

April 9, 2020

Andrew McCreight, Planner III
Development Review Central
Planning, Infrastructure, and Economic Development
City of Ottawa
110 Laurier Avenue West
Ottawa, ON K1P 1J1

Dear Mr. McCreight,

**Re: Planning Rationale – Zoning By-law Amendment Application
301, 324 Lett Street and 133 Booth Street (The East Flats)**

Urban Strategies Inc., on behalf of Claridge Homes, is pleased to submit this planning rationale in support of an application to amend the City of Ottawa Zoning By-law 2008-250 for 301, 324 Lett, and 133 Booth Street (“the East Flats”). The application seeks to transfer holding provisions in the by-law from the eastern block bound by Lloyd Street, Fleet Street, and Lett Street, where the next phase of development is now proposed, to the northwest block along Booth Street, where the next phase was previously proposed. No other amendments to the by-law are proposed.

Background

On July 11, 2018, City Council approved amendments to the Official Plan and Zoning By-law 2008-250 to permit full development of the East Flats neighbourhood—a transit-oriented, mixed-use development comprised of mid-rise and high-rise buildings steps away from the Pimisi LRT Station and a new City park along the historic aqueduct. The initial phases of the development, east of Lett Street, have been completed.

The East Flats neighbourhood will realize the opportunity described in the 1997 plan for LeBreton Flats “to create a truly urbane neighbourhood in the Central Area, one where the needs of daily life are accessible within a five or ten minute walk.” The concept for the East Flats future phases envisions a mixed-use district of five residential towers with podium elements comprised of a mix of retail, institutional, and residential uses. The buildings will be supported by a walkable and connected public realm of streets and open spaces that are extensions of the existing network of streets, bicycle paths, and multiuse trails that surround

the subject site. Parking for the proposed development will be located underground, accessed from the local streets.



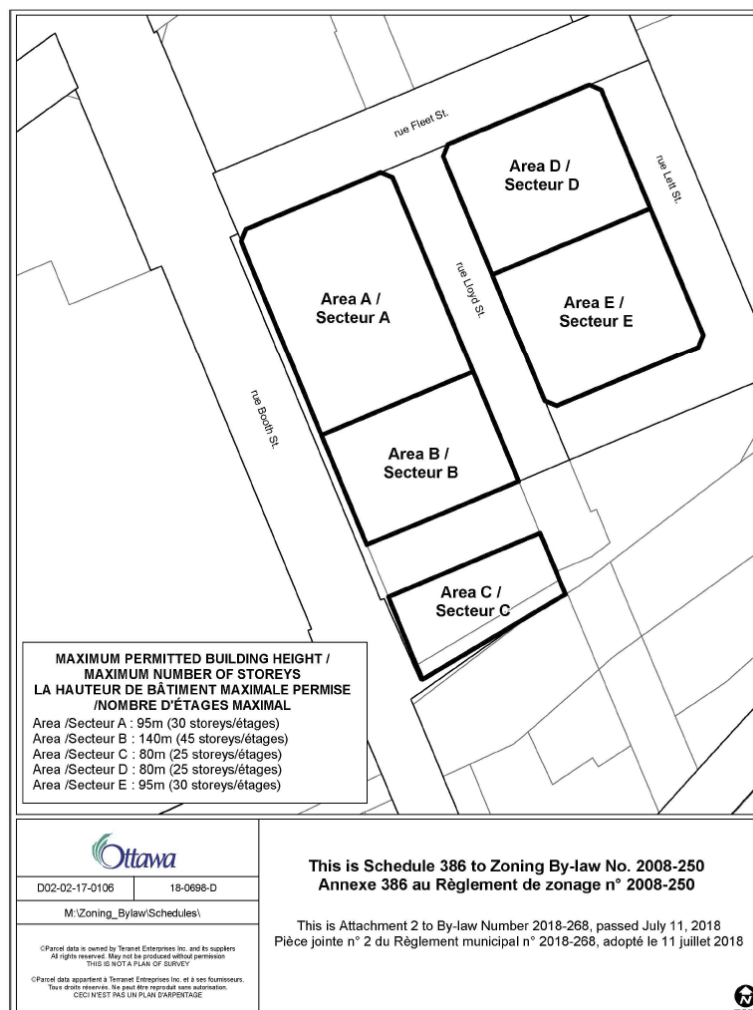
The East Flats Development Concept, looking west

As described in the planning rationale supporting the 2018 applications, the plan for the East Flats supports the following City of Ottawa and National Capital Commission (NCC) objectives:

- Establish a mixed-use neighbourhood with a critical mass of residents to support vitality across LeBreton Flats and the broader downtown throughout the day, evening and week, and in all seasons;
- Optimize the investment in the Confederation Line and discourage automobile usage;
- Help to establish the lands along the historic aqueduct as an open space amenity and destination in conjunction with the creation of a significant new multi-use City park;
- Highlight and celebrate the heritage of the aqueduct, the Fleet Street Pumping Station and the broader LeBreton Flats landscape;
- Improve connections to destinations on LeBreton Flats and to the broader riverfront for pedestrians and cyclists;
- Urbanize the east side of Booth Street to redefine its character and make it more inviting and comfortable for pedestrians and cyclists; and

- Enhance views to and along the riverfront, and of Ottawa's downtown skyline, while respecting federally regulated viewscape.

At the time of the 2018 planning approvals, holding provisions were placed on all phases of development with the exception of the intended next phase, which consisted of a 30-storey residential tower in Area A (see Schedule 386 below) and a two-storey podium along Booth Street, in both Areas A and B. While maintaining the vision for the East Flats, and fully respecting the land use and built form policies and provisions approved in 2018, Claridge Homes now wishes to build the next phase of development on the block between Lloyd Street and Lett Street (Areas D and E). This will require lifting the holding provisions on Areas D and E and applying them instead to Areas A and B.



Schedule 386 to Zoning By-law 2008-250

Proposed Next Phase of Development

The proposed next phase of the East Flats comprises two residential towers and mixed-use podiums on the block bound by Lloyd Street, Fleet Street, and Lett Street. The proposed development has a total gross floor area (GFA) of approximately 48,900 square metres and includes:

- A 25-storey condominium apartment building with 276 units in Area D;
- A 30-storey rental apartment building with 333 units in Area E;
- 380 square metres of daycare space;
- 670 square metres of retail space;
- A through-block landscaped pedestrian walkway between the two buildings;
- 4,200 square metres of indoor and outdoor amenity areas; and
- A consolidated underground parking garage connected to both buildings, accessed from Lloyd Street, with a total of 347 vehicle parking spaces; and
- 470 bicycle parking spaces.



Proposed Massing in Areas D and E, looking east



Proposed Mid-Block Pedestrian Walkway Concept

Comparison to 2018 Proposed Next Phase

The previously proposed next phase of development in Areas A and B consisted of a 30-storey tower with a two-storey podium, containing approximately 350 residential units and a total GFA of approximately 29,000 square metres. The table below compares the 2018 proposal with the current one.

	Total GFA (sq. m.)	Retail GFA (sq. m.)	Institutional GFA (sq. m.)	Residential GFA (sq. m.)	Residential Units	Parking
2018 Proposal (all figures approx.)	29,000	2,000	4,000	23,000	350	
2020 Proposal	48,930	670	380	47,880 • Tower 1: 22,240 • Tower 2: 25,640	609 • Tower 1: 276 • Tower 2: 333	Vehicle 347 Bicycle 310

Proposed Zoning Amendments

Currently, the site is zoned Mixed-Use Downtown (MD) [2504] S386-h. A broad range of uses are permitted in an MD zone, including residential, retail, and institutional. The maximum combined GFA in areas B, C, D and E is 92,000 square metres. A maximum of one tower is permitted in each respective development area, and the maximum permitted heights are 25 storeys for Area D and 30 storeys for Area E, as per Schedule 386. Holding provisions apply to the site and, as per Exception 2504, may be removed only when the following conditions are met to the satisfaction of the General Manager of Planning, Infrastructure and Economic Development:

- Submission of a Site Servicing Report demonstrating sufficient servicing capacity and options for the proposed development, and completed as a part of Servicing Capacity Analysis with the development of the portion of LeBreton Flats west of Booth Street;
- Submission of an updated Geotechnical Investigation, completed in accordance with applicable regulations at the time of submission;
- Submission of a Transportation Impact Assessment;
- If triggered, Section 37 agreement to be registered; and
- Demonstrate consistency with site specific policies for East Flats as per Central Area Secondary Plan.

To permit the current proposal next phase of development, the rezoning application seeks to amend By-law 2008-250 to lift the hold on the site (Areas D and E on Schedule 386) and instead apply holding provisions on Areas A and B, while maintaining them on Area C. Applying holding provisions on future phases will ensure that development of the East Flats can progress in a timely manner, and that adequate infrastructure capacity is available to serve the development at every phase.

The proposed zoning amendment specifically entails revising the Zoning Map to apply MD[2503] S386 zoning to Areas D and E and applying MD[2504] S386-h to Areas A and B. In conjunction with this change, Exception 2503 is proposed to be amended to increase the permitted gross floor area in Areas D and E from 28,000 square metres to 49,000 square metres while reducing the total permitted GFA in Areas A, B and C from 92,000 square metres to 71,000 square metres. This will maintain the overall GFA limit on the East Flats. In addition, the following provision within Exception 2504 can be deleted, since it is no longer relevant: “Despite the holding symbol, a podium up to a maximum height of 18 m is permitted to be built within Development Area B of Schedule 386 during Phase 1 construction.”

Summary of Technical Studies

A transportation impact study and site servicing plan have been prepared to support the Zoning By-law amendment application. The findings of each are summarized below. Additional technical studies and more detailed plans will be submitted with the site plan application for the next phase of development.

Transportation Impact Study Update

Novatech has prepared an update to the 2018 Transportation Impact Study (TIS), focusing on the impacts of the current proposal. The TIS update reiterates the proximity of the development to the Pimisi LRT station, within 400 metres, which provides an opportunity for increased usage of non-auto modes of transportation. As was the case in the original TIS, Fleet Street achieves target Pedestrian Level of Service (PLOS), while Lett Street meets a lower target PLOS due to the existing design of the road. In terms of Bicycle Level of Service (BLOS) and Auto Level of Service (AutoLOS), each boundary roadway surpasses the target. With respect to on-site vehicle parking, the number of proposed parking spaces (357) meets the zoning requirements for visitor parking and does not exceed the maximum allowable spaces (882). The proposed number of bicycle parking spaces (310) satisfies the zoning requirement.

The TIS also notes that the new next phase of development conforms to the City's Transportation Demand Management (TDM) initiatives by providing easy access to local pedestrian, bicycle, and transit systems and through TDM-supportive design and infrastructure measures. The new next phase of development is not anticipated to have measurable impact on the existing or future residential communities in the site's vicinity.

The TIS reports that under the 2023 and 2028 background traffic conditions, critical movements at the Wellington Street/Sir John A MacDonald Parkway/Booth Street and Albert Street/Booth Street intersections are anticipated to operate with LOS F during the AM and PM peak hours. Therefore, continued support of transportation solutions that maximize the transit, bike and pedestrian modes of travel will be critical in this area, and the TIS includes recommendations for such solutions, especially related to intersections around the development. Acceptable operating conditions are anticipated at the Albert Street/Booth Street intersection in the AM and PM peak hours if dual eastbound left turn lanes are implemented by the City.

Site Servicing Plan Update

Novatech has also prepared a Site Servicing Plan update, which assesses the potential influence of the proposed development on the servicing capacity for the overall East Flats development. The report concludes that there is adequate storm, sanitary, and water capacity to service the new first phase. The report states that the fire demand and availability remain unchanged from the previous 2018 report, and that there is also no effect on the previously proposed storm water management solution. The report notes that a more detailed analysis of sanitary flows and capacities for the full tributary area will need to be undertaken prior to the development of areas beyond the next phase.

Public Consultation Strategy

Claridge Homes has notified existing residents in the East Flats of its rezoning and site plan applications for the next phase of development and intends to meet with residents to present and discuss the proposal once the COVID-19 restrictions on gatherings has ended. In the interim, in addition to being available on the City's web site, site plan materials will be posted to Claridge's web site for information and feedback. Clearly visible notification signs will also be posted on the site. Claridge is open to facilitating other methods of public consultation that may be suggested by City staff.

Planning Opinion and Conclusion

The proposed Zoning By-law amendment is relatively straightforward in that it entails transferring holding provisions from one block within the East Flats to another block to permit the proposed next phase of development. In all respects, the proposal conforms to the Official Plan and Central Area Secondary Plan, as amended in 2018 to permit the proposed full build-out of the East Flats. The proposal also respects the built form provisions of the Zoning By-law and the overall gross floor area limit that applies to all future phases of the East Flats. The land uses, site organization and building heights, massing and ground-floor conditions are all consistent with the original overall development concept.

The zoning amendment will result in a gross floor area and quantity of residential units for the next phase of development that are greater than what had previously been proposed on Blocks A and B, by approximately 20,000 square metres and 259 units, respectively. The Traffic Impact Study and Site Servicing Plan for the new proposal, however, have concluded that there is adequate capacity within the transportation, water, wastewater and stormwater systems to accommodate the development. The TIS also identifies measures that will improve

the site and its surroundings for pedestrians and cyclists, and it notes that the minimum requirements for vehicle and bicycle parking, including visitor parking, will be satisfied. By transferring the holding provisions in the Zoning By-law to Areas A and B, there is assurance that the approval of all future phases will be subject to updated technical studies demonstrating adequate infrastructure capacity.

Since the proposed next phase of the East Flats is consistent with the approved overall plan for the area, the rationale supporting the 2018 applications remains relevant. The overall development represents a significant opportunity to add vitality and amenities to LeBreton Flats and the broader downtown. The proposed Zoning By-law amendment will permit the next phase of this transformation, which notably will:

- Support the City's goals to make Downtown more liveable and achieve intensification around Confederation Line stations;
- Complement existing development in the East Flats and significantly improve the character of Lett Street, with grade-related units and streetscaping;
- Include 333 units of rental housing and a daycare;
- Help to frame and enliven Pindigen Park;
- Include two storeys of commercial space that will help enliven the future city park adjacent to the aqueduct;
- Generally improve the public realm in the area and encourage ongoing investments in LeBreton Flats.

In conclusion, it is our opinion that the proposed Zoning By-law amendment represents good planning and should be approved.

Yours very truly,

URBAN STRATEGIES INC.

A handwritten signature in black ink, appearing to read 'Tim Smith', with a stylized flourish at the end.

Tim Smith, RPP, MCIP
Principal