

**Canada Lands Company
Booth Street Redevelopment**

Planning Rationale Report
552 Booth Street
Ottawa, Ontario



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March 28, 2018

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1.0 SITE OVERVIEW

Canada Lands Company (CLC) acquired the Booth Street Redevelopment site from National Resources Canada (NRCan) in October 2015. It includes the entire 6.5-acre (2.6 hectare) city block bounded by Orangeville Street and Highway 417 to the north, Booth Street to the east, Norman Street to the south, and Rochester Street to the west. The site was previously used for research, testing, and development of fuels, minerals, and metals in support of industrial growth and innovation in geology, metallurgy, and ceramics across Canada. The Federal Heritage Buildings Review Office (FHBRO) has given five of the seven buildings on the block a 'Recognized' heritage status.

1.1 LOCATION

The site is located adjacent to Highway 417 (the 'Queensway') and is bounded by Booth Street, Norman Street, Rochester Street and Orangeville Street as shown on Figure 1.



Figure 1. Location.

1.2 TOPOGRAPHY, SOIL & GEOLOGICAL CONDITIONS

The topography is not uniform throughout the entire site and experiences significant topography changes along the north and, north-west side of the site. The site slopes south-west along Rochester Street, causing large retaining walls in-between the buildings. The retaining wall height

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is level with the existing parking and buildings on the east side of the site. The site remains level at the south end of the site at Norman and Rochester Street.

The site is located on a glacial deposit which composes of a mixture of materials ranging from clay to large boulders, generally sandy, grade downwards into modified till. Bedrock underneath the site is Paleozoic, a relatively flat lying bedrock comprising of limestone, dolomite, sandstone and locally shale.

1.3 EXISTING BUILDINGS

The existing buildings on site are 405, 556, 558, 562 and 568 Rochester Street, and 550, 552, 562, and 568 Booth Street as shown on Figure 3. These buildings were previously owned and operated by Federal National Resources Canada for research in geology, metallurgy, ceramics, fuels and minerals.

Figure 2 illustrates the building locations as per the Federal Heritage Buildings Review Office in 1986. The buildings and their previous uses are:

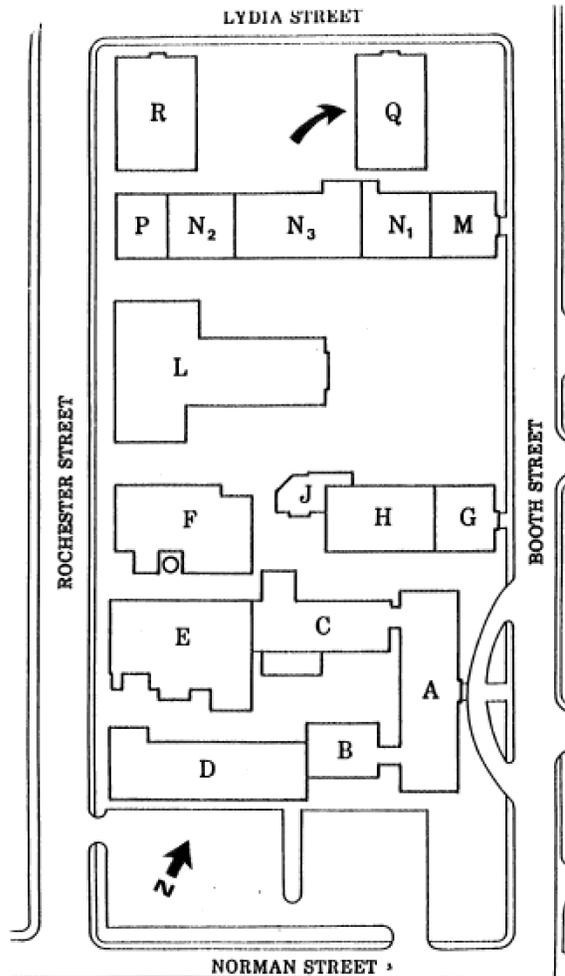
- 550 Booth Street: Ore Dressing Laboratory (Building Q). Architect W.E Noffke, built 1937-1939
 - Built to accommodate research regarding commercially viable methods of recovering metals from ores.
- 552 Booth Street: Ore Dressing Laboratory (Buildings M, N1, N2, N3, P). Built in 1911, 1929, 1935, architect W.E Noffke addition – 1932
 - Built to accommodate research regarding commercially viable methods of recovering metals from ores.
- 562 Booth Street: Fuel Testing Laboratory (Buildings G, H, J). Built 1927-1929, architect W.E Noffke addition – 1937
 - Built to accommodate research regarding sources, manufacturing methods, and the efficient uses of fuels.
- 405 Rochester Street: Industrial Minerals and Ceramics Laboratory (Building R). Architect W.E Noffke, built 1937-1939
 - Built to accommodate research regarding the non-metallic industrial minerals and ceramics.
- 568 Booth Street: Physical Metallurgy Laboratories (Buildings A, B, C, D, E). Architect W.E Noffke, built 1942, 1945-1947, and 1952
- 558 Booth Street: Central Heating Plant (Building F). Architect W.E Noffke, built 1943-1945
 - Not designated.
- Mechanical Shops and Stores Building (Building L). Built in 1950-1952.
 - Not designated.

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Index:

- A-E 568 Booth Street, Physical Metallurgy Research Laboratories: sections A-C, 1942, sections D-E, 1945-47.
- F 558 Booth Street, Central Heating Plant, 1943-45.
- G-J 562 Booth Street, Fuel Testing Laboratory, 1927-29 and 1937.
- L Mechanical Shops and Stores Building, 1950-52.
- M-P 552 Booth Street: M - Metallurgical Ore Dressing Laboratory, 1932; N₁ - Fuel Testing Building, 1911; N₃ - Pyro-metallurgical Laboratory, 1929; N₂ - Hydro-metallurgical Laboratory, 1929; P - Tailings Disposal Building, 1935.
- Q 550 Booth Street, Ore Dressing Laboratory, 1937-39.
- R 405 Rochester Street, Industrial Minerals and Ceramics Laboratory, 1937-39.



2 Site plan of the EMR Canmet Complex, Ottawa, Ontario. The Ore Dressing Laboratory (Building Q) is identified with the curved arrow. (Department of Public Works, n.d.)

Figure 2. Building locations as per the Federal Heritage Buildings Review Office in 1986.

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Figure 3. Existing Buildings.

2.0 SURROUNDING NEIGHBOURHOOD

The surrounding neighbourhood is called Centertown West and includes the district known as Little Italy, west of the site. Little Italy was established in 1900 by Italian immigrants and after the Second World War, a wave of European immigrants settled in the area. Every June, the neighbourhood hosts a community event, *Italian Week* festival, in celebration of Italian culture.

2.1 NEARBY STREETS AND BLOCKS

Preston Street is located a block west of the site and Bronson Avenue is four blocks east. Preston Street corridor and the surrounding area is known as the 'Little Italy' area. The Glebe Annex is from Lebreton Street to Bronson Avenue. Located further east, past Lebreton Street South and south of Carling Avenue, is the neighbourhood known as 'The Glebe'. This is the location of many established single family homes in a close-knit community. Figure 4 shows the location of the neighbourhoods in the vicinity of the site.

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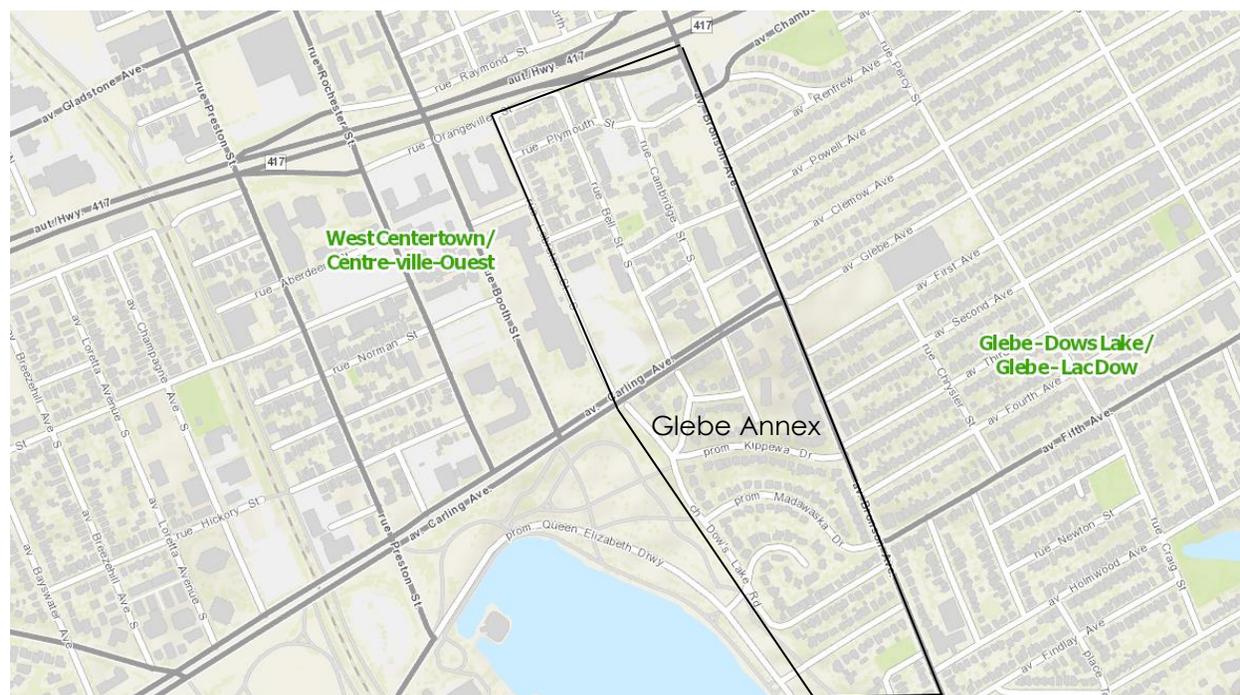


Figure 4. Neighbourhoods.

2.2 EXISTING LAND USES

The land uses surrounding the site are predominantly federal buildings, office-commercial and residential. The lands east and south of the site are federal employment uses, many for the Ministry of Natural Resources. West of the site between Aberdeen Street and Highway 417 is Preston Square, a commercial-office hub, housing companies such as Adobe, Xerox and more Ontario provincial employment offices are located in this employment hub. Continuing along the west side of Rochester Street, between Aberdeen Street and Beech Street is a parking lot. Between Beech Street and Norman Street is a mix of residential and commercial uses fronting on Rochester Street. Residential uses are concentrated towards Bronson Avenue and Preston Street. Building heights in the area are in the range of two storeys for residential, with a scattering of three storey multi-unit residences. Employment uses range from seven to twenty-two storeys.

2.3 PARKING

Parking is a large component of the site, especially because at the northern portion of the site, Ministry of Transportation (MTO) restricts development 15 metres from the property line at the intersection of Orangeville and Rochester Street. No development is permitted above the current grade at the intersection. Proposed development requires approval from MTO. There are two large surface parking lots on the north and south ends of the site. Currently as the buildings on-site are unoccupied, the predominant use for the site is parking for the surrounding uses in the area. There are approximately 250 surface parking spaces on the site.

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2.4 PARKS AND OPEN SPACES

A block east and west of the site, there are two small parks, McCann Park and Dalhousie South Park. McCann Park is located off Norman Street near Preston Street and Dalhousie South Park is located off Bell Street near Powell Avenue. McCann Park is a small fenced park with a play structure for children, it is approximately 374 square meters. Dalhousie South Park is a larger park, approximately 1,058 square meters and is fenced with a play structure and gazebo.

South of the site is Dows Lake, a small man-made lake on the Rideau Canal. Adjacent to the lake is Commissioners Park, which every year displays the annual Tulip Festival held by the National Capitol Commission. When the lake freezes over, it provides one of the major sites for Winterlude. In the summer, canoes, paddle boats and kayaks can be rented for use on the lake.

2.5 CHARACTER FEATURES

The character of the site is distinctly identifiable by the heritage buildings once used by the Federal Ministry of Natural Resources. The buildings on the site are in the two to four storey range, with an existing smoke stack on the west side of the site. The site can be easily identified for its heritage buildings, surface parking lots and quiet atmosphere.

2.6 NEARBY DEVELOPMENT APPLICATIONS

The following are development applications within a 700m radius of the center of the site. There are fourteen development applications approved or pending status. Figure 5 shows their location on file with the City in March 2018:

1. 27 & 29 Balsam Street and 249, 261, 263, 256 & 267 Rochester Street
 - a. Site Plan Control Application
 - b. Submitted April 29th, 2011
 - c. Description: proposed to construct a 23 unit, three storey residential development with an internal private road.
2. Approved – Preston Square: 333, 343 & 347 Preston Street and 17 Aberdeen Street
 - a. Official Plan Amendment
 - b. Submitted September 29th, 2016
 - c. Description: construct a single storey addition on Adelaide and a new 24 storey residential building.
3. 93, 95, 97, 99, 101 & 105 Norman Street
 - a. Site Plan Control Application
 - b. Submitted November 25th, 2013
 - c. Description: medium rise residential apartment building comprising of a nine-storey tower and a three storey podium stepping back to a fourth & fifth storey, all framed by two storey walk-up townhomes.

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4. 265 Carling Avenue
 - a. Zoning By-law Amendment
 - b. Submitted April 13, 2012
 - c. Description: a 20 storey mixed-use building containing 149 apartment condominium units, 11 live/work townhouses and an 88.2 m2 commercial unit.
5. 770 Bronson Avenue
 - a. Zoning By-law Amendment and Site Plan Control Application
 - b. Submitted February 12, 2016
 - c. Description: 15 storey mixed-use building (85 residential units and commercial at grade).
6. 557 Cambridge Street & 774 Bronson Avenue
 - a. Site Plan Control Application
 - b. Submitted January 4th, 2016
 - c. Description: 12 storey mixed-use building for university students with retail at grade.
7. 895 Carling Avenue
 - a. Zoning By-law Amendment
 - b. Submitted March 21, 2013
 - c. Description: rezoning application to allow three high-rise mixed-use buildings (55, 48 and 18 storeys), a large public plaza and direct access to the OTrain.
8. 490, 491, 492, 495, 499, 500 and 505 Preston Street
 - a. Site Plan Control Application
 - b. Submitted June 4th, 2013 and October 7th, 2013
 - c. Description: 505 Preston Street – 45-storey mixed-use condominium with gross floor area of 22,047 square metres. Parking will be provided by a nine-storey underground garage. 490-500 Preston Street – 30-storey residential condominium with commercial uses occupying the ground and portion of second floor.
9. 514, 516, 518, 530, 532 Rochester Street
 - a. Official Plan Amendment
 - b. Submitted April 5th, 2013
 - c. Description: 18-storey mixed-use building with 362.32 square metres of leasable commercial space at grade and 127 residential units above. The entrances to the commercial space will be directly from Pamilla and Rochester Streets.
10. 680 Bronson Avenue
 - a. Zoning By-law Amendment
 - b. Submitted May 1st, 2014
 - c. Description: application to permit retail/office uses within the entire building, the building footprint will not change.
 - d.
11. 144 Renfrew Avenue
 - a. Site Plan Control Application
 - b. Submitted April 13th, 2017

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- c. Description: 3-storey mixed-use building with commercial uses located on the ground floor and 14 residential units on upper floors.

- 12. 324 Cambridge Street
 - a. Zoning By-law Amendment
 - b. Submitted June 10th, 2015
 - c. Description: amend the parking requirements to permit the development of 11 new residential units on the ground floor of the existing residential building.

- 13. 207 Bell Street
 - a. Zoning By-law Amendment
 - b. Submitted November 17th, 2017
 - c. Description: permit new land uses on the ground floor of the existing building, including restaurant, convenience store, personal service business, and recreational facility.

- 14. 220 Lebreton Street
 - a. Site Plan Control Application
 - b. Submitted October 2nd, 2013
 - c. Description: demolish the existing 3 unit two-storey building and construct a new 4-storey 10-unit apartment building.

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Figure 5. Nearby Development Applications in the Area.

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2.7 LANDSCAPE FEATURES

The landscape features that can be confirmed from aerial photos are:

- At the north-east corner of the site are several young deciduous trees, no higher than 5 metres, along with ten deciduous shrubs. Within this planting bed, river rock covers the surface and is flush with the sidewalk and parking.
- Running south-east to the south-west corner of the site, are small deciduous trees, no higher than 3 metres.
- Along Rochester Street, there are small patches of grass. As the site is sloped upwards towards the north-east, retaining walls are placed in-between the buildings along Rochester Street. In these spaces between the buildings above the retaining walls, there is rough, un-kept deciduous shrubs and several well-established deciduous trees.
- Running down Booth Street there are strips of grass and river rock.
- Within the interior of the site are a sparse mix of deciduous and coniferous trees and shrubs.
- In front of 566 Booth Street is a large swath of river rock with some deciduous shrubs at the northern edge. This landscape improvement happened in 2005.

2.8 INFRASTRUCTURE

The site exists in a well-established area with existing infrastructure and will make use of existing public service facilities. Properties adjacent to the site are well serviced by municipal sanitary, storm and water services. The sanitary sewer name and district the site is located in is the Booth Street Trunk (TR-BO), a major collector line that runs along Preston Street.

3.0 TRANSPORTATION

3.1 CITY OF OTTAWA TRANSPORTATION MASTER PLAN

Completed in 2013, the City of Ottawa Transportation Master Plan is guidance for the planning, developing and operating of the walking, cycling, transit and road networks for over the next two decades. Key areas of focus in the plan including integrating the concept of complete streets, updating modal share targets, advancing strategies to improve walking and cycling and supporting transit-oriented development. The plan also identifies a number of modifications to road and transit infrastructure priorities to account for adjustments in relation to growth patterns, emerging issues and strategic opportunities.

The Master Plan supports the development of policies of the City's Official Plan. The key themes of the Plan are: affordability, safe and efficient transportation infrastructure, sustainable transportation, complete streets, active transportation, public transit, and transit-orientated development. The Plan identifies transit priority projects, one being Carling Avenue.

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Rapid Transit Projects: Carling LRT

- The objective of the transit oriented project is – transit signal priority and queue jump lanes between Carling O-Train Stations and Bronson Avenue
 - This complements existing bus lanes between Preston Street and Cambridge Street between Bronson Avenue and Booth Street

The roads in the area of the site are classified as follows:

Classification	Primary Function	Secondary Function
City Freeway	Serve 'through' travel between points not accessed directly from the road itself	None – direct access to adjacent lands is prohibited
Arterial Road	Serve travel through the city in conjunction with other roads	Provide access to adjacent lands, subject to restrictions
Major Collector Road	Serve travel between collector and arterial roads	Provide direct access to adjacent lands
Collector Road	Serve neighbourhood travel between local and major collector or arterial roads	
Local Road	Provide direct access to adjacent lands	Serve neighbourhood travel to and from collector or arterial roads
Lane	Provide secondary access from public road to abutting lot	None

Booth Street – A Major Collector road. Booth Street south of the Queensway is used as a truck route.

Norman Street – A Local road.

Rochester Street – A Major Collector road and allows trucks.

Orangeville Street – A Local road.

Preston Street – An Arterial road.

Carling Avenue – An Arterial road and major transit route.

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3.2 TRANSIT

Transit is an accessible mode of transportation to the site. There are two main forms of public transit used to access the site: bus and light rail transit.

Light rail in the area is the O-Train, a light rail transit system operated by OC Transpo. This light rail system operates on two routes, one east-west; one north-south. The light rail line that is accessible to the site is the Trillium Line, the north-south line running from Bayview Station down to Greenboro Station, with access to the site at the existing Carling Station and proposed Gladstone Station. This rail system operates from 6am to 12am, servicing an annual ridership of 2.4 million, and daily ridership of 10,300 people.



Figure 6. Local Bus Routes and Light Rail.

The bus transit in the area is operated by OC Transpo and is a well know and highly regarded transit model. Bus transit is well served in the area, Preston Street is a transit corridor, resulting in frequent bus routes and stops in the area. There are two bus stops directly on the site, the Booth/Orangeville stop (Routes 101, 103) and Booth/Daniel McCann stops (Routes 101, 103) (Figure 6). It should be noted that the site is within 600m radius of two Trillium Line O-Train Stations; the Carling Station and the proposed Gladstone Station (Figure 7.)

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Figure 7. Gladstone Station District Community Design Plan, existing and proposed LRT Stations near to the site.

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3.3 ROADS

The roads that run directly adjacent to the site are Orangeville Street, Booth Street, Norman Street, and Rochester Street. These streets can be characterized by uses mainly from local traffic with on-street parking for limited time periods throughout the day.

Booth Street is a north-south major collector road, it runs from the Chaudière Bridge and the Province of Quebec, running south down to Carling Avenue. Rochester Street abuts the site and extends from Carling Avenue north to Albert Street. South of the site is Carling Avenue, a major east-west arterial road running from Kanata to Bronson Avenue just east of the site. Lastly, directly north of the site, above grade is Highway 417, a provincial highway and apart of the Trans-Canada Highway (Figure 8).



Figure 8. Excerpt of Urban Area Roads Schedule, City of Ottawa Official Plan.

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3.4 PEDESTRIAN AND CYCLING FACILITIES

The site is well serviced by pedestrian sidewalk routes, bounding all sides of the site. The location of the site is in close proximity to Preston Street, a high-use pedestrian street. Presently, there are no formal pedestrian walkways through the site. There are sidewalks connecting the site to the other side of the Highway 417 through an underpass. There is no pedestrian connection from Daniel McCann Street to either Aberdeen Street or Beech Street. (Figure 9).



Figure 9. Primary Cycling Routes, City of Ottawa Official Plan.

Located directly south of the site is Dow's Lake, a popular leisure and community amenity with pedestrian and cycling routes. There is a signalized intersection at Carling Avenue and Booth Street, providing a safe opportunity for pedestrians and cyclists to cross. There are no parallel cycling routes along the site; the closest is along the Queen Elizabeth Drive and along the O-Train Trillium line.

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3.5 THE QUEENSWAY AND IMPLICATIONS ON LAND USES

Highway 417, or 'the Queensway' is the major 400 series provincial highway and is part of the Trans-Canada Highway that runs through the center of Ottawa. It connects from Highway 7 and Highway 17 on the west end and extends to Montreal via the A40. Within Ottawa, two major intersections are located at either end and anchor the east and west. These are the interchanges at Highway 416 going south to Highway 401 and a split to the east at Ottawa Regional Road 174.

The Queensway is a busy urban commuter route with portions of the highway as wide as eight lanes. The highway can be characterized by frequent on-ramps and off-ramps, merging into the current traffic. There are several off-ramps to access the site. These are Rochester Street exit and the Bronson Avenue exit. There is a lack of nearby on-ramps to access the Queensway going east, but many on-ramps to access the highway going west. The highway is also a noise source to the area. Some of the noise disturbance is alleviated through methods such as sound attenuation fences.

4.0 SOCIOECONOMIC CONDITIONS

4.1 GENERAL OVERVIEW

The City of Ottawa is distinctive in its bilingual and bi-cultural setting, of both urban and rural areas. Ottawa is a growing population, having grown by 5.8% to 934,243 in 2016 (883,391 in 2011) (2016 Census), with the population being predominantly well educated and economically active.

Approximately 30-50% of private households can characterize the socioeconomic conditions of the Preston Booth area as low-income. The majority of Ottawa residents are full-time employed and report that they are satisfied with the quality of their life (Ottawa Insights, 2013). Residents identify the gap between rich and poor, the availability of affordable housing, factors affecting their health and wellness as areas of improvement.

4.2 LOCAL AREA EMPLOYMENT OVERVIEW

Information gathered from Ottawa based socioeconomic reports show that Ottawa has low diversity within Canada's economy, with Toronto, Montreal, Vancouver, Edmonton, and Calgary being larger contributors (Community Foundation of Ottawa, 2010). This reflects the concentration of jobs within public service sector, and the role of the federal government. To counter-act the lack of diversity in the Ottawa workforce, the federal government workforce provides an employment buffer against economic declines.

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In Ottawa, the unemployment rate remains unchanged between February 2017 and February 2018 at 4.8%. Employment rates have grown by 1.9% between February 2017 and February 2018 with a labour force of 579,600. However, in 2015, Ottawa had the highest median total household income in Ontario, with a median total household income of \$85,981 (Census 2016). Ottawa's household income level is a reflection of the federal government presence and levels of higher education of its residents.

4.3 COMMUNITY FACILITIES IN THE AREA

The site is situated in a location that is within a few kilometers of recreational centers and major Ottawa attractions. Some of these amenities are:

- Plant Recreation Centre
- Dow's Lake, a man-made lake on the Rideau Canal, a major pathway system runs through and along the Rideau Canal. It hosts the annual Tulip Festival, hosts Winterlude festival activities, and offers canoe and paddle boat rentals.
- Approximately 1.6km away is Lansdowne Park, a community and tourist destination offering shopping, restaurants, entertainment and greenspace.
- The site is located approximately 1.5km away from the Ottawa Public Library Rosemount Branch.
- The Community and Social Support Centre
- Glebe Collegiate Institute
- Devonshire Community Public School
- Glebe Community Centre
- Adult High School and Family Reception Centre
- St. Anthony Elementary School
- St. Vincent Hospital
- Rochester Heights Community Garden
- Canada's Agricultural and Food Museum
- Carleton University
- Civic Hospital

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5.0 PLANNING CONTEXT

5.1 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The PPS sets the policy foundation for regulating the development and use of land, supports the provincial goal to enhance the quality of life for all Ontarians. The guidelines provide for the appropriate development while protecting resources of provincial interest, public health and safety, and the quality of life of the natural and built environment.

The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system. Provincial plans and municipal official plans provide a framework for comprehensive, integrated, place-based and long-term planning that supports and integrates the principles of strong communities, a clean and healthy environment and economic growth for the long term.

The PPS supports the growth of settlement areas, including Ottawa and development of all municipal services. It also promotes the efficient use of land, services and intensification where services permit it.

5.2 CITY OF OTTAWA OFFICIAL PLAN

The Official Plan provides a vision of the future growth of the City of Ottawa and a policy framework to guide its physical development to the year 2031. The Official Plan is a legal document that addresses matters of provincial interest defined by the Provincial Policy Statement under the Ontario Planning Act.

The Official Plan serves as a basis for a wide range of municipal activities, including:

- Planning and approval of public works
- Comprehensive zoning by-law
- Creation of a community design plans for areas within the City of Ottawa
- Review and approval of development applications

The Plan sets a policy framework for managing growth in ways that will reinforce the qualities of the City that are most valued by its residents: liveable communities, green and open space character, and landmarks and landforms that distinguish Ottawa from all other places.

Within the Official Plan, the site is identified as a Mixed-Use Centre. A Mixed-Use Centre designation can be described as strategic locations on the rapid-transit network and are

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adjacent to major roads. They are to serve as focal points of activity within their community and the greater city. They have high potential for compact and mixed-use development.

Mixed Use Centres are to be developed as complete neighbourhoods, taking advantage of the opportunities offered by transit, and are to take careful consideration to design, orientation and mix of uses. The City encourages transit-supportive land uses such as offices, secondary and post-secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, daycare centres, retail uses, entertainment uses, services, high and medium-density housing and mixed-use development. The employment target for these areas are at least 5,000 jobs (Figure 10).

The Official Plan also sets out policies for the protection and preservation of cultural heritage resources including built heritage resources comprised of either an individual building or a group of buildings.



Figure 10. Excerpt Schedule B Urban Policy Plan, City of Ottawa Official Plan.

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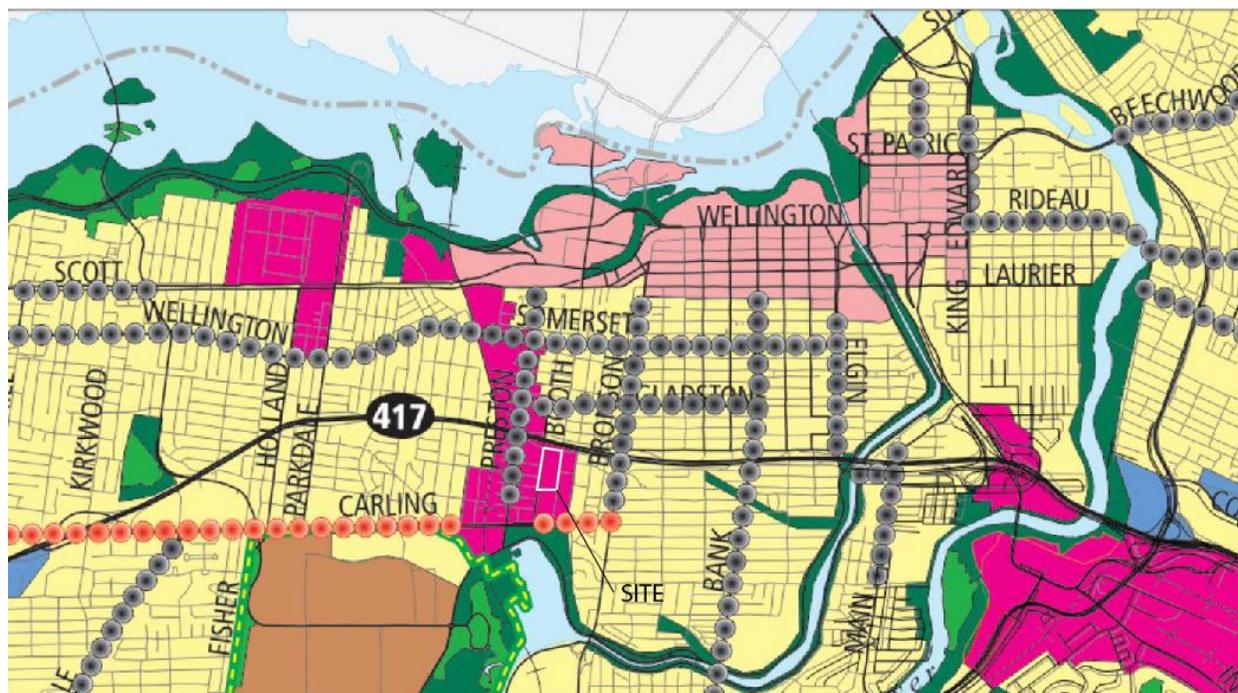


Figure 11. Excerpt Schedule B Urban Policy Plan, showing the location of the site in relation to the Central Area of the City.

5.2.1 Official Plan Amendment No. 150 (OPA 150)

Official Plan Amendment 150 (OPA 150) to the Ottawa Official Plan received final approval by the Ontario Municipal Board in 2017. The policies in the Amendment, relevant to the site are as follows:

- Density, mix of uses, and land use pattern will work together to make the most efficient use of transit, the pattern of transit-oriented development results in very liveable communities at any scale.
- Mixed-Use Centres are identified in this Plan as design priority areas, where both public and private sectors will be required to achieve higher standards of design. These areas also have priority for completion of community design plans that show how the density and design requirements for these areas can be achieved.
- Intensification may occur in a variety of forms from low-rise to high-rise provided urban design and compatibility objectives are met.
- Minimum buildings heights are to be established in the Zoning By-law within Mixed-Use Centres, Town Centres, and Mainstreets.
- In intensification areas, on-street parking will be pursued to facilitate local shopping and economic activity through means as reducing the number, location and width of vehicle access routes and by combining access to parking and service areas from side streets or service lanes.
- Design Priority Areas are to direct growth and intensification to identified rapid transit and transit priority locations and to develop those areas with a mix of uses and a greater focus on

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active transportation. Good urban design is critical in making these places enjoyable places to live, work and socialize. Many of these areas contain existing communities, new development must enhance the existing character and the way they function.

- 25% of all new rental housing is to be affordable to households up to the 30th income percentile, and 25% of all new ownership housing is to be affordable to households up to the 40th income percentile.
- Secondary planning processes that propose to reallocate density or set building heights that are different from the heights in this Plan require Council approval of a secondary plan adopted as an amendment to Volume 2 of this Plan. An amendment to Volume 1 is always required to change a land-use schedule or to implement a policy that does not conform to this Plan. An amendment to the secondary plan is also required for any change to that plan.
- Except where a secondary plan specifies otherwise or existing zoning permits greater heights, building heights in Mixed-Use Centres are:
 - A maximum of 12 storeys, providing transition to adjacent low-rise residential
 - A minimum of four storeys for residential and office development
 - Greater building heights may be considered subject to an amendment to the secondary plan or site-specific policies in volume 2, and must demonstrate consistency with policy 2.2.2(17) and all other relevant policies in this Plan.

5.3 PRESTON-CHAMPAGNE SECONDARY PLAN – MAY 22, 1996

Within the Official Plan, are areas requiring specialized policies and guidelines. These exist through Secondary Plans. The purpose of a Secondary Plan is to guide future growth and development for the identified area.

Before the 2016 adopted Preston Carling Secondary Plan, the Preston-Champagne Secondary Plan provided the guiding vision and policies for the Preston Street to Champagne Avenue area. The area is to be a mix of residential, office, retail, and light industrial employment uses. The attractiveness for redevelopment in the area relies on its central location and accessibility to transit way stations.

Major redevelopment for new employment and housing will occur in the older industrial lands along the transit corridors, transitioning down into the existing neighbourhoods. Preston Street is to remain as the main shopping, restaurant, cultural and community focus of the neighbourhood and high profile mixed-use development will be located on the west side of Rochester Street, between Highway 417 and Carling Avenue.

5.4 PRESTON-CARLING SECONDARY PLAN – MARCH 14, 2016

The eastern boundary of the Secondary Plan Area is Rochester Street immediately west of the Canada Lands Company site. The purpose of the Preston-Carling Secondary Plan is to provide detailed policy guiding the private development, including public realm investment, in the district over the next 20 years. The district is designated Mixed-Use Centre in the Official Plan and is also a design priority area, and a target area for intensification. The area within the secondary plan has emerged as one of the most significant re-urbanization areas in the city and the

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secondary plan intends to guide the orderly transformation of the area into a future Downtown District.

The Preston-Carling District is a place with unique history, people, culture and is surrounded by federal government facilities, family neighbourhoods and open spaces. It will emerge as the south-western gateway into the city's larger future downtown and will create opportunities for business, tourism, employment, and desirable services. The enhanced public realm throughout the area will allow festivals such as the traditional Italian Week to continuously celebrate the culture and people of the District.

Some of Ottawa's tallest and finest mixed-use buildings will cluster around the Carling Avenue O-Train/future light rail transit station and accessibility and mobility will be greatly improved throughout. Volume 1, Schedule B, Urban Policy Plan of the Official Plan designates the District as Mixed-Use Centre, the majority of Preston Street as a Traditional Mainstreet, and a portion of Carling Avenue as Arterial Mainstreet.

All development projects will be required to animate public spaces by incorporating pedestrian-orientated uses and architecture features and details that will enhance pedestrian safety and provide visual interest, enriching the pedestrian experience. This includes the pedestrian space on streets, parks, open space and urban squares, all constituting as the public realm network.

Preston Street and Beech Street will be animated and active Mainstreets with generous pedestrian zones for walking and seasonal outdoor patios, ample bicycle parking, strategic on street parking, special furnishing, street trees and planting beds, bus stops and shelters. It is intended that Rochester Street will be designed as an entry route to the Preston-Carling District with wide sidewalks, bicycle lanes/tracks, on-street parking, and generous greenery.

The following are summaries of relevant sections of the Preston-Carling Secondary Plan.

Rochester Corridor:

Rochester Street serves as an entry route to both Preston-Carling District and federal government Booth Street Complex. Rochester Street will be a mixed-use urban edge between the two distinct areas. Buildings along the west side of Rochester Street will offer transitional height, massing, and scale between potential intensification in the Booth Street Complex and the low-rise neighbourhood around Preston Street.

High-rise mixed-use development up to a height of 18 storeys may be permitted along the west side of Rochester Street and only one tower may be permitted on the eastern end of each street block, with a minimum lot size of 1,500 square metres. The City shall work with the Booth Street Complex and ensure that the planning vision for the Rochester Corridor will be achieved, including the introduction of public open spaces.

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Mixed-Use Blocks:

The northern end of the District will be anchored by successful mixed-use office development at 333 Preston Street, known as Preston Square. Vacant and/or underutilized properties in the vicinity of Preston Square offer substantial redevelopment opportunities. The surface parking lot at Rochester Street is intended to be mid-rise mixed use development up to a height of nine storeys and the City encourages the provision of a major grocery store and accessible parking in the area.

High-Rise Buildings (10-30 storeys):

The following criteria apply to high-rise buildings in areas where a high-rise building is permitted as provided by Section 4.1 of the Plan:

- With the exceptions of projects along Rochester Street, the development site that accommodates high-rise buildings shall have frontage on public lands along three sides which could comprise of a combination of streets and/or public owned space
- 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 no greater than 750 sq. m
- Minimum separation distance of 20m between towers is required
- High-Rise Buildings (30+):
 - These buildings will be prominent features in the skyline and landscape and will have a significant impact on the identity and characteristics of the District and the City and requires extra attention in planning and design

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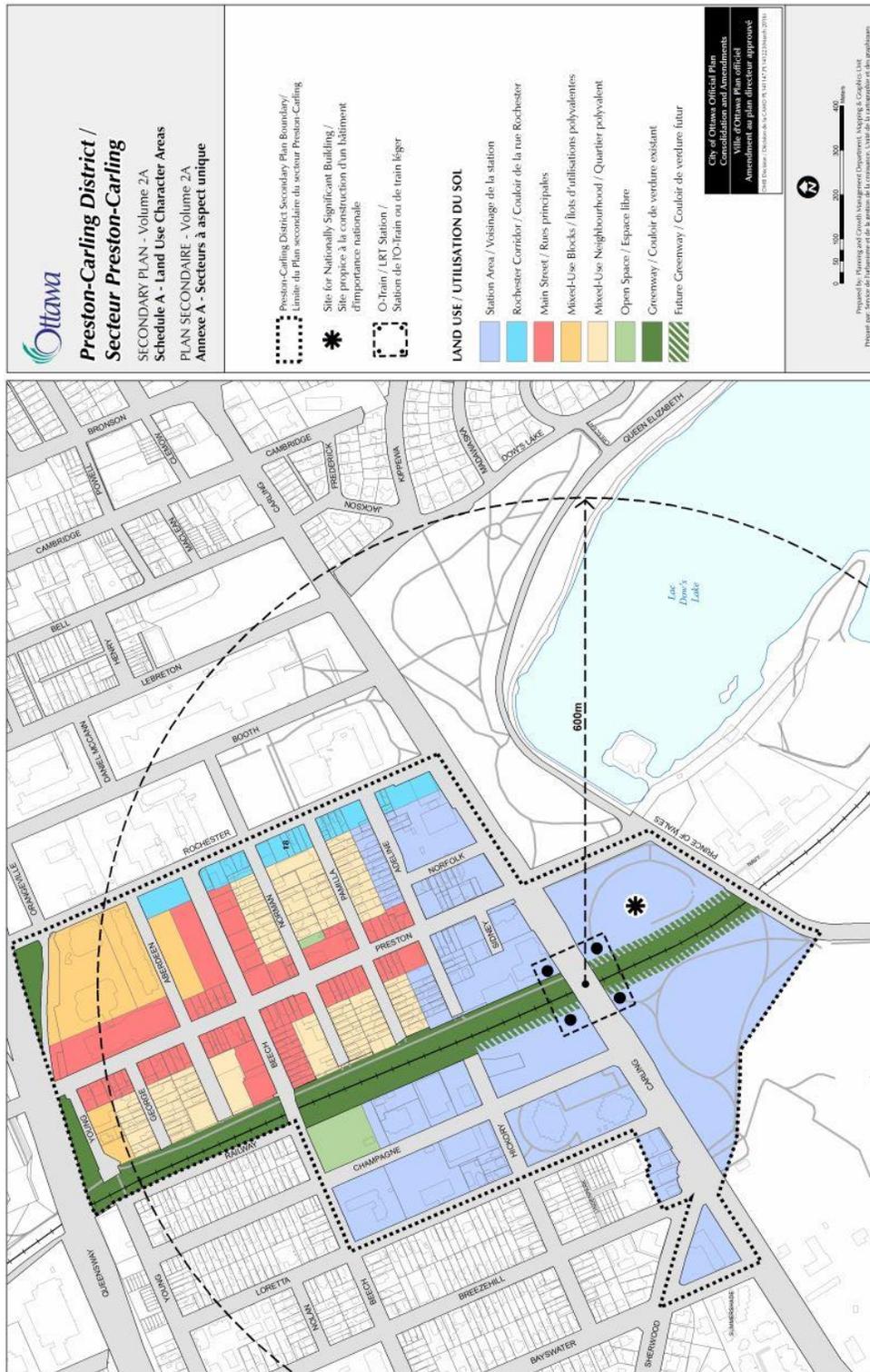


Figure 12. Land Use Character Areas Schedule A.

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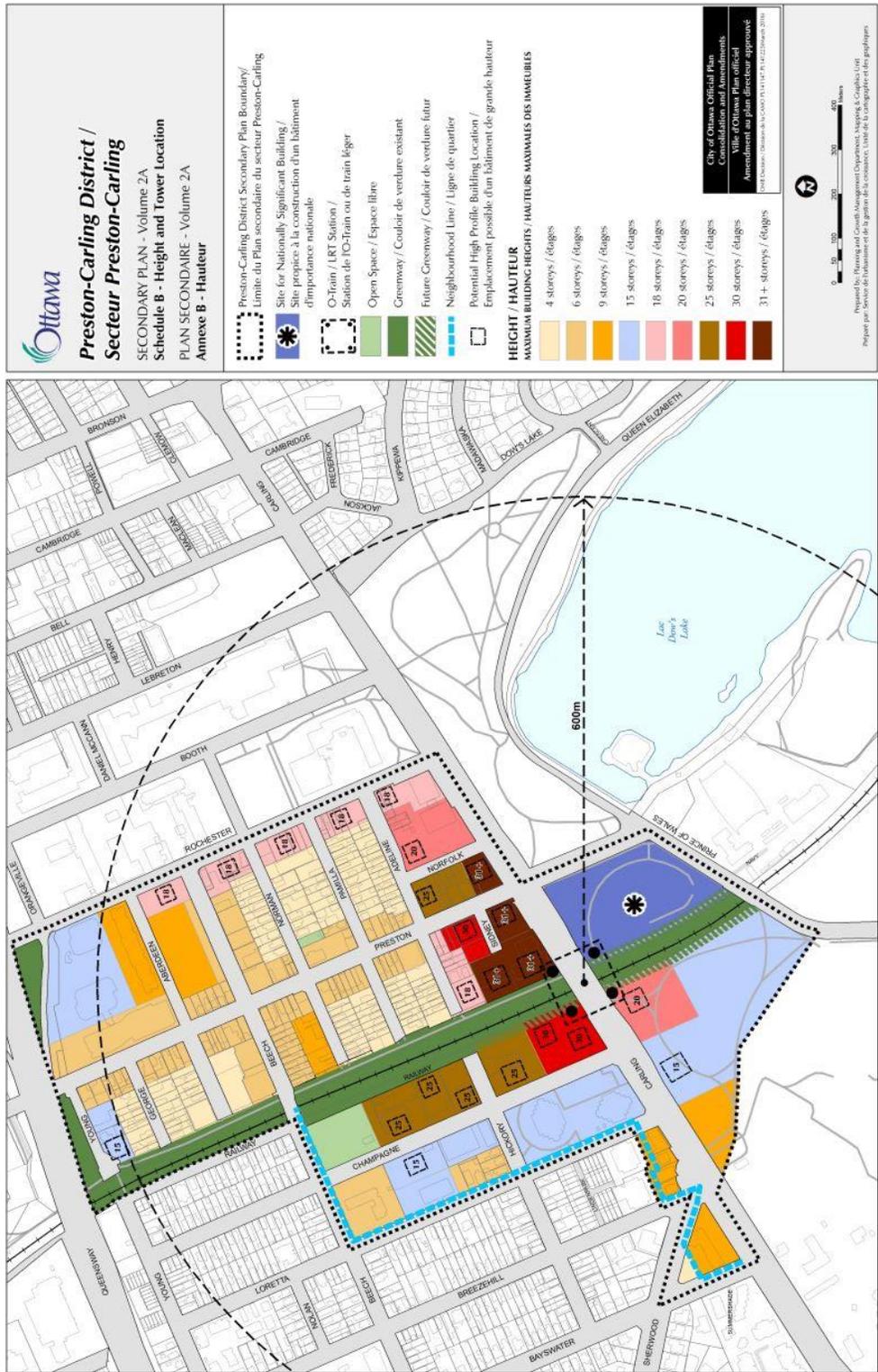


Figure 13. Height and Tower Location Schedule B.

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Figure 14. Public Realm Schedule C



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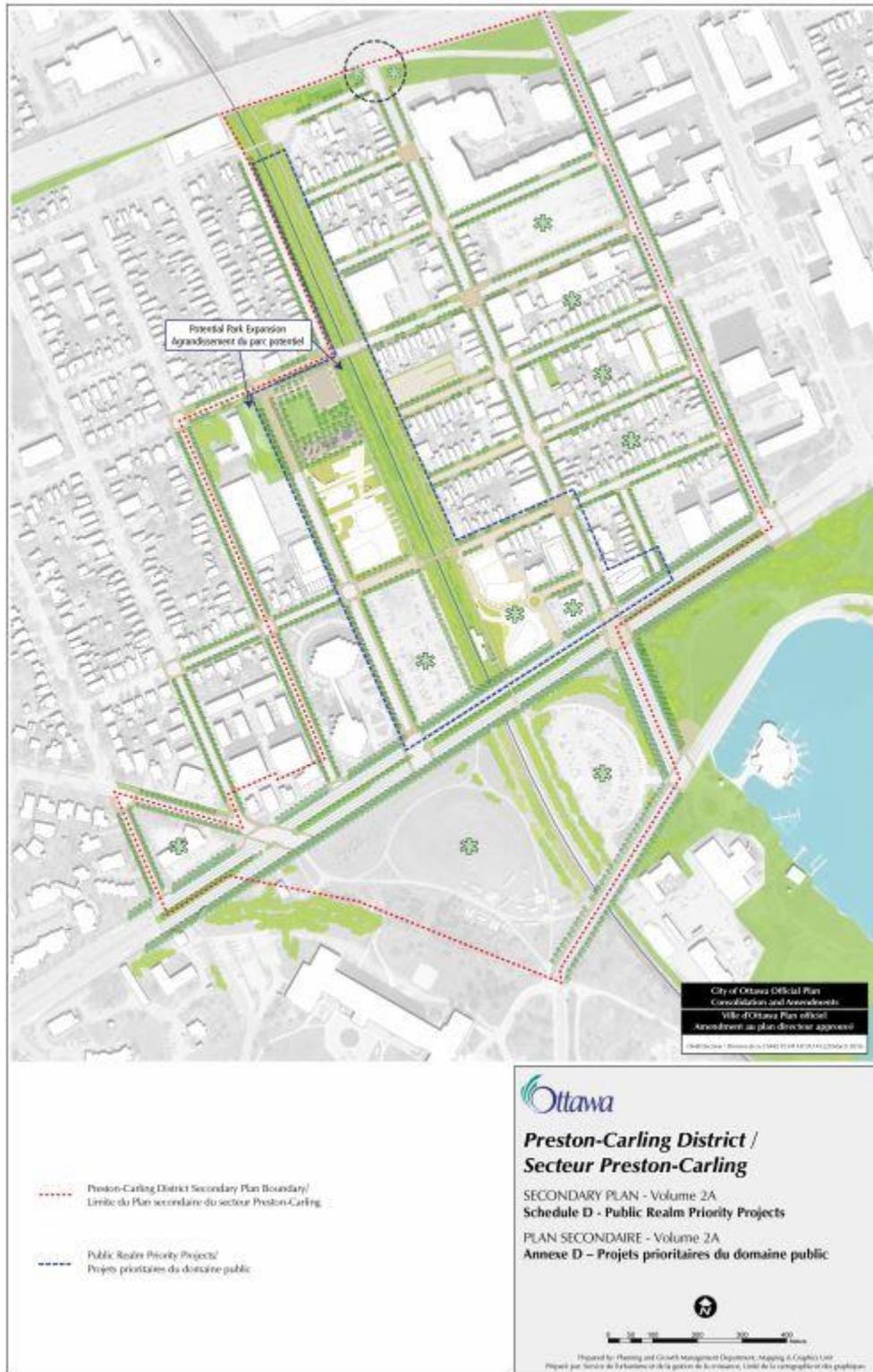


Figure 15. Public Realm Priority Projects Schedule D.



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5.5 CITY OF OTTAWA ZONING BY-LAW

The City of Ottawa Zoning By-law provides the specific zoning regulations as per each designation.

Presently, the site is zoned MC F(2.0) – Mixed – Use Centre Zone. The purpose of this zone is to allow a combination of transit-supportive uses such as offices, secondary and post-secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, day care centres, retail uses, entertainment uses, service use such as restaurants and personal service business, and high-density and medium – density residential uses.

The MC F(2.0) that applies to this site limits the maximum floor space index to two times the area of the site. The Zone permits uses that are compact and pedestrian-oriented built form in mixed-use buildings or adjacent to separate buildings while imposing development standards ensuring development minimizes its impact on surrounding residential areas. The site is located within 600m of both the future Gladstone Station and the existing Carling Station on the Trillium Line of the O-Train. Lastly, the site exists in a Mature Neighbourhoods Area in the City. Despite this overlay in the Zoning By-law, the Mature Neighbourhoods Area designation does not present any restrictions to the development of the site.

The Mixed – Use Centre Zone provisions are:

ZONING MECHANISMS		PROVISIONS
(a) minimum lot area		No minimum
(b) minimum lot width		No minimum
(c) minimum front yard and corner side yard setback	(i) abutting a lot in a residential zone	3m
	(ii) abutting the rapid transit corridor	2m
	(iii) other cases	No minimum
(d) minimum interior side yard setback	(i) abutting a lot in a residential zone	3m
	(ii) abutting the rapid transit corridor	2m
	(iii) other cases	No minimum

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(e) minimum rear yard setback	(i) rear lot line abutting a lot in a residential zone	6m
	(ii) Abutting the rapid transit corridor	2m
	(iii) Other cases	No minimum
(f) maximum floor space index		No maximum; unless otherwise shown on the zoning map
(g) minimum building height	(i) For all uses within 400 metres of a rapid transit station, other than a gas bar where it is permitted by an exception	6.7m
	(ii) Other cases	No minimum
(h) maximum building heights	(i) In any area up to and including 20 metres from a property line abutting a R1, R2, R3 or R4 zone (By-law 2011-124)	11m
	(ii) In any area over 20 metres and up to and including 30 metres from a property line abutting a R1, R2, R3 or R4 residential zone (By-law 2011-124)	20m
	(iii) In all other cases	No maximum, or as shown by the suffix 'H', on a zoning map, or specified in a subzone or exception where applicable
(i) minimum width of landscaped area		No minimum, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor

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commercial patio, the whole yard must be landscaped

(3) storage must be completely enclosed within a building

With regard to parking requirements, the site is located within Area Z - Near Major LRT Stations on Schedule 1A of the Zoning By-law. As such, no off-street parking is required.

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6.0 PUBLIC CONSULTATION PROCESS

As part of the municipal approvals process, Canada Lands is committed to actively and transparently seeking public input during the early phases of project design.

Five public sessions were well attended. Below is a summary of the number of attendees and the objectives of each of the public events.

	Attendance	Date	Objectives
Public Information Session		January 24, 2017	To introduce Canada Lands Company and the Booth Street redevelopment project, and to seek feedback on proposed community engagement approach.
First PAC Meeting	37	April 26, 2017	To collect community input to guide the development of early design concepts.
Public Open House	106	May 31, 2017	To present and seek feedback on three concepts to inform the next stage of design and vision for the site.
Second PAC Meeting	24	November 2, 2017	To review preferred design concept and to seek guidance on possible enhancements.
Public Open House	75	February 15, 2018	To present design concept to community for validation and refinement prior to submission to the City for review and approval.

January 24, 2017 Public Information Session

In January 2017, the company held a public information session to introduce attendees to Canada Lands, the Booth Street project and the proposed approach to community consultation. At this meeting, Canada Lands committed to holding two additional public sessions during the concept development phase and to convening a Public Advisory Committee (PAC), a separate multi-stakeholder advisory body to provide input prior to submitting a preferred design concept to the City of Ottawa (the "City") for review and approval.

In April 2017, following a meeting with the Dalhousie Community Association President and a representative of the Plant Pool Recreation Advisory Committee, Canada Lands Company's Project Manager decided to change the formation of the Public Advisory Committee (PAC) meetings. To have an open process and one that encourages collaborative planning, it was decided to change the format of the April 26, 2017 Community Advisory Committee meeting and not present options to the public at that meeting. Instead, it was decided to ask this group of the public to give Canada Lands' project team concepts to compare to those prepared by Stantec's Urban Places Group.

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April 26, 2017 Public Advisory Committee (PAC) meeting

The first PAC meeting was held on April 26, 2017. The session was composed of volunteer members of the public who attended the initial information session, as well as a number of community guests with particular expertise in their field. Participants represented a variety of groups and organizations, including City Council offices, community and neighbourhood associations, Ottawa Community Housing, Heritage Ottawa and local Business Improvement Areas (BIA). A total of 37 PAC members participated in the event held at St. Anthony's Banquet Hall.

Prior to the start of the April event, ERA Architecture led a walking tour of the redevelopment site, providing participants an opportunity to review and discuss the site's history, design features and heritage elements with subject matter experts. Following the walking tour, participants were provided with a presentation outlining an overview of the Booth Street site. This was followed by a presentation from Victoria Angel of ERA Architecture and Harold Madi of the Stantec Urban Places group on the Heritage Context of the site, an overview of the existing and emerging urban context, followed by an "Urban Design 101" presentation on the core tenets necessary for creating great urban places.

Participants were then guided through table work using four main questions (see below).

Table 1 – April 2017 PAC questions

What do you see as the site's greatest assets or strengths? Consider what you really like about this site. What features of the site would you like to protect, enhance or take advantage of?
What kind of public spaces would you like to see in this site? Consider spaces (outdoor, indoor, green, parks, etc.) and how people and things move through it (roads, pathways, etc.).
What are the best uses for this site? Consider how people live, work and play. How can this site contribute to enhancing the quality of life of this community? More broadly, how can this site make a positive contribution to the City of Ottawa?
What kinds of buildings would you like to see (or not see) on this site Consider the type, size and key features of buildings, and of the heritage aspects of the site.

Participants were asked to reflect individually on each question and then, seated at tables of up to seven and equipped with site maps, building and public space diagrams and other reference materials, asked to share their thoughts and together, brainstorm a "wish list" of ideas to guide site layout and design.

When discussing what they like best about the site; participants identified heritage and location as the site's two key assets. In discussing the kinds of public spaces they would like to see, meeting participants discussed the various types of spaces and how people move through them, to connect neighbourhoods and complement adjacent spaces. Participants noted the need for "affordable," "accessible" and "inclusive" spaces to positively contribute to the City. Retail amenities, including a grocery store, were also identified as an important aspect of planning for the site. Preservation and integration of heritage structures were also identified as a key part of the discussion on redevelopment. This included encouraging designs that are "compatible with existing heritage buildings in terms of scale, height and setbacks."

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May 31, 2017 Public Open House

Based on ideas and feedback gathered during the April 26, 2017 PAC meeting, three early design concepts were developed by Stantec's Urban Places group for review during the May 31, 2017 public Open House.

Approximately 106 people attended the Open House throughout the evening, including: residents living within walking distance of the site, members of the public who work in the area, Booth Street PAC members, City Council representatives, City of Ottawa staff and representatives from Heritage Ottawa, members of community and neighbourhood associations, representatives from local non-profit organizations; and local media.

Notice of the Open House appeared in the Ottawa Citizen and Le Droit and was distributed via email to PAC members and those requesting project updates.

Attendees were invited to review panels illustrating three design concepts, as well as the evolution of the site and key heritage structures and characteristics. Representatives from Canada Lands, ERA Architecture and Stantec's Urban Places group were onsite to answer questions about the existing complex and design process. The Open House also featured a bilingual presentation delivered twice throughout the evening that featured an overview of the Booth Street site, engagement to date, common and unique elements of the three design concepts, and next steps in the concept development phase.

Following the presentation and throughout the evening, attendees had an opportunity to speak to subject matter experts, to leave a Post-It comment or suggestion on a panel set-up next to each design concept, and to complete an exit survey. As part of the survey, attendees were asked to indicate their preferred design approach and to share what they liked best about this option, or combination of options. To this end, the Open House also featured a balloting station with corresponding site maps where attendees could vote for their preferred design elements.

Voting from attendees revealed that Design Concept 3 was the most preferred by attendees, followed by: "None of the above," "Design Concept 2" and a "Combination of Design Concepts 2 and 3."

Participants were also asked what they like and dislike about each of the design concepts. The following themes emerged from feedback received through the exit survey, design panel Post-It comments and discussions with staff.

Distribution, form and scale of new buildings: First and foremost, attendees noted that the distribution, form and scale of new buildings should reflect and encourage a strong sense of "community."

Retention of heritage structures and characteristics: Participants indicated a strong openness to balance heritage character with contemporary design to facilitate redevelopment and to achieve best uses for the new site. Participants were generally satisfied with the level of heritage retention in all three design concepts, including the preservation of the existing smoke stack.

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Amenities and connectivity: Open House attendees consistently reported a need for amenities in the neighbourhood. As in previous consultations, a grocery store was top of list, followed by a pharmacy and LCBO.

Location of parks, green spaces and other outdoor public spaces: Most attendees preferred the location of parks and other outdoor public spaces in Design Concept 2 and 3. While these options shared a similar distribution of squares and courtyards, Concept 2 featured one large, central park and Concept 3, two smaller, west-facing parks – one mid-block and the other at the south end.

November 2, 2017 PAC Meeting

Hosted by Canada Lands, the meeting was supported by representatives from Stantec and ERA Architecture and facilitated by H+K Strategies. Invitations were sent to all committee members. A total of 24 PAC members participated in the evening event held at St. Anthony's Banquet Hall.

Participants included individuals who live or work in the area, as well as representatives from a range of groups and organizations, notably City Council offices, Heritage Ottawa, community and neighbourhood associations, and local BIAs. The meeting opened with an overview of the vision for Booth Street and resulting design concept. Presented by a representative from Stantec's Urban Places group, the presentation encompassed key design elements and how they reflect community feedback collected to date. ERA Architecture then presented a brief analysis of the concept's principal heritage attributes and later in the evening, Stantec reviewed new City guidelines for the development of an "Urban Parkette."

Two key questions and corresponding considerations structured the ensuing table and group discussion (see below).

Table 2 – Facilitated Exercise: Key Questions and Considerations

	Q1	Q2
Question	What do you like about the preferred design?	Describe the best use(s) for the designated park space.
Consideration	How could the design be enhanced – is there anything that should be added, changed or removed? What could be done to ensure the Booth Street site is well connected to and integrated with adjacent neighbourhoods and the community at large?	What key elements or amenities should be included in this space?

When asked for an informal assessment of the current Booth Street design, participants generally liked the concept, indicating that they were comfortable seeing the project move forward. The most liked components include: the extent and nature of connectivity within and to the site; heritage retention, notably integration of the existing smokestack; and the overall distribution of buildings and open spaces.

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Participant feedback captured on table worksheets, individual evaluation forms and in group discussion is summarized below based on key components of the Booth Street vision.

Legacy: Reflecting public input to date, the design concept conserves the site's legacy through the retention of all key heritage complexes – or major portions of these complexes – and a careful, purposeful approach to removals to improve connectivity, accessibility and street-frontages. The pattern of formal street-oriented entrances and large, functional interior laboratory spaces, along with red brick construction and simple classical features also serve to maintain the Booth Street “campus” setting and experience.

Activation: All public streets, open spaces and mid-block connections should be animated, vibrant and inviting places. In general, participants like the “distribution” and “mix” of public spaces, including the integration of “ground floor” retail and housing options and placement of commercial space within the site.

Connected: The majority of participants liked the degree and nature of connectivity within the site and to adjacent neighbourhoods, noting in particular, the distribution, “circulation,” and “flow” of indoor and outdoor pathways; the “great...public access” from Daniel McCann Street; and the “porosity” to Preston Street. Reflecting previous feedback, participants also seem satisfied with the extent of vehicle access, shared spaces and proposed underground parking.

Green: PAC participants liked the amount and distribution of the designated park and other green spaces, e.g., “green roofs,” incorporated in the design concept. As a whole, they view the Booth Street site as an opportunity to showcase environmentally sustainable development practices.

Public realm: The Booth Street design concept incorporates a variety of open spaces (i.e., public park, plazas and gardens) and mid-block connections (i.e., shared street and paved surface) and enhances views to the campus by varying building types and height. In general, participants liked the distribution of buildings and public places, and appreciated the attention given to “sightlines,” “staggering of building heights” and the “diversity of topographies.”

February 15, 2018 Public Open House

The February 2018 Open House represented the last public information session of the concept phase of the Booth District development. The Open House was hosted by Canada Lands, supported by representatives from Stantec and ERA Architecture, and facilitated by H+K Strategies.

Approximately 75 people attended the Open House, including: residents living within walking distance of the site, members of the public who work in the area, Booth Street PAC members, City Council representatives, City of Ottawa staff and representatives from Heritage Ottawa, members of community and neighbourhood associations, representatives from local non-profit organizations; and local media.

Attendees were invited to review panels illustrating the details of the preferred design concept, including heritage structures, connectivity of the site, open space, activation and green infrastructure, including park space. Representatives from Canada Lands, ERA Architecture and Stantec's Urban Places group were on-site to answer questions from the public about the design

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elements and the existing complex. The event also featured a brief bilingual presentation delivered twice throughout the evening. The presentation provided an overview of the Booth Street site, the community and PAC engagement process to date, the elements of the preferred design concept, and next steps in the development and approvals process.

Following the presentation, and throughout the evening, participants were encouraged to speak to subject matter experts, to leave a Post-It note on the proposed park space design panel, and to complete an exit survey.

Attendees of the Open House were asked whether they thought the current design concept reflects community needs; of which, over 64% of respondents agreed. Many supported the integration of heritage structures, inclusion of diverse retail spaces, provision of open and green spaces, pedestrian and bicycle connectivity, and street level activation of the site.

Attendees were then asked to elaborate about their choice or to explain what is missing from the preferred design.

Most often, attendees felt they needed "more information" about the preferred design concept and how it will be implemented. The importance of sustainability and green infrastructure was mentioned as the second most important consideration, followed by the need for commercial spaces, affordable housing, and a vibrant public realm.

Attendees were also provided with the opportunity to help shape the parkette in the southwest corner of the site. The feedback form provided during the Open House asked them to consider the type of amenities they would like to see; attendees also had the opportunity to provide their vision and ideas for amenities during the Open House at a Post-It note exercise involving a diagram of the park space. Most frequently mentioned by attendees was the need for public amenities, such as public gathering places or seating. Recreation elements were also popular among attendees, such as an ice rink, playground, water feature or sports field.

The final question Open House attendees were asked, centered on the connectivity of the site and how well it is integrated with surrounding neighbourhoods. Among attendees, it was mentioned that successful integration of Booth District to the surrounding area and neighbourhoods could be accomplished through street level "activation" and development of a wide range of diverse commercial and residential properties, along with integrated pedestrian and cycling connections.

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7.0 HERITAGE CHARACTER ANALYSIS

The following Section was prepared by ERA Architecture Inc.

7 HERITAGE CHARACTER ANALYSIS

This Heritage Character Analysis provides an overview of the functional, cultural, and physical patterns that shaped the growth and evolution of the Booth Street Complex.

7.1 Historical Overview

The Booth Street Complex features seven buildings comprising seventeen individual structures constructed between 1911 and 1952, and includes laboratory, research, and office spaces designed to serve the research program of the Mines (later Mines and Resources) Branch of Natural Resources Canada (Figure 4). Most structures within the Booth Street Complex were designed by Werner Ernst Noffke, one of the city's most influential and prolific architects of the early 20th century.

The Complex is situated in what was historically known as Dalhousie Ward, a former ward in the city of Ottawa. Established in 1888, it was annexed by Ottawa from Nepean Township, becoming Ottawa's eighth ward. It was created to accommodate the growing west side of the city, in the neighbourhood of the lumberyards (Figure 1). Dalhousie Ward was merged with Wellington Ward in 1994 to become Somerset Ward.

Development of the Complex began with the purchase of one acre of land on Booth (then Division) Street in 1908, and the construction of a Fuel Testing Laboratory in 1909 (Figure 2, since demolished). In 1911, three more acres were added and the earliest extant laboratory was constructed (N1). Initially focusing on the development of fuels and metals, the Complex carried out research in a wide variety of areas, including mining and metallurgy, as well as the development of explosives, and numerous economic minerals of all descriptions.

By the 1950s, the Department of Mines and Resources' multi-building research complex occupied the full city block (Figure 3), bringing together all the laboratory investigation and research work previously carried out by the Department in a variety of locations throughout the city. In the surrounding area, the rail yards were replaced by the Queensway and the lumberyards were gradually replaced with light industrial and commercial development, interspersed with mixed residential development.

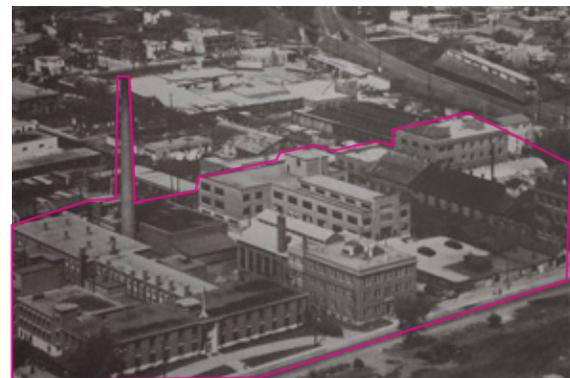
The Complex has changed very little since the 1950s, remaining in active use until the early 2000s. Over time, the original Complex became part of the larger and increasingly significant Departmental presence in the area. The Complex is now bordered by more recently constructed



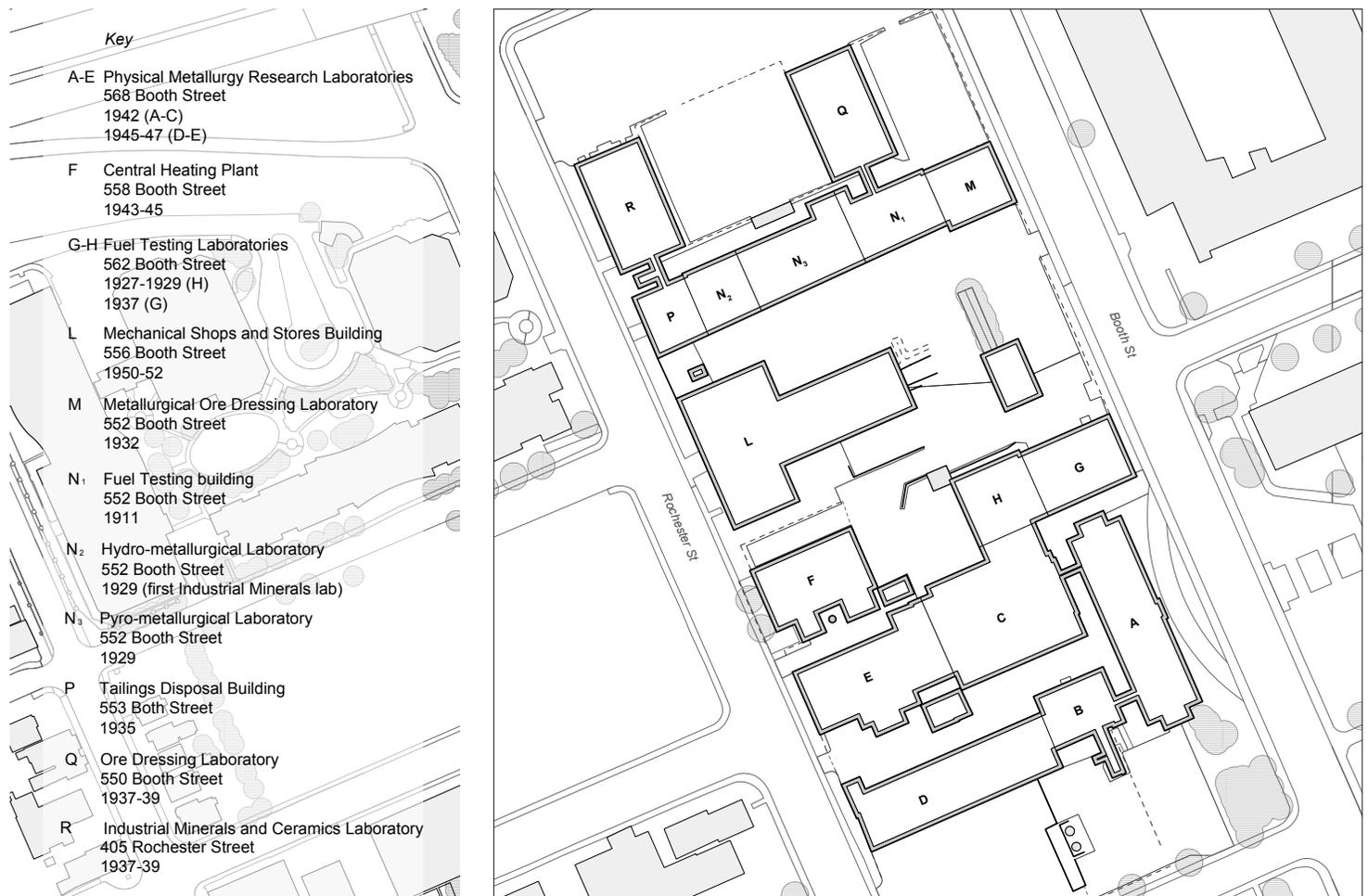
1. View of Dalhousie Ward in 1938 with lumberyard in foreground and Booth Street Complex visible at horizon (Source: pastottawa.com). Annotated by ERA Architects.



2. 1912 Fire Insurance Plan showing first laboratory developed within the Complex at site of current building M (Source: X). Annotated by ERA Architects



3. Booth Street Complex in the early 1950s (Source: Ignatieff, 1981). Annotated by ERA Architects.



4. Booth Street Complex key plan (Source: FHBRO, annotated by ERA Architects).

Glossary of site use terms¹:

Metallurgy: the science and technology of metals

Physical metallurgy: a branch of metallurgy that deals with the physical properties and structure of metals and alloys.

Pyro-metallurgy: chemical metallurgy depending on heat action (such as roasting and smelting)

Hydro-metallurgy: the treatment of ores by wet processes (such as leaching).

Ore: a naturally occurring mineral containing a valuable constituent (such as metal) for which it is mined and worked.

Ore dressing: mechanical preparation (as by crushing) and concentration (as by flotation) of ore.

Tailings: residue separated in the preparation of various products (such as ores)

Industrial Minerals: geological materials which are mined for their commercial value, which are not fuel and are not sources of metals but are used in the industries based on their physical and/or chemical properties. Examples include limestone, clays, sand, gravel, diatomite, kaolin, bentonite, silica, barite, gypsum, and talc.

1. Glossary definitions are from the Merriam Webster dictionary except 'Industrial Minerals' which is defined in Kogel J.E., Trivedi N.C., Barker J.M. & Krukowski S.T., eds. (2006). *Industrial Minerals & Rocks: Commodities, Markets, and Uses (7 ed.)*. Society for Mining, Metallurgy, and Exploration)

Departmental buildings to the south and east. To the north and west are a mix of commercial and residential structures.

7.1.1 Eras of growth

The facilities that exist today speak to the following eras of development within the Booth Street Complex:

Up to 1929: Initial development

The earliest laboratory facilities onsite date from this period. Their design and layout were highly functional and semi-industrial in nature.

1930-1939: Early Noffke

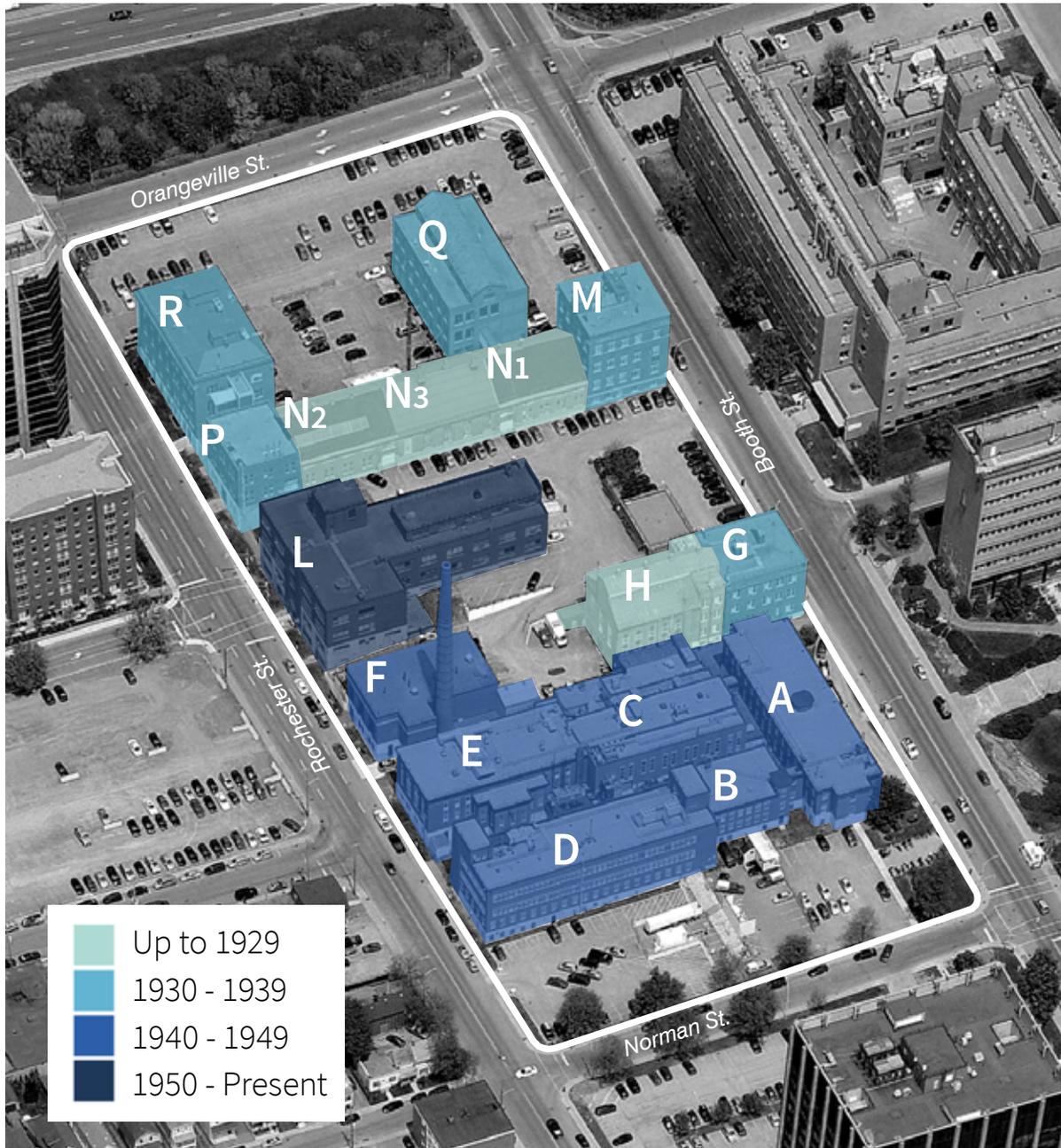
An important period of growth, during which architect Werner Ernst Noffke first became involved with the complex. This era is marked by the construction of new laboratories which provided more publicly oriented frontages along Booth and Lydia (formerly parallel to Orangeville) streets.

1940 – 1949: Mature Noffke/Second World War

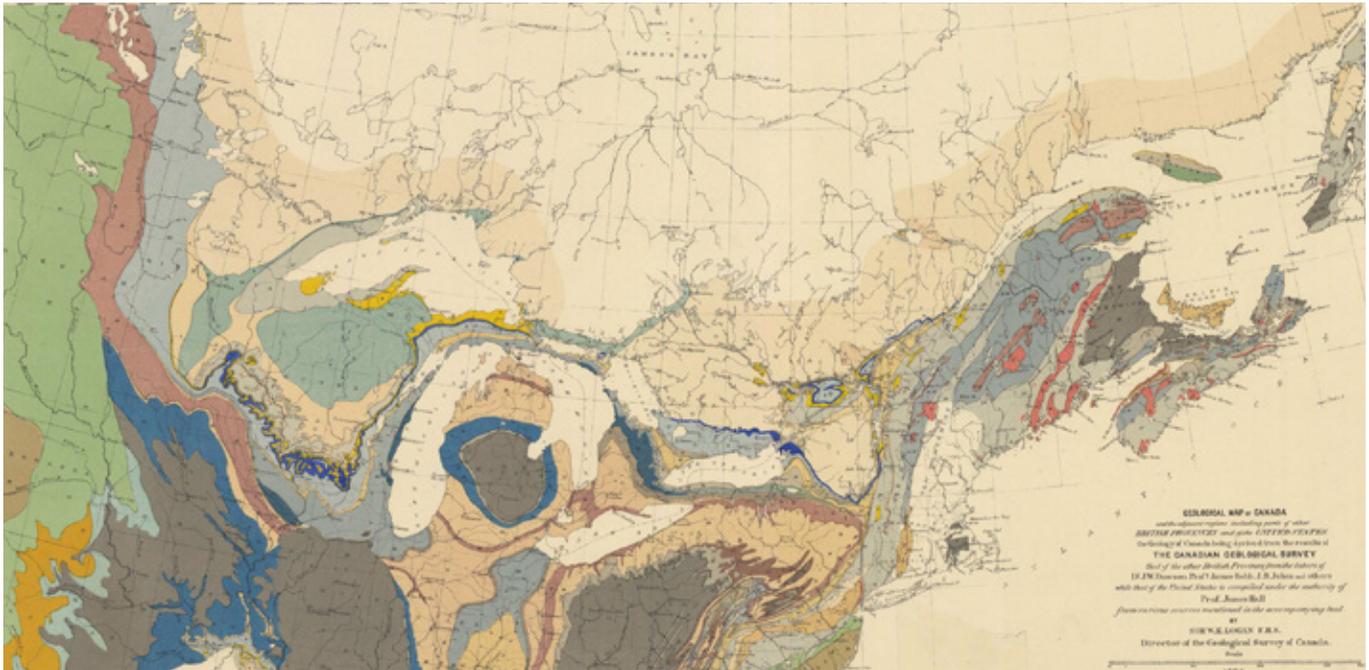
The final significant period of growth, during which Noffke’s involvement continued, and the focus of development shifted to maximizing space at the south end of the property.

1950 – Present: Final build-out

The result of the final additions to the property in the early 1950s was a dense ‘mat’ of facilities across the Complex. After this, Departmental development shifted to lands to the south and east of the original property.



8. Booth Street Complex Eras of Growth (Source: Google Maps 2017, annotated by ERA Architects).



9. First geological map of Canada, created by William Logan for the Geological Survey of Canada in 1864. (Source: Historica Canada, thecanadianencyclopedia.ca).



10. Surveyors ascending mountain in the Chillkat River district, 1904. (Source: Canada. Dept. of Mines and Resources / Library and Archives Canada / PA-037747).

7.2 Historic Context

The Booth Street Complex emerged during the early 20th century, a period of growth for research and development in Canadian geology, mining and energy industries:

- Developments such as the Geological Survey (1842-1877) and the Geology and Mines Act (1907) had begun to shape the federal response to the needs of a growing mining industry in Canada. The Department of Mines was created in 1907 and included both the Mines Branch and the Geological Survey. By 1910, the Mines Branch was housed at five different locations in Ottawa.¹
- Concerned with supporting the development of domestic supplies of iron and energy, at a time when Canada's emerging industry was importing a large proportion of its iron ore requirements, the decision was made to develop the Mines Branch laboratories in 1909 on the outskirts of Ottawa. This marked a new phase in the Department's history, responding to Canada's projected future growth in mining and natural resource development.²
- The Mines Branch focused initial development of the Booth Street laboratories on one acre of land located at the north end of the current site, in close proximity to the Canadian Atlantic rail line. Responding to requirements of the nation's effort during World War I, the Mines Branch soon acquired the land to the south as an area for expansion. National mineral production grew rapidly for ten years following the First World War, up to the depression.³
- The Complex's extant buildings that date from the first era of development are associated with the Department's early research and development into the viability of Canadian sources of iron ore and solid fuels.

¹ Ignatieff, Alexis. 1981.

² Ibid.

³ Ricketts, Shannon (FHBRO). 1987.



12. Fuel testing station (since demolished) circa 1909, corner of what is now Booth Street and Lydia Street. (Source: Ignatieff, 1981).



11. First 'non-metallic minerals laboratory' (Bldg. N2) in 1926. Later converted to hydro-metallurgical laboratory and linked to larger ore dressing works. (Source: Ignatieff 1981).

The complex and its buildings have shaped and been shaped by Canada’s energy and mining sectors and have responded to Canada’s role in the efforts of both World Wars.

- The Complex played a significant role in improving Canada’s competitiveness in raw resources and manufactured goods during the first half of the twentieth century. It housed the full spectrum of research and development activities regarding mineral resources and their conversion to metals, non-metallic products and energy, including significant contributions to the Second World War effort.
- The Booth Street Complex grew somewhat organically between 1909 and 1952, across the site, in response to the evolving mining and energy sectors in Canada, with considerable alteration and rebuilding of facilities during the first half of the 20th century.
- Development began with the construction of a fuel-testing laboratory (since demolished) called the ‘Peat Works’. Three more acres were added to the Department’s landholdings on Booth Street in 1911 and an enlargement to the Peat Works provided additional space for an Ore Dressing and Metallurgical Laboratory (N1, Figure 12). Open lots adjoining the site allowed the laboratories to receive up to 100-ton samples.⁴
- Many of the facilities in the Booth Street Complex were state-of-the-art at the time of their construction and developed in response to new research needs and resource development of the mineral industry. Several burgeoning Canadian industries relied on the laboratories for the evaluation of ore samples. Research undertaken at the Complex resulted in greater efficiencies at established plants and encouraged Canadian industries to establish numerous ore treatment plants nationwide.⁵
- By the 1920s, the growth of the Canadian mining industry resulted in additional laboratories being built on the site: in 1925 a two-storey facility to accommodate hydro-metallurgical research (N2); and in 1929 two additional two-storey laboratories were under construction, including a facility for pyro-metallurgical research (N3) and a new Fuel Testing Laboratory (H).⁶
- The new Fuel Testing Laboratory (H) was separated from other laboratories due to safety concerns. The rear section provided

⁴ Ricketts, Shannon (FHBRO). 1987.

⁵ Ignatieff, Alexis. 1981.

⁶ Ricketts, Shannon (FHBRO). 1987.



13. This two-storey, brick, pitched roof addition to the original Fuel Testing Laboratory is believed to be the oldest building on the site (N1).



14. Extant Fuel Testing Laboratory (G-H) constructed in the late 1920s (rear) and late 1930s (front) prior to third floor addition to entrance block. (Source: Ignatieff, 1981).

a large open space with a mezzanine in lieu of a second storey, which allowed for the installation of a two-ton by-product coke oven (Figure 14). This was used for large-scale investigations into the cleaning, burning and carbonization of coal.⁷

- The Industrial Minerals and Ceramics Laboratory (R), which was begun in 1937, provided for the research and development of industrial (non-metallic) minerals, such as clay, gypsum, building stones, mica, feldspar, salt, and bentonite.⁸
- The activities of the Complex responded to serious domestic and international concerns, including fuel shortages and war efforts. With the beginning of the Second World War, military priorities highlighted the development of new sources of energy, strategic minerals, and gold. Perhaps because of wartime exigencies, maximum utilization of space at the south end of the Complex took priority.⁹
- Five new structures were constructed during the Second World War – those of the Physical Metallurgy Research Laboratories [A-E]. They were the best equipped laboratories of this type in the country, with a foundry, rolling mill and casting equipment, as well as extensive testing equipment.¹⁰
- The post-war period was one of the busiest for the Complex, with a considerable increase in the number of industry representatives making use of the facilities. During the decade after World War II, the facilities were updated to better deal with the complexity and number of samples presented for research.¹¹
- The continued importance of the government's technical assistance to the mining and metallurgical industries was subsequently underscored by the construction of more departmental buildings to the east and south of the Booth Street Complex.



15. Two-ton byproduct coke oven, Fuel Research Laboratories, 1931 (Source: Ignatieff, 1981).



16. Mines Branch staff in 1948 involved in the atomic energy and Oil Sands programs (Source: Ignatieff, 1981).

⁷ Ricketts, Shannon (FHBRO). 1987.

⁸ Ibid.

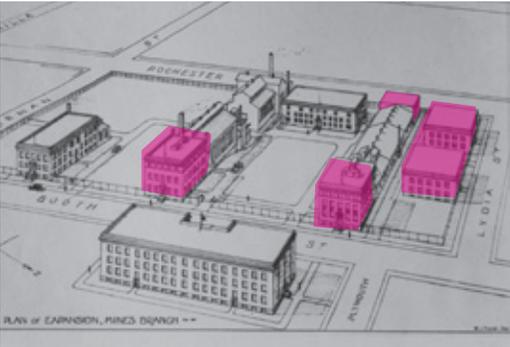
⁹ Ibid.

¹⁰ Ricketts, Shannon (FHBRO). 1990.

¹¹ Ignatieff, Alexis. 1981.

While three distinct approaches to development are legible within the Complex, the site reads as a cohesive whole.

- While the site existed as a semi-industrial assortment of informal buildings prior to 1929, there is evidence of an overall plan as early as 1925. The Chief Architect’s Branch, Department of Public Works, produced a site plan that showed a roughly balanced grouping of structures.¹²
- A 1931 issue of Canadian Mining Journal shows a proposed campus-type plan for the Complex (Figure 16). Though not fully implemented, it proposed a group of simple, classically inspired buildings arranged in a rectangular configuration.¹³ Over the course of the following decade, architect W.E. Noffke oversaw the addition of several entrance structures as depicted in this plan.
- The addition of ‘head house’ entrance structures to earlier laboratories in the 1930s and 1940s created the impression of a group of buildings consistent in style and scale. The formality of the entrance blocks indicates the site’s combined scientific and industrial function.¹⁴
- It is unclear whether Noffke was the designer or supervising architect of the Department of Public Works designs. The tight, rectilinear, ‘classicized cube’ design of the 1930s buildings, with simple detailing, was typical of small and medium-sized federally designed buildings of the 1920s and 1930s.¹⁵
- Noffke added the Fuel Testing Laboratory (H) by 1929 (with addition of G in 1937), the Metallurgical Ore Dressing Laboratory in 1932 (M), and the Industrial Minerals and Ceramics Laboratory (R) and the new Ore Dressing Laboratory (Q) by 1939. They are all modest, three-storey, red brick buildings, conservative in design and distinguished by thoughtful detailing.¹⁶
- The new Ore Dressing Laboratory (Q), of 1937-39, marked a change in style. While maintaining similar massing and use of materials, the introduction of multi-pane, industrial fenestration, vehicular openings, and a monitor more clearly expressed the building’s semi-industrial nature. The combination of traditionalism, simplification,



17. 1931 isometric plans, Canadian Mining Journal, with elements implemented in the 1930s highlighted in pink. (Source: FHBRO, annotated by ERA Architects).



18. Metallurgical Ore Dressing Laboratories, 1932 (Source: Ignatieff, 1981).



19. Ore Dressing Laboratory, 1939 (Source: Ignatieff, 1981).

¹² Ricketts, Shannon (FHBRO). 1987.

¹³ Ibid.

¹⁴ Ibid.

¹⁵ Tumak, Edgar (FHBRO). 1992.

¹⁶ Ricketts, Shannon (FHBRO). 1987.

and industrial features makes 550 Booth a transitional building within the complex.¹⁷

- The Central Heating Plant, designed by Noffke in 1943-45, is a simpler and more frankly industrial structure than the earlier laboratories. The stringcourse was the only surviving classical motif, the building illustrating the tenets of modernism in which form follows function.¹⁸
- The shift to a more modernist approach is most marked in the Physical Metallurgy Laboratories (A-E). The Booth Street façade has a sleek horizontality and streamlined entrance. These later buildings break from the ‘classicized cube’ and are more representative of Noffke’s own modernist design sensibilities. Through the consistent use of brick and concrete, the 1940s laboratories are linked to the earlier buildings.¹⁹

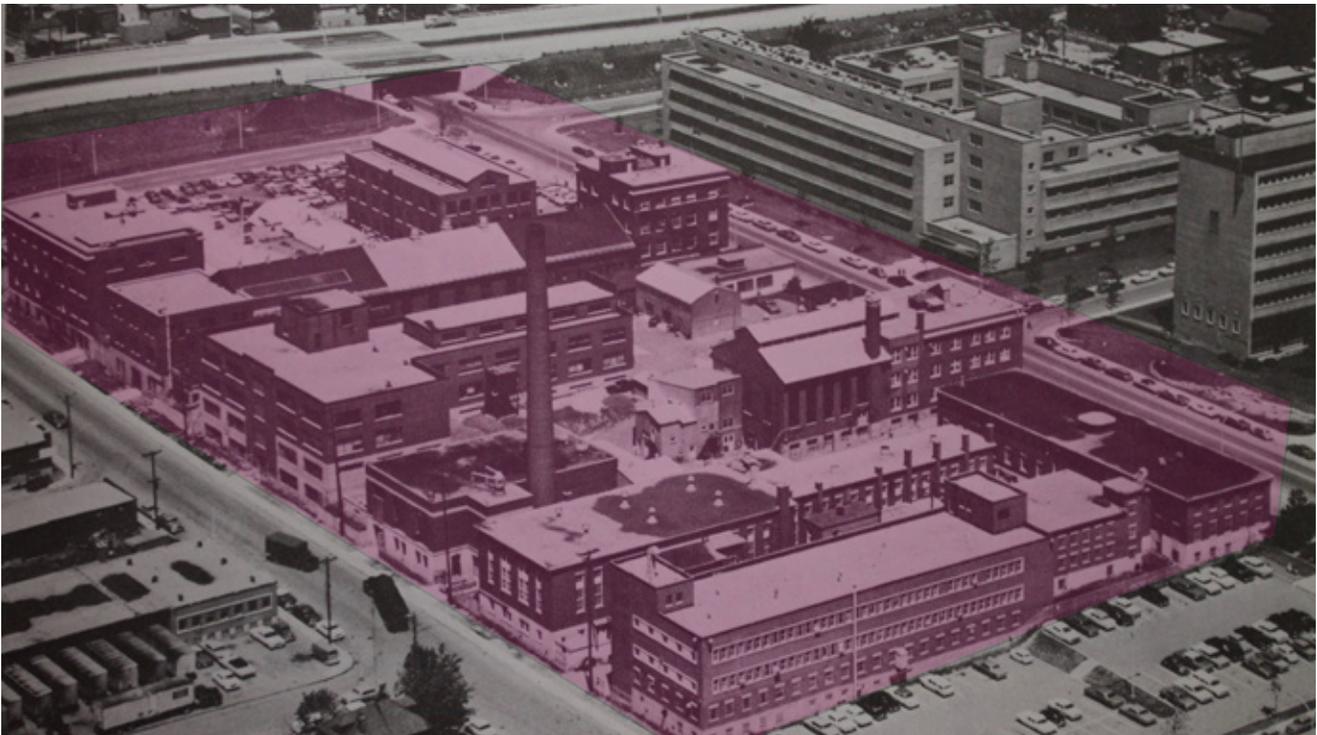


21. Physical Metallurgy Laboratory, 1942-47 (Source: Ignatieff, 1981).

¹⁷ Tumak, Edgar (FHBRO). 1992.

¹⁸ Ricketts, Shannon (FHBRO). 1987.

¹⁹ Ricketts, Shannon (FHBRO). 1990.



20. Aerial view of the Complex (highlighted in pink) in the early 1960's (Source: Ignatieff, 1981, annotated by ERA Architects).

- Construction methods followed the conventional Department of Public Works formula, which included a concrete foundation supporting a superstructure of steel columns and beams with a face brick exterior. Stone trim and galvanized iron cornice completed the exterior. Because of the specialized functions of the laboratories, concrete floor slabs and fireproof partitions were installed. Although there has been some replacement of wood window frames, solid workmanship and durable materials have ensured the longevity of the structures.²⁰

The Booth Street Complex helps to illustrate Ottawa’s industrial past, which can still be read in the area of West Centretown.

- The Booth Street Complex was situated at the edge of the city at the turn-of-the-twentieth century. The site was initially surrounded by railway and lumberyards, commercial enterprises, and worker housing. It was selected due to the industrial nature of the activities it accommodated, the proximity to the Canadian Atlantic Railway line, the availability of land, and for reasons of public safety.²¹
- Located in the vicinity of the lumberyards, which stretched from Lebreton Flats at Chaudiere Falls to Dow’s Lake, the Booth Street Complex was well connected to the established rail corridors that served Ottawa’s early 20th century lumber industry. At the time of its establishment, the Canada Atlantic Railway sidings cut across the northeastern corner of the site.²²
- The Booth Street Complex reinforces the industrial nature of West Centretown, which can still be read in the area’s road pattern, the modest commercial and residential development surrounding the site, its proximity to LeBreton Flats and the Chaudiere Falls, and the former semi-industrial function of the Complex.

²⁰ Ricketts, Shannon (FHBRO). 1990.

²¹ Ricketts, Shannon (FHBRO). 1987.

²² Ricketts, Shannon (FHBRO). 1987.

22. Figure facing page: 1900 Map showing relationship of current Booth Street Complex (grey) to Lebreton Flats, the rail lines, and the lumber yards in light yellow. (Source: Library and Archives Canada, annotated by ERA Architects).



PLAN
 SHOWING EXTENT OF
OTTAWA-HULL
 CONFLAGRATION

THURSDAY, APRIL 26th, 1900.

N.B. TIMBER PILING GROUND, AT DATE OF LAST REVISION, OCT^r 1898, IS COLORED BURNT SIENNA.

KEY

LUMBER YARDS	BRICK OR STONE
CLOSELY BUILT BLOCKS	WOOD
DETACHED BUILDINGS	BRICK OR STONE
	WOOD

COLORING OF BLOCKS AS IN INSURANCE PLAN, OCT^r 1898.

CHAS. E. GOAD
 CIVIL ENGINEER,
 TORONTO & MONTREAL, CANADA
 AND AT
 53 NEW BROAD STREET
 LONDON, ENG.

VELOCITY OF WIND AT TIME OF FIRE TO GO MILES PER HOUR

VARIOUS DIRECTIONS

VARIOUS DIRECTIONS

FIRE STARTED HERE

Lumber here at time of fire scorched only

Fire said to have crossed the river here

Only a few small piles of lumber here at time of fire

WRIGHT'S ISLAND

CHAUDIÈRE ISLAND

VICTORY ISLAND

DOMINION PARLIAMENT BUILDINGS

HULL LUMBER

OTTAWA

OTTAWA

OTTAWA

OTTAWA

OTTAWA

OTTAWA

OTTAWA

OTTAWA

RIVER

CHAUDIÈRE FALLS

RUSSELL ISLAND

CHAUDIÈRE ISLAND

VICTORY ISLAND

7.3 Key heritage considerations

The Booth Street Complex clearly illustrates the changing and expanding areas of development within the Canadian energy, mining, and metallurgical industries, and the federal government’s cooperative involvement with them over the course of the 20th century.

Since the construction of its first facility in 1909, the Complex played a significant role in the development of the Canadian mining and energy industries. Operating in close collaboration with private sector industry and universities, the Mines Branch worked to encourage and facilitate important facets of Canada’s mineral and metal science technology, essential areas of Canada’s economy. It carried out research in a wide variety of areas, including mining and metallurgy, as well as the development of fuels, explosives, and numerous economic minerals of all descriptions.

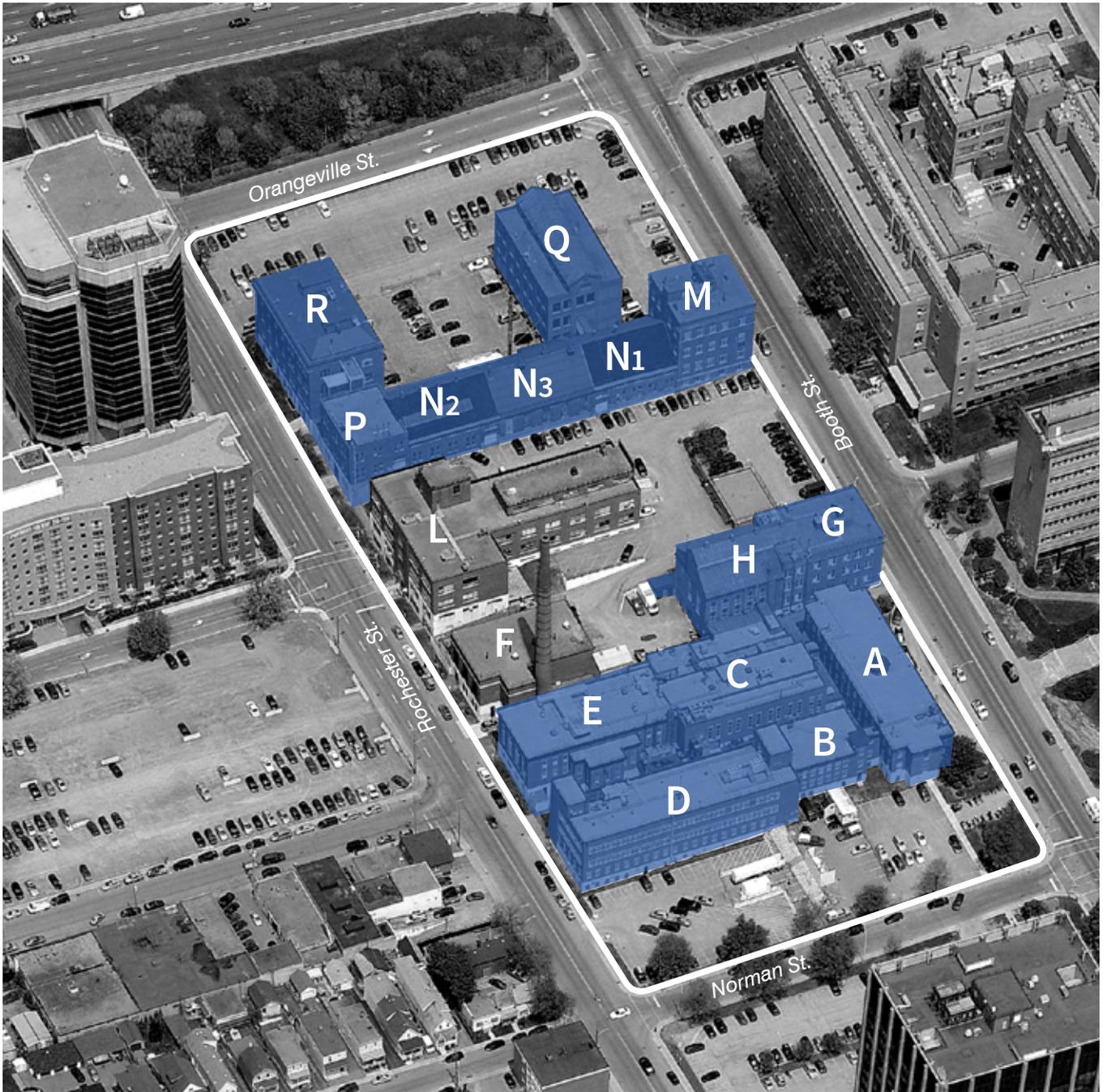
Most structures within the Booth Street Complex were designed by Werner Ernst Noffke, one of the city’s best known architects of the early 20th century. There has been some speculation about whether Noffke was the actual designer of the earlier buildings or the ‘supervising architect’ of Department of Public Works’ designs, since they closely resemble other federal facilities of the period. However the Physical Metallurgy Laboratories of 1942 appear to be highly consistent with Noffke’s work¹.

The complex also helps to illustrate Ottawa’s industrial past, which can still be read in the area’s road pattern, the modest commercial and residential development surrounding the site, its proximity to LeBreton Flats and the Chaudiere Falls, and former semi-industrial function of the complex.

The following key heritage considerations were brought to the attention of the Booth Street redevelopment planning team over the course of the planning process:

- former federal heritage designations;
- the importance of the Complex as an ensemble; and
- the value of the smokestack as a landmark.

¹ Ricketts, Shannon. 2013.



23. Booth Street Complex with former federal heritage designations (Recognized Federal Heritage Buildings) highlighted in blue. (Source: Google Maps 2017, annotated by ERA Architects).

7.3.1 Former Federal Heritage Designations

Throughout the development planning process, previous federal heritage recognition of the site has been considered. Five of the seven buildings within the Booth Street Complex were previously designated as Recognized Federal Heritage Buildings (Figure 22) because of their association with the development of Canadian mining and energy industries. They also contribute to the evolved industrial character of the urban landscape that extends from the Chaudière Falls to Dow’s Lake.

The Federal Heritage Buildings Review Office has acknowledged the complexity of rehabilitating such a complex and the needed flexibility for redevelopment. In the context of the future redevelopment, it encourages the preservation of as much of the original heritage character of the complex as possible when considering potential re-adaptive, re-use and redevelopment scenarios related to the Recognized Heritage Buildings.

The following list of previous Recognized Federal Heritage Building designations are summarized from the FHBRO Heritage Character Statements for each building. The reasons for designation have informed the site development planning process and design concept:

1. 550 Booth St.
Ore Dressing Laboratory (Bldg. Q)
W.E. Noffke, 1937 – 1939

Designated specifically for its association with research in the field of commercially viable methods of recovering metals from ores, the building is also recognized for the magnitude of its former operations which accommodated the processing of up to 5 tons of ore per hour. Architecturally consistent with the rest of the complex, the Ore Dressing Laboratory is considered an anchor of the complex at its northeast corner.

2. 552 Booth St.
Metallurgical Ore Dressing Laboratories (Bldg. M, N1, N2, N3, P)
1911, 1929, 1935; W.E. Noffke, 1932

Designated specifically for its association with research in the field of commercially viable methods of recovering metals from ores. This early complex is associated with the inauguration of the Ore Dressing and Metallurgy division (1911) and the Industrial Minerals Division (1926) of the Mines Branch.



24. 550 Booth Street. Ore Dressing Laboratory (ERA Architects, 2017).



25. 552 Booth Street. Metallurgical Ore Dressing Laboratories (ERA Architects, 2017).

3. 562 Booth St.

Fuel Testing Laboratory (Bldgs. G/H)
1927- 1929, W.E. Noffke addition, 1937

Designated specifically for its association with research in the field of efficient use of Canadian fuels. The functional design and classical lines of the building are also architecturally consistent with the rest of the complex.

4. 405 Rochester St.

Industrial Minerals and Ceramics Laboratory (Bldg. R)
W.E. Noffke, 1939

Designated specifically for its association with research into the use of non-metallic industrial minerals and ceramics. The functional design and classical lines of the building are also architecturally consistent with the rest of the complex.

5. 568 Booth St.

Physical Metallurgy Laboratories (Bldgs. A, B, C, D, E)
W.E. Noffke, 1942 - 1952

Designated for their historical associations and the functional quality of their design, these last components of the complex are specifically associated with the significant role that it played in the World War II war effort, which demanded new sources of energy, strategic minerals and gold. The original buildings (A, B, C) reflect arrangements used successfully in earlier parts of the complex, with Building A functioning as the main point of entry and access.

The five designated federal heritage buildings contribute to the character of the Complex because of their functional design and their compatibility as an 'ensemble'.

7.3.2 The Complex as an Ensemble

During meetings with Ottawa's Urban Design Review Panel, the redevelopment planning team was urged to give consideration to the overall sense of the Complex as an ensemble, something that is not explicitly captured in the individual federal heritage building designations.

The Complex evolved from a single building into a complete semi-industrial research plant, housing offices and laboratories, its own heating plant, as well as storage and mechanical shops. All structures are constructed in red brick with restrained classical detailing.

Although distinct waves of development within the site are legible in the extant structures of the Complex from initial development to the late Noffke years, the site is nonetheless characterized by the



26. 562 Booth Street. Fuel Testing Laboratory (ERA Architects, 2017).



27. 405 Rochester Street. Industrial Minerals and Ceramics Laboratory (ERA Architects, 2017).



28. 568 Booth Street. Physical Metallurgy Laboratories (ERA Architects, 2017).

contextually responsive approach to incremental development over time, which allows it to be read as a comprehensive whole.

As an ensemble, the Complex represents a semi-industrial research and development site whose component parts contribute to an understanding of the intangible heritage value of the site and the connectivity with its surrounding context, and the overall coherence of the property.

All buildings within the Booth Street Complex are currently on the City of Ottawa’s Heritage Reference List and it is understood that the City of Ottawa is considering designating the Booth Street Complex under Part IV of the *Ontario Heritage Act*.

7.3.4 The Smokestack as Community Landmark

During community consultations and meetings with the City of Ottawa Urban Design Review Panel, the planning team was urged to give consideration to the retention of the smokestack and enhancement of visual relationships to the smokestack. While the Central Heating Plant was not previously designated as a Recognized Federal Heritage Building, local residents indicated that the smokestack is iconic to the neighbourhood and acts as a visual landmark in the area.

This feedback informed the development design concept and the planning team’s understanding of the site’s potential as a unique and visual link between communities.



29. Aerial view of the Complex, 2017 (Google Maps, annotated by ERA Architects).



30. Central Heating Plant smokestack, 2017 (Source: ERA Architects).

7.4 Heritage Character of the Booth Street Complex

The Booth Street Complex is defined by a sustained pattern of development resulting in a distinct landscape of built features, topography, and patterns of circulation and use.

The following attributes characterize the Booth Street Complex and are illustrated on pages 18-22 of this report:

1. The mix of highly functional, industrial and more formal structures.

In combination, the architectural expression of industrially scaled laboratories and more publicly oriented 'entrance' blocks reflects the federal government's stylistic approach to applied research centres during the first half of the 20th century, and speaks to the role of the Complex as mediator between science and industry.

2. The topography, which rises steeply from the south and west edges of the site.

The underlying landscape contributes to the varied character of the surrounding streetscapes and grade changes, including ramps and retaining walls, within the site.

3. The overall coherence of the ensemble resulting from the use of simple classical features on the majority of structures, and red brick construction.

The Booth Street Complex is a compact, self-contained grouping of semi-industrial buildings, whose singularity of purpose is expressed in the overall unity of design and materials.

4. The combination of formal and informal arrangements of buildings across the site, with formal head houses along the street edges and functional laboratories on the interior.

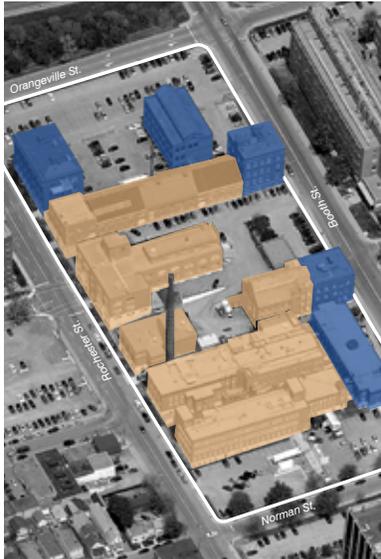
The historical self-sufficiency and distinct roles of each of the five laboratory buildings is expressed in prominently placed, individual public entrances. In each case, access to the larger, industrially scaled laboratories is via an 'entrance' block, which accommodates smaller laboratories and offices on the outer perimeter.

5. The irregular and fluid open spaces between buildings, resulting from the organic development of the buildings and complexes across the site.

The open spaces of the site, which range from alleys between tightly spaced buildings to service courts adjacent to industrial entrances, speak to the historically utilitarian nature of the Complex.

7.4.1 Heritage Character Diagrams

1. The mix of highly functional, industrial and more formal structures.



-  formal structures
-  informal structures

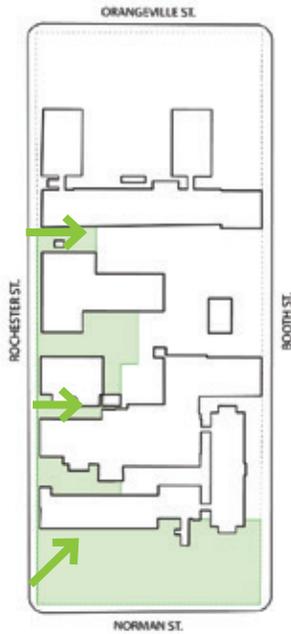
Top Left: Historic aerial photo annotated by ERA Architects

Top right photo: Example of formal, classically-inspired architecture (Building G, 562 Booth Street, Fuel Testing Laboratory) as annotated in aerial photo above)
Source: ERA Architects

Bottom right photo: Examples of informal structures (Buildings N2 Hydro-Metallurgical Laboratory and N3 Pyro-Metallurgical Laboratory) as annotated in aerial photo above)
Source: ERA Architects



2. The topography, which rises steeply from the west and south edges of the site.



■ area of topographic change

➔ general direction of slope

Top right: Retaining wall along Rochester Street in northern area of site

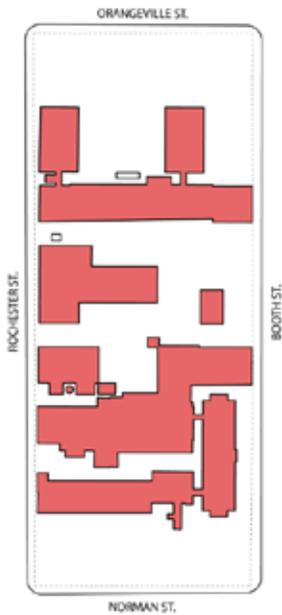
Source: ERA Architects

Bottom right: Topography within interior of site

Source: ERA Architects



3. The overall coherence of the ensemble resulting from the use of simple classical features on the majority of structures, and red brick construction.

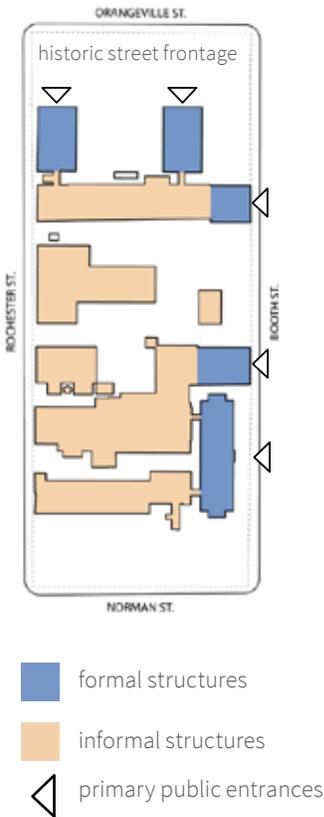


■ 2- to 4-storey, red brick construction



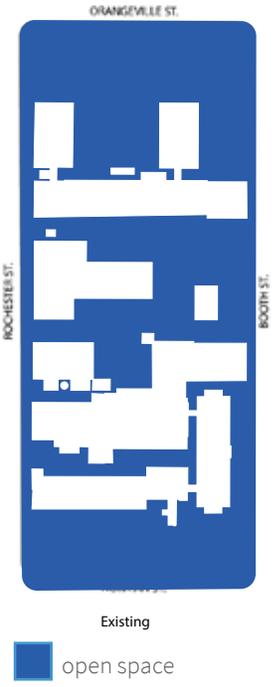
Source: ERA Architects

- The combination of formal and informal arrangements of buildings across the site, with formal head houses along the street edges and functional laboratories on the interior.



Source: ERA Architects

5. The irregular and fluid open spaces between buildings, resulting from the organic evolution of the buildings and complexes across the site.



Source: ERA Architects

March 28, 2018

8.0 CONCEPT PLAN

Stantec's Urban Places group prepared the Concept Plan and illustrations in this Section with input from ERA Architecture, Canada Lands Company and the public. The work resulting in these plans took place during all of 2017 and included four meetings with the public and an initial meeting with the City's Urban Design Review Panel to confirm the placemaking principles that are the cornerstone of the design.

Early in 2018, a fifth and final meeting was held with the community at large and a second meeting was held with the Urban Design Review Panel to obtain their comment on the final concept plan. On both occasions, the plans were well received.

On January 16, 2018, the pre-application meeting was held with City staff and the final concept plan was presented to them in order to obtain any initial comments and to determine the City's planning approval process and required reports and plans.

The proposed amendment to the Official Plan and Zoning By-law are two actions being taken to achieve a desirable form of redevelopment of the site. It is intended that detailed design guidelines will be issued to ensure that future applications for Site Plan Control are congruent with the placemaking principles and design elements of the concept plan.

CANADA LANDS COMPANY BOOTH STREET REDEVELOPMENT

March 28, 2018



Figure 16 Concept Plan.

CANADA LANDS COMPANY BOOTH STREET REDEVELOPMENT

March 28, 2018



Option 2 - New Construction Area		
	GFA	GFA (SF)
Parcel 1 (24)	28,560	307,600
Parcel 2 (24)	23,020	247,800
Parcel 3 (18)	16,090	173,100
Parcel 4 (10)	8,560	92,100
Parcel 5 (16)	13,150	141,600
Addition 1 (2)	530	5,700
Addition 2 (4)	960	10,400
Addition 3 (1)	540	5,800
	91,430	984,200

Option 2 - Heritage Area		
Building Name	GFA	GFA (SF)
Heritage A	1,640	17,700
Heritage B	630	6,700
Heritage E	1,410	15,200
Heritage F	1,120	12,100
Heritage G H	2,260	24,300
Heritage M	960	10,200
Heritage N1 N3	1,540	16,600
Heritage N2	610	6,600
Heritage Q	1,520	16,400
Heritage R	1,530	16,500
	13,210	142,200

Park Area Schedule			
Area (Ha)	Area (Ac)	Percentage (%)	
0.32 hectare	0.79 acres	12.44	

Site Area: 2.60 Ha Site Area: 6.42 Ac
 GFA: 104,640 SM GFA: 1,126,400 SF
 FSI: 4.03



Option 2 - Site Plan
 January 10th 2018

1:1500
 N

Booth Street Redevelopment Plan
 Canada Lands Company

Figure 17 Final Concept Plan with Dimensions, Area and Height.



CANADA LANDS COMPANY BOOTH STREET REDEVELOPMENT

March 28, 2018



Figures 18 & 19 Aerial Views into site.



CANADA LANDS COMPANY BOOTH STREET REDEVELOPMENT

March 28, 2018

Placemaking Principles:

1. Overall transformation of Booth District should result in a vibrant and appealing hub for the community with a distinct sense of place that is unique to the Ottawa region.
2. Retention of heritage buildings extends to include the 'campus' setting and experience.
3. Heritage features should remain visually prominent and distinct in the experience of moving around and through Booth District.
4. Views to Booth District should be protected and reinforced.
5. New community oriented parks spaces should be maximize their visibility and accessibility.
6. A fine-grained network of mid-block pedestrian and cycling connections through Booth District should be provided.
7. Where vehicular access is necessary, it should be minimized, aligned with mid-block passages and designed as 'shared spaces'.
8. All public streets, open spaces and mid-block connections should be animated, vibrant and inviting places.
9. Taller buildings should diminish their visual and physical impacts.
10. The pattern of heights for new developments should be consistent with existing or planned heights in the community.

CANADA LANDS COMPANY BOOTH STREET REDEVELOPMENT

March 28, 2018

Perspectives of the Site:



Figure 20 South-West view into site from the north end of Booth.

CANADA LANDS COMPANY BOOTH STREET REDEVELOPMENT

March 28, 2018



Figure 21. View looking east at Rochester and Aberdeen.

CANADA LANDS COMPANY BOOTH STREET REDEVELOPMENT

March 28, 2018



Figure 22 Interior walkways and public space.

CANADA LANDS COMPANY BOOTH STREET REDEVELOPMENT

March 28, 2018



Figure 23 Public realm

March 28, 2018

9.0 DESIGN BRIEF

Bounded by Booth Street to the east, Norman Street to the south, Orangeville Street to the north and Rochester Street to the west – Booth District is a larger-than-normal city block that has played an important role in the Federal Government and City of Ottawa's history. The complex, which was constructed incrementally by the National Resources Canada, was used to carry out research and testing in a wide variety of areas related to mining and metallurgy, as well as the development of fuels, explosives, and economic minerals. As modest as some of the structures are in appearance, many of the facilities within the subject site were state-of-the-art at the time of their construction, supporting critical research that private industry was not positioned to carry out itself.

The facilities on site are no longer of sufficient use for these types of activities and therefore in 2007 the lands were transferred to the Canada Lands Company to begin the work of conceptualizing the site's next life. This design brief helps tell the next story of the Booth District – one that will be a vibrant and distinct place within the city.

Vision

The transformation of Booth District will result in a vibrant and engaging public realm with a distinct sense of place. Heritage buildings will be restored and integrated with new development connected by new public spaces. The site will be activated by a variety of uses from shops and restaurants to new office and residential. A fine-grained network of mid-block connections, walkways and shared streets will connect buildings and open spaces on the site. Upon completion, the development of the Booth District will represent a world-class example of how to develop heritage sites to have a second life as a new place for people to live, work and recreate.

Placemaking Principles

To achieve the vision of a vibrant connected community, we have established a series of placemaking principles that will guide the execution of development.

- Retention of heritage buildings extends to include the campus-like setting and experience
- Heritage features should remain visually prominent and distinct in the experience of moving around and through Booth District
- Views to/through Booth District should be reinforced where possible
- New community oriented park spaces should maximize their visibility and accessibility.
- A fine-grained network of mid-block pedestrian and cycling connections through Booth District should be provided.
- Minimize vehicular access, provide access only if necessary and align with midblock passages as 'shared spaces'

CANADA LANDS COMPANY BOOTH STREET REDEVELOPMENT

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- All public streets, open spaces and mid-block connections should be animated, vibrant and inviting places.
- Taller buildings should diminish their visual and physical impacts.
- The pattern for new developments should be consistent with existing or planned heights in the community.

Heritage Attributes

Booth District proposes a vibrant community hub set within the heritage context that will carry forward the historic story of the site and help define its future. Integrating new development within this context is important to ensure new development helps compliment and highlight the heritage elements that are to remain. Key to this is the notion of a campus like setting. This setting was created over the various expansions and new buildings over time, which has created a unique setting in the neighbourhood. This setting will be reinforced in the future with the development of a series of active mid-block connections, plazas, small parks and a new community park in the southwest corner.

Open Space

The public realm spaces that stitch together the site is just as important as the retention of key heritage buildings to create the unique character that will be Booth District. The vision for these spaces is one that facilitates an exciting urban place using a variety of spaces, which would provide opportunity for activities for all ages, promote social interaction and can be an active environment in all seasons.

Green Infrastructure

The site will utilize green development practices and infrastructure to provide a sustainable and ecologically healthy place. Elements like permeable pavers, green roofs, large tree canopies, and other contemporary practices will be evaluated and utilized on-site to assist with contemporary urban stormwater management practices.

Design

Our final conceptual site plan provided with this Design Brief is the result of significant public consultation, development of Placemaking Principles, retention of heritage and prioritization of open space systems.

The recommended heritage buildings are proposed to be retained, with demolition carefully considered to ensure their removal is beneficial to the retention of other heritage structures, which would reinforce the campus setting and/or public realm objectives. Prominent base buildings consistent in massing and height of adjacent heritage buildings will reinforce the fine-grained human-scale environment. All new buildings and additions must be complementary while strategically subordinate to reinforce the visual prominence of heritage buildings, their ensemble, and campus setting. Further, sites proposed for new buildings are situated in a way to

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accommodate a variety of potential uses including street-oriented family housing, community uses, and small to medium-scaled retail formats such as a food store. Open Spaces are anchored by a large public park at the southwest corner of the subject site. This location is most favorable for micro-climate conditions as well as being central to the surrounding neighbourhood. This space begins the series of landscaped and paved spaces contemplated throughout the site that are linked together through a series of mid-block passages, creating intimate and sheltered outdoor spaces and further reinforcing the campus setting.

Combined, these design attributes set the stage for a series of new buildings that would enhance the skyline and views to the subject site, but are meant to be no taller than planned or approved heights in the area.

10.0 PROPOSED AMENDMENT TO OFFICIAL PLAN AND ZONING BY-LAW

10.1 OFFICIAL PLAN AMENDMENT

In general terms, the purpose of the Amendment to the Official Plan is to have the designation of the site consistent with the Provincial Policy Statement that encourages municipalities to make efficient use of land and services and to support intensification opportunities within urban areas. The Provincial Policy Statement also encourages the protection and preservation of heritage features.

The Amendment to the Official Plan will also bring the designation of the site in the Preston-Carling Secondary Plan into conformity with the City's Official Plan by designating the site for mixed use development, consistent with the Mixed Use Centre designation in the Official Plan.

The proposed amendment to the Official Plan will amend the Preston-Carling Secondary Plan, firstly by adding the land to the Secondary Plan area.

The following is an outline of the sections of the Secondary Plan where amendment is necessary to recognize the land uses and development envisioned in the Concept Plan for the Booth Street site;

1. In Section 2.0 Planning Area, amendment is necessary to change to description of the planning area as being bounded on the north by Highway 417 and Orangeville Street, on the east by Rochester Street and Booth Street and on the south by Norman Street, etc.
2. In Section 3.0 Vision, a new paragraph should be inserted after Paragraph 4;
"The former Energy, Mines and Resources Booth Street complex will undergo a redevelopment and intensification that will preserve the most significant heritage buildings

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and incorporate them into a major mixed-use development of retail, office and medium density and high density residential uses and open space.”

3. In Section 4.0 Land Use and Built Form, 4.1.2 Rochester Corridor, line 4, deleted the words, “potential future”, so that the sentence reads, “The buildings along the west side of Rochester Street will offer a transition in height, massing and scape between the intensification in the Booth Street Complex and the low-rise neighbourhood around Preston Street.

4. Section 4.1.3 Mixed-Use Blocks should be amended to include a description of the Canada Lands vision for redevelopment of the Booth Street Complex:

“The former Booth Street Complex bounded by Orangeville Street, Booth Street, Norman Street and Rochester Street shall undergo a major redevelopment and intensification into a vibrant mixed-use area while preserving the most significant heritage buildings.

The redevelopment shall comprise a mixture of medium density and high density residential land uses, retail commercial and office uses either in single use buildings or in multiple use buildings. The tallest buildings shall be close to Orangeville Street with a gradual transition to lower building height adjacent to Norman Street.

Land uses shall serve City-wide needs for employment and housing and neighbourhood needs for public parks and open space, connectivity through the neighbourhood and for local shopping needs.

High-rise apartment development in buildings up to 24 storeys in height shall be permitted adjacent to Orangeville Street with buildings up to 16 storeys adjacent to Norman Street.

Heritage buildings shall remain either as free-standing structures or shall be incorporated into intensified developments. In some instances, additions will be permitted to the buildings to either increase their footprint or their building height.”

5. Section 4.1.7 Open Space should be amended by adding an Item c;

“c. The City shall acquire through the development approval process for the Booth Street Complex a 0.3 hectare park dedication at the north-east corner of Rochester Street and Norman Street.”

6. Section 4.2.1a. High-rise Buildings (10-30) should be amended to add reference to projects along both Rochester Street and in the Booth Street Complex as being exempt from the requirement to have frontages on three public streets to accommodate high-rise buildings.

7. Section 5.1.3 Streetscape Typologies and Enhancement should be amended;

a) In subsection c. to add Booth Street as a designed entrance route to the Preston-Carling district with wide sidewalks, bicycle lanes/tracks, on-street parking and generous greener with street trees adjacent to the buildings.

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- b) To add a subsection "Orangeville Street will be a shared street with wide sidewalks, bicycle lanes and generous greenery with street trees."
- 8. Section 10.0 Schedules requires amendment to add the Booth Street Complex Lands to all four Schedules, and:
 - a. On Schedule A Land Use Character areas to show an Open Space designation at the north east corner of Rochester Street and Norman Street and to designate the remainder of the site as Mixed-Use Blocks.
 - b. On Schedule B Height and Tower Location to show the maximum building heights based on the Concept Plan which shows varied building heights up to 24 stories.
 - c. On Schedule C Public Realm Plan to show the north east corner of Rochester Street and Norman Street as an Urban Square/Park and to add Streetscape Tree Planting adjacent to Orangeville Street, Booth Street and Norman Street.
 - d. On Schedule D to include the Booth Street Complex lands within the Secondary Plan Boundary.

10.2 ZONING BY-LAW AMENDMENT

It is requested that the site be rezoned from MC F(2.0) Mixed-Use Centre Zone to MC Mixed-Use Centre Zone. By doing so, the current floor space index of two times coverage is removed. The parent MC Zone has no maximum floor space index.

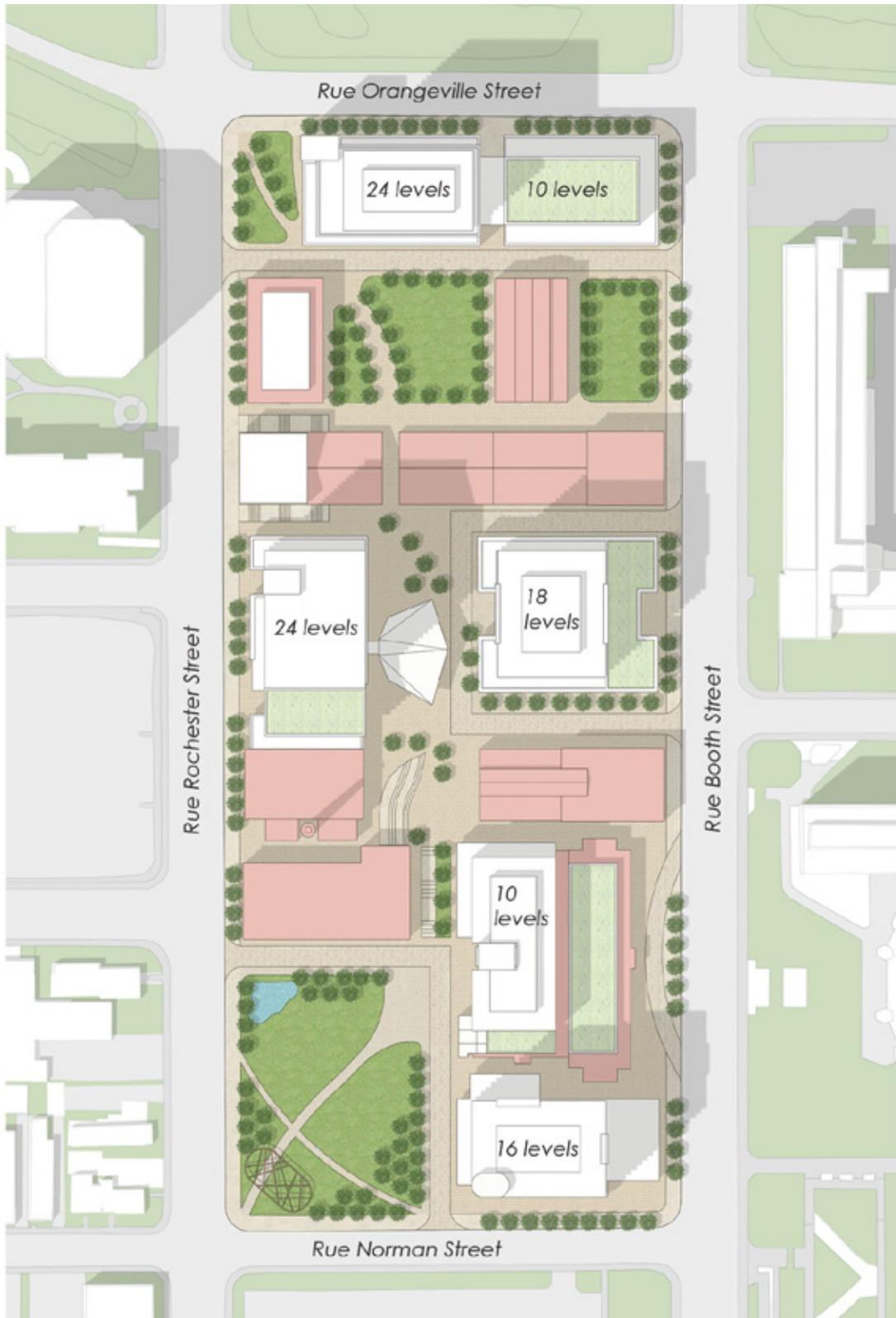
Secondly, subsection (h) maximum building heights places limitation on building heights on the Booth Street Complex lands where they are across the street from lands zoned R4. There are lands zoned R4 across Rochester Street between Beech Street and Norman Street that would introduce a height limitation that would prevent the implementation of the Concept Plan. The Preston-Carling Secondary Plan allows for up to an 18 storey building at that location across the street. Therefore, it is requested that the provisions of Table 191(h) not apply to this site.

Thirdly, it is requested that the site be zoned with the provision that the site be considered as one lot for Zoning By-law purposes. By doing so, building setbacks are regulated adjacent to streets but there are no side yard setback or rear yard setback requirements after severances occur.

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11.0 HERITAGE CONSERVATION STRATEGY

The following Section was prepared by ERA Architecture Inc.



31. Proposed Booth Street Complex redevelopment plan with existing buildings indicated in pink (Source: Stantec).

11 CONSERVATION APPROACH

The site redevelopment follows Parks Canada's *Standards and Guidelines for the Conservation of Historic Places in Canada* (hereafter referred to as the *Standards and Guidelines*). The proposed development design concept will facilitate renewed use of the Booth Street Complex as a dynamic contemporary community hub, while celebrating the heritage value of the property. Alterations will respectfully maintain the legibility of the Complex as a semi-industrial area within West Centretown and a distinct place of Canadian research and development.

Rehabilitation of the Complex should be undertaken in accordance with accepted conservation principles. The following Standard from the *Standards and Guidelines* is particularly relevant to the proposed redevelopment of the Booth Street Complex:

Standard 11. Conserve the heritage value and character-defining elements when creating any new additions to a historic place or any related new construction.

The proposed development design concept conserves the heritage character of the Booth Street Complex, which is described in section 7.4 of this report. All buildings that were previously designated by FHBRO will be conserved, and most of those will be conserved in their entirety. The proposed plan also responds to the heritage considerations provided through community and Ottawa's Urban Design Review Panel input by ensuring that the overall coherence of the property as an ensemble is conserved, and the smokestack of the heating plant is maintained as a landmark element of the property.

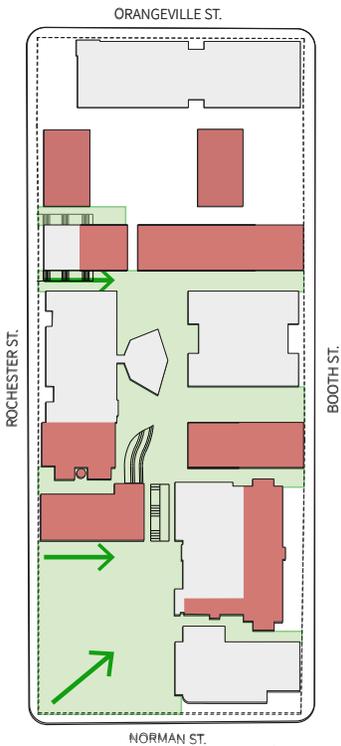
11.1 Conservation of Heritage Character

The proposed design concept will conserve the heritage character of the Booth Street Complex in the following manner:

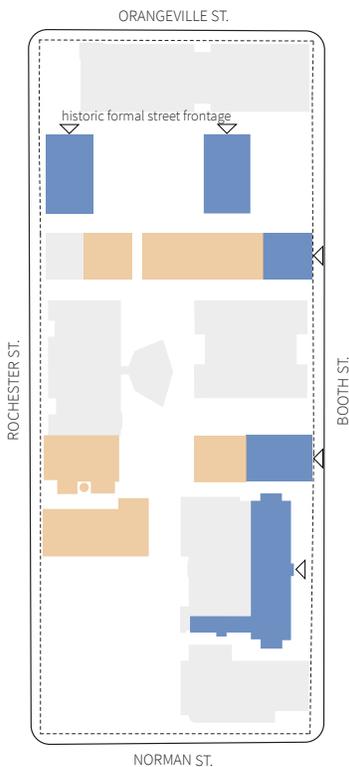
- The overall **mix of functional and formal historical architecture** (Figure 31) is ensured through the retention of major portions of all key buildings within the Complex. A selective approach to the removal of a small number of structures, including portions of structures, has ensured that this architectural mix will be retained. The existing variety of building typologies informs the design of the proposed redevelopment concept and establishes a framework for creating varied and unique spaces, and mixed uses within the site.
- The **site topography** (Figure 32) is highlighted and incorporated into the redevelopment concept. The changes in grade from



32. Mix of extant formal structures (blue) and informal structures (beige) in relation to the proposed redevelopment plan (Source: Stantec).



33. Topographic change and direction of slope (green), and extant red brick structures (red) in relation to the proposed redevelopment plan (Source: Stantec).



34. The extant street-facing formal frontages (triangles), all of which are to be retained in the proposed redevelopment plan (Source: Stantec).

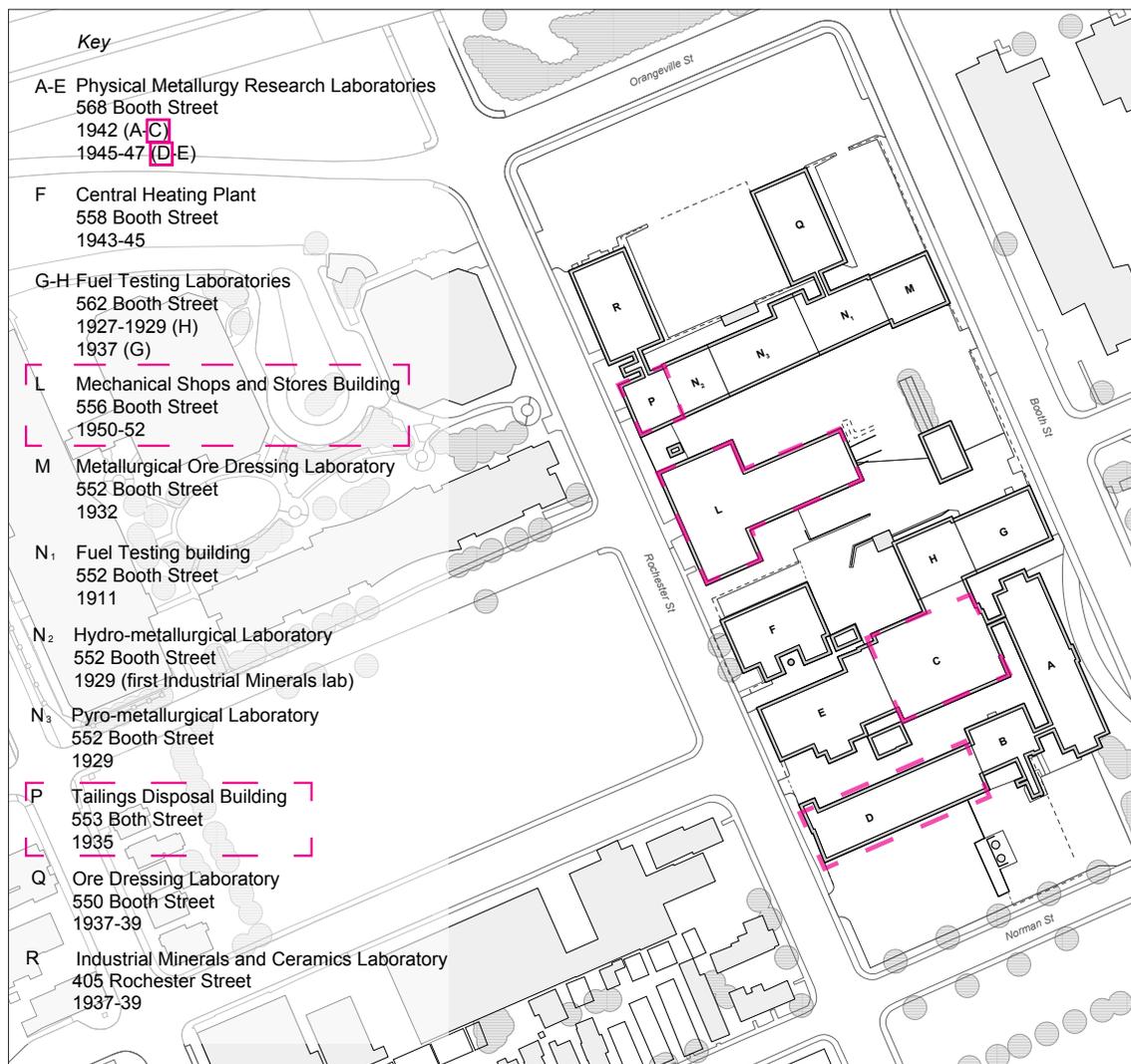
southwest to northeast inform the layout of the proposed interior circulation network and public spaces with improvements made to enhance accessibility, connectivity, and relationships with the surrounding streetscapes.

- The **overall coherence of the site, and the sense of the Complex as an ensemble** is conserved through the retention of major portions of all key buildings within the Complex. The proposed improvements to the streetscape frontages and internal site linkages have informed a careful approach to the removal of select structures. Selective removals will improve access and connectivity into and through the site, particularly along the Rochester Street and Norman Street edges.
- The dominant architectural expression of **red brick and simple classical features across the site** (Figure 32) is maintained through the proposed adaptive re-use of the site's heritage fabric. The unity of materials and design of the historic built fabric will be enhanced by the proposed use of transparent glass to in the new buildings, subordinate to and contrasting with the historic structures. New red brick podiums are also proposed to replace to maintain the sense of the site as an ensemble.
- The **pattern of street-facing formal frontages with large, flexible laboratory spaces extending through the interior** of the Complex to Rochester Street, will be conserved. The entrance blocks that form the public face of the Complex along Booth Street, including the main elevation of the Physical Metallurgy Laboratories with circular drive and the formal laboratories facing Orangeville (formerly Lydia) Street are all proposed to be retained (Figure 33). Along Booth Street, the addition of new street-facing buildings will enhance the historic public face of the Complex. Selective removal of the Mechanical Shop and portions of the back ends of the laboratories will maintain the informal arrangement of functional laboratory spaces across the site while creating additional permeability and connectivity across the site.
- The redevelopment proposes a variety of pedestrian-oriented spaces and linkages that utilize **the irregular and open spaces between the buildings**, which are the result of the evolution of the buildings and structures across the Complex. The characteristic compression and expansion of spaces throughout the site have been incorporated into the redevelopment plan by working with existing grades and volumes to organically inform the locations of new built form massing and connections. The series of pedestrian-oriented open spaces that thread through the site will allow the heritage buildings to remain individually distinct, with the Complex remaining legible as a whole.

11.2 Rationale for Retention and Selective Removals

As a whole, the historic buildings that are proposed to be retained in the redevelopment plan reflect the evolution of the Complex over the first half of the twentieth century, during which time the site grew from a single building into a self-sufficient, semi-industrial research facility. The redevelopment proposal maintains the legibility of the Complex as a rare example of an early twentieth century industrial research compound.

Careful consideration was given to which structures could be proposed for removal on the basis of their contribution to the larger Complex. All buildings that were previously designated by FHBRO will be conserved, and most of those will be conserved in their entirety. The proposed plan retains structures A, B, E, F, G, H, M, N1-N3, Q, and R and proposes the selective removal of structures C, D, L, and P (outlined in pink below).



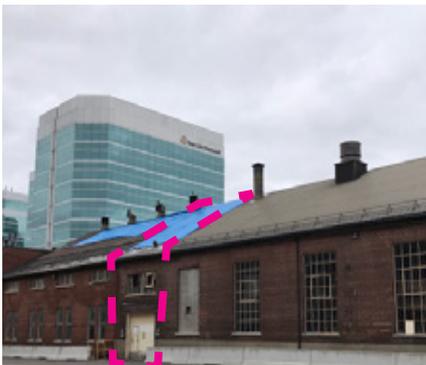
35. Booth Street Complex key plan with buildings proposed for removal outlined in pink (Source: FHBRO, annotated by ERA Architects).



36. Tailing Disposal Building (P) proposed to be removed.

The buildings proposed to be removed have been selected to accommodate new development and create new circulation routes and public realm amenities. Partial and full demolition of structures will be undertaken in a manner that minimizes impact on the structures to be conserved. Removal of buildings D, L and P in particular will mediate the significant change in grade and open east-west access to the site along Rochester Street.

Of the row of five structures that comprise the former Metallurgical Ore Dressing building (M-P), the Tailings Disposal structure (P) is proposed to be removed. The Tailings Disposal building was a secondary facility to the activities of this laboratory and it was the final addition to this building. As such, structure P has minimal association to the removal on the historical value of this building does not not have the same degree of historical value as the other structures within the building.



37. Proposed selective demolition of link between N2 and N3 to improve pedestrian circulation.

Selective demolition of the structure that links the former Pyrometallurgical Laboratory (N2) and Hydro-metallurgical Laboratory (N3) is also proposed, to provide north-south pedestrian access to the site from Orangeville Street.

The layout and configuration, window sizes, and very solid (fire-proof) construction of some of the facilities, notably that of the Physical Metallurgy Laboratories (A-E) and the Mechanical Shops and Stores building (L), present some conservation and adaptive reuse challenges.

Of the five structures that comprise the former Physical Metallurgy Research Laboratories (A-E), two structures are proposed to be removed: C, which forms part of the 1942 phase of the building, and D, which forms part of the 1947 phase of the building. This building was constructed during the Second World War in response to military priorities for the development of new sources of energy, strategic minerals and gold. In an effort to maximize the utilization of space within the property, the Physical Metallurgy building was arranged in a dense, u-shaped mass which creates a continuous horizontal wall along the south end of the site, facing Norman Street.



38. Selective removal of building D, one of two parts (C and D) of the Physical Metallurgy Laboratory proposed to be removed. A public park is proposed for this site.

Structure C was selected for removal because it has been heavily altered, and structure D was chosen in part because it contains only offices. Removal of structures C and D will create north-south connectivity into and through the site between Orangeville and Norman Streets. A new public park is proposed at the location of building D. The remaining structures of the Physical Metallurgy Research Laboratories comprise the most interesting and intact structures from its different eras of development, including laboratories (B and E) and the entrance wing (A) whose frontage gives this structure special importance along the Booth Street streetscape.

Building L, the Mechanical Shops and Stores building, was the final permanent building to be constructed on the site. Reflecting an in-house Department of Public Works design, it is one of the few buildings within the Complex that is not associated with Noffke. While the building housed the main machine shop that supported Mines Branch divisions through the fabrication of various instruments, components and assemblies, it is not directly associated with the site's story of Canadian mining, energy and metallurgy research, as it did not contain laboratories. The building was not included in FHBRO's former list of Recognized buildings in the Booth Street Complex.



39. Mechanical Shops Building (L) proposed to be removed.

11.3 New Work

- Additions and alterations will be undertaken in a sensitive manner, sympathetic to the organically evolved physical qualities of the historic Complex.
- The new work of this project, including new buildings, additions and landscape alterations, will read as a distinct layer of change on the site. New interventions will be high quality in design and materials such that additions and alterations enhance the quality of the existing Complex.
- Design approaches will maintain the coherence and integrity of the overall composition. The spatial qualities of the site, including the horizontal emphasis of its massing, will be addressed through the incorporation of contextually responsive podiums at the base of new structures. Podiums of new buildings will be consistent in massing and height of adjacent heritage buildings.
- The balance between the existing unity of design and materials and the juxtaposition of formal and informal will be enhanced by the successful layering of new and old with distinctive but complementary materials, the use of transparency and space between buildings, and the organization of views to maintain the legibility of the site as a coherent whole.
- While the podiums of new buildings are proposed to be visually compatible with the existing buildings, enhancing the overall sense of an ensemble through the use of new red brick construction, the new work will not seek to replicate the existing architecture of the Complex.
- Double or multiple-fronted building orientations are proposed to animate the historical “back of house” areas within the Complex with active building facades.

- The organic and irregular quality of the interior service court areas has been translated into a network of pedestrian spaces, connections and streets that all connect together in a fluid and continuous way, creating different types and sizes of spaces between the buildings. This porosity will support activation of the heritage buildings and the spaces between them, and better connect the heritage fabric of the site with the surrounding urban fabric
- New buildings and spaces will be designed to reinforce views and the prominence of the individual buildings. The arrangement of built form massing will allow for the smokestack to remain a landmark in the skyline, with sight lines to the smokestack maintained and enhanced.
- A transition in height, with the highest tower height at the north end of the site will help to successfully integrate the new high rise with the low to mid-rise building fabric.
- The circular driveway and building setback of the Physical Metallurgy Research Laboratories (A) that gives this building a special importance along Booth Street, is maintained. The special setback is reinforced through the addition of new buildings along Booth Street that are in line with the street frontages of buildings M and G at 552 and 562 Booth Street.
- Adaptive re-use of the pitch-roofed buildings N1-N3 will be used to create a pedestrian mews. New openings for small scale retail entrances are viable along the south side of buildings N1-N3 as the garage door openings to the laboratories are located on this side. To create a two-sided mews, new facing buildings will be arranged to create the south side, with retail spaces at grade.
- The new east-west street in the north of the site will reinstate the historic Lydia Street frontage for buildings Q and R.
- The landscape spaces beside buildings Q and R in the north of the site will maintain the prominence of buildings M, Q and R and their relationship to buildings N1-N3.

11.4 Interpretation

A robust interpretation and commemoration program could be developed, using a variety of techniques and strategies to communicate the national and local stories embedded within the Complex. Each of the five laboratories tells a specific story about Canadian mining, metallurgy, or fuels research. The historical significance of the individual laboratories and the significance of the Complex as a whole were

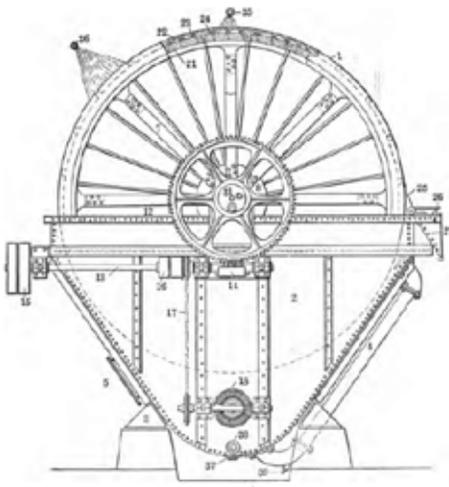
recognized through the former Federal Heritage Building designations. The character and scale of the Complex, and the national and local narratives are embedded in the site, represent a rich opportunity for both conservation and commemoration.

We recommend the following general approach to developing an interpretation and commemoration program for the Booth Street Complex:

- Prepare a Heritage Interpretation Plan that sets out the scope and mandate of the interpretation program for the Booth Street Complex.
- Document and describe the interpretation program methodology, including:
 - Stakeholder consultation: identify all communities or organizations that have a special interest in the Booth Street Complex and describe how they were engaged in the interpretation process, and how their feedback was incorporated into the interpretation program.
 - Process of evaluating the heritage interpretations options for the Booth Street Complex and how the options were prioritized.
 - Principles that will guide the interpretation of the Booth Street Complex, derived from research and consultation with stakeholders.
- Describe the interpretation approaches that were considered and why the recommended approaches are deemed appropriate to the Booth Street Complex interpretation program. Approaches should be evaluated in light of a number of considerations, including universal accessibility and maintenance requirements. To rationalize the selected approaches, include a discussion of:
 - Pros and Cons of the various approaches considered;
 - How the approach incorporates existing heritage interpretation for the Booth Street Complex;
 - How the approach incorporates the cultural heritage value of the Ottawa's relict industrial landscape and the changes and conservation efforts that have resulted from the redevelopment project;
 - Existing precedents for the various approaches considered; and



40. Canmore Mines advertising photo. Canmore Museum & Geoscience Centre, 83.001.113



41. Oliver Rotary Disk Filter (Source: 911Metal-lurgist Mineral Processing Engineers).



42. First snowmobile (Source: Historica Canada, thecanadianencyclopedia.ca, courtesy Bombardier Inc).

- Documentation of stakeholder feedback on the approaches.
- Based on research and community consultation, identify key interpretive themes framed around why the site is valued. This can include specific people, design elements, stories, events, etc. that may inform the themes.
- Potential interpretive themes for the Booth Street Complex include the following:

- Civil Servants of the Mines Branch: specific directors and staff who shaped the Complex

“The men and women of various disciplines and callings responsible for advancing so much knowledge - from maps to products of mines - in first half of the 20th century” (Ignatieff, 1981).

- Relationships between Fieldwork, Lab work, and Industry: mutual cooperation, geographical reach, employment, resource-based communities

For example: gold mining in the Yukon; peat harvesting at Alfred Bog, Ontario; the Sydney coal fields, Nova Scotia; the oil sands of Alberta

In response to Britain’s demand for tough steels for the war effort, Canada’s concentration of molybdenum ore became a priority project of the Mines Branch. Field investigations were carried out and a special molybdenite mill was assembled and operated on a commercial scale on Booth Street. Contracts with large mines such as the International Molybdenum Company of Orillia, Ontario allowed the Mines Branch to supply metallic ores and minerals for the war effort.

- Development of Mineral Industry Equipment for Research and Industry Use: discoveries and inventions

For example: the vertical shaft furnace developed jointly with Canmore Mines Limited of Alberta, 1965 (Ignatieff, 1981)

- The Processing and Use of Mineral Samples

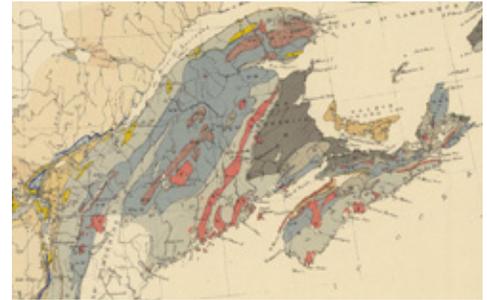
“In 1912, five 20-ton samples of sub-bituminous coal from Alberta were secured (four from underground mines at Edmonton and Drumbeller, and one from an open pit mine at Tofield). The Alberta coals were tested in 1913, both in the Westinghouse (double-zone bituminous suction gas)

producer and the Korting producer, and the results were deemed satisfactory”.

- The Complex is also a reminder of the industrial activities and development that existed within the immediate setting of the Booth Street Complex – a setting that included Booth’s lumber yards and the Canadian Atlantic Railway line, and was directly associated with the industrial landscape of the Chaudiere Falls and LeBreton Flats.
- Identify potential locations, applicable overarching themes, implementation and lifespan timeframes, and precedents for the recommended interpretation approaches for the Booth Street Complex.

The connection of this site with Canada’s rich natural resources could be incorporated into the architecture, landscape architecture, artifact display, signage and/or wayfinding of the redevelopment. For example, the ceramic tile interior walls of the Industrial Minerals and Ceramics Laboratory (P) reflect the use of the building in researching industrial minerals, such as clay, gypsum, building stones, mica, feldspar, salt and bentonite.

- Outline the heritage interpretation planning process, including any additional deliverables, responsible bodies, partner organizations and estimated dates of completion.



44. First geological map of Canada, created by William Logan for the Geological Survey of Canada in 1864. (Source: Historica Canada, thecanadianencyclopedia.ca).



43. Palette of minerals mined in Canada: gold, feldspar, mica, salt, etc.

BOOTH STREET HERITAGE REFERENCES: SECTION 7 AND 11

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12.0 COMMENTARY REGARDING THE PROVINCIAL POLICY STATEMENT, CITY OF OTTAWA OFFICIAL PLAN AND AMENDMENT NO. 150

12.1 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement 2014 (PPS) under Section 3 of the *Planning Act* sets out key Provincial interests regarding land use planning. Decisions made by all approval authorities in the Province of Ontario must be consistent with the policies of the Statement.

Section 1.0 Building Strong Health Communities

Policy 1.1.1.a) states that healthy, liveable and safe communities are sustained by promoting efficient development and land use patterns.

Further, Policy 1.1.1.b) indicates that such communities are sustained by accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs.

Policy 1.1.1.d) promotes cost-effective land use patterns and development standards.

The requested amendment to the Official Plan and Zoning By-law is consistent with all of these policies. The Concept Plan illustrates an efficient use of land with a mixture of residential and commercial uses. Cost effective land use design is achieved.

Policy 1.1.3.1 advises that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.

The urban area of the City of Ottawa is a settlement area as defined by the PPS and this site is within the urban area. Therefore, this site is in an area of the City in which growth and development is promoted.

Section 1.3 of the Provincial Policy Statement addresses Employment Areas.

Section 1.3.1 calls for municipalities to promote economic development by actions including:

“a) providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;

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b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;

c) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities; and

d) ensuring the necessary *infrastructure* is provided to support current and projected needs."

The proposed amendment to the Official Plan and Zoning By-law will support all these actions.

Section 1.4 of the PPS addresses housing.

Section 1.4.3 requires municipalities to provide an appropriate range and mix of housing types and densities to meet existing and future needs. This is to be achieved by permitting and facilitating all forms of housing and all forms of residential intensification (Policy 1.4.3b)).

In addition, Policy 1.4.3c) calls for new housing to be located where there is sufficient infrastructure and public service facilities available or planned to support the needs.

Finally, Section 1.4.3d) calls for housing densities to be established that efficiently use land, infrastructure and public service facilities and support the use of active transportation and transit.

In this regard, the redevelopment of the Booth Street Complex will bring additional development to the Preston-Carling Planning Area. There is sufficient servicing and road capacity to support the proposed development. The Carling LRT station and the proposed Gladstone Station are within walking distance of the site. The area is well supported with infrastructure for walking, cycling and using public transit.

In conclusion, approval of the requested amendment to the Official Plan and Zoning By-law for the Booth Street Complex is consistent with and supported by the policies of the Provincial Policy Statement 2014.

12.2 CITY OF OTTAWA OFFICIAL PLAN

In general terms, the City's Official Plan implements the Provincial Policy Statement with respect to intensification by directing growth to areas designated as Mixed-Use Centres and Town Centres. Such locations are characterized as being opportunities for a mix of housing, shopping, recreation and employment. They are readily accessible by public transit and encourage the use of non-automobile means of transportation. By having higher densities of land use, the developments are transit supportive and make more efficient use of services including roads and light rail.

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The site is governed by the City of Ottawa Official Plan and Schedule B, Urban Policy Plan designates the site as Mixed-Use Centre.

Section 2 of the Official Plan directs growth to the urban area where services exist or can be provided. Section 2.2.2 encourages intensification and Mixed-Use Centres, including this site, are targeted for intensification.

Section 3.6.2 indicates that Mixed Use Centres and Town Centres are prime locations for higher density mixed-use development because of the existence of major roads and rapid transit services.

Policy 3.6.2.5 of the Official Plan lists the permitted uses for Mixed Use Centres;

"Mixed Use Centres will permit a broad variety of land uses at transit supportive densities, such as offices, secondary and post-secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centers, daycare centres, retail uses, entertainment uses, services (such as restaurants), high and medium-density residential uses and mixed-use development combining combinations of the foregoing."

Policy 3.6.2.3 states that Mixed Use Centres are priority areas for undertaking more detailed secondary planning and adopting or updating community design plans and secondary plans.

Having completed a detailed design exercise for over the past year for the Canada Lands Booth Street Complex, now is an appropriate time to update the Preston-Carling Community Plan by adding the site within the limits of the Plan and making it subject to its policies with appropriate modification. For the same reason, it is appropriate to review the existing Mixed-Use Centre Zone MC F(2.0) that applies to the site with a view to removal of the floor space index limitation. By so doing, the City will be moving further ahead to implement its planning policies as it applies to the site resulting in a compact, mixed-use development that is transit supportive and is compatible with the surrounding community.

Section 2.5 Building Liveable Cities stresses the need to focus on community design and collaborative community building for Mixed-Use areas and Mainstreets as the way forward.

The following principles in Section 2.5.1 are considered to be most relevant to the applications to amend the Official Plan and Zoning By-law;

- To enhance the sense of community by creating and maintaining places with their own distinct identity.

The design exercise undertaken over the past year was fundamentally a placemaking exercise.

- To define quality public and private places through development

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The concept plan placed great emphasis on creating quality public and private quality places. The dedication of a 0.3ha park in the south-west corner of the plan; the proposed treatment of the abutting road allowances; the design of internal private courtyards and pedestrian circulation systems through and across the site are examples.

- To create places that are safe, accessible and are easy to get to, and move through.

The topography of the site and the existing buildings and walls along Rochester Street presented a formidable barrier for pedestrians and cyclists to cross the site. The concept plan contains a pedestrian and cycling system that removes these barriers and provides safe means of travelling within and across the site. This matter was of great concern to members of the public who participated in the collaborative design exercise.

- To ensure that new development respects the character of existing areas.

With the support of the community, it was determined that the preferred development option was to have the taller buildings closer to the Queensway with a stepping down in building elevation toward Norman Street. This decision was very much directed toward respecting the character of existing areas.

- To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice

This aspect of the Concept Plan design was the most challenging because of the existence of so many buildings on-site, many of which are heritage resources. With the support of ERA Architects, the project design team was able to create a Concept Plan where existing heritage buildings could potentially be readapted to new uses either as stand-alone buildings or be incorporated into a new larger development.

Mixed Use Centres are design priority areas. The project team met with the City's Urban Design Review Panel on two occasions during the design process to create the final Concept Plan. The Panel is highly supportive of design guidelines to implement the principles and design elements of the Concept Plan as individual applications for Site Plan Control come forward in the future.

12.3 AMENDMENT NO. 150

Amendment No. 150 was the product of the City's 5-year review of its Official Plan and was completed in 2013. It has only recently received its final approval by the Ontario Municipal Board.

Amendment No. 150 did not change the designation of the Booth Street Complex as a Mixed-Use Centre nor did it change Mixed-Use Centres as being a preferred location for intensification. The Carling and Gladstone Stations remain in place on Schedule D Rapid Transit and Rapid Transit Priority Network and are on a Grade Separated Crossings line.

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The Amendment states that minimum density targets will be established outside of the Official Plan for areas designated as Mixed-Use Centres. It also states that the City will establish minimum building heights in the Zoning By-law and it has done so as the minimum building height in the zoning of the Booth Street Complex is 6.7 metres. The Amendment also indicates the City will look at ways to reduce the amount of land required for parking such as through zoning standards. A recent amendment to the Zoning By-law placed this site in an area when no off-street parking is required.

In conclusion, the proposed amendment to the Official Plan and Zoning By-law for the Booth Street Complex will advance the implementation of the City's Official Plan policies, particularly for intensification, as they apply to these lands.

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13.0 OVERVIEW OF INDIVIDUAL TECHNICAL STUDIES

13.1 TREE CONSERVATION REPORT

A Tree Conservation Report was prepared by Kilgour & Associates Ltd. for the site to identify all trees on-site for consideration and potential conservation during future site development.

The Report identified a total of 31 small trees and 3 short deciduous hedges on the property. Most of the trees (23) were under 10cm DBH and no trees were greater than 15cm DBH. According to the Report, none of the trees should be considered distinctive and none of the plants are rare or listed species. All of the trees appeared to be healthy except for four Norway Maples along Norman Avenue.

No Butternuts were observed on or within 50m of the site. Trees on neighbouring properties were sufficiently separated from the site such that no impacts were anticipated to them under future site development.

The Report concluded by stating that under future development it is likely that many, if not all of the trees are likely to be removed. Once the site is no longer a Federal property, a tree clearing permit must be obtained from the City for any trees greater than 10cm DBH prior to their removal. Trees under 10cm DBH do not require a permit prior to removal.

The report concluded by recommending a series of mitigation and compensation measures to minimize impact to trees to be retained on-site.

Any new tree planting must be identified on a landscape plan for each development project. Species must be non-invasive and should be native to the Ottawa area.

13.2 SPECIES AT RISK ASSESSMENT

A species at risk assessment identifies the potential for the presence of any listed or protected species-at-risk (SAR) on-site or adjacent to the one block area. If they are present, the assessment would identify how any such species could be affected by and/or protected during the future redevelopment of the site.

The result of the SAR surveys was that no SAR and/or habitat of SAR are present on-site.

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13.3 WILDLIFE MITIGATION PLAN

This report is the wildlife management plan for the property.

Bird surveys were completed on and near the site. Only common, urban species were identified. With the exception of Rock Doves (pigeons), the report concluded that it is highly unlikely that almost any of the observed birds reside on-site. No nests were observed in buildings nor in trees on-site. Pigeons were found in small numbers and could be roosting within buildings or in nooks under the building roofs. Pigeons are not protected under any legislation.

Night surveys were completed for bats, Chimney Swifts and Common Nighthawks. Only the presence of Big Brown Bats was observed by use of a microphone to record their calls. No bats were seen emerging from the buildings. The observer concluded that the Big Brown Bats were not resident within any of the buildings and were considered to be transients, roosting in other locations within the larger vicinity.

No other mammals were observed on-site. The limited number of trees does not provide sufficient habitat for squirrels and the grounds of the site being hardened would discourage the presence of groundhogs or similar species. Rats or other vermin may be present in the buildings, but those species would not be protected.

The report concluded by stating while that no wildlife is anticipated on the site, a standard wildlife protection protocols was provided to be implemented during construction for due diligence to ensure no impacts to site fauna.

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14.0 CONCLUSION AND RECOMMENDATION

A. Having regard for the applicable Provincial and City policy framework, it is our professional opinion that the application for amendment to the Official Plan and Zoning By-law for the Canada Land Company Booth Street Complex should be approved for the following reasons;

1. The approval of the amendments is consistent with and supported by the Provincial Policy Statement.
2. The amendments are in conformity with the Official Plan policies as amended by Amendment No. 150.
3. The amendments will advance implementation of the City's Official Plan policies for intensification as they apply to the lands.
4. The amendments represent good land use planning.
5. It is in the public interest to approve the requested amendments.

B. That the Heritage Conservation Strategy be accepted.

Respectfully submitted



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Principal
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15.0 REFERENCES

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