



ARNON

450 ROCHESTER STREET

OFFICIAL PLAN, ZONING BY-LAW AMENDMENT,
AND SITE PLAN APPLICATION

Planning Rationale and Design Brief
November 05, 2019





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1.0 – INTRODUCTION

GBA Group “GBA” has been retained by Arnon Corporation to prepare a Planning Rationale in support of applications for a Zoning By-law Amendment, Official Plan Amendment, and Site Plan for 450 Rochester Street. Although Aberdeen-Preston Holdings Limited holds legal title to this property, the property is held in trust for Arnon Corporation, who is the beneficial owner of this property. The purpose of this Planning Rationale is to assess the proposed development and ensure it is consistent with Provincial and Municipal policies and regulation.

The subject site is almost a full block in size, with limited frontage on Preston Street, full frontage on Rochester Street, and with almost full frontage the length of Aberdeen Street and Beech Street. The area of the site is 9,209 m². **Figure 1** shows its location within the Preston Carling District, identifying Highway 417 to the north, Pamilla Street to the south, Booth Street to the east and Preston Street to the west. It is an area of Ottawa that has seen significant growth over the last number of years with projects completed or under construction and many with approvals in place.

The site is currently used as an approximately 300 stall surface parking lot, and although this use on its own is an asset to the community, the time has come for its redevelopment. The site is a key location within the Preston-Carling District Secondary Plan. It is designated a Mixed-Use Centre in the Official Plan, a Design Priority Area, and a targeted area for intensification.

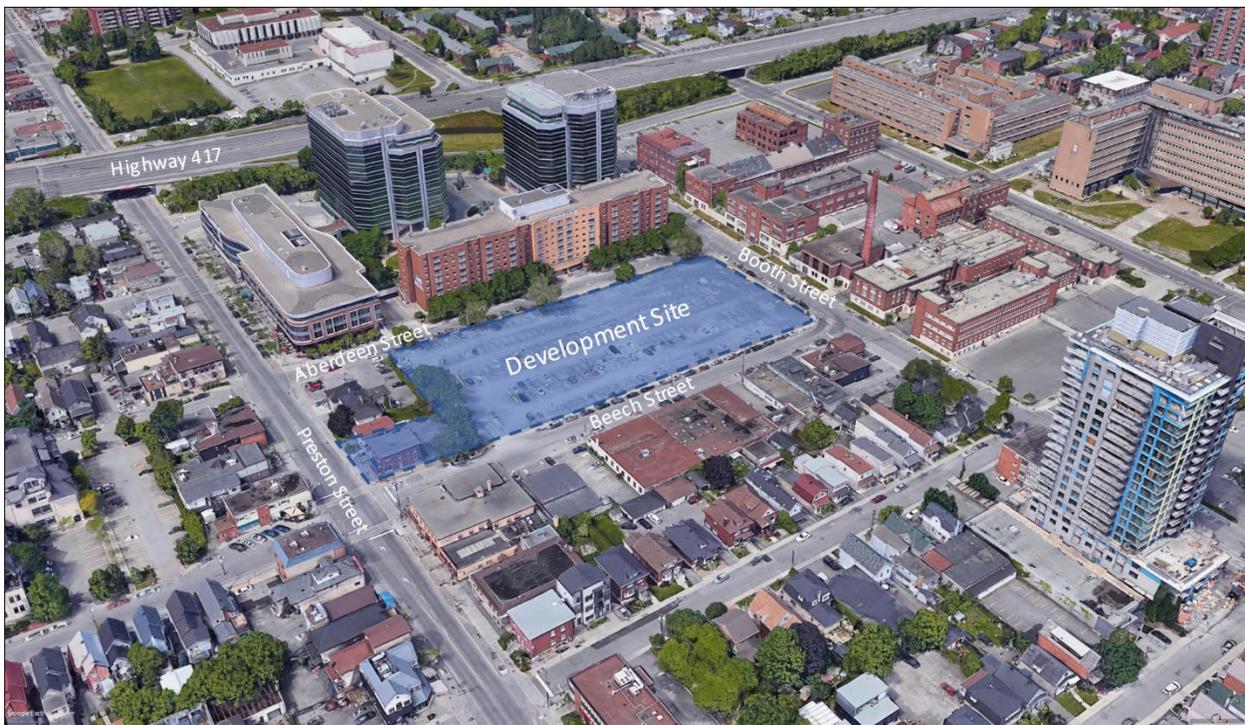


FIGURE 1: SITE OVERVIEW

2.0 – PROPOSAL

Arnon Corporation is proposing to construct a mixed-use, residential development at 450 Rochester Street. The development is a two-phase project with Phase 1 consisting of 295 residential rental units, approximately 3,671 m² of retail on the ground floor with the intention to lease approximately 2,333 m² of it for a grocery store, and 1,022 m² of retail and commercial on the second and third floors, fronting on Preston Street. Phase 2 consists of a 26-storey residential building with 245 units, and 557 m² of retail.



FIGURE 2: AERIAL VIEW OF THE PROPOSED DEVELOPMENT - LOOKING NORTHEAST

Figure 2 illustrates the overall site plan for the project. Phase 1 represents the majority of the build on the site and varies in height from six-storeys to 15-storeys. The Phase 1 buildings feature a floor plate that allows for 35 units on floors 2 - 6, 20 units on floors 7 - 9, and 10 units on floors 10 - 15. Phase 1 also sees the majority of the non-residential uses which provide the mixed-use element to the project. Public and residential parking totaling 346 stalls are located underground. Only the parking required to support Phase 1 will be constructed. Surface parking divides the site into two, and provides a connection between Aberdeen Street and Beech Streets. An additional 33 surface parking stalls will support the at grade retail uses proposed and can be utilized for special events programming for festivals and events. Access to underground parking is via this connection.

Phase 2 is proposed as a primarily residential tower with limited ground floor uses. A unit count of 269 is proposed with the main access off Rochester Street. The tower features an efficient floor plan that allows 13 units on floors 1 - 6, and 9 units on floors 7 - 26. The building sits on a six-storey podium and then rises to a total height of 26 storeys. Underground parking for 234 stalls is provided. Underground parking for Phase 2 will be constructed separately with Phase 1 knock-out panels removed to join Phase 1 and Phase 2.

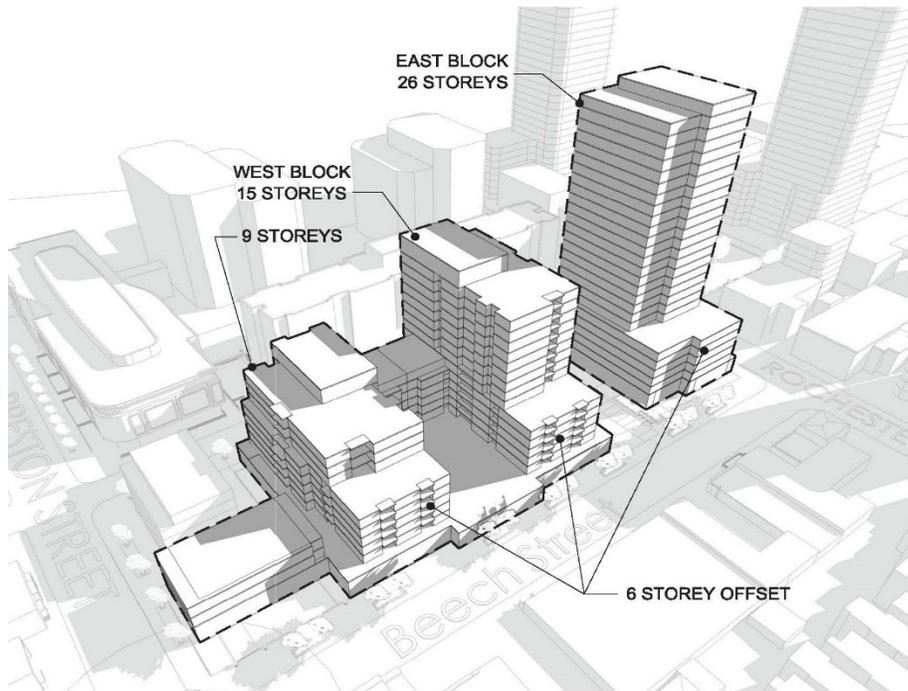


FIGURE 3: PROPOSED DEVELOPMENT MASSING

The overall plan includes the provision of urban plazas at either end of Beech Street – **Figure 3**. The largest located at the corner of Preston Street and Beech Street, and the second located at the corner of Rochester Street and Beech Street. Landscape amenities will be provided on Beech Street from Preston Street to Rochester Street in order to facilitate connectivity from east to west.

2.1 – DEVELOPMENT APPLICATIONS

In order to permit the proposed development, an Official Plan Amendment, Zoning By-law Amendment, and Site Plan Application will be filed concurrently.

Official Plan Amendment

The site is located within the Preston-Carling District Secondary Plan area. The site is designated in the Official Plan as a Mixed-Use Centre, as well as a Design Priority Area, and a targeted area for intensification.

The site is subject to the policies relating to various character areas of the plan. The east portion of the block is located in the Rochester Corridor Character Area, with the mid-block split between the Main Street Block fronting on Beech Street, and “Mixed-Use Blocks” fronting on Aberdeen Street. The west portion of the block is designated “Traditional Main Street” and fronts on Preston Street.

From a land-use perspective, the proposed development respects the intent of the Official Plan. It is a mixed-use project, it represents appropriate intensification, it takes advantage of proximity to rapid transit services and existing infrastructure. The requested Official Plan Amendment asks for revision to the Preston-Carling District Secondary Plan and Schedule A – Building Heights and associated text to permit building heights up to 26 storeys.

Major Zoning By-law Amendment

The Zoning By-law Amendment requested for the site would rezone the Residential Fifth Density, Subzone B, Special Exception 884 [R5B [884]] to MC [XXXX] S[XXXX]. The Traditional Mainstreet zoned lands would not be amended. An amendment is requested to allow the site to be one lot for zoning purposes.

Site Plan Control Applications

A two-staged Site Plan Control application will be filed concurrently with the Official Plan and Zoning By-law amendments. The intent is to receive overall approval for the site, and the Phase 1 component. Phase 2 would follow over time and be subject to a separate Site Plan Application. The proposed Site Plan Control application, including building heights, public realm, and range of uses, addresses the Preston-Carling District Secondary Plan and the City’s Zoning By-law.

3.0 – COMMUNITY CONTEXT

3.1 – SURROUNDING NEIGHBOURHOOD

The property is currently used as a surface parking lot with approximately 300 stalls. Two lots fronting on Preston Street at Beech Street are part of the proposal and are currently used for commercial and residential purposes.

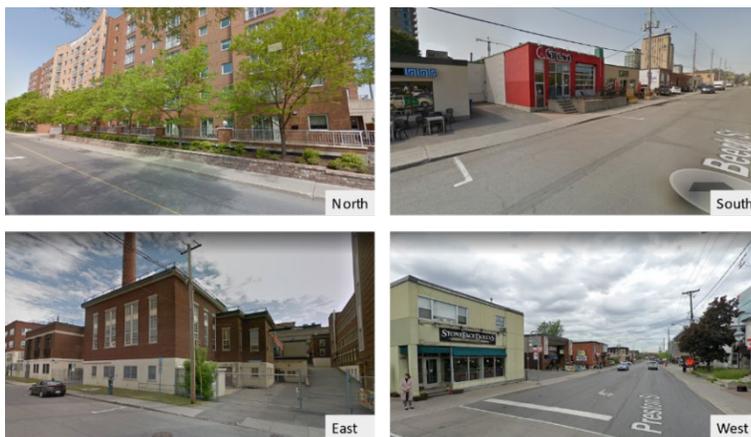


FIGURE 4: SURROUNDING NEIGHBOURHOOD

The site is within 600 metres of the existing Trillium Line Carling Station, and the future Gladstone Station. Access via Carling Station is provided to the south as far as the South Keys Station, with a station located at Carleton University, and to the north, the recently opened Confederation Line provides transit connectivity between Tunney’s Pasture and Blair Road. Proximity to the existing and planned LRT will be an asset for this intensification project and will build ridership for this city-wide asset.

The site is surrounded by neighbourhoods that are transitioning to the land-use mix that is envisioned by the Preston-Carling District Secondary Plan. The immediate area can be characterized by the following:

- › **To the North:** Immediately to the north is the Preston Square project with its four buildings containing office, at grade retail, and residential uses. Across from that site is Highway 417 eastbound ramp access. Residential uses front on Aberdeen Street immediately adjacent to the subject site.
- › **To the South:** A mix of land-uses are located to the south of the site. The Prescott Hotel is immediately opposite on Preston Street and Beech Street. Uses along Beech Street include an architect’s office, restaurants, a coffee shop, and a bakery. Along Norman Street are a range of residential uses from singles, semi-detached, and small multiple dwellings. At the corner of Rochester Street and Pamilla Street is a high-rise building.
- › **To the East:** The Canada Lands Company’s Booth Street Redevelopment project is east of the subject property. A new community is planned that will see, over time, the retention of existing buildings and facilities and the introduction of new high-density development. This site extends to Norman Street, and from there to Carling Avenue are Federal Government office blocks.
- › **To the West:** Opposite the site to the west is retail and commercial uses from the Queensway to Carling Avenue. Beyond Preston Street between Aberdeen Street and Norman Street are a mix of uses, residential and commercial ranging in densities. The Trillium Line right of way forms the logical boundary to the neighbourhood, but a crossing at Beech Street does provide connectivity to adjacent westerly neighbourhoods.

3.2 – SURROUNDING DEVELOPMENT APPLICATIONS

The following development applications are located within a 500 metre radius of the subject site.

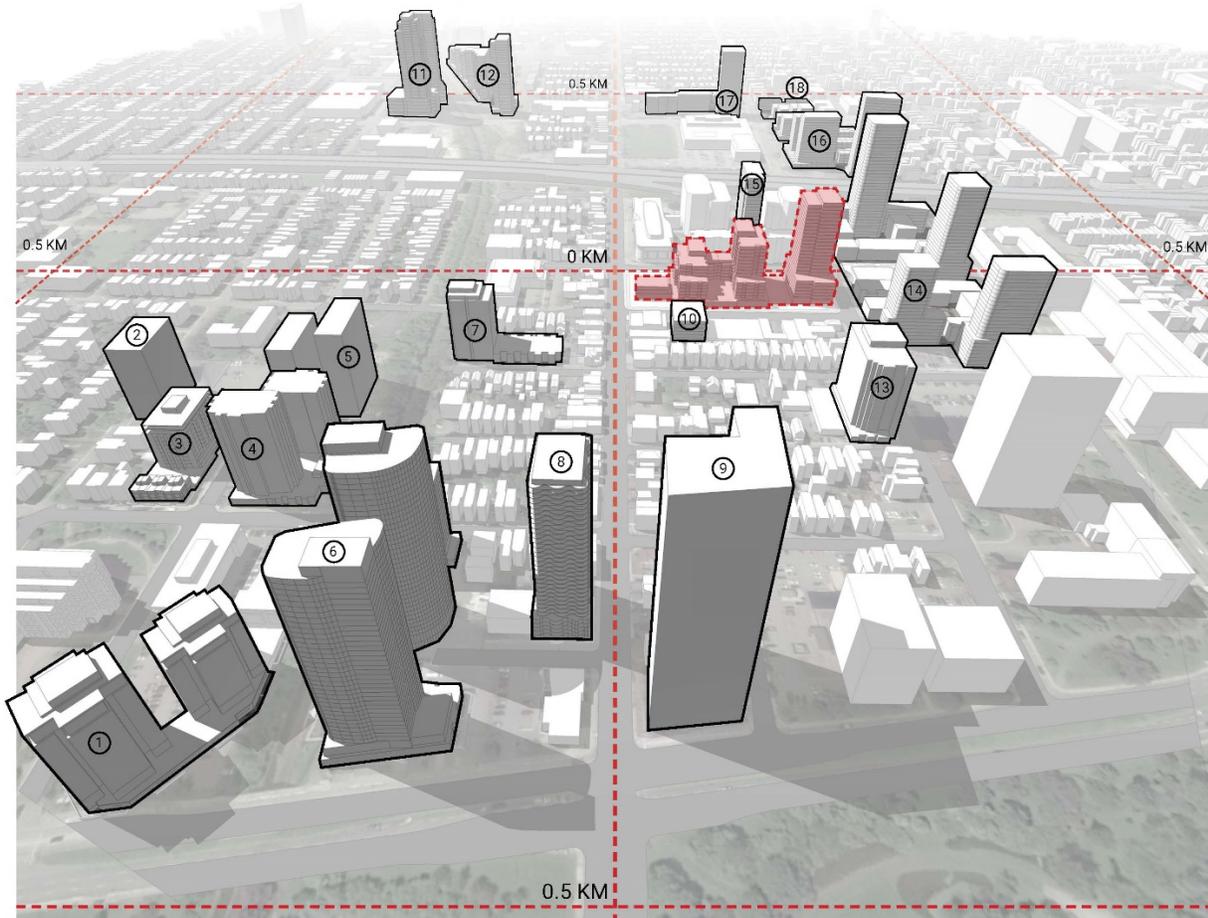


FIGURE 5: HIGH DENSITY YIELDS AROUND DEVELOPMENT SITE

Figure 5 demonstrates the level of activity that has occurred or is planned within or adjacent to the Preston-Carling District Secondary Plan in proximity to the subject property. The numbers on the above figure correspond to the following projects:

1. **855 CARLING AVENUE ~ 350 UNITS**
2. **285 LORETTA STREET ~ 140 UNITS**
3. **100 CHAMPAGNE AVENUE ~ 140 UNITS**
4. **SOHO CHAMPANGE ~ 430 UNITS**
5. **STUDENT ENVIE ~ 950 UNITS**
6. **845 CARLING AVENUE – 1,123 UNITS**
7. **93 – 105 NORMAN STREET – 117 UNITS**
8. **SOHO ITALIA ~ 254 UNITS**
9. **CLARIDGE ICON – 320 UNITS**

- 10. 70 BEECH STREET – 40 UNITS
- 11. GLADSTONE AND LORETTA – 745 UNITS
- 12. GLADSTONE VILLAGE – 1,132 UNITS
- 13. NUOVO – 144 UNITS
- 14. CANADA LANDS ~ 1,140 UNITS
- 15. ADELAIDE – 355 UNITS
- 16. ROCHESTER HEIGHTS – 767 UNITS
- 17. GLADSTONE AND ROCHESTER ~ 384 UNITS
- 18. 811 GLADSTONE – 140 UNITS

The overall level of activity demonstrates that the strategic policies in place to direct new growth within the Preston-Carling District Secondary Plan generally are being followed or amended accordingly through the appropriate land-use approval processes.

Intensification is proposed for the subject property so that it is transformed from an underused site, although, a welcomed land-use, to a mixed-use project that will meet the City’s land-use intensification policies, support and use existing infrastructure, including the LRT, assist in providing a range of residential rental units, and bring retail uses, particularly an intended grocery store, that has been a community objective for many years. The proposed development is appropriate in both size and scale to fit within the existing and future neighbourhood fabric.

4.0 – TRANSPORTATION

4.1 – PUBLIC TRANSIT

The existing current transit area is provided on **Figure 6**. Transit service in the area is provided by OC Transpo Route #85 along Preston Street. Other nearby bus routes include #55 on Booth Street and Carling Avenue, #14 on Gladstone, and #56 on Carling Avenue.

In addition to bus service, the Trillium Line provides 8-minute interval LRT services from Greenboro Station to Confederation Line at Bayview Station. The Confederation Line connects riders from Tunney’s Pasture Station in the west to Blair Road Station in the east.



FIGURE 6: CITY OF OTTAWA TRANSPORTATION NETWORK (EXCERPT)

4.2 – PEDESTRAIN AND CYCLING NETWORK

Sidewalk facilities are provided along both sides of the roadway on all the surrounding roadways with the exception of Aberdeen Street which only has a continuous sidewalk on the north side of the right of way.

According to the City’s Cycling Plan, Gladstone Avenue as well as nearby Booth Street are suggested bike routes. Approximately 100 metres west of Preston Street is the Trillium Pathway, a grade separated multi-use pathway which borders the Trillium Line and provides north-south mobility. There are various multi-use pathways south of Carling Avenue which border Queen Elizabeth Drive and Dows Lake, as well as the Rideau Canal. Carling Avenue has bicycle painted shared space with a bus only lane

Future cycling plans include the addition of cycling facilities to Gladstone Avenue west of Preston Street, and on Booth Street from Carling Avenue to Arlington Avenue – **Figure 7**.



FIGURE 7: CITY OF OTTAWA OFFICIAL PLAN - SCHEDULE C – (EXCERPT)

4.3 – ROAD AREA NETWORK

The area road network in proximity to the proposed development is shown in **Figure 8** with a description of the roads immediately following.

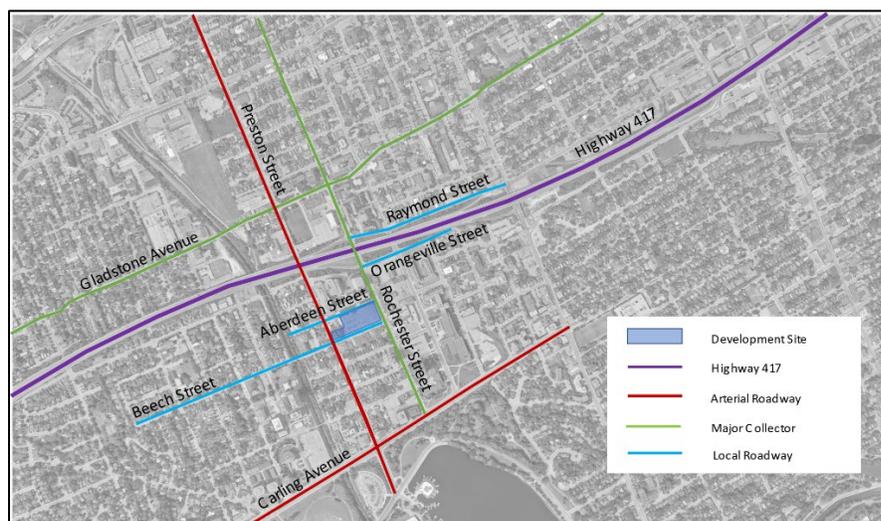


FIGURE 8: ROAD AREA NETWORK

Preston Street is a north-south arterial roadway that extends from Queen Elizabeth Drive in the south to Albert Street in the north. The cross section within the development area is an undivided roadway with a single travel lane in each direction and auxiliary left-turn lanes at main intersections. The unposted speed limit is assumed to be 50 km/h.

Rochester Street is a north-south major collector roadway which extends from Carling Avenue in the south to a residential neighbourhood just south of Albert Street. The cross section within the development consists of one lane in each direction with no median or auxiliary turn lanes. The unposted speed limit is assumed to be 50 km/h.

Aberdeen Street is an east-west local roadway extending east of Rochester Street and finishing in a cul-de-sac just east of the Trillium Line. The cross section consists of one lane in each direction with no auxiliary turning lanes. The unposted speed limit is assumed to be 50 km/h.

Beech Street is an east-west local roadway extending east of Rochester Street and finishing on a crescent which continues as Lynwood Avenue. The cross section consists of one lane in each direction with no auxiliary turning lanes. The unposted speed limit is assumed to be 50 km/h.

Gladstone Avenue is an east-west major collector roadway that extends from March Road in the west to Bronson Avenue in the east and then continues to Glebe Avenue. The cross section consists of one lane in each direction with auxiliary turning lanes at major intersections. The posted speed limit is 40 km/h.

Carling Avenue is an east west arterial roadway which extends from March Road in the west to Bronson Avenue in the east and then continues on to Glebe Avenue. The cross section in the development area consists of two travel lanes per direction with an additional bus lane in each direction. Major intersections have left and right auxiliary turn lanes. The posted speed limit is 60 km/h.

Raymond Street is a local roadway that operates as a one-way in the westbound direction. Raymond Street has a one-lane cross section with on street parking provided on the north side of the roadway and auxiliary turn lanes provided at major cross sections. Raymond Street connects to the Highway 417 westbound on-ramp, west of Rochester Street. The unposted speed limit is assumed to be 50 km/h.

Orangeville Street is a local roadway that operates as a one-way in the eastbound direction. Orangeville Street provides egress from Highway 417 eastbound and extends to Bell Street. Sidewalks are provided along the south side of the roadway and its unposted speed limit is assumed to be 50 km/h.

5.0 – COMMUNITY AMENITIES

The subject property is located in Ottawa’s Little Italy neighbourhood. Preston Street serves as the spine of the surrounding neighbourhoods which encompass the area between Carling Avenue, Rochester Street, the Trillium Line corridor and Highway 417.

The purpose of this section is to identify the range of community amenities, and services that are close to, or are a component of the proposed development and will support the residents needs of the project.

5.1 – PARKS AND OPEN SPACE

McCann Park is a small public pocket park located to the south of the subject site off of Norman Street near Preston Street. The park is fenced and includes play equipment. To the west of the subject site at the corner of Champagne Avenue and Beech Street is Ev Tremblay Park, a community park that includes a pool and other amenities. The Landscape Plan for the subject site incorporates a generous pedestrian zone along the length of Beech Street to facilitate connectivity to Ev Tremblay Park and to the recreational facilities planned for the adjacent Canada Lands Company’s Booth Street Redevelopment.

5.2 – RETAIL AND COMMERCIAL SERVICES

Along Preston Street and within the neighbourhood surrounding the subject site are a number of restaurants, coffee shops, bakeries and specialty retailers that serve the local community and beyond. The greater Little Italy neighbourhood has for many years identified the need for a grocery retailer in the area. To meet this need, the proposed development contemplates a 2,333 m² full-service grocery retailer.

5.3 – COMMUNITY FACILITIES

The site is located within walking distance of a number of facilities and within easy cycling and public transit distance of other community facilities.

- › Dow’s Lake on the Rideau Canal;
- › Multi-use pathway that runs adjacent to the Trillium Line right of way;
- › Canada’s Agricultural and Food Museum;
- › Experimental Farm;
- › Carling Trillium Line Station;
- › Future Gladstone Station;
- › Adult High-school and Family Reception Centre;
- › Civic Hospital;
- › Plant Recreation Centre; and
- › St. Anthony’s Elementary School.

6.0 – PLANNING AND POLICY FRAMEWORK

6.1 – PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement (PPS) is issued under **Section 3** of the *Planning Act*, with the latest revision adopted in 2014. It provides policy direction on matters of provincial interest relating to land use planning and development. The Planning Act requires that all decisions affecting planning matters “shall be consistent with” policy statements issued under the *Act*.

The PPS advocates for the importance of promoting efficient land use and development patterns. The PPS emphasizes the creation of healthy and livable communities through efficient land use patterns that accommodate a range of uses, and promote cost effective development patterns. **Policy 1.1.1.3** allows Planning authorities to identify appropriate areas for intensification and redevelopment taking into account the existing development and planned infrastructure and public services.

Section 1.3.1c encourages new development to be compact, and allow for a mix of uses and densities that allow for the efficient use of land, resources, infrastructure, public service facilities, and support the use of active transportation.

Section 1.4 specifies policies to achieve an appropriate range and mix of housing types and densities required to meet current and future residents of the area. This is achieved through:

- › Establishing and implementing minimum targets for the provision of housing which is affordable to low- and moderate-income households;
- › Directing development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- › Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit; and

- › Establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Healthy, active communities should be promoted by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity. **Policy 1.6.7.2** states that efficient use shall be made of existing and planned transportation systems. In addition, **Policy 1.6.7.4** highlights that land use patterns, density and mix of uses should be promoted to minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Additionally, complete communities are achieved through planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including parkland, public spaces, and open space areas.

The proposed development provides intensification in an existing urban area. It includes a mixture of residential and commercial uses that ultimately contribute to a compact, mixed-use community that provides a mix of housing options and tenures. The development is located in proximity to existing and planned rapid transit lines as well as cycling infrastructure and will make efficient use of existing public infrastructure services and community amenities.

6.2 – CITY OF OTTAWA OFFICIAL PLAN

The Official Plan is a policy framework that provides an overall vision for the future growth of the city. The Official Plan is a legal document that addresses matters of the Provincial interest as defined by the Planning Act, and the PPS. The Official Plan is comprised of eight sections that address different planning functions of the city.



FIGURE 9: CITY OF OTTAWA OFFICIAL PLAN - SCHEDULE B – (EXCERPT)

The Official Plan designates the subject site as Mixed Use Centre - **Figure 9**. The Mixed Use Centre designation is characterized by areas that occupy strategic locations on rapid transit networks that act as general nodes of activity within their surrounding communities, and within the city as a whole. These areas have high potential of intensification and the development of vacant land. A number of the Official Plan's Strategic Directions and Guiding Principles apply to the proposed development as follows:

1. MANAGING GROWTH

Growth will be directed in urban areas where services exist or where they can be provided efficiently. Mixed Use Centres, which the subject site is designated, will be compact, livable, and pedestrian oriented

mixed-use development that is served through active and public transportation facilities. Infill and redevelopment will be compatible with the existing context or planned function of the area and contribute to the diversity of housing, employment, and services in the area.

2. BUILDING LIVABLE COMMUNITIES

Growth will be managed in ways that create complete communities including a good sense of balance of facilities and services to meet people’s everyday needs. This includes schools, community facilities, parks, a variety of housing and places to work and shop. Attention to urban design will help create attractive communities where buildings, open space, and transportation work well together.

MANAGING GROWTH

Official Plan policies direct that the vast majority of the growth in population, jobs and housing will be accommodated within the urban area. Concentrating growth within the urban boundary, ensures efficient use is made of existing services and infrastructure and allows for new development in a pattern and density that supports active transportation as viable alternatives to automobiles.

Section 2.2.2 - Managing Intensification within the Urban Area deals with the management of growth within targeted areas - the Central Area, Mixed Use Centres, Mainstreets, and Town Centres. Residential Intensification as described in **Policy 1** is development that results in a net increase in residential units, including the development of vacant or underutilized lots within previously developed areas and infill development. The proposed development meets the objectives of residential infill as it transforms a surface parking lot into a mixed-use community.

Employment intensification as described in **Policy 2**, means the development of a property, building or area that results in a net increase in jobs and/or gross floor area, including the redevelopment of existing employment uses at a higher density. The proposed development meets the above objective of employment intensification, in that currently limited employment is associated with the 300 parking stalls on the site which will be replaced by employment in the proposed 5,226 m² of retail uses.

Policy 3 identifies the areas for intensification as the Central Area, Mixed Use Centres, Mainstreets, and Town Centres. **Policy 4** highlights the City’s target for residential intensification of 40% minimum proportion of all new residential dwelling units between 2017-2021. **Policy 5** identifies minimum target densities for the Bayview-Preston Mixed Use Centre at 200 jobs and people per gross hectare set for 2031, which given the number of units and retail components meets the minimum objective.

The proposed development conforms with the overall intent of the Official Plan with respect to managing growth in the City. The Official Plan identifies Mixed Use Centres as targeted areas for growth and intensification to occur in the Bayview-Preston Mixed Use Centre. The proposed development assists in achieving this target as 540 units will be constructed where none currently exist. Given the number of units the retail component meets the minimum objective.

The proposed development will contribute to the achievement of the increased density targets and proximity to rapid transit make the site well suited for intensification. It will support existing retail use through the introduction of new residential uses, and the planned introduction of a grocery store will support retention of neighbourhood residents shopping needs by means of active transportation modes.

LAND USE DESIGNATION

The subject site is located on lands designated as Mixed Use Centers on **Schedule B** in the City of Ottawa Official Plan. The site is bound by Preston Street to the west, designated as Traditional Mainstreet, and Booth Street to the east. Although Preston Street is a Traditional Mainstreet, the Traditional Mainstreet designation only applies to the proposed three-storey commercial building abutting Preston Street.

Mixed Use Centres are characterized by strategic locations in relation to Rapid Transit networks. A wide range of uses is permitted such as office, retail and service commercial, institutional and residential.

Policies 7 to 11 of Section 3.6.2 – Mixed Use Centres and Town Centres - support the overall intent of Mixed-Use Centres as optimized areas for compact, high density mixed-use development, and supports increased opportunities for transit, walking, and cycling.

The proposed development is located to the south of the Preston Square project that anchors its office and retail uses on Preston Street, and in addition to residential facing Aberdeen Street opposite the subject site and west of the Canada Lands Company’s Booth Street Redevelopment. Coupled with these two projects, the proposed development with its residential units will support the overall intent of the Mixed Use Centre designation.

BUILDING LIVABLE COMMUNITIES

Section 2.5 of the Official Plan outlines that communities be built on the basics of good housing, employment, ample greenspace, and a sense of history and culture. Additional considerations include focusing on community design and engaging in collaborative community building, particularly around Mixed Use Centres and Mainstreets that have the greatest potential for growth.

Section 2.5.1 - Designing Ottawa - provides an overview on how to achieve form and function to ensure that new development respects the character of existing areas. The subject site is located in a Design Priority Area and is therefore subject to the City’s Urban Design Review Panel Process (UDRP). The Design Priority Areas are intended for growth and intensification in proximity to rapid transit and transit priority areas, including a mix of uses that focus on active transportation. In Design Priority Areas, all developments within and adjacent to the public realm are reviewed for their contribution to an enhanced pedestrian environment and response to distinct character of the community.

In addition, **Section 2.5.1** includes Design Objectives and associated policies to achieve high quality design and is evaluated from a city-wide to a site-specific basis.

The Design Objectives considered the most relevant to the proposed development include:

- › Enhance the sense of community by creating and maintaining places with their own district identity: ***the proposed development will contribute to a more vibrant community. It will bring new residents to support Preston Street retail realm. The development’s proximity in the long term to two Light Rail Stations will facilitate transit ridership and its proximity to cycling connections and destination walking pathways will encourage a healthy lifestyle;***
- › Define quality of public and private spaces through development: ***there are two urban plazas proposed for the project. One at the corner of Preston Street and Beech Street, and one at the corner of Beech Aberdeen Street and Rochester Street. The large urban plaza at Preston Street will create a new meeting place in the community. The later will augment open space along Rochester Street and be near the proposed park in the Booth Street Redevelopment across Rochester Street;***
- › Create places that are safe, accessible, and are easy to get to: ***the development will create a new public realm around its frontages along Aberdeen Street and Beech Street. Currently there is no sidewalk along Aberdeen Street frontage of the site. The project will see safe connections around the site with Beech Street providing a generous pedestrian environment to allow connectivity to the east and west;*** and
- › Ensure that the new development respects the character of the existing area: ***the proposed development will respect the existing surrounding built environment in place, and which is approved to proceed. The Preston Street frontage maintains the low-profile streetscape and adds a new gathering space. Projects to the north and east are at a higher density and include a mix of uses - the development fits appropriately within***

these projects. Looking south, a retail presence will be established along Beech Street on the subject site that reflects and harmonizes the existing commercial uses across the street.

COMPATIBILITY

A thoughtful design is required to assess the compatibility of scale for new intensification projects. **Policy 2.0** of Section **4.11** establishes evaluation criteria. The proposed development meets the following compatibility criteria:

<p>Traffic</p>	<p>A Transportation Strategy Report prepared by Parsons assesses the existing road network and the future potential to support the proposed development. The Report concludes that the development will not contribute to exacerbating traffic patterns in the area.</p> <p>The development will be served by two Rapid Transit stations, both located less than 600 metres from the development.</p>
<p>Vehicular Access</p>	<p>Vehicular access to the proposed underground parking will be provided by a mid-block connection between Phase 1 and Phase 2 of the development that links Aberdeen Street to Beech Street.</p>
<p>Parking Requirements</p>	<p>The proposed development provides a total of 613 parking stalls. It includes a total of 379 in Phase 1, and 234 in Phase 2. The proposed development removes approximately 300 existing surface parking stalls.</p> <p>Phase 1 provides a total of 148 bicycle parking spaces, and Phase 2 provides 123 bicycle parking spaces.</p>
<p>Height and Massing</p>	<p>While the proposed development is higher than the permitted heights in the Preston-Carling District Secondary Plan Height Schedule, a mixed-use development, including a high-rise building is supported by policies and allows for the intensification of areas selected for future growth.</p>
<p>Service and Utility Areas</p>	<p>All loading and servicing locations are proposed to be located in the podium of Phase 1 of the development. Building servicing is not anticipated to have any adverse impacts on any neighbouring properties.</p>
<p>Outdoor Amenities</p>	<p>Two urban plazas will provide flexible and porous outdoor spaces that can be used for seasonal purposes or civic events. The mid-block split featuring surface parking is proposed to be woonerf that can be closed and used for civic events.</p>
<p>Noise Control</p>	<p>A number of sound transmission class requirements, such as windows will added to the building in order to ensure sounds levels do not exceed level limits of the City and the Ministry of Environment, Conservation and Parks.</p>

Lighting	Lighting will be integrated in a way that provides a safe environment all the while respecting the City’s requirements to ensure no adverse impacts on neighbouring properties.
Wind	Overall, no areas surrounding the subject site at grade level were found to experience conditions that could be considered uncomfortable or dangerous.
Neighbourhood Services	<p>The proposed development will be serviced by the following neighbourhood services:</p> <ul style="list-style-type: none"> › Preston Street retail; › On-site retail service, including a grocery store; › Two urban plazas on site; › McCann Park; › Ev Tremblay Park; › Dow’s Lake and the Rideau Canal; › Multi-use pathway along the Trillium Corridor; › Carling Station and Future Gladstone Station; › Plant Bath Recreation Centre; and › Existing cycling network.

6.3 – CITY OF OTTAWA OFFICIAL PLAN AMENDMENT NO.150

In 2013 the Official Plan was amended following the completion of comprehensive five-year review. The resulting Official Plan Amendment (OPA) No.150 was approved by the Minister of Municipal Affairs and Housing on April 24, 2014. Notice of Approval was given on April 30, 2014. Appeals to all and to parts of the Amendment were received.

A number of changes were made in a number of policy areas by OPA No.150. Those that related to the proposed development were: Urban Design and Compatibility, Intensification and Tall Buildings, and Transit Oriented Development. **Section 2.2.2** was re-titled to better reflect the focus on intensification and refine the policies on how compatible development is achieved. **Section 3.6.2** Mixed-Use Centres were amended to allow maximum parking provisions, establish criteria for consideration of new Mixed-Use Centres, and clarification of building heights.

The proposed development continues to support the intensification policies of the Official Plan. It remains a Mixed-Use Centre and within proximity to two Light Rail Stations adding density to targeted areas of growth. The urban design aspects of the project and its compatibility with the policies of the Official Plan will be discussed in detail in **Section 6.5-6.7**, and **Section 6.8** of this Rationale.

6.4 – CITY OF OTTAWA OFFICIAL PLAN AMENDMENT NO.180

Official Plan Amendment (OPA) No.180 does not directly impact the proposed development as it deals with reviews of Employment Areas, LEAR and Agricultural Resource Areas and the time-frame for the Official Plan.

6.5 – PRESTON CARLING-DISTRICT SECONDARY PLAN

The Preston Carling-District Secondary Plan is intended to guide orderly transformation of the Preston-Carling area into a future downtown district over the next 20 years. The subject site is designated in the Official Plan as a Mixed Use Centre, as well as a Design Priority Area, and a targeted area for intensification.

Within the Plan there are eight-character areas that highlight unique areas across the district - **Figure 10**.

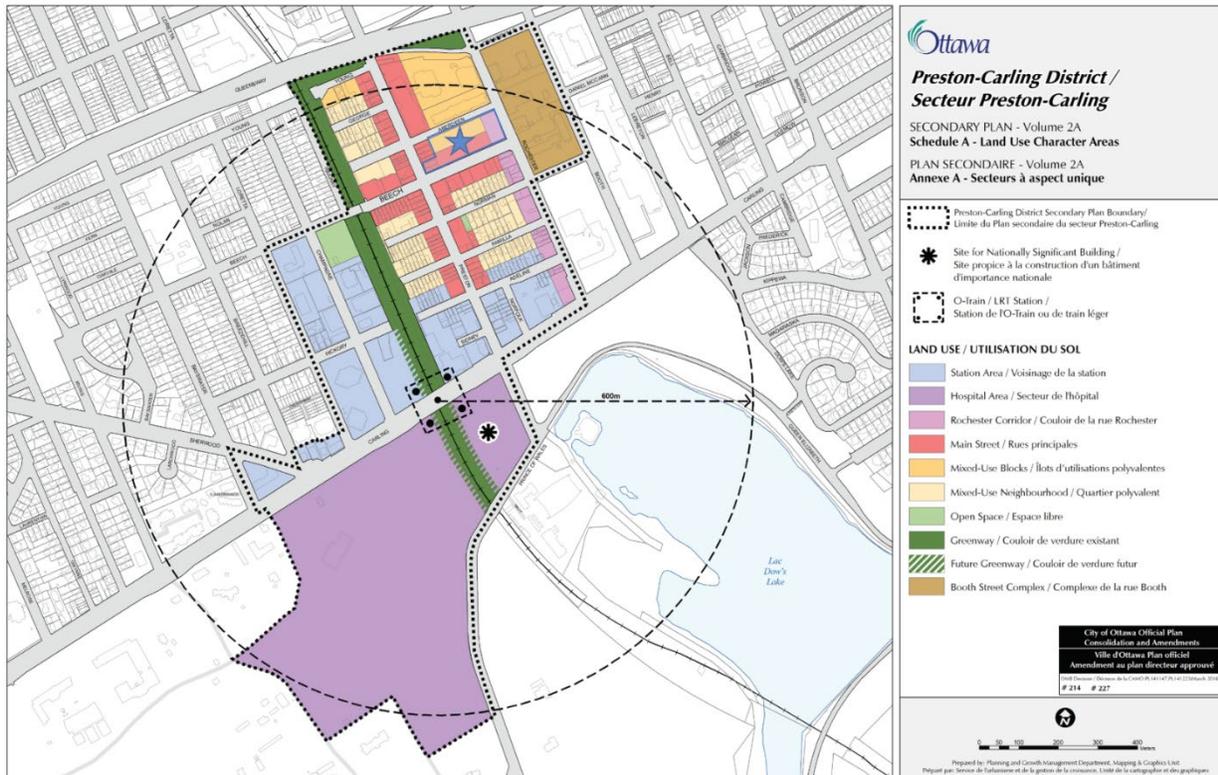


FIGURE 10: CITY OF OTTAWA PRESTON-CARLING DISTRICT SECONDARY PLAN – SCHEDULE A - (EXCERPT)

The east portion of the subject site is located in the “Rochester Corridor” Character Area, with a mid-block split between “Main Street Block” fronting on Beech Street, and “Mixed-Use Blocks” fronting on Aberdeen Street.

The west portion of the subject site is designated “Main Street” and fronts on Preston Street. Building heights on the subject site are restricted to 18 storeys, with a potential high-profile building location indicated along Rochester Street. **Schedule B - Height and Tower Location - Figure 11** - dictates the potential locations of tall buildings. The subject property is identified for buildings up to six-storeys along

the edge of the mid-block, nine-storeys throughout the majority of the mid-block, and 18-storeys along Rochester Street.

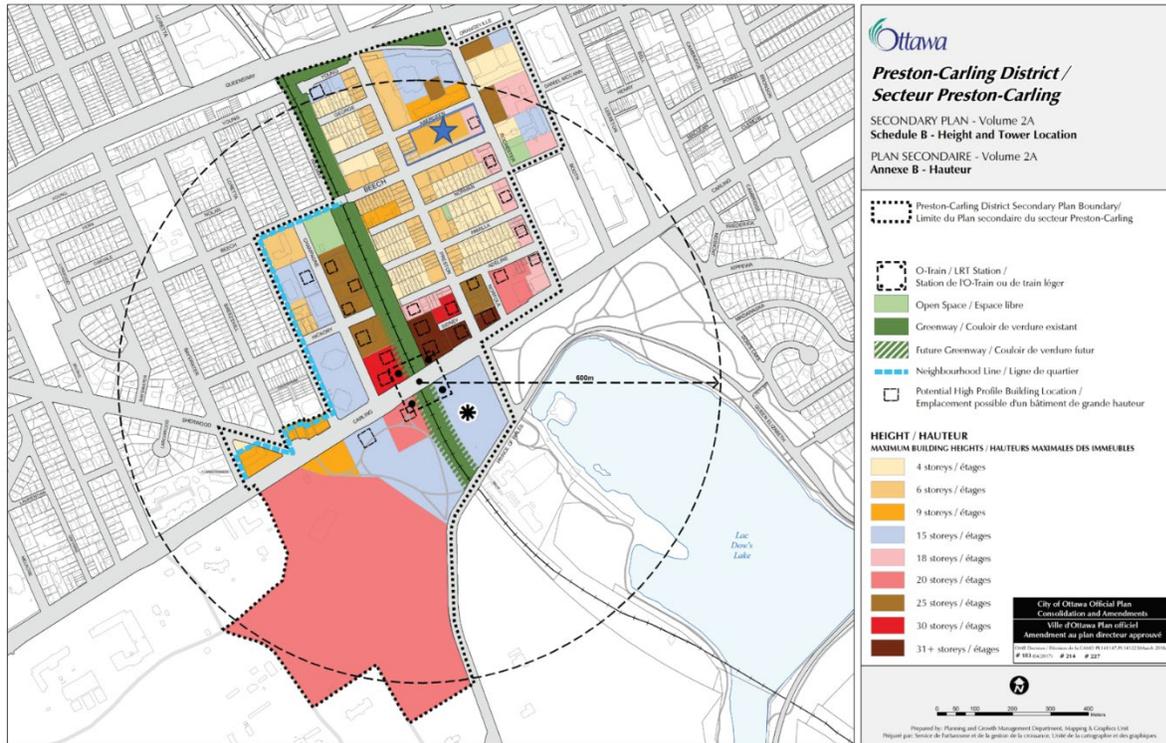


FIGURE 11: CITY OF OTTAWA PRESTON-CARLING DISTRICT SECONDARY PLAN - SCHEDULE B (EXCERPT)

Figure 12 demonstrates the theoretical total GFA of 72,295 m² using the height schedule incorporated in the Preston-Carling District Secondary Plan.

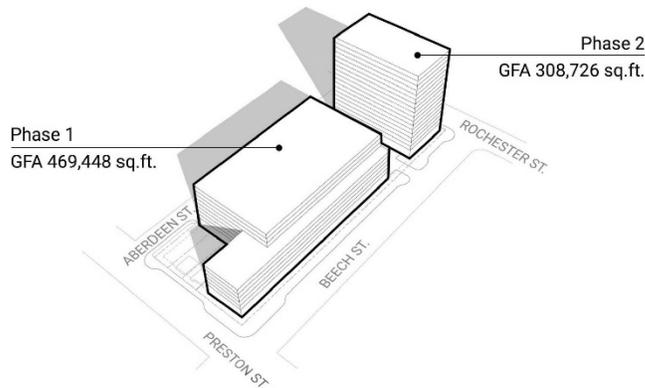


FIGURE 12: PRESTON-CARLING DISTRICT SECONDARY PLAN PERMITTED MASSING

The proposed development is based on varying heights of residential throughout the two phases of the site with Phase 1 having a one-storey retail podium and residential blocks of six, nine, and 15 storeys. A retail block of three storeys borders Preston Street. Phase 2 is a residential point tower rising to 26 storeys from a six-storey podium with retail at grade.

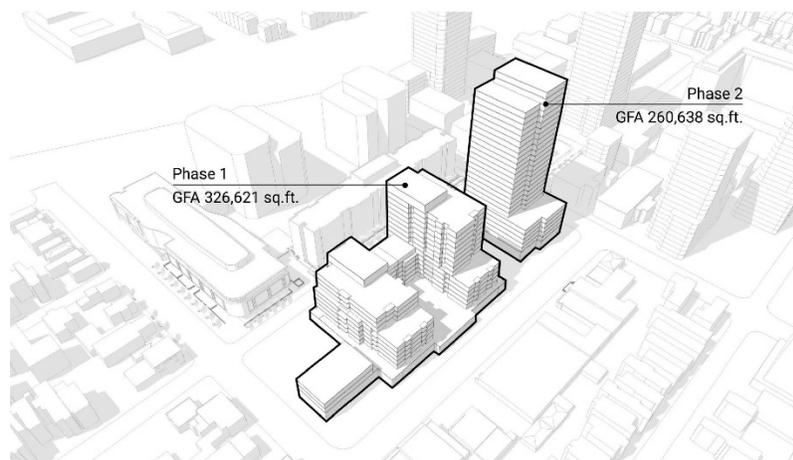


FIGURE 13: PROPOSED DEVELOPMENT MASSING

Figure 13 illustrates the massing proposed for the project at build out. This amounts to a GFA of 30,344 m² for Phase 1, and a GFA of 24,214 m² for Phase 2, for a total GFA of 54,558 m² at build out.

The total proposed massing is 17,737 m² less than stipulated by the Secondary Plan’s Height Schedule. The available density of the site has been reapportioned with the buildings stepping up from three-storeys on Preston Street, then to six-storeys, nine-storeys, and 15-storeys, through the bulk of the site, and cresting with a 26-storey building fronting on Rochester Street.

6.5.1- Mainstreet Corridors

The Mainstreet Corridor designation (**Section 4.14**) applies to half of the midblock of the site that fronts on to Beech Street. A broad range of uses are permitted, with a maximum permitted height of six-storeys. The designation states that commercial uses are required along Beech Street, and Preston Street.

The proposed development includes a three-storey retail building at the corner of Preston Street and Beech Street, including active frontage along Beech Street. In addition, the proposed development adds a one storey-retail podium running down Beech Street with residential above the majority of the podium. Within the Beech Street retail component there is a proposed grocery store of 2,333 m² and other retail uses of 2,256 m².

6.5.2 – Mixed-Use Blocks

The Mixed-Use Block designation (**Section 4.1.3**) applies to three quarters of the midblock of the proposed development. The designation has the potential to provide much needed uses for the broader District and support the broader community while respecting the existing fabric.

The proposed development includes a 9-storey mid-rise, and 15 storey high-rise building, anchored, as previously noted, by a one-storey retail podium. In addition, the City and proponent are working towards including a number of publicly assessable parking stalls. An amendment to the Heights Schedule and the text of Section 4.1.3.2 will be required to permit the 15-storey high-rise building.

6.5.3 – Rochester Corridor

The Rochester Corridor designation (**Section 4.1.2**) applies to the proposed 26-storey tower for phase 2 of the development. The designation forms a mixed-use urban edge along Rochester Street creating a distinctive block that strengthens the overall Rochester Corridor.

The proposed development includes a single 26-storey high-rise residential development with the upper floors stepping back from the podium. The proposed development does increase height from the 18 storeys specified in the Secondary Plan to 26 storeys, but it will continue to meet the

intent of the designation by respecting the privacy and livability to abutting residential uses through setbacks. An amendment to the Heights Schedule and Text of Section 4.1.2.1 will be required to permit the 26-storey high-rise building.

Section 4.1.7 of the Secondary Plan notes that as the District intensifies, there will be an increased demand on the provision of open spaces, including parking and urban square. As such, the City is required to retain, improve and expand Ev Tremblay Park, and McCann Park through the provisions of the Parkland By-law for locally oriented recreational facilities.

Section 4.2 of the Plan provides detailed policies that enable development projects to achieve high quality architecture and urban design.

Section 4.2.1 High-rise Buildings, sets out criteria to developments that incorporate high-rise development. The following policies are applicable to the development:

- › With the exception of projects along Rochester Street and the Booth Street Complex, the development site that will accommodate a high-rise building shall have frontage on public lands along three sides;
- › The podium and/or base of the development shall incorporate uses and human scale features to animate adjacent streets and open spaces;
- › Point tower design shall be provided for high-rise buildings;
- › Small floor plates will be encouraged with the typical floor area of a residential tower being generally not greater than 750 square meters;
- › Notwithstanding **Policy 4.11.14a** of **Volume 1** of the Official Plan, a minimum separation distance of 20 metres between the towers will be required;
- › The relationship between potential towers within the same block shall be addressed with towers being located as shown on **Schedule B** Height and Tower Location and measures being introduced through the development review process to ensure orderly development of the block; and
- › Coordination of towers locations shall be pursued to optimize views from towers to Dows Lake, to the city skyline and other public amenities.

The proposed development is located within a “Main Street”, “Mixed-Use”, and “Rochester Corridor” block character areas. The Secondary Plan recognizes the appropriateness to locate a high-profile building along the Rochester Corridor. As previously mentioned, it is proposed that the Schedule A – Height Schedule be amended to permit the proposed development height of 26-storeys on the subject property.

6.5.4 – Public Realm and Mobility

As part of the secondary planning process, the Preston-Carling District Public Realm and Mobility Study set out key directions for improvements that would rebalance streets to ensure enough public space is given to pedestrians and for additional improvements to parks, open spaces and urban squares – **Figure 14.**



FIGURE 14: CITY OF OTTAWA PRESTON-CARLING DISTRICT SECONDARY PLAN – SCHEDULE C AND D (EXCERPT)

Section 5.1.1 – Parks and Urban Squares

The proposed development includes two urban plazas that meet the needs identified in the Secondary Plan to enhance and activate the civic realm. In addition to the creation of these two squares, there are further opportunities to enhance Ev Tremblay Park, a need that was further identified by the community. Therefore, the intent is not to provide a park on the subject site, but for cash in lieu of parkland to become available for the revitalization of McCann Park or Ev Tremblay Park.

Section 5.1.3 – Streetscape Typologies and Enhancement

Preston Street and Beech Street will be animated and active Mainstreets with generous pedestrian zones for walking, including seasonal outdoor patios, street parking, street trees and planting beds. Rochester Street is designated as an entry route to the District, including wide sidewalks and generous greenery with street trees to adjacent buildings. Both Aberdeen Street and Beech Street will enhance the pedestrian experience, calm traffic and create a more welcoming and enjoyable public realm.

Section 5.2.1 – Moving Around

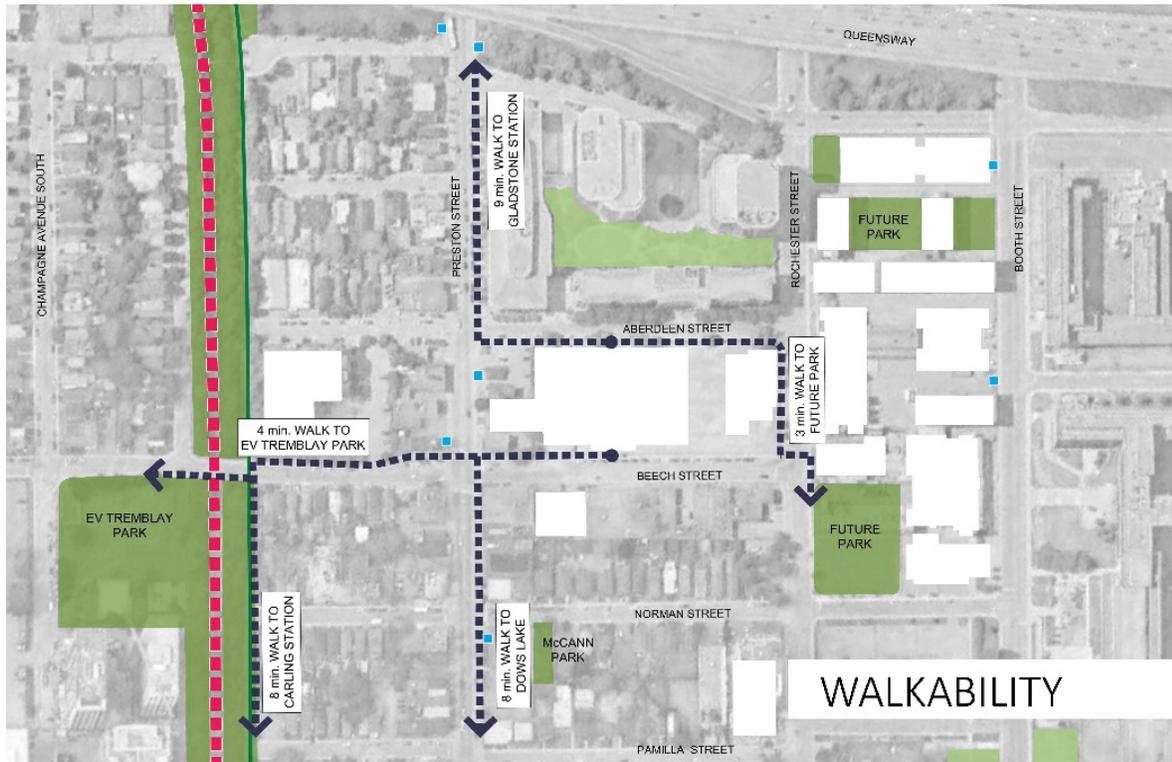


FIGURE 15: WALKABILITY

Moving around includes strategies to help improve walking, cycling, transit, driving, loading, and parking within the District. The proposed development will provide a connected network of accessible sidewalks that link to the Preston Street corridor, the Canada Lands Company’s Booth Street Redevelopment, and Dow’s Lake and Commissioner’s Park. The proposed development goes to great lengths to ensure access for loading, and servicing is not compromised for the proposed retail and commercial uses, as well as the existing businesses in the District. With the removal of 300 surface parking stalls through redevelopment, the proposed development seeks to add one floor of underground parking that includes 168 public parking stalls in order to maintain viability and sustainability of existing retail and commercial uses along Preston Street as well as the proposed grocery store and additional retail.

The provision of both at grade and underground parking for new development is always an area of sensitive consideration when reviewing applications. Site context is an important factor. The 450 Rochester Street development is within the walking radii of two Light Rail Stations: existing Carling and future Gladstone. It is also in proximity to Preston Street where 18-hour activity takes place. The Preston-Carling District Secondary Plan makes note of the importance of parking to this area and in **Section 5.2.1** under Parking Strategies, states the need to:

“Recognize the importance of an adequate supply and availability of public parking to the viability and sustainability of the restaurant, retail, and commercial land uses with the completion and implementation of a local parking study”.

In addition to the Secondary Plan, the Little Italy Local Parking Study completed by the City of Ottawa in 2015 stresses an additional need for parking in the area. The study is guided by the following five objectives:

- › provide and maintain an appropriate supply of affordable, secure, accessible, convenient, and appealing public parking;
- › provide and promote affordable short-term parking services, and fair and consistent enforcement services that support local businesses, institutions, and tourism;
- › promote, establish, and maintain programs and facilities that encourage the use of alternative modes of transportation including public transit, car/van pooling, taxis, auto sharing, cycling, and walking;
- › support residential intensification and resolve parking problems within residential areas caused by significant traffic generators or conflicting uses of the roadway, including implementing on-street parking programs to relieve area residents and visitors from parking regulations directed at non-residents; and
- › ensure the revenues generated by the Municipal Parking Program are sufficient to wholly recover all related operating and life-cycle maintenance expenditures; and contribute to a reserve fund to finance future parking system development, operation, and promotion; and then assist in funding of related initiatives to encourage the use of alternative modes of transportation.

It can clearly be stated that the 300 existing parking stalls went a long way to provide a good portion of the supply and availability of parking for the area. Recognizing this, discussions have been taking place with the City of Ottawa to reach an agreement on the provision of public parking on the first level of underground parking on the site. This would mean a source of public parking would be and provided on the development site.

With respect to the specific parking provisions of the Zoning By-law, the sites proximity to Light Rail negates the provision of any parking for the site. The site is in Area Z of the Parking Schedule where the Zoning By-law does stipulate the Minimum Numbers of Visitors Parking Stalls (**Section 102**) and Maximum Limit on the number of Parking Stalls Near Rapid Transit Stations (**Section 103**).

As expressed in Section 6.9 of the Rationale, the number of parking stalls proposed for the development are below the maximum numbers stipulated in the Zoning By-law. Coupled to that, the proposed provision of public parking, the project respects its relationship to public transit, its role in supporting Preston Street merchants, and meeting the demand for both residential and retail tenants.

5.2.3 – Activating



FIGURE 16: PRESTON STREET URBAN PLAZA

Activating the ground level is imperative in creating and maintaining a vibrant urban experience for both the existing community and our proposed development. It is anticipated that some of the retail tenants will animate the sidewalk spaces with their own program as well as creating urban spaces where people can rest and interact along Beech Street – **Figure 16**.

6.6 – URBAN DESIGN GUIDELINES FOR HIGH-RISE BUILDINGS

The Urban Design Guidelines for High-rise Buildings apply to any building that is 10-storeys or greater in height, and is intended to address the compatibility and relationship between high-rise buildings and their existing and planned context. The guidelines address context, built form, and the pedestrian realm. Overall, these are general guidelines and are not intended to be used as a checklist for evaluating a proposal, but rather to ensure high design standards are achieved.

The proposed development meets the following design guidelines:

CONTEXT

- › As a background building the proposed development respects and enhances the overall character of the existing and planned urban fabric and the skyline by maintaining a harmonious relationship with the neighbouring buildings through height transition, built form design, fenestration patterns, colour and materials;
- › The proposed development places lower buildings near the edges of the growth area than buildings located in the centre;
- › The proposed development relates in both context and scale to the existing and proposed building variations surrounding the development site;
- › The proposed development includes base buildings that relate directly to the height of the existing streetwall context;
- › Owing to the location of the high-rise building surrounding by other high-rise buildings, the proposed development relates to both the height and scale to the context, and provides height variations;
- › The proposed development’s lot is a regular shape and allows for a design that incorporates effective transitions measure;
- › The proposed development abuts streets on all four sides, and provides privately owned public urban squares on the southeast corner (Rochester Street and Beech Street), and the southwest corner (Preston Street, and Beech Street);
- › The proposed development Achieves tower separation, setback, and stepback of 1,350 m²; and
- › Respects the historical setting, including views of the adjacent heritage buildings in the Booth Street Complex through placement, scale and design of the high-rise building.

BUILT FORM

- › The proposed development enhances the overall pedestrian experience in the immediate surrounding public spaces through the design of the base of the building. It achieves this by including urban squares on the southeast and southwest corners, thereby creating a new urban fabric by defining and animating new urban spaces and views between Preston Street and the Booth Street Redevelopment;
- › The proposed development enhances the image of the community through designs that incorporate middle and top that protect and create views while respecting and enriching the urban fabric and skyline;
- › The proposed development includes three distinctive and integrated parts - the base, middle, and top on the mid-rise and high-rise components;
- › Maximum height of the base of the proposed high-rise building is equal to the width of the right of way of Rochester Street;

- › The minimum height of the base should be two-storeys. The base of the proposed development is one-storey for Phase 1, and Phase 2 is six storeys;
- › The proposed development breaks up a long facade vertically through the use of massing and architectural articulation to fit into the existing finer grain context on Beech Street;
- › The ground floor of the development is animated on Preston Street, Beech Street and Rochester Street;
- › The tower floor plate of the proposed development is less than 750 m²;
- › The proposed development includes a step back greater than 3 metres; and
- › The tower is oriented in a way that minimizes shadow and wind impacts on urban squares.

PEDESTRIAN REALM

- › Provides a minimum 6 metre space between the curb and the building face along the primary frontage, while introducing hard surfaces between the curb and building face to maximize the walkable area;
- › The proposed development is located in an emerging downtown district and provides at grade urban plazas on the southeast corner at Preston Street and Beech Street, and the southwest corner at Beech Street and Rochester Street;
- › The public spaces in the proposed development are integrated into the existing network of public streets, and the public spaces also provide visual and physical connections to the Traditional Mainstreet on Preston Street, as well as the future development on the Canada Lands Company's Booth Street site;
- › Placement and design of the urban plazas allows for the perception that they are public spaces, and are appropriately signed to welcome public use;
- › The proposed development provides animation by introducing commercial and retail uses at grade with high floor to ceiling heights on Preston Street and Beech Street;
- › Parking is located underground, and additional parking is located at grade; and
- › The proposed development breaks up the development parcel by introducing a mid-block connection between Aberdeen Street and Beech Street.

The proposed development meets the general intent of the Urban Design Guidelines for High-rise Buildings.

6.7 – URBAN DESIGN GUIDELINES FOR TRANSIT-ORIENTED DEVELOPMENT

The Urban Design Guidelines for Transit-Oriented Development were approved by the City of Ottawa in 2007. The guidelines apply throughout the city for all development located within a 600 metre walking distance of a Light Rail transit station.

The site is located in proximity to two existing or future planned Light Rail transit stations. The proposed development meets the following applicable guidelines:

- › Provides transit supportive land-use within a 600 metre walking distance of rapid transit stop or station;
- › Creates a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally thereby reducing the need to travel;
- › Lays out new streets, laneways, and pedestrian and cycling connections in a connected network of short block lengths that offer route choice;

- › Designs street blocks with no more than 150 metres in length with pedestrian friendly connections;
- › Locates buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit;
- › Step backs buildings higher than four to five storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street;
- › Creates highly visible landmarks through distinctive design features that can be easily identified and located;
- › Sets large buildings back between 3.0 and 6.0 metres from the front property line, and from the side property line for corner sites, in order to define the street edge and to provide space for pedestrian activities and landscaping;
- › Provides architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians;
- › Uses clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing;
- › Designs ground floors to be appealing to pedestrians, with such uses as retail, restaurants, and outdoor cafes;
- › Provides convenient and attractive bicycle parking that is close to building entrances, protected from the weather, visible from the interior of the building and that does not impede the movement of pedestrians; and
- › Encourages underground parking or parking structures over surface parking lots. Locate parking structures so that they do not impede pedestrian flows and design them with active street-level facades, including commercial uses and/or building articulation, nontransparent windows or soft and hard landscaping.

The proposed development meets the general intent of the Urban Design Guidelines for Transit-Oriented Development.

6.8 – URBAN DESIGN GUIDELINES FOR TRADITIONAL MAINSTREETS

The Urban Design Guidelines for Traditional Mainstreets were approved by Council on May 24, 2006. These guidelines apply to any all streets identified as Traditional Mainstreets in the Official Plan. The frontage along Preston Street is identified as a Traditional Mainstreet in the Official Plan, whereas Preston Street and Beech Street are identified as Traditional Mainstreets in the Preston-Carling District Secondary Plan.



FIGURE 17: URBAN SQUARE AT THE CORNER OF PRESTON STREET AND BEECH STREET

The edge conditions of the site will include commercial elements at the corner of Preston Street and Beech Street. The proposed development meets the following applicable guidelines:

- › Plants clusters of trees on the flanking residential streets, where they meet the main street for additional greenspace;
- › Provides and restores a minimum 2.0-metre-wide concrete sidewalk and locate to match approved streetscape design plans for the area. Where there is no approved streetscape plan, match the existing context. Provide a boulevard for street furniture, trees, and utilities; next to the sidewalk where possible. Provide an area adjacent to storefronts for canopies, outdoor patios or special merchant displays (the frontage zone). Create wider sidewalks for locations with high pedestrian volumes such as along Traditional Mainstreets in core urban areas;
- › Uses periodic breaks in the street wall or minor variations in building setback and alignment to add interest to the streetscape, and to provide space for activities adjacent to the sidewalk;
- › Creates attractive semi-public outdoor amenity spaces such as green spaces with trees, courtyards, outdoor cafés, seating and a decorative water feature;
- › Clusters and groups streetscape elements and utilities wherever possible to minimize clutter. Coordinates trees and street light locations with above and below-grade utilities;
- › Designs a quality building that are rich in architectural detail and respect the rhythm and pattern of the existing or planned, buildings on the street, through the alignment of elements such as windows, front doors, cornice lines, and fascia;

- › Ensures sufficient light and privacy for residential and institutional properties to the rear by ensuring that new development is compatible and sensitive with adjacent uses with regard to maximizing light and minimizing overlook;
- › Designs street sections with a ratio of building height to road corridor width of between 1:1 and 1:3. A ratio of 1:1 is appropriate for urban core areas, while a ratio of 1:2 to 1:3 is ideal for other Traditional Mainstreets;
- › Locates mixed-use development by concentrating height and mass at nodes and gateways;
- › Shares service and utility areas between different users within a single building or among different building; and
- › Encloses all utility equipment within buildings or screen them from both the Traditional Mainstreet and private properties to the rear. These include utility boxes, garbage and recycling container storage, loading docks, ramps, air conditioner compressors, utility meters and transformer.

The proposed development meets the general intent of the Urban Design Guidelines for Traditional Mainstreets

6.9 – CITY OF OTTAWA COMPREHENSIVE ZONING BY-LAW (2008-250)

The majority of the subject site is zoned as Residential Fifth Density, Subzone B, Exception 884 (R5B [884]) – **Figure 18**.



FIGURE 18: CITY OF OTTAWA COMPREHENSIVE ZONING BY-LAW 2008-250 (EXCERPT)

The purpose of the zone is to allow a range of residential uses, including mid-high-rise dwellings in areas designated as Mixed-Use Centres. Non-residential uses are generally not permitted. The regulatory provisions are provided with respect to lot area and lot width, yard setbacks in Table 164A of the Zoning By-law. General Provisions, Specific Use Provisions, and Parking Provisions are provided in other sections of the Zoning By-law. Exception 884 adds office as an additional permitted use with specific performance provisions.

Uses permitted in the R5 include but are not limited to:

- › Apartment dwelling, low-rise, mid-rise, and high-rise;
- › Detached dwelling; and
- › Park.

The height schedule in the Zoning By-law has an unclear maximum. The height provisions in **Schedule B - Height and Tower Locations** in the Preston-Carling District Secondary Plan show a height of nine-storeys across the majority of the mid-block, and a narrow strip along Beech Street that allows for six-storeys. In addition to height, the R5 zone does not allow commercial or retail uses.

The two lots that front on Preston Street are zoned as Traditional Mainstreet, Exception 78 (TM [78]). The purpose of this zone is to accommodate a range of retail, service commercial, office, residential, institutional, and mixed-use. Exception 78 adds no additional permitted uses, but does list a number of uses that must be located above the ground floor. The height in the Zoning By-law is a maximum 20 metres, but no more than six-storeys. The height provisions in Schedule B - Height and Tower Locations of the Preston-Carling District Secondary Plan show a height of six storeys along Preston Street.

As noted, an application will be filed to rezone the majority of the subject site Mixed-Use Centre [XX], Special Exception [XXXX], and the retention of the Traditional Mainstreet (TM) zone along the frontage of Preston Street. Developments already zoned as Mixed-Use Centre are located to the north and east of the development and as such the Mixed-Use Centre zone is appropriate for the proposed development. To ensure the relationship between the two zones is clear and the building setbacks are regulated to adjacent streets with no side or rear yard setbacks required for the various buildings in Phase 1 and Phase 2, it is requested that the site be zoned as one lot for zoning purposes.

The site is encompassed by the Mature Neighbourhoods Overlay, but given the proposed development there should be limited application. However, as height is an important consideration in any application within the Preston-Carling District, it is appropriate to review the height provisions of the existing zoning and the provisions of the Preston-Carling District Secondary Plan before detailing the zoning provisions requested via the Mixed-Use Centre (MC) zone. The portion of the site zoned Traditional Mainstreet (TM) is not proposed to be amended.

The proposed development meets most provisions within the Mixed-Use Centre (MC) zone. Site specific exceptions will be required as part of the amendments. Other amendments to the zoning may be required as a result of further review and changes to the proposed development.

TABLE 1: MC[XX] S[XXXX] PHASE 1 REQUIREMENTS

Phase 1 Zoning Mechanism	Required	Provided
Setbacks	No minimum on all sides	Preston Street: 3 m Beech Street: 3 m Aberdeen Street: 1.5 m
Height	Minimum: 6.7 m Maximum: None within the MC zone	Maximum height of 49 m for mid-rise tower Maximum of 15 storeys
Amenity Area 6m ² per unit of which 50% is required to be communal	Total: 1,770 m² Communal: 885 m²	Total: 3,047 m² Communal: 930 m²
Minimum Parking	Residential: -	Residential: 148

<p>With Area Z there is no minimum parking requirement for any uses.</p> <p>Residential Visitor 0.1 per dwelling unit excluding the first 12 units up to a maximum of 30 stalls.</p>	<p>Residential Visitor: 28</p>	<p>Residential Visitor: 29</p>
<p>Maximum Parking* Residential – 1.75 per dwelling unit (combined total of resident and visitor)</p> <p>Retail – 3.6 per 100 m² of GLFA</p>	<p>Residential (combined total of resident and visitor): 516</p> <p>Retail: 187</p>	<p>Residential: 148</p> <p>Residential Visitor: 29</p> <p>Retail: 202</p> <p>A total of 379 stalls provided in Phase 1.</p>
<p>Bicycle Parking Residential – 0.5 per dwelling unit Commercial – 1 per 500 m² of GLFA</p>	<p>Residential: 148</p> <p>Commercial: 10</p>	<p>Residential: 148</p> <p>Commercial: 10</p> <p>A total of 158 bicycle parking spaces provided in Phase 1.</p>
<p>Loading Spaces</p>	<p>Total: 2</p> <p>Retail: 2</p> <p>Oversize: 1</p>	<p>Total: 2</p> <p>Retail: 2</p> <p>Oversize: 1</p>
<p>Floor Space Index</p>	<p>Maximum: 2.5</p>	<p>2.5</p>

TABLE 2: MC[XX] S[XXXX] PHASE 2 REQUIREMENTS

Phase 2 Zoning Mechanism	Required	Provided
<p>Setbacks</p>	<p>No minimum on all sides</p>	<p>Preston Street: 3 m Beech Street: 3 m Rochester Street: 5 m</p>
<p>Height</p>	<p>Minimum: 6.7 m</p> <p>Maximum: None</p>	<p>Maximum height of 88.7 m for mid-rise tower Maximum of 26 storeys</p>
<p>Amenity Area 6m² per unit of which 50% is required to be communal</p>	<p>Total: 1,470 m²</p> <p>Communal: 735 m²</p>	<p>Total: 1,915 m²</p> <p>Communal: 792 m²</p>

<p>Minimum Parking With Area Z there is no minimum parking requirement for any uses.</p> <p>Residential Visitor 0.1 per dwelling unit excluding the first 12 units up to a maximum of 30 stalls.</p>	<p>Residential: -</p> <p>Residential Visitor: 23</p>	<p>Residential: 123</p> <p>Residential Visitor: 24</p>
<p>Maximum Parking* Residential – 1.75 per dwelling unit (combined total of resident and visitor)</p> <p>Retail – 3.6 per 100 m² of GLFA</p>	<p>Residential (combined total of resident and visitor): 428</p> <p>Retail: 19</p>	<p>Residential: 210</p> <p>Residential Visitor: 24</p> <p>A total of 234 stalls provided in Phase 2.</p>
<p>Bicycle Parking Residential – 0.5 per dwelling unit</p>	<p>Residential: 123</p>	<p>Residential: 123</p>
<p>Loading Spaces</p>	<p>Total: 0</p> <p>Retail: 0</p>	<p>Total: 0</p> <p>Retail: 0</p>
<p>Floor Space Index</p>	<p>Maximum: 2.5</p>	<p>2.1</p>

*As noted previously, there are 613 parking stalls provided within the development. One floor of underground parking is proposed to be designated as public parking. The remaining 445 parking stalls will serve the needs of the 445 residential units and the commercial component. The Zoning By-law maximum requirements for the residential component is 944 stalls, and 206 for the retail units. The provision of 613 stalls, of which 168 are proposed to be committed to public parking is substantially less than the maximum requirement of the Zoning By-law, but does meet the practical needs of the development and surrounding area.

7.0 – DESIGN BRIEF

The following section provides in great detail all aspects of the design brief as well as the site plan.

7.1 – HISTORICAL CONTEXT

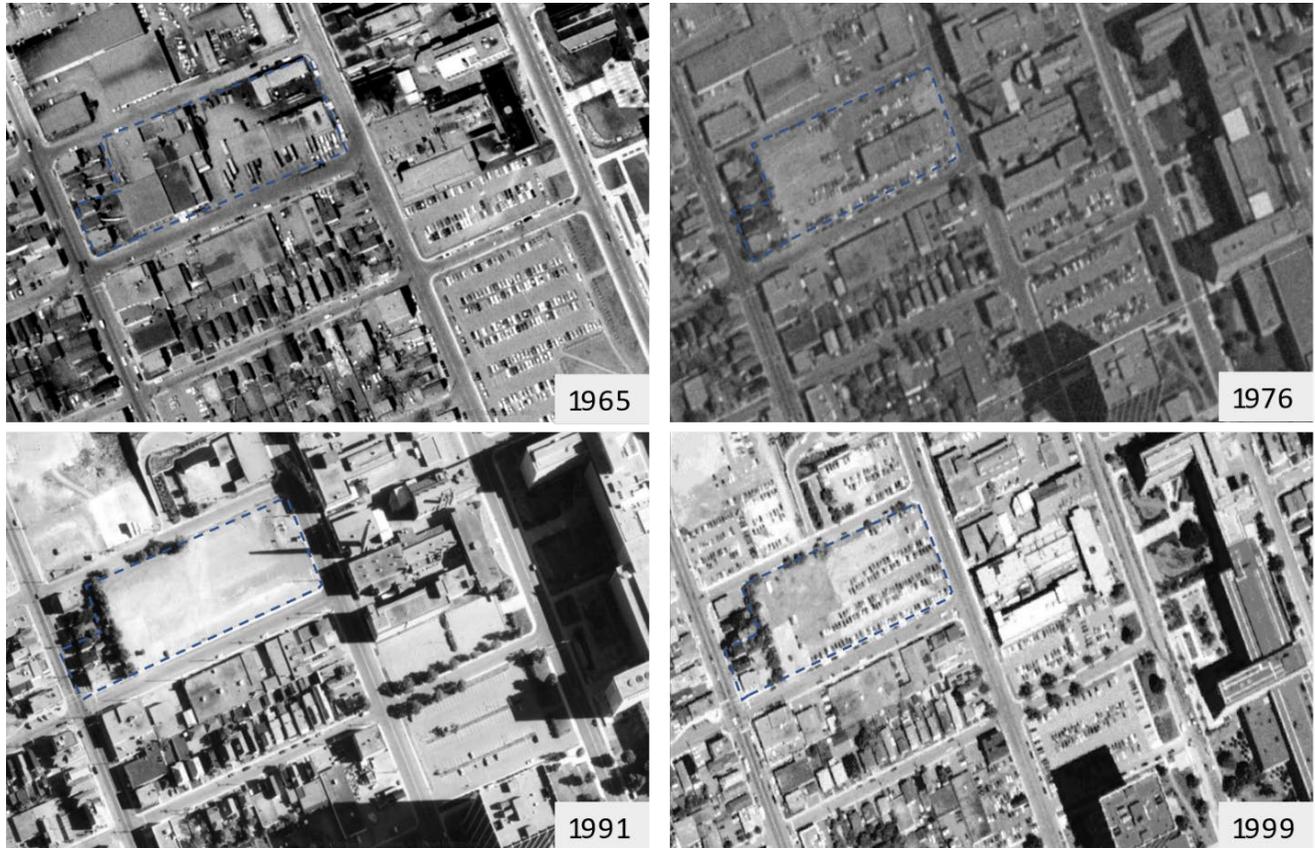


FIGURE 19: SITE CHANGES OVER TIME.

Since the establishment of little Italy in the early 1900s, the subject site at 450 Rochester Street and its neighborhood has evolved many times. In the early 1900s, the subject site was at the center of this working-class community and was predominantly vacant. It was likely used in some capacity for some of the nearby rail yard activities.

In the 1950s, the neighborhood densified and saw growth in residential homes and various commercial and industrial establishments. Concurrently, the site also developed and assumed an industrial identity. The western edge along Preston Street was mainly residential in nature but the remaining majority of the site was occupied by industrial buildings. The largest building on the site was a shipping and manufacturing facility for Pure Spring soft drink bottling company along with other smaller industrial buildings. Another important development during this period was the creation of the eastern part of Beech Street which created a stronger connection to the neighborhood to the east.

The implementation of the Queens Way in the early 1960s brought additional growth and development in the surround area. Notably, the establishment of major Government buildings to the east of the site added additional vibrancy to the area. The site generally remained the same during this period and continued its industrial activities. From the 1970s to the 1990s, the site's industrial heritage began to erode and the buildings that once existed here slowly began to disappear. With the exception of the two residential

houses along Preston Street, the site eventually became vacant once more and served as a parking lot to support the parking needs of the retail users along Preston Street and to the people occupying the commercial buildings in the area.

Since becoming vacant, the site has been used as a parking lot for nearly 30 years. It's now time to make the site a home for people. The objective is to transform this large integral piece of land and redevelop it into a vibrant mixed-use development that Little Italy so deserves.

The proposed development seeks to re-envision the land into two mixed-use buildings. The development would be broken down in two phases. The West phase would be the first to be constructed.

7.3 – KEY DESIGN NARRATIVES

There are several key design narratives that were carefully considered for this development which helped guide the massing and design considerations.

7.3.1 Pedestrian Experience

Creating and maintaining a strong pedestrian experience was a critical aspect for the vision of this site. Weekend or weekday, all of the streets bordering our site are regularly used by pedestrians. Due to the inherent commercial nature of Preston Street and Beech Street, it was important that the development recognize and contribute to this rich pedestrian experience by designing appropriately scaled edge conditions and with appropriate programming along those streets. Aberdeen Street being more residential in nature was a good location to have both of the residential entrances for the first phase. Towards the east side of the site, Rochester Street will also see significant transformation through both the redevelopment of the site and the proposed Canada Lands Company's Booth Street Redevelopment. These developments would see Rochester Street become a complete street promoting various uses along the street with a much-improved pedestrian experience – **Figure 20**.

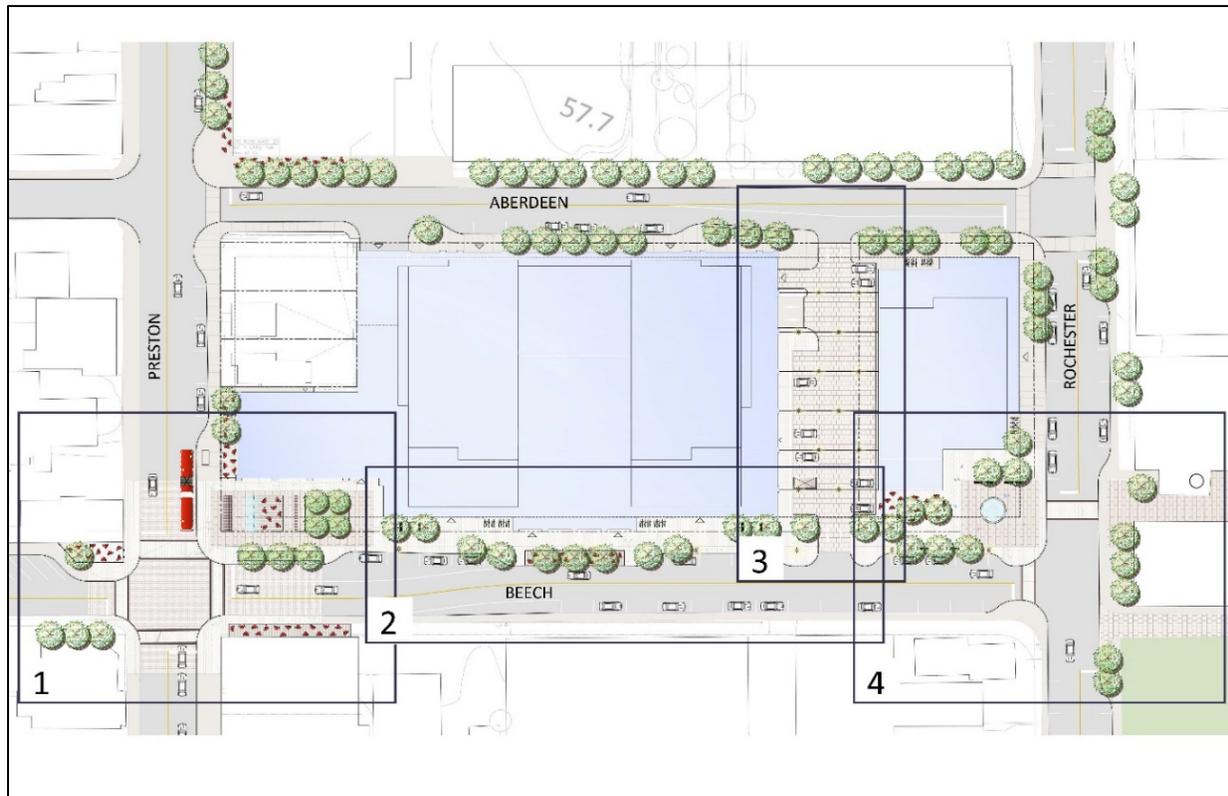


FIGURE 20: LANDSCAPE PLAN.

7.3.2 – Street Animation

Carefully selecting appropriate uses at the ground level is imperative in creating and maintaining a vibrant and animated urban experience for both the existing community and the proposed development. It is anticipated that some of the retail tenants will be animating the sidewalk spaces with their own programs. In addition, the proposed landscape plan proposes spaces where people can rest and interact along this animated street which will contribute in adding liveliness to these streets – **Figure 21**.



FIGURE 21: PEDESTRIAN ANIMATION ON BEECH STREET

7.3.2 – Retail Visibility

Retail visibility is critical for any commercial or retail viability. Ensuring that retailers are highly visible and are functionally supported by their required logistical requirements are critical in attracting key tenants. Creating a balance of commercial and retail uses are also important when considering the synergy of the development and existing context. Amongst others, the anticipated food store and liquor store or pharmacy will likely be welcomed features by the community.

7.3.3 – Urban Fabric

Considering the existing and future context of the site was instrumental developing the proposed massing for the proposed development. The proposed massing fits in appropriately with the tall building corridor along Rochester Street and transitions in height from Preston Street to Rochester Street. Understanding the existing and future built environment around the site allowed us to properly establish building heights and plan key functional elements for the development. The residential component of various heights benefit from great sun exposure and views. In addition, private roof terraces will be available in the first phase. The existing context also served as inspiration when considering materiality and form. The commercial ground level is 6m in height and creates a comfortable pedestrian edge and is appropriate for retail spaces. The proposed development proposes a 6-storey masonry base which speaks to the surrounding built form which exist on the Canada Lands Company’s site. The upper floors will be composed of lighter materials which will complement the height and massing.

7.3.4 – Public Space

Creating strong public spaces has always been one of the primary objectives for this proposal. However, planning for these spaces requires a broader understanding of our site current and its current and future context. Beech Street is the most appropriate street to host such spaces given its existing animated

nature and its orientation. Also, Beech Street is an important east and west axis which will connect a larger network of parks, public spaces and multi-use pathways.

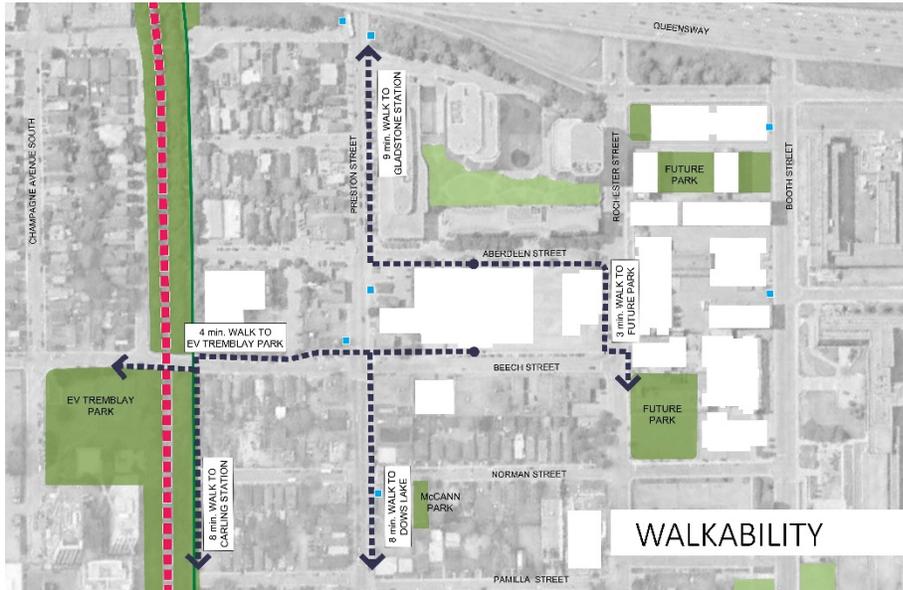


FIGURE 22: CONECTIVITY AND WALKABILITY MAP

Our design proposes a large plaza at the corner of Beech Street and Preston Street. The intent of this plaza is to provide a certain level of flexibility while providing some programmed spaces via hard and soft landscaping. The proposed development has the ambitious intent to extend the ground treatment across the streets to suggest a much larger space during special events. The proposed plaza can be viewed as a new focal point of Little Italy where one can host cultural events and provide daily enjoyments for the community.



FIGURE 23: PRESTON STREET SQUARE

Another Plaza is planned for the corner of Beech Street and Rochester Street which will complement the ground level commercial and retail spaces. The edge condition along Beech Street is also intended to be developed as a linear park. Through hard and soft landscaping, the proposed development intends on creating a green buffer along this edge linking both plazas together and creating a stronger pedestrian axis through the site.



FIGURE 24: BEECH SREET AND ROCHESTER STREET PLAZA

Additionally, the proposed development allows for some site porosity between both phases via a short-term surface parking area for the commercial and retail tenants. Although designed as parking, the design intent for this woonerf is to remain flexible for special events and should feel more like a pedestrian thoroughfare rather than a parking lot with the use of appropriate landscaping materials.

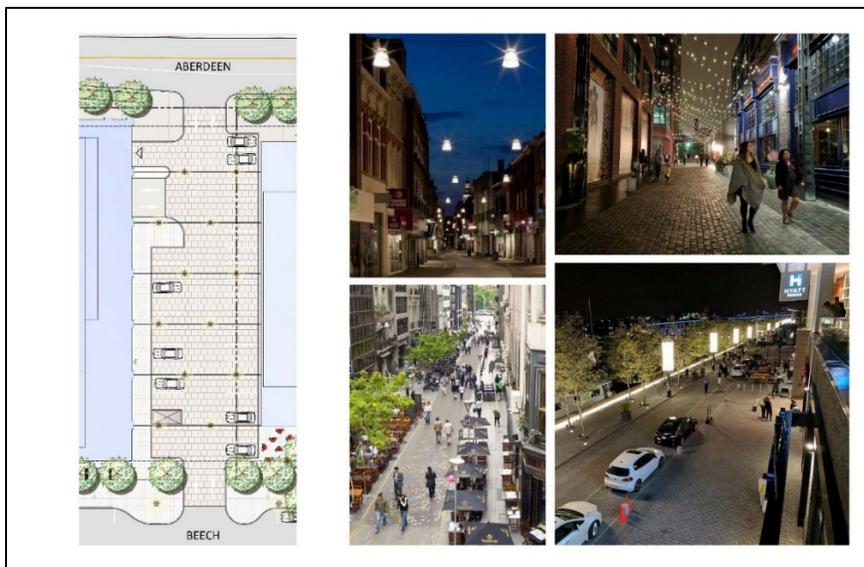


FIGURE 25: MID-BLOCK SURFACE PARKING AREA

7.3.5 – Parking and Servicing

A two-story underground parking garage in Phase 1 is proposed and would provide parking for both the public and the residents. Access to a public elevator and stairs to the parking garage will be provided on Beech Street and is shared between both major tenants on the ground floor. Access to the parking garage has been located off of the central woonerf between both phases. A temporary loading bay for tenants is also located next to the parking garage entrance. The commercial loading area for the large commercial/retail spaces will be located at the north west corner of our lot off of Aberdeen Street. This will minimize congestion on Preston Street and Beech Street.

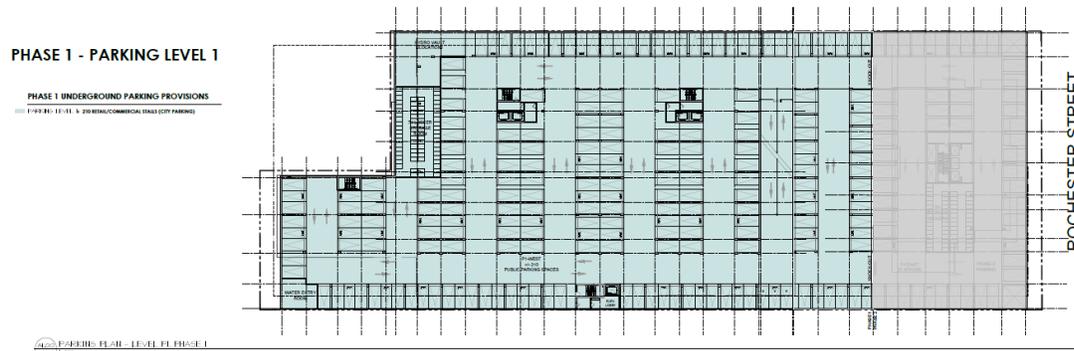


FIGURE 26: PARKING - PHASE 1 - LEVEL 1

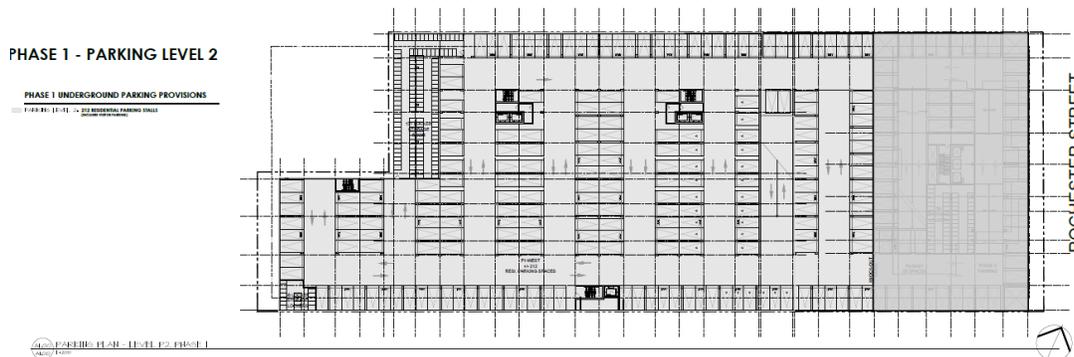


FIGURE 27: PARKING - PHASE 1 - LEVEL 2

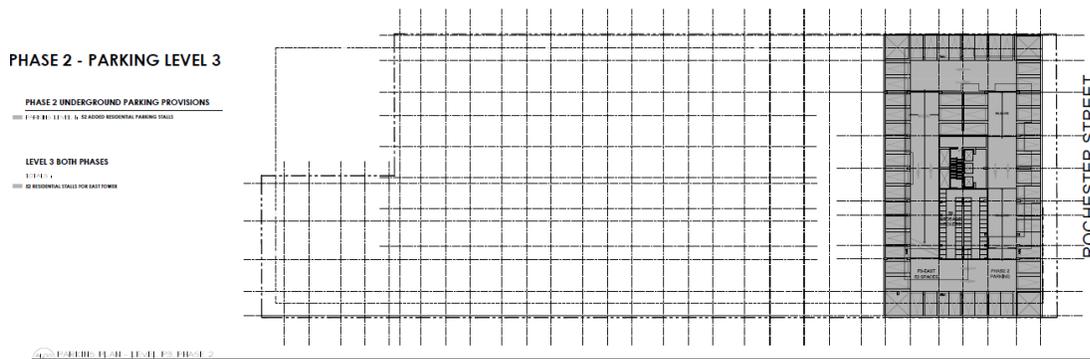


FIGURE 28: PARKING - PHASE 2 - LEVEL 3

Level 7-15



FIGURE 31: PROPOSED FLOOR PLAN - WEST SIDE - LEVEL 7-9 | EAST SIDE LEVEL 7 - 15 - PHASE 2



FIGURE 32: PROPOSED DEVELOPMENT - PHASE 1 - NORTH ELEVATION



FIGURE 33: PROPOSED DEVELOPMENT - PHASE 1 - SOUTH ELEVATION



FIGURE 34: PROPOSED DEVELOPMENT - PHASE 1 - EAST ELEVATION



FIGURE 35: PROPOSED DEVELOPMENT - PHASE 1 - WEST ELEVATION

7.3.7 – East Phase Development

The east phase proposes a 26-storey mixed use development and also features a corner plaza at Rochester Street and Beech Street. A three-storey underground parking garage will provide parking stalls for its residents. This anticipates some ground floor commercial/retail spaces to the south along Beech Street. This phase proposes approximately 245 units.

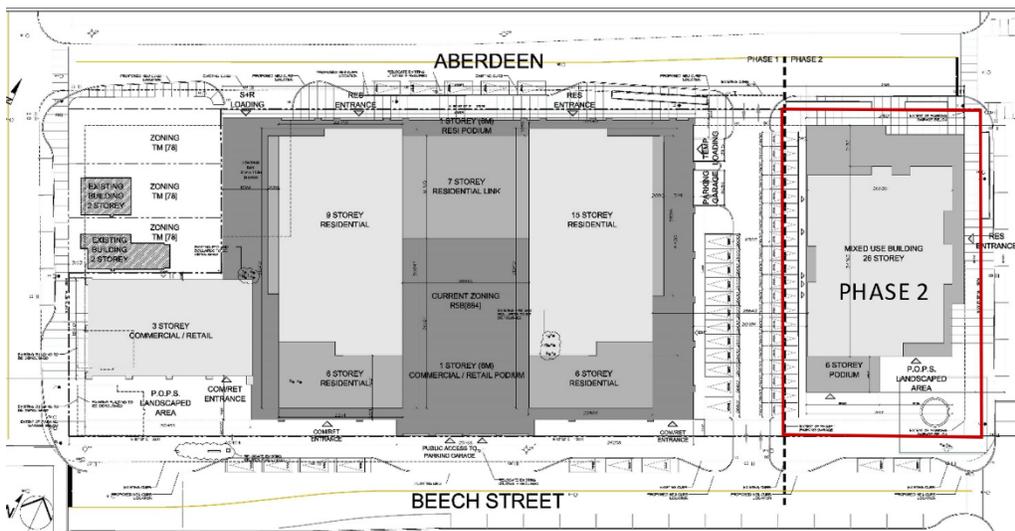


FIGURE 36: PROPOSED DEVELOPMENT - PHASE 2

8.0 – PUBLIC CONSULTATION PROCESS

Included as part of the approvals process is an overview of Arnon’s public consultation process to ensure the development process is transparent and informative for residents in the community, and the larger public. A Pre-Application Consultation Meeting took place on June 05, 2019. In attendance were the following participants from the City of Ottawa, the Dalhousie Community Association, and the Owner’s Representatives.

CITY STAFF

The following City Staff were present at the UDRP:

- › Andrew McCreight - File Lead, Planner, Development Review Central
- › Abdul Mottalib, Infrastructure, Project Manager
- › Wally Dubyk, Transportation Project Manager
- › Randolph Wang, Urban Design Services
- › Christopher Moise, Urban Design Services
- › Jennifer Hemmings, Parks and Facilities Planning
- › Mark Gordon, Planning Student

DALHOUSIE COMMUNITY ASSOCIATION

The following member was present from the DCA at the UDRP:

- › Eric Darwin

OWNER’S REPRESENTATIVES

The following owner’s representatives were present at the UDRP:

- › David Young, Arnon
- › Michael Casey, Arnon
- › Barry Hobin, Hobin Architecture
- › Mark Baker, Parsons
- › Peter Hume, HP Urban Inc.
- › Jack Stirling, The Stirling Group
- › Elizabeth Hamley, RVA Engineering

The minutes of the meeting were provided to the Owner’s Representatives on June 13, 2019.

PRE-CONSULTATION MEETING - FOLLOW-UP MEETING - OCTOBER 11, 2019

A Pre-Consultation follow-up meeting took place on October 11, 2019 to review the approach taken to proposed amendments of the Official Plan and the Zoning By-laws. Final review of the studies and reports required will be submitted with the various applications.

The following consultation meetings will take place prior to the formal filing of the applications:

- › Meeting with the Ward Councillor;
- › Meeting with the Dalhousie Community Association; and
- › Meeting with the Preston Street Business Improvement Association.

After the filing of the necessary development applications the following meeting is planned:

- › A Public Open House prior to the end of the Technical and Public Consultation Period.

The Public Meeting will occur at Planning Committee when the application is heard and interested parties can provide their input on the merits of the proposed development. The Planning Committee's recommendations then would be considered by City Council.

9.0 – CONCLUSION

On the basis of a thorough review and understanding of the proposed development and the applicable policy, it is our professional opinion that the development represents good planning and is in the public interest for the following reasons:

CONSISTENT WITH THE PROVINCIAL POLICY STATEMENT

The proposed development is consistent with the Provincial Policy Statement (PPS) by providing intensification in an existing urban area. It includes a mixture of residential and commercial uses that ultimately contribute to a compact, mixed-use community that provides a mixture of housing options, and will make use of existing and planned public infrastructure services and community amenities. The proposed development is located in proximity to existing and planned rapid transit lines as well as cycling, and walking infrastructure.

CONFORMS TO THE CITY OF OTTAWA OFFICIAL PLAN

The proposed development is designated as Mixed Use Centre in the Official Plan. The proposed mix of residential and commercial uses is permitted in the designation and encouraged to support intensification around rapid transit stations.

The proposed development achieves the overall vision of a Mixed Use Centre: it is a mixed-use building that is compact and pedestrian oriented while respecting the existing surrounding residential areas. The proposed development will see the transformation of an underutilized property, and increased densities to support Preston Street and will not generate undue impacts on the neighbouring properties and fulfills the compatibility and design principles of the Official Plan.

HAS REGARD FOR OFFICIAL PLAN AMENDMENT NO. 150

The proposed development supports intensification within a targeted growth area of Official Plan Amendment No.150, and is in proximity to two rapid transit stations. The proposed development allows for appropriate tower separation.

CONFORMS TO THE PRESTON-CARLING DISTRICT SECONDARY PLAN

The Preston Carling-District Secondary Plan identifies a location for high-rise development and a potential high-profile building location along the Rochester Street Corridor on the subject site.

The area covered by the Plan is designated as the southwestern edge and gateway to the city's future downtown. The development adds to the gravitas of the objective by bringing new residential units and retail uses in proximity to rapid transit.

The high-rise building is located in the Plan's proposed location along Rochester Street. However, the proposed development is higher than the permitted 18-storeys. Nonetheless, it maintains consistency with the surrounding approved heights of the Adelaide Tower extension (25-storeys), and the Canada Lands Company's Booth Street Redevelopment's two proposed 24-storey buildings along the Rochester Street Corridor.

The proposed development meets the general intent of the Urban Design Guidelines for High-rise Buildings. It re-develops underutilized lots and achieves a series of buildings that are compatible within the existing and future community context.

MEETS THE INTENT OF THE URBAN DESIGN GUIDELINES FOR TRANSIT ORIENTED DEVELOPMENT

The proposed development meets the general intent of the Urban Design Guidelines for Transit Oriented Development. The development is located within 600 metres of two rapid transit stations and creates an attractive pedestrian realm that is supportive of walking, cycling and public transportation.

MEETS THE INTENT OF THE URBAN DESIGN GUIDELINES FOR TRADITIONAL MAINSTREETS

The proposed development meets the general intent of the Urban Design Guidelines for Traditional Mainstreets. The development located along the southern edge on Preston Street achieves an appropriate height and scale for continuation of the existing mainstreet. The proposed urban plazas allow for a high-quality, flexible and porous gathering spaces that link the future Canada Lands Company's Booth Street Redevelopment to Preston Street.

MEETS THE INTENT OF THE CITY OF OTTAWA ZONING BY-LAW

The current Zoning By-law amendments for the proposed development seek to rezone the Residential Fifth Density to Mixed-Use Centre to accommodate the proposed uses and performance standards. The proposed amendments, in turn, will support the City's Official Plan policies for intensification.

The proposed development advances policy objectives at both the Provincial and Municipal levels, which include intensification and encouraging growth within the urban boundary, and providing a range of dwelling sizes and tenures within proximity to public transportation. The proposed development also meets community needs by providing a long-anticipated grocery store, and a supply of public parking that will support commercial activity along Preston Street.

In our professional opinion, the proposed development achieves the objectives of good planning principles and is in the public interest.

A handwritten signature in blue ink that reads "Moser".

John Moser, MCIP, RPP
COO, Vice President, Planning

A handwritten signature in black ink that reads "Aidan J. Kennedy".

Aidan J. Kennedy, M.PL.
Development Planner