VCA supports measures to save the building, albeit through a relocation.
- Housing Affordability: The VCA supports efforts by Councillors Fleury and McKenney to increase affordable housing in Vanier in cooperation with other levels of government. We ask them to work with Longwood to identify opportunities to increase the supply of affordable units in Vanier as part of new developments taking place in the community.

- The VCA looks forward to discussing community benefits and how the development can better integrate into the Vanier community and support Vanier's economic and social development.
- Vanier is a vulnerable community. We live in the 18th poorest federal riding in the country, we have the highest usage of food bank services in the province. The VCA acknowledges that Eastview Plaza is a significant transformative development in the Vanier's western sector, but this implies significant disparities between the West and the East. The community is working hard to address these complex problems, and we hope that as a developer in our community, Longwood would join forces with us to tackle these issues. The Vanier Community Association has launched the creation of the Vanier Community Investment Fund. Other Community Investment Funds have demonstrated outstanding results in addressing complex socio-economic problems when everyone in the community was contributing to the project. Hence, we hope that Longwood will contribute to this fund. We would be happy to further discuss this opportunity to collaborate and firm up any collaboration with the developer with a Community Benefit Agreement that will define Longwood financial contribution to our community.

## Document 6 – Urban Design Review Panel Recommendations

**353-357 Gardner Street** | Formal Review | Zoning By-law amendment and Site Plan Control Application | Rosaline J. Hill Architects; Paquette Planning Assoc.



### Summary

- The panel is of the opinion that the proportionality and scale of the building on the site works well.
- The Panel recommends giving some additional consideration to the base, middle, top legibility of the building.

### Site Plan

- The Panel is generally supportive of the approach to the site plan in terms of the entrances to the building and their placement.
- The Panel recommends studying the ground floor layout, including integrating the lively activity of the neighbourhood.
- The details on the design of the planters along the McArthur façade are important and the Panel suggests that they be clad in a way to tie into the base of the building.
- The Panel has some concerns with the accessibility of the site and emphasizes the need for the main entrance to be fully and easily accessible.

### Built Form and Architecture

- The treatment and articulation of the façade along McArthur is positive. This could be even further empathized by: o introducing a slight differentiation of the upper floor, which could be achieved by capping the corner element; and

Document 7 – Zoning Key Plan from Report ACS2013-PAI-0186

