

**Subject: Official Plan Amendment and Zoning By-law Amendment – 245, 249,
261, 263 Rochester Street and 27 Balsam Street**

File Number: ACS2023-PRE-PS-0096

**Report to Planning and Housing Committee on 16 August 2023
and Council 23 August 2023**

**Submitted on August 3, 2023 by Derrick Moodie, Director, Planning Services,
Planning, Real Estate and Economic Development**

**Contact Person: Jean-Charles Renaud, Planner, Development Review Central
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Ward: Somerset (14)

**Objet : Modification du Plan officiel et du Règlement de zonage – 245, 249,
261, 263, rue Rochester et 27, rue Balsam**

Dossier : ACS2023-PRE-PS-0096

**Rapport au Comité de la planification et du logement le 16 août 2023
et au Conseil le 23 août 2023**

**Soumis le 3 août 2023 par Derrick Moodie, Directeur, Services de la planification,
Direction générale de la planification, des biens immobiliers et du développement
économique**

**Personne ressource : Jean-Charles Renaud, Urbaniste, Examen des demandes
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Quartier : Somerset (14)

REPORT RECOMMENDATIONS

That Planning and Housing Committee recommend Council:

1. Approve an amendment to the Official Plan, Volume 2C, for 245, 249, 261, 263 Rochester Street and 27 Balsam Street, with area-specific policies in order to permit increased building height for the construction of a new nine-storey mixed-use building, as detailed in Document 2.
2. Approve an amendment to Zoning By-law 2008-250 for 245, 249, 261, 263 Rochester Street and 27 Balsam Street to permit a nine-storey mixed-use building, as detailed in Document 3.
3. 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 August 23, 2023," subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

Que le Comité de la planification et du logement recommande au Conseil municipal :

1. d'approuver une modification à apporter au volume 2C du Plan officiel pour les 245, 249, 261 et 263, rue Rochester et pour le 27, rue Balsam, ainsi que les politiques sectorielles, pour autoriser l'augmentation de la hauteur des bâtiments afin de construire un nouvel immeuble polyvalent de neuf étages, selon les modalités précisées dans la pièce 2;
2. d'approuver une modification à apporter au *Règlement de zonage* pour les 245, 249, 261 et 263, rue Rochester et pour le 27, rue Balsam afin d'autoriser la construction d'un immeuble polyvalent de neuf étages, selon les modalités précisées dans la pièce 3.
3. Que le Comité de la planification et du logement approuve l'intégration de la section Détails de la consultation du rapport dans le cadre de la « brève explication » du Résumé des mémoires déposés par écrit et de vive voix, à rédiger par le Bureau du greffier municipal et à soumettre au

Conseil municipal dans le rapport intitulé Résumé des mémoires déposés par écrit et de vive voix par le public sur les questions assujetties aux « explications obligatoires » de la *Loi sur l'aménagement du territoire* à la réunion que tiendra le Conseil municipal le 23 août 2023 », sous réserve des mémoires qui seront déposés entre la publication de ce rapport et la date à laquelle le Conseil municipal rendra sa décision.

EXECUTIVE SUMMARY

Staff Recommendation

Planning staff recommend approval of the Official Plan Amendment and Zoning By-law Amendment at 245, 249, 261, 263 Rochester Street and 27 Balsam Street to facilitate the construction of a nine-storey mixed-use building.

The applicant has requested an increase in height, a reduction in front, corner side, interior side and rear yards, a reduced vehicular parking rate, an increased bicycle parking rate, a reduced driveway width, an increased area for commercial uses and an increased area for commercial patios.

The requested Official Plan Amendment for additional height supports the Official Plan goals, and the proposal otherwise aligns with applicable Official Plan policies for this area.

Applicable Policy

The following policies support this application:

- The proposed height increase to nine-storeys in this unique context is appropriate for an area-specific policy, and despite the additional height, the development supports the Official Plan goals by allowing higher densities in areas closer to transit stations, Corridors, and major neighbourhood amenities, and in an area contributing to a 15-minute neighbourhood.
- The proposed mid-rise building responds well to the policy direction given under Section 4.6 Urban Design as it incorporates successful materiality and setback/stepback transitions to neighbouring low-rise properties.
- The proposed mid-rise building reflects the policy direction of the Neighbourhood designation as well as the complementing “evolving” overlay as it provides an opportunity to reach the City’s intensification goals in an area anticipated for evolution in building typologies.

Public Consultation/Input

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for Development Applications. Correspondences were received from 26 individuals, seven of which were in full support of the proposal. Of those in opposition, concerns were raised related to built form, height, shadowing, parking, traffic, and greenspace.

A petition in opposition was also received, consisting of signatures from 21 individuals within the community. It was requested by the individuals having submitted the petition that the names not be shared publicly.

RÉSUMÉ

Recommandation du personnel

Le personnel des Services de planification recommande d'approuver la modification du Plan officiel et la modification du *Règlement de zonage* pour les 245, 249, 261 et 263, rue Rochester et pour le 27, rue Balsam afin de permettre de construire un immeuble polyvalent de neuf étages.

Le requérant a demandé d'augmenter la hauteur, de réduire la superficie de la cour avant, de la cour latérale d'angle, de la cour latérale intérieure et de la cour arrière, de diminuer la superficie du stationnement des voitures, d'augmenter la superficie du stationnement des vélos, de réduire la largeur de l'entrée de cour, d'augmenter la superficie des commerces et d'accroître la superficie des terrasses commerciales.

La modification que l'on demande d'apporter au Plan officiel pour augmenter la hauteur permet d'atteindre les objectifs du Plan officiel; par ailleurs, la proposition cadre avec les politiques applicables du Plan officiel pour ce secteur.

Politiques applicables

Les politiques suivantes justifient cette demande :

- Dans ce contexte exceptionnel, la hauteur, que l'on propose de porter à neuf étages, est adaptée à une politique sectorielle, et malgré l'augmentation de la hauteur, le projet d'aménagement permet d'atteindre les objectifs du Plan officiel en autorisant un accroissement des densités dans les secteurs rapprochés des stations de transport en commun, des couloirs et des grandes infrastructures du quartier, dans un secteur qui permet d'aménager un quartier du quart d'heure.
- L'immeuble de moyenne hauteur proposé est bien adapté à la politique-cadre exprimée dans la section 4.6 (L'esthétique urbaine), puisqu'il s'intègre

harmonieusement, en raison de ses qualités matérielles et de ses éléments de transition dans les marges de retrait et de reculement, avec les propriétés de faible hauteur du quartier.

- L'immeuble de moyenne hauteur proposé respecte la politique-cadre de la désignation du quartier, en plus d'étoffer la surzone « évolutive », puisqu'il offre l'occasion d'atteindre les objectifs de densification de la Ville dans un secteur dans lequel devraient évoluer les typologies des bâtiments.

Consultation et avis du public

L'avis public a été diffusé et la consultation publique s'est déroulée conformément à la Politique sur les avis publics et la consultation, approuvée par le Conseil pour les demandes d'aménagement. Nous avons reçu les lettres de 26 personnes, dont sept sont parfaitement d'accord avec la proposition. Ceux qui s'y opposent ont exprimé des inquiétudes sur la forme bâtie, la hauteur, l'ombrage, le stationnement, l'achalandage et les espaces verts.

Nous avons également reçu une pétition dans laquelle on s'oppose à ce projet et qui réunit les signatures de 21 membres de la collectivité. Les personnes qui ont déposé cette pétition ont demandé de ne pas diffuser publiquement leur nom.

BACKGROUND

Site location

245, 249, 261, 263 Rochester Street and 27 Balsam Street

Owner

3N Group Holdings Inc. c/o Carl Madigan

Applicant

3N Group Holdings Inc. c/o Carl Madigan

Description of site and surroundings

The subject property is located on the northeast corner of the intersection of Rochester Street and Balsam Street situated within the Dalhousie Community – between Little Italy and Centretown West Neighborhoods in Somerset Ward 14. The subject property is 1,832 square metres in size and is currently vacant. Directly north of the subject property is a two-storey commercial building; the east, a seven-storey mid-rise apartment; the south, a six-storey Ottawa Community Housing development, 21-storey

high-rise buildings and two mid-rise residential apartments; and to the west are low-density residential dwelling types.

Summary of proposed development

The applicant proposes a redevelopment of the subject property to a nine-storey mixed-use building that includes 118 purpose-built rental units ranging from studio units to two-bedroom units and an at-grade commercial space. The proposed development will also include outdoor amenity spaces consisting of an at-grade courtyard and a communal roof-top terrace. All parking, the loading and building servicing will be located underground and accessible from Balsam Street via a proposed two-way ramp. 30 vehicle parking spaces, including 20 resident spaces and 10 visitor spaces, are to be located underground. 105 bicycle parking spaces are also provided, including 90 spaces located in the underground parking garage.

Summary of requested Official Plan Amendment

The Official Plan Amendment seeks to establish an area-specific policy, to address an amendment associated with the Neighbourhood designation policies in Section 6.3.1(2) within the Official Plan – Volume 1, to permit building heights up to nine storeys. Presently, these policies limit building heights to those of a low-rise building typology (up to four storeys). This amendment would add an area-specific policy within Volume 2C – Area Specific Policies, stating that, notwithstanding Section 6.3.1(2), a nine-storey height is permitted at 245, 249, 261, 263 Rochester Street and 27 Balsam Street.

Summary of requested Zoning By-law Amendment

The site in question consists of a land assembly having frontage on both Rochester Street and Balsam Street. The entire land assembly is currently zoned R4UD[1891] S275 H(12.5)-c (Residential Fourth Density, Subzone UD, Exception 1891, Schedule 275, Maximum height 12.5 metres, Residential Neighbourhood Commercial). The site-specific exception (1891) permits a variety of local commercial uses as well as performance standards related to those particular uses. The exception also includes some performance standards specifically related to the previously approved Zoning By-law amendment, further detailed in Schedule 275. The Residential Neighbourhood Commercial suffix (-c) permits a variety of small, locally-oriented convenience and service uses that complement adjacent residential land uses, and are of a size and scale consistent with the needs of nearby residential areas.

The site is proposed to be rezoned to R5B[xxxx] Syyy -c (Residential Fifth Density, Subzone B, Exception xxxx, Schedule yyy, Residential Neighbourhood Commercial). The existing site-specific exception currently allows a series of non-residential uses,

which are proposed to remain. The following additional site-specific provisions are proposed:

- Increased building height up nine storeys (29.5 metres), as reflected on Schedule YYY, whereas 12.5 metres is currently permitted.
- Reduced front and corner yard setback to 1.5 metres, as reflected on Schedule YYY, whereas 0.6 metre and 1 metre are currently permitted, and 3 metres is required in the R5B zone.
- Reduced interior side setback to 1.5 metres, as reflected on Schedule YYY, whereas 0.6 metre is currently permitted, and 7.5 metres is required in the R5B zone.
- Reduced rear yard setback to 1.6 metres, as reflected on Schedule YYY, whereas 0 metre is currently permitted, and 7.5 metres is required in the R5B zone.
- Reduced vehicular parking rate to 0.16 space per residential unit, whereas the By-law requires 0.5 space per unit after the first 12 units.
- Increased bicycle parking space rate to 1 space per residential unit, whereas the By-law requires 0.5 space per unit.
- Reduced driveway width to 5.5 metres, whereas 6.7 metres is currently required.
- Horizontal bicycle parking spaces do not have to be located at ground level, whereas the By-law currently requires 50 per cent of the required bicycle parking spaces to be horizontal spaces at ground level.
- Increased maximum cumulative total area of all non-residential uses in a building to 120 square metres, whereas the By-law currently requires a maximum of 100 square metres.
- Increased maximum size of an outdoor commercial patio to 65 square metres, whereas the By-law currently requires a maximum of 10 square metres.
- Remove the 75 square metre maximum gross floor area limit for convenience stores.

A Site Plan Control application for this proposal is currently being reviewed by Staff.

DISCUSSION

Public Consultation

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

Official Plan designation(s) and policies

According to Schedule A of the Official Plan, this property is located within the Downtown Core Transect policy area. Schedule B1 further identifies the property as being within a Neighbourhood designation, which anticipates built heights of three to four storeys. The lands are also affected by the Evolving overlay, which is applied to areas in close proximity to Hubs and Corridors and is meant to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land.

Planning rationale

Official Plan

The property is located within the Downtown Core Transect policy area on Schedule A of the Official Plan. The Policy Area is described as being the historic, geographical, physical, cultural, symbolic and employment hub of the National Capital Region, as well as a mature built environment whose urban characteristics of high-density, mixed uses and sustainable transportation orientation are to be maintained and enhanced. It intends on maintaining and enhancing an urban pattern of built form and site design in an attempt to foster the development of 15-minute neighbourhoods. Residential densities sufficient to supporting a full range of services needed in these neighbourhoods is key to achieving this.

The property is located within a Neighbourhood Designation under Schedule B1 of the Official Plan. These areas generally permit building heights within a low-rise range of development and also strive to support the development of a 15-minute neighbourhood. The Neighbourhood policies seek to distribute the allowed densities in a manner that would allow higher densities in areas closer to transit stations, Corridors, and major neighbourhood amenities.

The Neighbourhood designation is further characterized by the Evolving overlay, which is meant to provide built form direction in cases where a change in character is anticipated. The Evolving overlay is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification. The overlay is intended to provide opportunities that allow the City to reach its intensification goals by providing guidance for a gradual change in character based on proximity to Hubs and Corridors, by allowing new building forms and

typologies, and by providing direction to built form and site design that support an evolution towards more urban built form patterns.

The property abuts a Hub designation to the south, which shares its boundary with the Corso Italia Station District within the West Downtown Core Secondary Plan.

Furthermore, the site is located approximately 400 metres from the future Corsa Italia O-Train Station, 60 metres from Booth Street and 80 metres from Gladstone Avenue, both designated Minor Corridors on Schedule B1 of the Official Plan.

Policy 6.3.1(2) states that permitted building heights in Neighbourhoods shall be low-rise, except in areas already characterized by taller buildings. While the intent of this policy is for these “areas already characterized by taller buildings” to be observed only within the Neighbourhood designation, as opposed to taller buildings within other designations, this particular location is uniquely situated compared to other areas characterised by the Neighbourhood designation in that it is located on the edge of its designation, and is surrounded in very close proximity on all sides by other, more dense designations (Hub, Corridor). A seven-storey mid rise currently exists within the same block at 90 Willow Street, and a 21-storey high-rise building currently exists on the property kitty-corner to the subject property, to the south-west. The planned function in the surrounding area, albeit outside the Neighbourhood design, permits a variety of mid- and high-rise built forms. Staff are of the opinion that the proposed height increase to nine-storeys in this unique context is appropriate for an area-specific policy, and despite the additional height, the development supports the Official Plan goals by allowing higher densities in areas closer to transit stations, Corridors, and major neighbourhood amenities, and in an area contributing to a 15-minute neighbourhood.

Policy 4.6 Urban Design seeks to enable the sensitive integration of new development to ensure Ottawa meets its intensification targets while considering liveability for all. These policies strive to achieve development that frames the adjacent streets while accommodating space on the site for trees, and state that mid-rise buildings shall be designed to respond to context and transect area policies. In order to minimize impacts on neighbouring properties and on the public realm, transitions in building heights are expected to be sensitive to its surrounding context. Transitions between mid-rise buildings and adjacent properties designated as Neighbourhoods are expected to be achieved by providing a gradual change in height and massing through setbacks and stepbacks from low-rise properties.

Since the initial concept of an 11-storey high-rise building, the proposal has evolved to become a nine-storey mid-rise building comprised of many stepbacks and varying materials. Its high-quality architectural design includes elements such as a “flowing” or “moving” brick building façade between the 3-4 storeys that provides an appearance of

“stepping down” and transition to the adjacent properties, and also exudes a low-rise built form. These architectural details complement the existing character of the surrounding area. Since the initial submission, and further to comments received from the community and staff, the proposal has further evolved to incorporate more significant setbacks and setbacks in key areas. The rear and interior side yard setbacks have been increased in certain areas of the building to increase the separation between the abutting properties, to help provide appropriate transition between the buildings, and to help to preserve the existing trees and their roots while providing increased opportunity for new landscaping in the rear and interior side yards. Furthermore, the transition to the neighbouring properties has been reviewed and the proposed building’s relationship to the north and east provides a more gradual transition to allow for more open space, continuity, and light. The portions of the proposed building closest to these neighbouring properties now reflect a four-storey building typology.

Staff are of the opinion that the proposed nine-storey mid-rise building and the accompanying height increase are consistent with Official Plan policies.

Zoning By-law

As detailed in Document 3, the proposed Zoning By-law Amendment has the effect of rezoning the site to include site specific provisions as well as a zoning schedule. The existing site-specific exception currently allows a series of non-residential uses, which are proposed to remain. The following summarizes the additional site-specific zoning provisions and planning rationale:

- The entire lot assembly is proposed to be rezoned to R5B[xxxx] SYYY -c (Residential Fifth Density, Subzone B, Exception xxxx, Schedule YYY, Residential Neighbourhood Commercial). Schedule YYY will include the various heights, setbacks and setbacks of all floors of the building.
- The proposed increased building height up to nine storeys, as reflected on Schedule YYY, is suitable for the area as it represents an appropriate fit for the site context, which is achieved through careful use of architectural elements intended to mitigate massing impacts on its surroundings. These elements, including brick cladding which establishes a three- to four-storey datum line, and multiple step-backs which create more breathing room and a four-storey element closest to abutting properties, are successful in properly integrating this new building within the abutting low-rise context.
- The reduced front, corner side, interior side and rear yard setbacks, as reflected on Schedule YYY, are appropriate for the area as they will facilitate the

construction of a building that frames both streets it fronts on, while maintaining planting space for trees along the streets. The public realm treatment and urbanity of the building is consistent with the evolving neighbourhood policies. The proposed building also transitions down to the low-rise neighbouring properties and offers a rear yard that includes planting areas.

- The requested parking reduction to 20 resident spaces is appropriate for the site given its location in close proximity to amenities, Corridors and a transit station. Furthermore, as discussed previously, Official Plan policies promote reductions in parking spaces where appropriate and the Neighbourhood designations seek to promote the emergence of 15-minute neighbourhoods. Additionally, a zoning provision is being introduced in order to ensure that the number of bicycle parking spaces provided on site equals one space per residential unit, which is double the requirement under the Zoning By-law.
- The requested reduction in drive aisle leading to an underground parking garage consisting of 20 or more parking spaces is appropriate for the site. A reduction to 5.5 metres is a minor deviation from the required 6.7 metres for this 30-vehicle parking garage, considering that a parking garage of less than 20 spaces would be required to have a drive aisle of 3.6 metres.
- The request to remove the requirement to have 50 per cent of bicycle parking spaces provided horizontally and at ground level is appropriate for the site, as it allows for a greater portion of the ground floor to be dedicated to street activation and landscaping areas. The bicycle parking spaces will be provided in the underground garage, which is a secure location protected from the elements.
- The requested increases in maximum cumulative total area of all non-residential uses to 120 metres, in maximum size of outdoor commercial patio to 65 square metres, and the removal of the 75 square metre maximum gross floor area for convenience stores is appropriate for the site. While the area currently benefits from the Residential Neighbourhood Commercial suffix (-c), which introduced two of the above-noted provisions for which relief is requested, the existing site-specific exception, which predates the Residential Neighbourhood Commercial suffix, currently allows various commercial uses. In addition, the site's proximity to transit stations, Corridors, and major neighbourhood amenities increases the suitability of these requested reliefs for this particular location.

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.

CONSULTATION

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for Development Applications. Correspondences were received from 26 individuals, seven of which were in full support of the proposal. Of those in opposition, concerns were raised related to built form, height, shadowing, parking, traffic, and greenspace.

A petition in opposition was also received, consisting of signatures from 21 individual within the community. It was requested by the individuals having submitted the petition that the names not be shared publicly.

COMMENTS BY THE WARD COUNCILLOR(S)

Councillor Ariel Troster provided the following comment:

While I am glad to see that some changes have been made in response to community feedback, especially with regard to greater setbacks and modulation above the podium, this building remains somewhat challenging. The Corso Italia secondary plan targets 25 per cent family size units. If we're going to allow this kind of densification in mature neighbourhoods, we have to be improving on what's there now – it's a shame that a building of this size and scale does nothing to help keep families in the core, in a neighbourhood that has so much to offer families.

LEGAL IMPLICATIONS

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

ASSET MANAGEMENT IMPLICATIONS

There are no servicing constraints identified for the proposed rezoning at this time. Servicing capacity requirements to be confirmed at time of site plan.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

The new building will be required to meet the accessibility criteria contained within the Ontario Building Code. Staff have no concerns about accessibility.

ENVIRONMENTAL IMPLICATIONS

The proposed redevelopment constitutes the redevelopment of an underutilized brownfield site that will be decontaminated, as demonstrated in the Phase II Environmental Impact Assessment and Geotechnical Investigation reports. Staff have reviewed the above-noted reports and will be requiring the submission of a Record of Site Condition (RSC) with the approval of the ongoing Site Plan Control process.

APPLICATION PROCESS TIMELINE STATUS

These applications (Development Application Number: D01-01-23-0007 & D02-02-22-0102) were not processed by the "On Time Decision Date" established for the processing of Official Plan and Zoning By-law amendments due to the requirement of an Official Plan Amendment being confirmed later in the review process.

SUPPORTING DOCUMENTATION

Document 1	Location Map
Document 2	Details of Recommended Official Plan Amendment
Document 3	Details of Recommended Zoning
Document 4	Schedule YYY
Document 5	Consultation Details
Document 6	Proposed Renderings

CONCLUSION

The Planning, Real Estate and Economic Development Department supports the proposed Official Plan Amendment and Zoning By-law Amendment. The proposal is consistent with the Official Plan policies in the Downtown Core Transect Policy Area, as well as those related to Evolving Neighbourhoods and Urban Design. The proposed Zoning By-law amendment is appropriate for the site and maintains policy objectives related to Evolving Neighbourhoods and Urban Design. The amendment represents

good planning and, for the reasons stated above, staff recommends approval of the Official Plan Amendment and Zoning By-law Amendment.

DISPOSITION

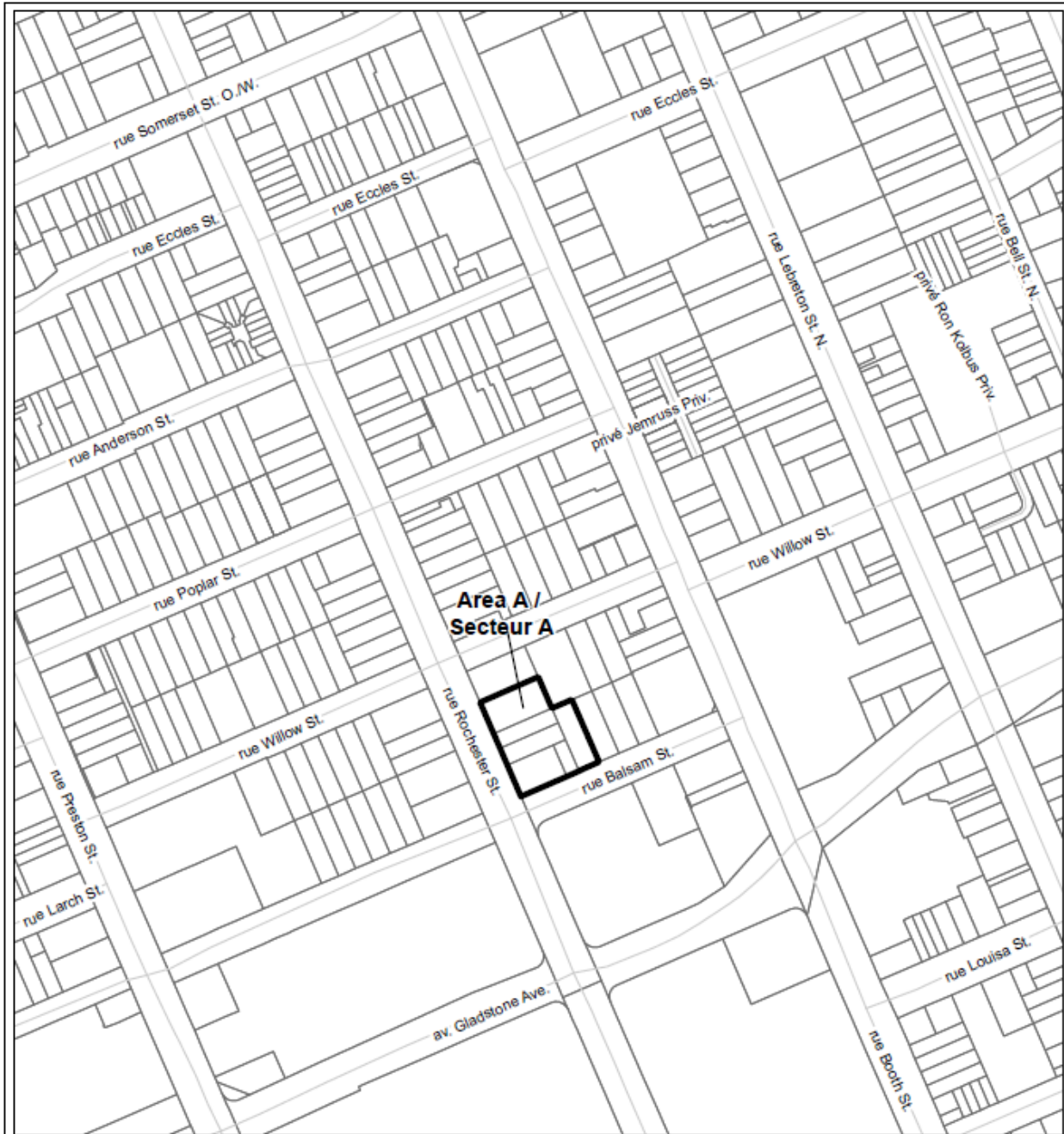
Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.


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 – Location Map





D02-02-22-0102	23-0635-D
D01-01-23-0007	

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REVISION / RÉVISION - 2023 / 07 / 04

LOCATION MAP / PLAN DE LOCALISATION
 ZONING KEY PLAN / SCHÉMA DE ZONAGE
 OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL

245, 249, 261, 263 Rochester Street

 Area A to be rezoned from R4UD[1891] S275 H(12.5)-c to R5B[xxxx] Syyy -c
 Le zonage du secteur A sera modifié de R4UD[1891] S275 H(12.5)-c à R5B[xxxx] Syyy -c

Entire map area is affected by the Mature Neighbourhoods Overlay (section 139) /
 Tout le secteur de la carte est touché par la Zone sous-jacente de quartiers établis (article 139)



Document 2 – Official Plan Amendment

**Official Plan Amendment XX to the
Official Plan for the
City of Ottawa**

INDEX

THE STATEMENT OF COMPONENTS

PART A – THE PREAMBLE introduces the actual amendment but does not constitute part of Amendment No. XX to the Official Plan for the City of Ottawa.

PART B – THE AMENDMENT constitutes Amendment XX to the Official Plan for the City of Ottawa.

PART A – THE PREAMBLE

PURPOSE

LOCATION

BASIS

PART B – THE AMENDMENT

INTRODUCTION

DETAILS OF THE AMENDMENT

IMPLEMENTATION AND INTERPRETATION

PART A – THE PREAMBLE

1. Purpose

The purpose of this amendment is to amend the Official Plan – Volume 2C, specific to 245, 249, 261, 263 Rochester Street and 27 Balsam Street, by adding an area-specific policy to permit a maximum height limit of nine storeys. The summary of proposed amendment and change to the Official Plan is as follows:

- a. Provide a new area-specific policy for 245, 249, 261, 263 Rochester Street and 27 Balsam Street to allow for a mid-rise building up to 9 storeys.

2. Location

The proposed Official Plan amendment includes changes only applicable to 245, 249, 261, 263 Rochester Street and 27 Balsam Street. The subject lands are located at the north-east corner of Rochester Street and Balsam Street.

3. Basis

The amendment to the Official Plan was requested by the applicant in order to build a nine-storey mixed-use building.

4. Rationale

The proposed Official Plan amendment represents good planning as the amendments will allow for a mixed-use development consistent with the Official Plan policies in the Downtown Core Transect Policy Area, as well as those related to Evolving Neighbourhoods and Urban Design. The site context is uniquely situated in close proximity to other policy designations that allow for greater heights. The proposed architectural elements and material choices will help provide appropriate transition to the surrounding areas and will help ensure the proposal remains sensitive to the existing context.

PART B – THE AMENDMENT

1. Introduction

All of this part of this document entitled Part B – The Amendment consisting of the following text constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

2. Details

The following change is hereby made to the Official Plan for the City of Ottawa:

- 1.1 by adding a new area “x”, titled “245, 249, 261, 263 Rochester Street and 27 Balsam Street” in Volume 2C – Area-specific Policies, with the policy as follows:

“Notwithstanding Section 6.3.1, Policy 2, the maximum permitted height is nine storeys.”

3. Implementation and Interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

Document 3 – Details of Recommended Zoning

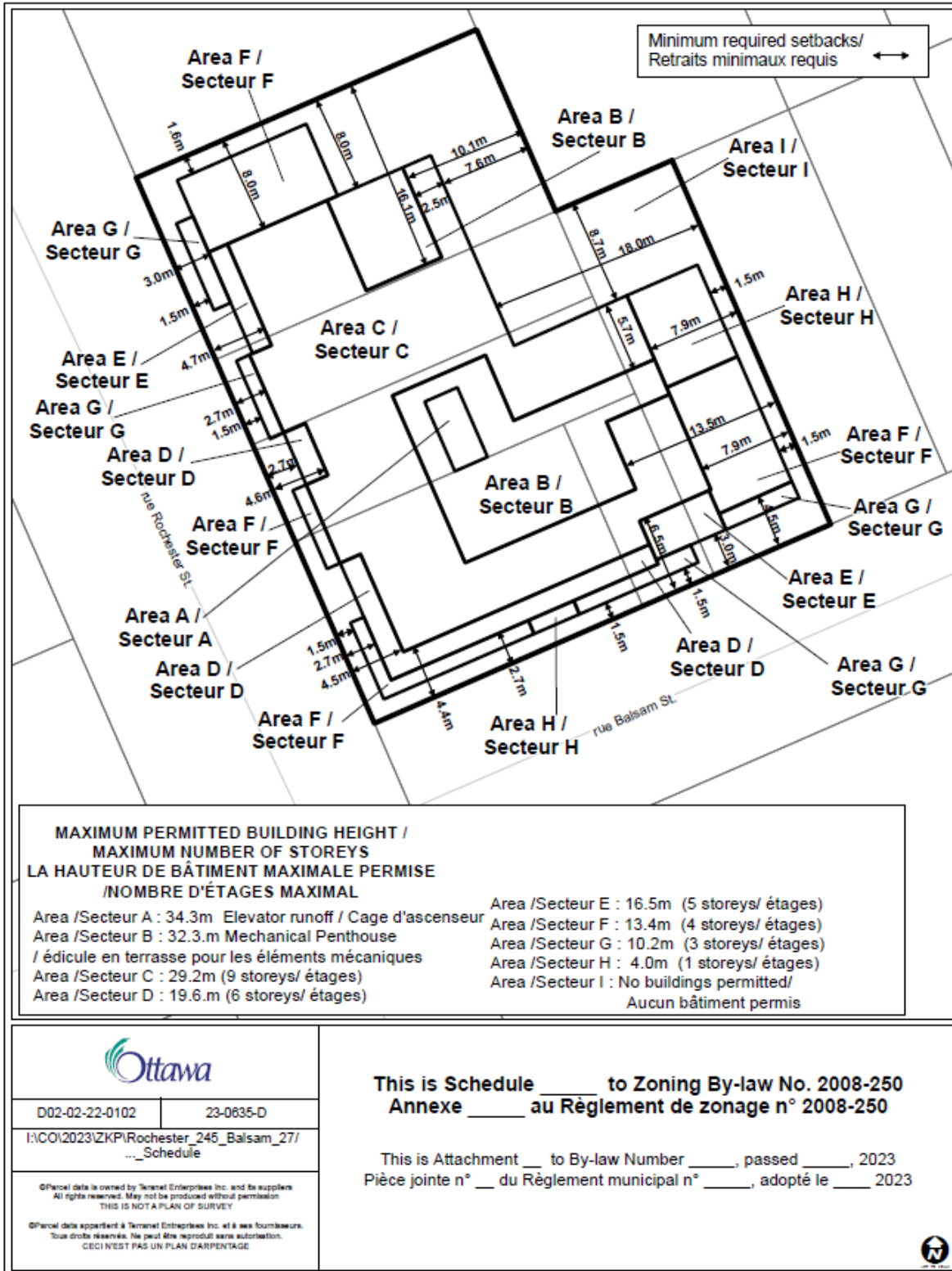
The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 245, 249, 261, 263 Rochester Street and 27 Balsam Street:

Add a new exception with provisions similar in effect to the following:

- 1) Rezone the lands as shown in Document 1.
- 2) Add new exception [xxxx]to Section 239 – Urban Exceptions with provisions similar in effect to the following:
 - a) In Column I, Exception Number, add the text “[xxxx]”
 - b) In Column II, Applicable Zones, add the text “R5B[xxxx] Syyy-c”
 - c) In Column III, Additional Land Uses Permitted, add the text:
 - i. Catering establishment
 - ii. Community health and resource centre
 - iii. Day care
 - iv. Instructional facility
 - v. Medical facility
 - vi. Personal service business
 - vii. Service and repair shop
 - viii. Retail store
 - ix. Retail food store
 - x. Convenience store
 - d) In Column V, Provisions, add the text:
 - i. Minimum building setbacks, stepbacks and maximum height are as per Schedule YYY.
 - ii. Despite Table 101, the minimum vehicular parking rate is 0.16 spaces per dwelling unit.
 - iii. No off-street motor vehicle parking is required to be provided for the first twelve dwelling units.

- iv. Minimum bicycle parking space rate: 1 space per residential unit
- v. Minimum width of a driveway providing access to a parking garage: 5.5 metres
- vi. Section 111 (11) does not apply
- vii. Maximum cumulative total area of all non-residential uses in a building: 120 square metres.
- viii. Maximum size of an outdoor commercial patio: 65 square metres
- ix. Section 163 (12) (c) does not apply

Document 4 – Schedule YYY



Document 5 – 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 Official Plan amendments and Zoning By-law amendments.

Community Comments and Responses

General

- I think that housing is great. Indeed, everyone should be able to get the housing they want at the price they want it at. I welcome more housing in my neighbourhood. My sole regret is that the developer isn't building taller with even more units.
- I live a few blocks away from this development and am writing to voice enthusiastic support. Love that there is a small retail component, and the four-story brick podium will sit very comfortably on the street. Underground parking is good, too. This area needs more housing and will benefit from increased density. We already have excellent amenities, serviced by transit and cycling infrastructure, retail and services, we just need the people here to support it! Given the tall apartment block on the opposite corner and the planned development south of Gladstone, I would support increasingly taller buildings. Now that the Jade's construction at Somerset and Lebreton has topped out, nine stories seems modest given the proximity to LRT and downtown.
- I think this a great use for the site as we need more and more affordable housing and all Rochester Street should be increased in height and density especially as the new arena could be around the corner at Lebreton Flats and being so close to Carleton U.
- The developer's proposal ignores the great planning work already done for the area.
- Other developments on Balsam Street were able to meet the Zoning By-law's requirements, therefore this proposal should as well.
- The majority of new housing developments in the area are studio or one-bedroom apartments. While we are happy to see that this proposal would include some 2-bedroom apartments, we were more supportive of the previous project that was considered for the same site which were low-rise buildings providing

living spaces more suitable for families, which is often lacking in the housing stock.

- No mention has been made regarding whether any of the 130 units will be affordable. Please clarify.
- There are not enough amenities (such as grocery stores) nearby. Bringing in an additional 130 units worth of people to the neighborhood is going to exacerbate the problem.
- I'm concerned with the proposed underground parking and the excavation process.
- The property is located on bedrock. Surrounding uses, including daycares, would be impacted by the noise and vibrations related to blasting activities.

Staff Response

- The applicant has not indicated if any number of units are to be made affordable. This is a discussion that can take place prior to Site Plan Control approval.
- A Geotechnical Investigation Report was submitted by the applicant and reviewed by staff. Any requirements related to blasting are identified in such reports and, if needed, will be included in a forthcoming Site Plan Agreement.

Built Form

- The materials selection and design choices are a success.
- A nine-storey building is simply too large for the area and would be incredibly out of place.
- The proposed building is too close to adjacent properties. I am concerned about privacy from the new building's windows. The limited site yard setbacks are also too short to do anything meaningful with that portion of land.
- The proposed building will impact the views from neighbouring buildings and will introduce shadow impacts. I currently have access to some sun in the afternoon. If that building is to go ahead, I will have no sun at all, as my windows face that direction.

Staff Response

- The architectural elements and material choices have had a great impact on reducing massing impacts on adjacent properties by providing appropriate transitions and by reflecting the neighbourhood's character.
- The side yard setbacks are consistent with those of a four-storey low-rise dwelling, and the proposed building has evolved to include stepbacks and ensure the portions abutting neighbouring properties reflect a four-storey built form.
- The building has also evolved to include additional room at the rear of the property, which will help with access to sunlight and will provide greater opportunities for planting.

Parking/Traffic

- 32 parking spaces for 130 rental units will force vehicles onto surrounding streets, which are already heavily used.
- The garage access should be on Rochester Street.
- Providing only a few parking spots for many, many units at the same time as pressure on parking availability grows from multiple sources is a risky choice. The narrow streets around this building are already intensively used by visitors to Preston Street. People get aggressive seeking parking and there will be more and more children on these narrow streets as development continues, a concern especially in winter.
- Construction traffic safety measures must be put in place before the ground is broken.

Staff Response

- Although a reduction in parking spaces is requested as part of the Zoning By-law Amendment, the required visitor parking spaces will be provided within the parking garage.
- Transportation Staff have reviewed the proposed garage access location and are satisfied.
- The proposed building is in close proximity to mainstreets, a hub and a future transit station. Future tenants will be made aware of the reduced number of tenant parking. The visitor parking space requirement is being met.

- The recommended zoning details include a provision which will require the applicant to provide bicycle parking spaces at a rate of one space per unit, which is double the by-law's current requirement.
- A construction traffic management plan will be required prior to construction.

Trees/Greenspace

- There is a real shortage of greenspace within the blocks surrounding these addresses. Even the St Anthony's schoolyard is locked, only for use by students. I note there is a private courtyard area that will be part of the development, but I'm not sure if the space will benefit the neighbourhood by providing cooling through the installation of vegetation. I noted that numerous deciduous trees were removed when the houses at this address were demolished, so I wonder how those trees will be replaced.
- The developer plans on maximizing the footprint of the building and intends to compensate for this by putting greenspace on the roof instead. The area's aging infrastructure needs ample greenspace in order to absorb water runoff.
- The City should be prioritizing real green spaces, not those located on roofs.
- The city needs to step in to ensure the urban heat island effect is not made worse in this neighbourhood through further development.
- There is also the issue of an underground stream that lies 8-10 feet beneath the property. We know there is one there and are concerned about the environmental impact this development may have on it. How will the development affect this underground stream? This development has the potential to divert the water to be a nuisance to the surrounding properties.

Staff Response:

- Forestry Staff have reviewed the proposal. The proposal has evolved since its initial submission to include more planting opportunities throughout the site. Staff's intention is always to seek to maintain or, where possible, increase urban tree canopy cover in reviewing development plans.
- The provided green roof is not meant to replace plantings elsewhere on the site, but rather to provide an enhanced opportunity for additional plantings.

- The Environmental Remediation Unit will require a condition of approval in the forthcoming Site Plan Agreement regarding off site contamination. The owner will be responsible to address any off- and on-site contamination and environmental concerns, as per the Environmental Site Assessment reports.

Document 6 – Proposed Rendering and Plan

