

Subject: Zoning By-law Amendment – 224 Preston Street

File Number: ACS2024-PDB-PS-0006

Report to Planning and Housing Committee on 22 May 2024

and Council 29 May 2024

**Submitted on May 10, 2024 by Derrick Moodie, Director, Planning Services,
Planning, Development and Building Services**

Contact Person: Adrian van Wyk, Planner II, Development Review Central

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Ward: Somerset (14)

Objet: Modification du *Règlement de zonage – 224, rue Preston*

Dossier : ACS2024-PDB-PS-0006

Rapport au Comité de la planification et du logement

le 22 mai 2024

et au Conseil le 29 mai 2024

**Soumis le 10 mai 2024 par Derrick Moodie, Directeur, Services de la planification,
Direction générale des services de la planification, de l'aménagement et du
bâtiment**

Personne ressource : Adrian van Wyk, Planner II, Development Review Central

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Quartier: Somerset (14)

REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 224 Preston Street, as shown in Document 1, to permit a six-storey mixed-use building, 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 May 29, 2024,” 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) visant le 224, rue Preston, comme le montre le document 1, afin d’autoriser l’aménagement d’un immeuble polyvalent de six étages, comme le précise le document 2.
2. Que le Comité de la planification et du logement approuve 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 greffe 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 29 mai 2024 », 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

224 Preston Street

Owner

Ottawa Carleton Construction c/o Frank Porcari

Applicant

Fotenn Planning + Design c/o Jillian Simpson

Architect

Redline Architecture c/o Levent Tatar

Description of site and surroundings

The subject property is located on the south-west corner of Preston and Larch Streets in the Centretown West neighbourhood. It is approximately 470 square metres in size and has 15 metres of frontage on Preston Street and 30 metres of frontage on Larch Street. It is currently occupied by a two-storey detached brick building and paved surface parking. The site is surrounded by low-rise residential, mixed-use and commercial uses. It is located across the street from the Sala San Marco Banquet and Conference Centre. The property is within 600 metres of the future Corso Italia O-Train Station.

Summary of proposed development

A Zoning By-law Amendment (D02-02-23-0040) and Site Plan Control (D07-12-23-0060) application has been submitted to facilitate the redevelopment of the site. The new building proposes 30 residential dwelling units, including 16 bachelor units, eight (8) one-bedroom units, four (4) two-bedroom units, two (2) three-bedroom units, and two ground-floor commercial units. 30 residential bicycle parking spaces are proposed, and no motor vehicle parking is provided. A total of 269 square metres of amenity space is proposed in the form of private balconies, communal terraces, rooftop amenity and basement amenity spaces.

The proposed building is rectangular in shape and provides a stepback above the 4th storey to assist with transition to surrounding uses. The building will be clad in a combination of paneling of different shades of grey and stone veneer. Building entrances will be located along Larch and Preston Streets. Two new street trees are proposed to be planted within the Larch Street right of way. See Document 4 – Elevations for a visual representation of the proposed building.

Summary of requested Zoning By-law amendment

The property is currently zoned [78] H(15) – Traditional Mainstreet Zone, Urban Exception 78, Height Limit 15 metres. The purpose of the Zoning By-law Amendment is to provide relief from the parent TM zone and height limit by replacing Urban Exception 78 with a new exception that would permit the following:

- Some provisions of Urban Exception 78, which are generally focused some limitations on non-residential uses and requiring a mixed-use building, will be incorporated into to the new exception;
- A maximum building height of 20.5 metres would be permitted, whereas a height limit of 15 metres is currently applicable;
- Where the building height is greater than four storeys or 15 metres, above the fourth storey or 15 metres whichever is the lesser the building would be stepped back a minimum of one metre more than the provided setback from the corner side lot line, whereas a stepback of two metres is required under the TM zone;
- A minimum corner side yard setback of two metres would be permitted, whereas a minimum corner side yard setback of three metres is required under the TM zone,
- A minimum rear yard setback of 3 metres would be required, whereas a minimum rear yard setback of 7.5 metres is required under the TM zone for a lot whose rear lot line abuts a residential zone;
- Subsection 197(3)(g)(ii)(3), which provides for a 45-degree angular plane measured at a height of 15 metres from a point 7.5 metres from the rear lot line abutting a residential zone, would not apply;
- No motor vehicle parking spaces or visitor parking spaces would be required, whereas the proposal is subject to the provisions of Section 101 and 102 of the

Zoning By-law in terms of which no residential parking is required and two visitor parking spaces are required;

- The minimum required ratio of resident bicycle parking spaces will be increased to a minimum of one space per dwelling unit, whereas 0.5 spaces per unit is required.

DISCUSSION

Public consultation

A virtual public consultation was held on June 21, 2023.

Approximately 10 attendees were present at the meeting. Public questions and comments related to the following were raised:

- Questions about corner side yard setback;
- Concerns about lack of stepback along Larch;
- Questions about location of loading;
- Concerns about lack of visitor parking;
- Concerns about lack of rear yard setback;
- Preference for appearance of building from elevations vs. perspectives;
- Concerns that architecture of building doesn't fit well with the character of the street;
- Request for additional tree planting.

Several of these concerns were raised during subsequent rounds of Staff review – a stepback is now provided along Larch Street, the architectural expression of the building and choice of materials was refined, and additional tree planting is proposed.

For this proposal's consultation details, see Document 3 of this report.

Official Plan designation(s)

Under the City's Official Plan, the property is located in the Downtown Core Transect and is designated Mainstreet Corridor. It is also located within the area designated Hub. The established and intended future built form within the Downtown Core Transect is urban and is intended to continue to develop as such with healthy 15-minute

neighbourhoods within a dense, highly mixed-use environment. Development may not have any required parking, or if it is to be provided it will be located in a common area or garage. Corridors within the Transect will provide a full range of services and accommodate buildings with heights of generally two- to nine storeys subject to appropriate height transitions, setbacks and angular planes. Development along Corridors shall address the Corridor and vehicular access will generally be provided along parallel or side streets. Where Corridors intersect or overlap with Hubs, vehicular traffic shall be managed with street design and measures including traffic calming so that active transportation can be prioritized.

Other applicable policies and guidelines

The property is located within the West Downtown Core Secondary Plan area, and more specifically in the Corso Italia Station District. Under the Secondary Plan, the property is designated Main Street Corridor and is subject to a height limit of six storeys. Mixed-use buildings that maintain the function and character of main streets are permitted in this designation. Continuous at-grade retail, commercial or institutional frontages with public access from the street must be provided along Preston Street. The ground floor frontage of a building should reflect the established retail scale and character that currently exists. All new development projects will also be oriented to local and internal streets to ensure animated building edges. Mid-rise buildings will have bases that relate to the pedestrian realm and middle portions that form part of the street wall and relate to adjacent buildings. Building mass will be articulated to avoid a canyon effect and the relationship between new development and existing and future residential buildings will be carefully examined.

The Transit-Oriented Development (TOD) Guidelines and Urban Design Guidelines for Development along Traditional Mainstreets are applicable to the proposal. The TOD Guidelines call for transit-supportive uses within 600 metres of rapid transit stations, buildings that are close together and that have direct street frontage, high densities closest to rapid transit stations, human scale design and an enhanced public realm. Traditional mainstreets should accommodate developments that enhance and reinforce the scale and character of the street, are compatible with and complement their surroundings, strengthen building continuity along the street, are compact and pedestrian-oriented and contribute to a broad range of uses.

Planning rationale

The proposal is consistent with the policies of the Official Plan and West Downtown Core Secondary Plan, as well as with applicable urban design guidelines. The proposal

contains the urban characteristics outlined in Table 6 of the Official Plan and contributes to the status of the neighbourhood as a 15-minute neighbourhood by providing a mix of uses at high-density. No motor vehicle parking is proposed due to the site's proximity to the future Corso Italia O-Train Station and active transportation is prioritized through the building's siting and relationship to the street and the provision of adequate bicycle parking. The building addresses both streets onto which it fronts and includes active entrances all around. The proposed height of the building is consistent with the direction of the Secondary Plan and is appropriate for a traditional main street. The building is suitably articulated and includes stepbacks above the fourth storey. A smaller one-metre stepback will be provided along Larch Street, which maintains the intention of the provision to provide a visual break for the upper storeys so as to strengthen the relationship of the lower storeys with the street and maintain a pedestrian scale. The reduced rear yard setback and removal of the angular plane requirement is appropriate in this case, as the west façade may be considered a side yard for a corner building of this kind, and the abutting land use is a garage at the rear of a residential through lot. Given the relationship and context of the abutting residential property, the reduced rear yard setback will not cause an undue adverse impact. Elevations of the proposed development are shown in Document 4.

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 the recommendations of this report.

COMMENTS BY THE WARD COUNCILLOR(S)

The Councillor is aware of the application related to this report.

LEGAL IMPLICATIONS

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

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with the recommendations of this report.

ASSET MANAGEMENT IMPLICATIONS

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

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

There are no accessibility impacts associated with the recommendations of this report.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications associated with the recommendations of this report.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- A city that has affordable housing and is more livable for all.

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-23-0040) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to multiple rounds of review and the complexity of planning issues to be addressed.

SUPPORTING DOCUMENTATION

Document 1 Zoning Key Map

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

Document 4 Elevations

CONCLUSION

Staff support the proposed Zoning By-law amendment as the proposal is consistent with the City's Official Plan, the West Downtown Core Secondary Plan and applicable guidelines. The proposal represents good planning.

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.

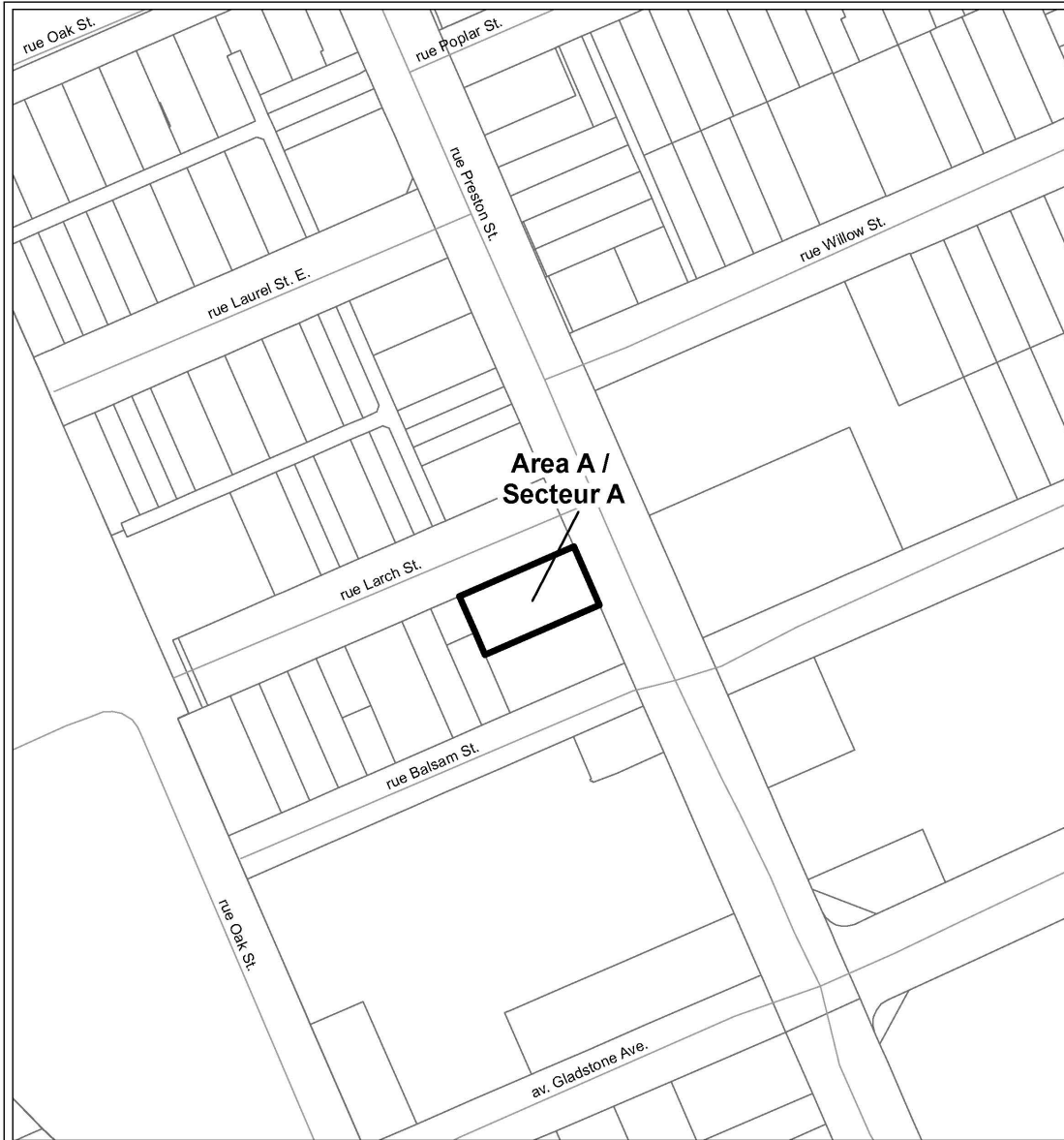
Zoning and Interpretations Unit, Policy Planning Branch, Planning Services to prepare the implementing by-law and forward to Legal Services.




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



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-23-0040	24-0359-X	224 rue Preston Street	
I:\CO\2024\Zoning\Preston224		 Area A to be rezoned from TM[78] H(15) to TM[xxxx] Le zonage du secteur A sera modifié de TM[78] H(15) à TM[xxxx]	
©Parcel data is owned by Teranet Enterprises Inc. and its suppliers All rights reserved. May not be produced without permission. THIS IS NOT A PLAN OF SURVEY		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) 	
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REVISION / RÉVISION - 2024 / 04 / 04			

Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 224 Preston Street:

1. Rezone the lands as shown in Document 1.
2. Add a 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 Zone, add the text “TM [xxxx]”.
 - c. In Column V, Provisions, add the text:
 - i. the property must be developed as a mixed-use, where the gross floor area dedicated to non-residential uses must not exceed the gross floor area dedicated to residential uses
 - ii. despite Section 54, restaurant, full-service means a restaurant that sells, serves and prepares on-site food and beverages to patrons seated at tables, for consumption on the premises
 - iii. maximum building height: 20.5 metres
 - iv. where the building height is greater than four storeys or 15 metres, above the fourth storey or 15 metres whichever is the lesser a building must be setback a minimum of 1 metre more than the provided setback from the corner side lot line
 - v. minimum corner side yard setback: 2 metres, except for any part of a building above 15 metres for which an additional 1 metre setback must be provided
 - vi. minimum rear yard setback: 3 metres
 - vii. Subclause 197(3)(g)(ii)(3) does not apply
 - viii. despite any provision to the contrary, no motor vehicle parking spaces or visitor parking spaces are required
 - ix. minimum required resident bicycle parking spaces: 1 space per dwelling unit

Document 3 – 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. Comments were received relating to the proposed built form and zoning relief requested, and construction activities. One public meeting was also held online on June 21, 2023 via Zoom.

Public Comments and Responses

Built Form:

Neighbouring property owners are concerned about proposed reductions in setbacks and the impacts on existing businesses and future development potential. Neighbours would like to see the side yard setback of the existing building maintained.

Concerns with height of the proposed building.

Response:

The proposed zero-metre side yard setback is permitted in the TM zone. During review, Staff worked with the applicant on softening the visual appearance of the south façade to avoid a blank wall condition. Staff have no concerns with the proposed rear yard setback reduction as the west façade functions like a side yard setback for a corner building of this kind and for the context of the abutting property. Additionally, the abutting land use is a garage at the rear of a residential through lot. The proposed building height of six storeys is consistent with the direction of the West Downtown Core Secondary Plan.

Construction Impacts:

Neighbours are concerned with the impacts of construction on existing business operations.

Response:

All applicable City by-laws regulating construction activities will be required to be followed at the time of construction.

