

**Subject: Zoning By-law Amendment – 200 and 201 Friel Street**

**File Number: ACS2023-PRE-PS-0061**

**Report to Planning and Housing Committee on 5 July 2023**

**and Council 12 July 2023**

**Submitted on June 23, 2023 by Derrick Moodie, Director, Planning Services,  
Planning, Real Estate and Economic Development**

**Contact Person: Erin O’Connell, Planner III, Development Review Central**

**613-580-2424 ext.27967, Erin.O’Connell@ottawa.ca**

**Ward: Rideau-Vanier (12)**

**Objet : Modification du Règlement de zonage – 200 et 201, rue Friel**

**Dossier : ACS2023-PRE-PS-0061**

**Rapport au Comité de la planification et du logement**

**le 5 juillet 2023**

**et au Conseil le 12 juillet 2023**

**Soumis le 23 juin 2023 par Derrick Moodie, Directeur, Services de la planification,  
Direction générale de la planification, des biens immobiliers et du développement  
économique**

**Personne-ressource : Erin O’Connell, Urbaniste, Examen des demandes  
d’aménagement centrale**

**613-580-2424 ext.27967, Erin.O’Connell@ottawa.ca**

**Quartier : Rideau-Vanier (12)**

## **REPORT RECOMMENDATIONS**

- 1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 200 and 201 Friel Street, as shown in Document 1, to permit a 20-storey apartment building on the eastern portion of 201 Friel Street, as detailed in Document 2.**
- 2. That Planning and Housing 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 July 12, 2023” 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 la planification et du logement recommande au Conseil d’approuver une modification du Règlement de zonage n° 2008-250 concernant la propriété située au 200 et au 201, rue Friel, comme le montre le document 1, afin de permettre l’aménagement d’un immeuble d’habitation de 20 étages sur la partie est du 201, rue Friel, comme l’explique en détail le document 2.**
- 2. Que le Comité de la planification et du logement donne son approbation afin 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 12 juillet 2023 », sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.**

## **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**

200 and 201 Friel Street

### **Owner**

Ottawa Community Housing (OCH)

**Applicant**

Nadia de Santi – WSP Canada Inc.

**Architect**

Arne Suraga - Diamond Schmitt Architects, KWC Architects

**Description of site and surroundings**

The site is located north of Rideau Street, at the most northern end of Friel Street, in Lowertown. The site borders Beausoleil Drive to the north, Chapel Street to the east, and a number of existing high-rise developments further south and west.

The site is 0.72 hectares or 1.79 acres in size and contains two 11 and 13-storey apartment buildings with a total of 155 dwelling units and 77 parking spaces, including 12 visitor spaces. The site also contains a surface and underground parking lot, which will be demolished to accommodate the proposed development.

**Summary of proposed development**

The proposed development is a 20-storey, residential apartment building containing 128 one-bedroom units, 22 one-bedroom accessible units, and ten two-bedroom accessible units are proposed for a total of 160 dwelling units. The proposed development will include affordable options for rental units, a six-storey podium, a tower portion above, amenity and common spaces for residents and OCH office space on the ground level, indoor and outdoor amenity spaces on the seventh floor, underground parking, and a Privately-Owned Publicly Accessible Space (POPS) along Beausoleil Drive. Eight parking spaces, including four visitor spaces, would be provided underground with access from Friel Street to the new apartment building. The parking spaces that exist on the site will remain to serve all three buildings.

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

The application has been submitted to accommodate redevelopment of the site. The current zoning of the property is R5B H(18) F (2.0) or Residential Fifth Density, Subzone B with a height limit of 18 metres and a Floor Space Index of 2. The proposed zoning of the property is R5B H(35) [xxx1] – h and R5B [xxx2] SYYY – h, both Residential Fifth Density, Subzone B, but with varying height limits and exceptions to reflect the existing and proposed buildings.

Zoning provisions for the entirety of the site at 200 and 201 Friel include provisions similar to the following:

- Specific reference to treating all lands at 200 and 201 Friel Street as one lot for the purpose of applying the zoning by-law as it relates to Floor Space Index, lot width, lot area, and parking provisions
- A minimum parking space rate is 0.18 parking spaces per dwelling unit where 0.5 is required
- A minimum of 12 visitor parking spaces are to be provided where 29 are required
- A maximum Floor Space Index of 3.6 where 2.0 is currently permitted
- A holding zone (-h) to ensure the POPS as part of the Site Plan Control application is implemented

The site specific exception([xxx1]) for the existing site and buildings at 200 and 201 Friel, to reflect the existing condition, would include provisions similar to the following:

- Removal of minimum lot width provisions, where minimum required for an apartment is 22.5 metres
- A minimum rear yard setback of 3 metres where 7.5 metres is required
- A minimum communal amenity area of 19 per cent where 50 per cent of the total amenity area is required

The site-specific exception ([xxx2]) for the proposed development on the eastern side of 201 Friel Street would include provisions similar to the following:

- Maximum building height, setbacks, and stepbacks as defined through a new Schedule, as shown in Document 3
- A minimum aisle width for the parking garage of 4.5 metres where 6.0 metres is required
- A maximum permitted width for a double traffic lane part of a driveway providing access to a parking garage of 6 metres where 3.6 metres is the maximum for driveways leading to a parking garage of less than 20 spaces

## **DISCUSSION**

### **Public consultation**

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. Comments were received from 20 residents, who expressed concerns

generally related to height, separation distances, traffic, construction impacts, and potential residents. One resident submitted comments in support.

For this proposal's consultation details, see Document 6 of this report.

### **Official Plan designations**

The property is identified in the Official Plan as part of the Downtown Core Transect, Neighbourhood Designation, with an Evolving Neighbourhood overlay. The Downtown Core Transect speaks to an urban built form, prioritizing walking, cycling, and transit, and the location for greatest height and densities in the City. Neighbourhoods in the Downtown Core Transect are to support a wide variety of housing types. The Evolving Neighbourhood overlay signals a gradual evolution over time that will see a change in character to support intensification to allow new built forms and more diverse functions of land.

Particularly relevant policies of the Official Plan speak to healthy and inclusive communities (2.2.4), prioritizing affordable housing (4.2), urban built form (5.1), urban design and separation distances (4.6.6), and less auto dependency (6.3.3), and reducing parking requirements (4.1.4).

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

More specifically, the site is identified in the Central and East Downtown Core Secondary Plan within the Uptown Rideau Character Area. The Plan establishes baseline heights and maximum floor space Indexes as an indicator of the development density, and then includes policies to permit density redistribution. The subject site has been identified as having a baseline height of nine storeys with a maximum Floor Space Index of 5.0. Council may approve a built form that deviates from the baseline height, subject to certain conditions, and up to a maximum of 25 storeys.

The Uptown Rideau Street Community Design Plan (Community Design Plan) designates the site as within Area C, which is characterized by deep lots and large properties with greatest potential for intensification. The CDP speaks to locating high-rise buildings strategically, prioritizing pedestrian, cyclist, and transit users, active building frontages, podium design, separation distances between towers and design criteria for privately owned publicly accessible spaces (POPS).

Applicable Urban Design Guidelines for High-Rise Housing similarly include defining the lower portion of the building through a podium design, ensuring the ground floor is active and a well-designed pedestrian experience, designing corner sites with inviting open spaces and pedestrian amenities, incorporating sufficient separation between towers while minimizing shadowing on adjacent sites, using compact floor plates,

incorporating trees, sidewalks and outdoor amenities in the streetscape, and locating parking and service areas within the building and underground.

### **Urban Design Review Panel**

The property is not within a Design Priority Area, however on staff advice, the applicant brought their Zoning By-law Amendment application and Site Plan Control application to the Urban Design Review Panel (UDRP) for review. The applicant presented their proposal to the UDRP at a formal review meeting, which was open to the public.

The formal review meeting for the Zoning By-Law Amendment and Site Plan Control application was held on May 5, 2023. The panel recommendations are available in Document 7.

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

- Attention to public realm, texture, colour, and articulation of the building are being further explored through the Site Plan Control process.

The following Panel suggestion was not implemented:

- The Panel suggestion for a lower and wider building was explored by the applicant and staff, who concluded that shadow impacts on neighbouring public properties were not significantly improved through a lower, wider built form. A smaller tower would mean less affordable housing units being provided through this development, which would not respond as well to the Official Plan policies surrounding prioritizing this housing type.

### **Planning rationale**

The proposed development, as described above contains both affordable housing units, and accessible units, and is 80 metres from Rideau Street, responding to Official Plan policies about healthy and inclusive communities with a mix of housing options and densities that will support local shops and services (Policy 2.2.4).

Section 4.2 of the Official Plan speaks to prioritizing affordable housing, coordinating with goals of the City's 10-Year Housing and Homelessness Plan, with a toolkit of incentives including alternative development standards and application processing priority. Section 4.2.1 of the Official Plan speaks to appropriately balancing the value to the public interest of development application requirements against the impact to housing affordability. Section 4.2.2 references targets within the City's 10-Year Housing and Homelessness Plan, which this proposal assists the City in reaching.

In reference to Section 4.2, the Department has prioritized the review and timelines associated with this proposed development, and also reviewed the proposed amendments through the lens of considering some flexibility when applying development standards, including the application of separation distances being shared equally between owners where high-rise buildings are permitted (Policy 4.6.6 (9)).

As per other built form policies found in section 4.6.6, the proposed development provides some variation in heights, relates to the existing context, provides appropriate amenity area for future residents and the public, and includes a small tower footprint of approximately 550 square metres (less than maximum desired of 750 square metres).

With regard to the 3.0 metre setback from the building to the property line to the south, staff have reviewed and concluded that impacts are minimal considering the existing blank façade of 160 Chapel Street is located 27.9 metres from the proposed tower, any shadow impacts of the proposed development fall to east, west, and north, and the existing 160 Chapel Street development is generally built to a form consistent with maximum height and densities included in the Secondary Plan. Staff have also considered potential redevelopment of the adjacent property to the south at 160 Chapel Street and concluded that a consistent development with the policy direction found in the Secondary Plan would likely result in a maximum of two towers. It is anticipated, in this scenario, towers would generally be oriented towards Rideau Street and ensure that desirable separation distances could be maintained between towers on site (160 Chapel Street) and with this development (200 and 201 Friel Street).

While the Neighbourhood designation of the Official Plan speaks to provision of built form up to four storeys, the Secondary Plan provisions prevail and more specifically speak to potential for up to 25 storeys with a maximum Floor Space Index of 5 under specific criteria including a large site with frontage on two streets, provision of a POPS, and achieving built form principles as has been implemented through this proposal.

With regard to parking reductions sought, Section 4.1.4 of the Official Plan speaks to potential for minimum parking requirements to be reduced or eliminated where a site is within proximity to rapid transit. Section 5.1 references an urban built form with little or no parking provided, with priority on walking, cycling and transit. Section 6.3 speaks to neighbourhoods enabling a transition over time towards less automobile-dependent development and a distribution of densities so that those highest are close to rapid transit and major neighbourhood amenities such as Rideau Street, and neighbouring schools.

This site is located 770 metres from the Rideau O-Train Station, or approximately a one kilometre walk. The site is approximately 80 metres from Rideau Street, providing

access to local amenities and frequent local bus service. Several schools exist either directly across Beausoleil Drive, or within walking distance. The site is within and further supports the principles of a 15-minute neighbourhood, scoring 9 (highest possible) for provision of service and amenity areas in close proximity. Within 350 metres of the site there are 450 unpaid on-street and 92 paid on-street parking spaces. 80 bicycle parking spaces are proposed, as well as two carshare parking spaces. A number of Transportation Demand Management (TDM) measures are being proposed including provision of transit information, partnership with car share company, eligibility of residents for reduced fare passes, separating the cost of parking from rent, and providing multimodal information as part of new tenant package.

In addition, the proposed parking supply across the existing and proposed buildings exceeds operational requirements as provided by OCH.

### **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 as a result of this proposal.

### **COMMENTS BY THE WARD COUNCILLOR(S)**

Although the proponent has made a number of changes to address issues raised by the community, concerns remain around the security of the site. The proponent of the project should be encouraged to continue to work on solutions to address these concerns as the project moves forward.

### **ADVISORY COMMITTEE(S) COMMENTS**

It is rewarding to see for the first time in over 4 years of providing feedback on construction projects to see one that includes accessible units, the accessible parking spaces are well described, and the narrative of the Planning Rationales also refers to the Accessibility Design Standards which indicates that those standards will follow in designing the accessible residential units.

### **LEGAL IMPLICATIONS**

There are no legal implications associated with implementing the report recommendation.



## **RISK MANAGEMENT IMPLICATIONS**

There are no risk implications.

## **ASSET MANAGEMENT IMPLICATIONS**

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

## **FINANCIAL IMPLICATIONS**

There are no direct financial implications.

## **ACCESSIBILITY IMPACTS**

The proposed development will help people with disabilities through the provision of 32 accessible residential units, accessible parking spaces and early reference and consideration of the Accessibility Design Standards in designing accessible residential units. Improvements to the public right-of-way adjacent to the proposed development that would help people with disabilities, including sidewalk expansion and drop off area for Para Transpo, are being explored through the related Site Plan Control process. Any Ontario Building Code requirements for accessibility will be imposed at the building permit stage.

## **ENVIRONMENTAL IMPLICATIONS**

Although not a requirement at this point, the applicant has submitted reference to how the building responds to the High Performance Development Standards approved by Council on April 13, 2022.

In accordance with the Site Plan Metrics Tier 1, the proposed building is projecting energy performance below noted thresholds, providing accessible entrances, tree opportunities and soil volumes required are being explored, exterior fixtures will be dark sky compliant, bird safe glass is proposed, cool roof, and low albedo pavers are incorporated, bicycle parking is being provided, and parking spaces will be made electric vehicle charging ready.

## **APPLICATION PROCESS TIMELINE STATUS**

This application (Development Application Number: D02-02-22-0023) was processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications.

## **SUPPORTING DOCUMENTATION**

Document 1 Zoning Key Map

Document 2 Details of Recommended Zoning

Document 3 Height Schedule

Document 4 Concept Plan

Document 5 Rendering

Document 6 Consultation Details

Document 7 Urban Design Review Panel recommendations

## **CONCLUSION**

The proposed development is in keeping with the direction in the Uptown Rideau Community Design Plan, Secondary Plan, and the Official Plan. The applicant has provided a building with variation in heights, setbacks, architectural treatments, inclusion of a POPS, and accessible affordable dwelling units. In consideration of the applicable Official Plan policies and compatibility of the use in the area, the Zoning By-law Amendment is recommended for approval.

## **DISPOSITION**

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

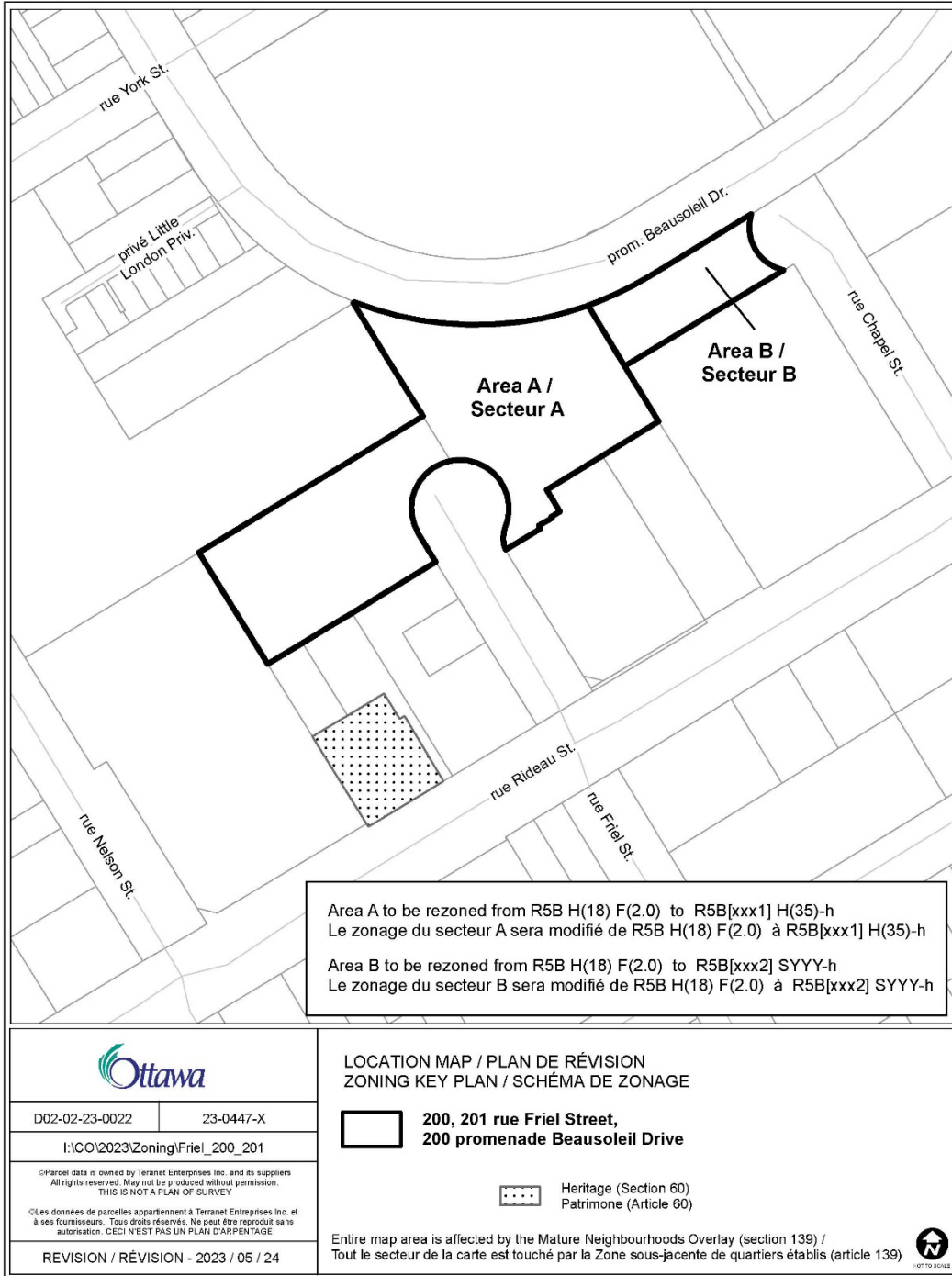
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, City Manager's Office to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

# Document 1 – Zoning Key Map

For an interactive Zoning map of Ottawa visit [geoOttawa](http://geoOttawa)



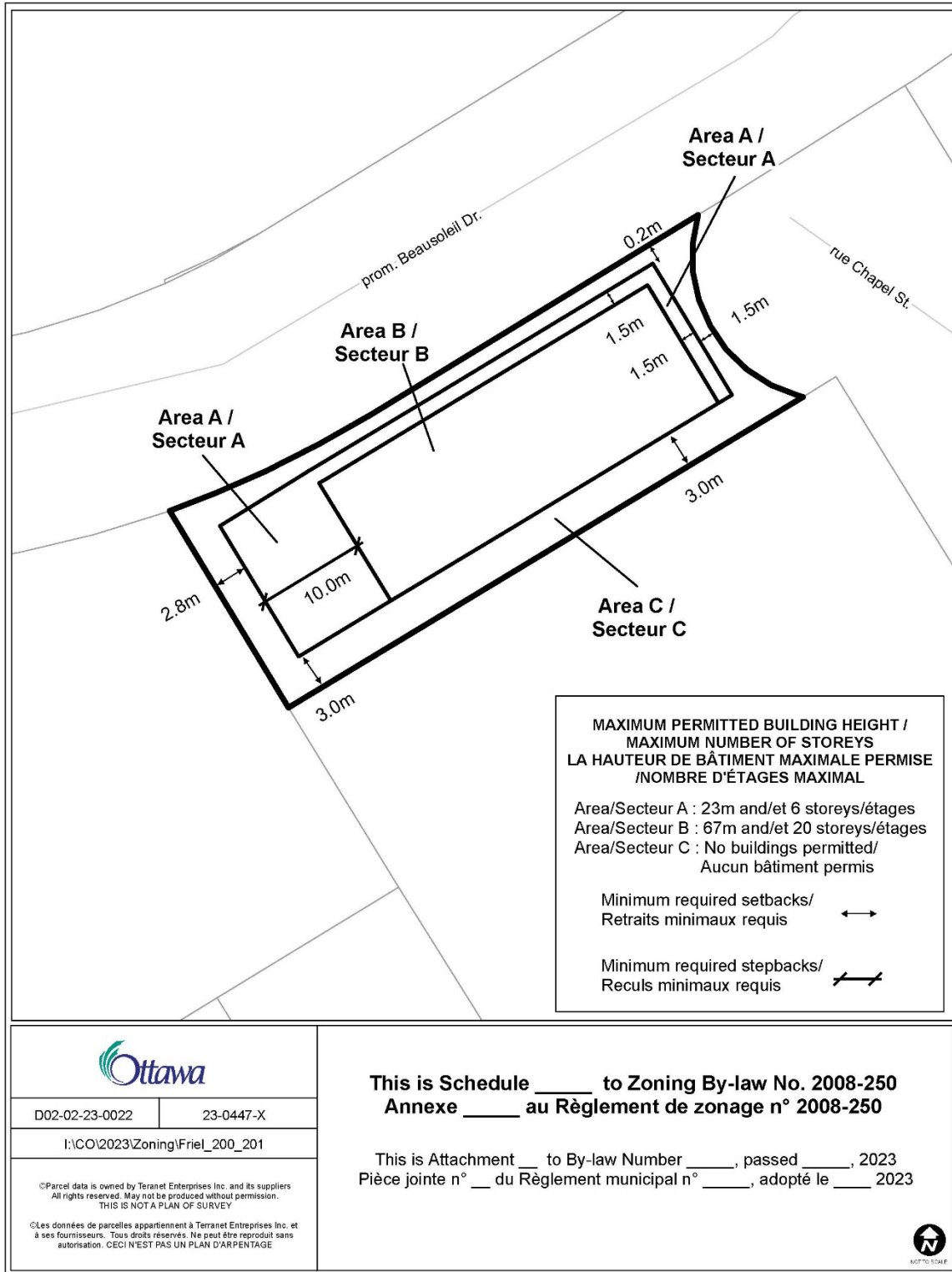
## Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 200 and 201 Friel Street.

1. Rezone the lands as shown in Document 1
2. Add a new exception [xxx1] to Section 239, Urban Exceptions, with provisions similar in effect to the following:
  - a) In Column I, Exception Number, add the text “[xxx1]”
  - b) In Column II, Applicable Zones, add the text “R5B H(35) [xxx1]”
  - c) In Column IV, Prohibited Uses, add the text “All uses, except existing uses, until such time as the holding symbol is removed”
  - d) In Column V, Provisions, add the text:
    - i. Lands zoned as R5B H(35) [xxx1] and R5B [xxx2] SYYY are to be treated as one lot for zoning purposes for the application of Floor Space Index, lot width, lot area, rear yard setback, and parking provisions.
    - ii. Despite Section 101, the minimum parking space rate is 0.18 parking spaces per dwelling unit
    - iii. Despite Section 102, a minimum of 12 visitor parking spaces are to be provided
    - iv. Maximum Floor Space Index is 3.6
    - v. Despite Section 164, Table 164 A (v), minimum lot width provisions do not apply
    - vi. Despite Section 164, Table 164 A (x), minimum rear yard setback is 3 metres
    - vii. Despite Section 137, Table 137 (3) the minimum communal amenity area requirement is 19 per cent of total amenity area requirements
    - viii. The holding symbol may only be removed at such time as an application for site plan control has been approved on the lands zoned R5B [xxx2] SYYY including the provision of a privately owned publicly accessible space on the lands zoned R5B H(35) [xxx1], to the satisfaction of the General Manager of Planning, Infrastructure and Economic Development.

3. Add a new exception [xxx2] to Section 239, Urban Exceptions, with provisions similar in effect to the following:
  - a) In Column I, Exception Number, add the text “[xxx2]”
  - b) In Column II, Applicable Zoning, add the text “R5B [xxx2] SYYY – h”
  - c) In Column IV, Prohibited Uses, add the text “All uses, except existing uses, until such time as the holding symbol is removed”
  - d) In Column V, Provisions, add the text:
    - i. Lands zoned as R5B H(35) [xxx1] and R5B [xxx2] SYYY – h are to be treated as one lot for zoning purposes for the application of Floor Space Index, lot width, lot area, and parking provisions.
    - ii. Despite Section 101, the minimum parking space rate is 0.18 parking spaces per dwelling unit
    - iii. Despite Section 102, a minimum of 12 visitor parking spaces are to be provided
    - iv. Maximum Floor Space Index is 3.6
    - v. Despite Section 164, Table 164 A (v), minimum lot width provisions do not apply
    - v. Maximum building heights, setbacks and stepbacks are as per SYYY
    - vi. Minimum aisle width for the parking garage is 4.5 metres
    - vii. The maximum permitted width for a double traffic lane part of a driveway providing access to a parking garage is 6 metres
    - viii. The holding symbol may only be removed at such time as an application for site plan control has been approved, including the provision of a privately owned publicly accessible space on the lands zoned R5B H(35) [xxx1], to the satisfaction of the General Manager of Planning, Infrastructure and Economic Development.
4. Add Document 3 as new schedule YYY to Part 17, Schedules.

Document 3 – Height Schedule ‘YYY’



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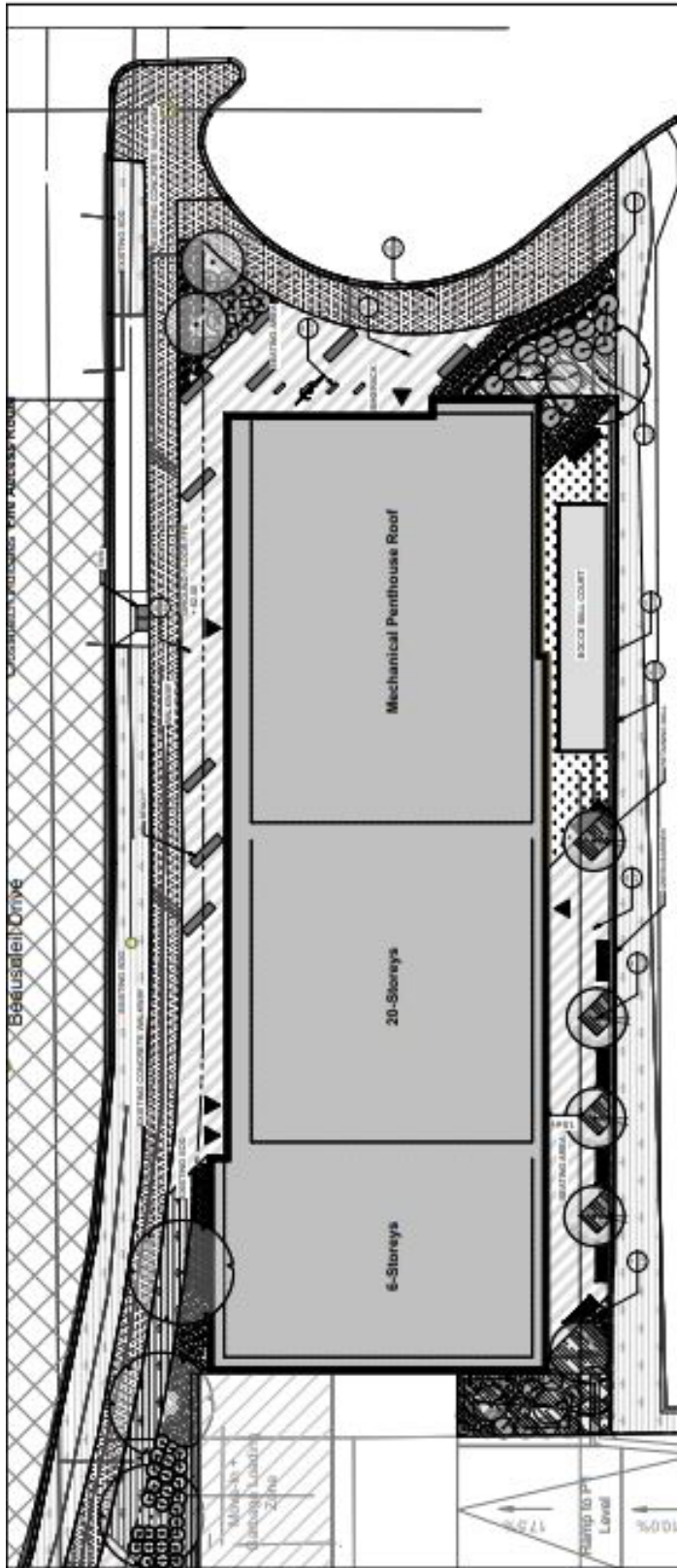
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This is Schedule \_\_\_\_\_ to Zoning By-law No. 2008-250  
Annexe \_\_\_\_\_ au Règlement de zonage n° 2008-250

This is Attachment \_\_\_ to By-law Number \_\_\_\_\_, passed \_\_\_\_\_, 2023  
Pièce jointe n° \_\_\_ du Règlement municipal n° \_\_\_\_\_, adopté le \_\_\_ 2023



Document 4 – Concept Plan



Document 5 - Rendering





## Document 6 – Consultation Details

### Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

#### Comment:

Concern with distance between existing building at 160 Chapel Street and proposed building.

#### Response

See Planning Rationale above. There will be 27.9 metres between the proposed tower and the existing blank side façade of 160 Chapel Street. The portion of 160 Chapel Street that faces the proposed development is more than 60 metres away, more than 23 metres minimum separation distance referenced in City policy documents.

#### Comment:

Concern that proposed building is too tall, will create shadow impacts, wind impacts, and views will be lost. Desire to see a lower built form considered.

#### Response:

The Uptown Rideau Community Design Plan and Secondary Plan was approved by Council on December 9, 2015 and dually incorporated into the new Official Plan. The subject proposal is consistent with policy direction. Shadow and wind studies have been provided and reviewed and impacts deemed acceptable. Views are not protected elements under the Ontario Planning Act, except in Ottawa in relation to Parliament Hill as illustrated in Schedule C6-A of the Official Plan.

Specifically, the sun/shade study submitted has illustrated that at the most impactful time of year in December, a portion of the school yard of York Street Public School is impacted for part of the day, but no more than 50 per cent of the space for 5 or more hours in September as per the Evaluation Criteria in the Shadow Analysis Terms of Reference.

Due to the small tower footprint proposed, shadows move quickly across the site and the future City Park at the south-east corner of Chapel Street and Beausoleil Drive will be shadowed for approximately one hour mid afternoon.

Properties to the south of the development site will experience no shadow impacts in June and September, and minimal shadowing in late afternoon in December.

The submitted wind study concluded that all grade-level areas within and surrounding the subject site are considered acceptable for intended pedestrian uses through the year. Suggested mitigation measures such as wind screens or landscaping for the 7<sup>th</sup> floor amenity area and space south of the building will be explored further through the Site Plan Control process.

Comment:

Concern with construction impacts.

Response:

Construction activity must adhere to relevant City by-laws including the Noise By-law, Traffic and Parking By-law and Encroachments on City Highways By-law. If issues are experienced during construction, a concerned citizen may contact 311 to report.

Comment:

Concern that there is not enough parking proposed and that residents and visitors will park elsewhere, like on Beausoleil Drive.

Response:

See above Planning Rationale. The Official Plan supports applicants seeking reduction to parking requirements in areas where alternative transportation modes are possible. The applicant has also indicated that demand is anticipated less than proposed supply based on experience with other similar projects. The Transportation Impact Study indicates without assigning to various intersections, 13 additional vehicular trips expected in the morning peak hour, and 12 in the afternoon peak hour, which would have little impact on surrounding traffic patterns. Parking on Beausoleil Drive, where permitted, is publicly available, so residents and visitors to OCH property may park there or any other members of the public. If there are concerns with vehicles parked on-street long term, by-law services at 311 may be contacted to report.

Comment:

Concern with traffic impacts from more drop-offs on Chapel Street.

Response:

Additional traffic to the area will result from the proposed development. However, the intention of intensifying in the area central to the City is that land uses will be located in close proximity to each other, with alternative transportation possibilities so that the traffic would be minimal in comparison to locating a similar density of land use further from the Urban Area. Access to the site for pedestrians is possible from Chapel Street, Beausoleil Drive, as well as the rear parking area accessed from Friel Street, ensuring that impact will not be concentrated on one Street.

A Transportation Impact Assessment Report was also submitted in support of the proposal and indicated that given the low level of vehicular trips generated by the proposed development, no future mitigation was required at intersections nearby. The intersection of Chapel and Rideau Street is currently functioning at an "A" level of service, which isn't anticipated to change with the proposed development.

The appropriate measures for design such as landscaping and sidewalks within the right of way of Beausoleil Drive and Chapel Street are being explored further through the Site Plan Control application.

Comment:

Concern with limited time for initial circulation.

Response:

This project has been identified as one with a high social impact, and thus as a priority for review. As such, the Department has implemented the shorter circulation timeline to assist in approval timelines in accordance with Council approved procedures.

Comment:

Concern that current residents will lose their homes.

Response:

There is no change proposed for the existing buildings at 200 and 201 Friel Street. The proposed development is adjacent to the existing buildings, and on the site of an unused parking garage at the corner of Chapel Street and Beausoleil Drive. Because the building is proposed on the same property as the existing buildings, the same address was used for the initial circulation. Since submission, a new address of 200 Beausoleil Drive has been assigned to the proposed building.

Comment:

Concern that there is enough community housing already in the area. Community housing will bring more individuals who do not share values or respect our community and bring crime and drug problems.

Response:

The 10-Year Housing and Homelessness Plan provides direction to leverage existing community housing properties to expand housing options. Many of the above concerns surround the potential for increases in criminal behaviour of individuals. While sympathetic to concerns raised regarding crime, these are not considerations in determining land use compatibility and the department is not in a position to conclude that an individual in an OCH unit will engage in criminal behaviour.

Criminal or by-law issues that are occurring presently are not the subject of the application. The correct enforcement agency whether it be the Ottawa Police or the City's Bylaw and Regulatory Services may be contacted with regard to present issues.

In relation to the design of the proposed development, the applicant has indicated inclusion of Crime Prevention Through Environmental Design measures including lighting and video surveillance in the POPS and parking areas.

Comment:

Adding more residents will put too much pressure on community schools, parks and other amenities. Too many people to be comfortable to pedestrians and cyclists.

Response: The Downtown Core Transect in the Official Plan, where this site is located, speaks to an urban built form, prioritizing walking, cycling, and transit, and the location for greatest height and densities in the City, so that people can easily access local amenities. School Boards are included as part of application circulation so they can plan appropriately for accommodation of future students.

Comment:

Concern with noise associated with 7th floor outdoor amenity area.

Response:

Noise created by people talking or shouting is not part of any stationary noise review. Ottawa's Environmental Noise Guidelines specifically exempt noise created by people. Noise generated by people talking or shouting is governed by the City of Ottawa Noise

By-law. Additional operational restrictions will ensure minimal noise impacts onto nearby buildings.

Comment:

Concern that this application will set a precedent.

Response:

Every application is considered on its own merits and will be reviewed as such in reference to applicable policy documents.

Comment:

Desire to coordinate any required closures of Beausoleil Drive during construction with adjacent Schools.

Response:

The applicant will be coordinating construction activities with adjacent Schools to ensure minimal impact.

Comment:

Desire to retain existing pathway from Beausoleil Drive to Friel Street.

Response:

No physical changes are proposed to the existing pathway. This accompanying Site Plan Control Application presents an opportunity to formalize legal access for the public on this pathway.

Comment:

Concern with lack of pick-up and drop-off area for proposed development.

Response:

Vehicular access is from Friel Street, where moving space, garbage access and loading is accommodated. Through the Site Plan Control application, a drop off area for Para Transpo is being explored on Beausoleil Drive.

Comment:

Support for OCH and their efforts to increase the supply of affordable rental housing in this community. The building is something we need more of in this city.

## Response:

Staff agree that there is a need and priority for affordable housing.

**Community Organization Comments and Responses**

## Lowertown Community Association

The Lowertown Community Association (LCA) offers the following comments regarding the proposal for an apartment development at 200 and 201 Friel Street. The major issues affecting the neighbourhood include the height of the building, the safety and security of the neighbourhood, parking and the lack of family-sized units.

**Height:** The building's height and narrow massing overwhelms the neighbourhood. A 20 story building height provides no transition from the existing two and three story, low-rise neighbourhood towards the 24 and 25 story buildings along Rideau. This height is only being considered under the secondary plan density redistribution requirements by combining the proposed building site with two neighbouring buildings on Friel. The proposed building's footprint is approximately 770.8 metres squared and it has a Gross Floor Area (GFA) of approximately 10,161.4 metres squared for a FSI of over 13. By itself the project therefore fails to meet both the secondary plan's density distribution requirement of a 2000 m<sup>2</sup> minimum lot size and the FSI maximum of 5.

Combining the existing 200 & 201 Friel buildings with the application only appears to meet density redistribution requirements. The extreme height and narrow massing are based on misinterpretation of secondary plan requirements, not respecting them. Given the narrow site, such an extreme height must be disproportionate and out-of-place, no matter how well designed. The emphasis on vertical design elements only accentuates this Tower effect on the neighbours, fails to complement the existing adjacent heritage assets, and contradicts the Uptown Rideau Community Design Plan's requirement that, in this "Area C ...Development must be sensitive to low-rise housing and schools to the north." 1

**Safety & Security:** Safe and secure communities require social cohesion, not segregation by income. But many residents feel that segregated social housing is currently being practiced in Ottawa. Subsidized housing is more effective in reducing

poverty when integrated into mixed-income neighbourhoods 2, not building only where social housing already dominates. OCH now owns over 20 per cent of all dwelling units in Lowertown, over 28 per cent of all rental households. In the portion of Lowertown east of King Edward, about 42.7 per cent of all tenants are in subsidized housing, including all social housing providers. Lowertown's share of subsidized renters is the third highest of any neighbourhood in the city (according to The Neighbourhood Study<sup>3</sup>), but building more affordable housing is not the problem. Safety & security for both OCH tenants and non-tenant neighbours is the real issue. Both OCH and non-OCH residents alike worry about safety and security. Yet another social housing project in a neighbourhood already dominated by them does nothing to reduce the number of potential victims of local crime and furthers the ghettoization of the poor. Concentration of social services only further undermines the effectiveness of those same social services.

**Parking:** Fewer required parking spaces will only contribute to more opportunities for street crime rather than reducing this risk. In the Transportation Impact Assessment Screening and Scoping Report, a reduction in parking from the currently required 74 resident and 15 visitor spaces to a planned 4 spaces for residents and 4 for visitors is based solely on a claim that approximately 60 per cent of existing surface spaces are vacant at the existing buildings on Friel Street. However this ignores the reason why existing surface lots are not used. Auto thefts and theft from autos are very frequent, leaving many residents unable to safely use the existing surface lots. However the Transportation Impact Assessment Screening and Scoping Report did not assess any parking requirements or any spillover parking, recommending instead that those issues be ignored because of an agreement with the city to allow less parking. But logically, if no assessment of parking impacts was ever done, the city has no evidence to judge the impacts of reduced parking, and hence no basis for agreeing to reduce the parking required.

**Lack of family-sized units:** While a lack of families cannot be corrected by zoning alone, planning has a clear role in ensuring adequate space for families where the necessary infrastructure already exists. This site has ideal features for young families: immediately adjacent to two primary schools and near a secondary school, with sport fields, recreation facilities, two swimming pools and parks nearby. By including only ten 2-bedroom units, and none larger, OCH and the city are wasting an opportunity to build a healthier neighbourhood fabric. Far from "...promoting diversity in unit sizes, densities and tenure options within neighbourhoods...", as required by the Official Plan (OP, Section 4.2.1), this project further reduces the diversity of housing options available.

<sup>1</sup> Uptown Rideau Street Community Design Plan, Dec. 9, 2015, pg 39-40.

<sup>2</sup> <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3491569/>

<sup>3</sup> <https://www.neighbourhoodstudy.ca/maps-2/>

Response:

See response to comments above regarding proposed height. Visibility of the building itself does not constitute undue adverse impact. Specifics of building design are still being reviewed through the Site Plan Control process.

We can consider contiguous lots “one lot for zoning purposes” in our application of the zoning by-law, even if they haven’t formally merged on title. Application of this in other zones is based on situations where a group of occupancies are designed, developed, and managed as a unit. The property at 200 and 201 Friel and this site at 200 Beausoleil Drive will function as one and there is no intention to sever off a portion of the property solely for 200 Beausoleil Drive. The recommended zoning applies an FSI of 3.6 to the subject land in a manner consistent with the Secondary Plan.

See response to comments above regarding OCH as the applicant, and consideration of reduced parking.

OCH has indicated that given the location, this development focus is on one-bedroom units within at 15-minute community, which best addresses wait list needs in this area. Given the limited site, the ability to provide larger units is also financially difficult and will not support an affordable community for larger units, while allowing OCH to secure funding.



## Document 7 – Urban Design Review Panel Recommendations

**200 Friel Street | Formal Review | Zoning By-law Amendment & Site Plan Control Application | Ottawa Community Housing Corp., Diamond Schmitt Architects, KWC Architects, Lashley + Associates Landscape Architects, WSP Global Inc.**



### Key Recommendations

- The Panel appreciates the applicant voluntarily coming to the UDRP and the important social impact of building affordable housing.
- The Panel has concerns regarding the architectural expression of the base and tower.
  - The Panel has concerns regarding the breaking down of the massing.
  - The Panel has concerns regarding the texture of the building; further work is required.

- The Panel appreciates the use of colour in the design and the lifting of the base at street level as well.
- The Panel has given various suggestions on how to best approach the site design and building massing:
  - Consider a lower building that reduces the shadow impact on adjacent schools and yard.
  - Consider limiting the length of the podium along the street and increasing the height of the tower to provide greater social and public spaces.
  - Resident's access to outdoor air and amenities is important, consider adding balconies; Juliet balconies are a good option that balances concerns over maintenance, cost, and energy efficiency.
  - Greater consideration should be given to the public realm. Consider providing a row of street trees and additional public space on both the Chapel and Friel sides.

### **Site Design & Public Realm**

- The Panel has concerns with the building not offering enough amenity space for the residents.
  - The Panel recommends more exterior amenity space should be considered.
  - The Panel recommends doing more for the public realm by adding new open spaces, rather than only redesigning the existing spaces.
- The Panel recommends considering a more interesting way of addressing the dead-end street.
- The Panel strongly recommends contributing to the streetscape by implementing a continuous street tree line along Beausoleil Drive. The streetscape plantings are a large part of the amenity and public space contribution of the building to the community.
- The Panel recommends using the second floor as amenity space for residents to allow for more ground-floor open spaces.

- The Panel recommends considering ground-floor canopies or trellises to assist in humanizing the ground-level space.

### **Sustainability**

- The Panel appreciates the affordable housing endeavour and its contribution to social sustainability.
- The Panel recommends giving more consideration to sustainable living, accessibility, and public art.
- The Panel strongly recommends adding more amenity space, as the social components of the building design will play a significant role in the social and environmental sustainability of the site.
- The Panel recommends the energy efficiency of the building needs more consideration and suggests considering window shading elements and an energy efficient treatment of the rooftops (e.g., photovoltaic panels that can be complimentary with some low-maintenance vegetation).
- The Panel suggests considering social sustainability as an extremely important aspect of the building design.
  - The Panel recommends giving more thought to ways the building can help foster social activity and a sense of community (e.g., consider community gardens and other innovative solutions that bring people together).

### **Built Form & Architecture**

- The Panel appreciates the complexity of the project given that it is a rather unique and tight site.
- The Panel appreciates the emphasis on the horizontality of the base and the verticality of the tower. However, the horizontality of the base can be strengthened further in terms of horizontal banding.
- The Panel appreciates the small floorplate size for the tower.
- The Panel recommends redesigning the window pattern in a way that strengthens the verticality of the three 'pieces' of the tower.

- Consider composing the centre 'piece' to have a consistent fenestration pattern.
  - Consider vertically organized fenestration and window patterning rather than a random pattern to help accentuate the verticality of the various elements of the tower.
- The Panel has concerns with the shadow impact from the massing on the school across the street.
  - The Panel recommends a lower building to reduce shadow impact on the school to the north.
- The Panel recommends that a mid-rise/twelve-storey building which considers its relationship to the bulb of the dead-end and the curved streetscape of Beausoleil Drive would be better suited for this site.
- The Panel has concerns with the lack of balconies for residents.
- The Panel appreciates the simplicity of the design. However, the coloured stripes are not successful in breaking up the massing.
- The Panel recommends the building aim higher architecturally, perhaps by adding texture to the metal paneling or something that addresses the current flatness of the façade. Consider 'Juliet' balconies to help with reducing the flatness of the façade while addressing the lack of balconies.
- The Panel appreciates the glazed 'floating' treatment of the ground floor.
- The Panel suggests the podium could be much stronger by relating to the curvature of the street and creating a curved presence.
- The Panel recommends a more textured material for the tower.
- The Panel recommends the mechanical penthouse should be stepped back.
- The Panel recommends considering the long-term endurance and appearance of the building in the decision-making process for materials.
  - The Panel has concerns about the aesthetics of the metal panel as it ages.

- The Panel suggests the efforts to break up the bulkiness of the massing aren't accomplishing the desired effect (change of heights, material changes, colour accents, fenestration, etc.).
  - The Panel recommends considering a slightly smaller building footprint on the site.
  - The Panel suggests using the windows to help delineate the changes in materials.