



829 Carling Ave.

Planning Rationale + Urban Design Brief + Public Realm Study
May, 2021



Table of Contents

INTRODUCTION	2
SITE CONTEXT AND SURROUNDING AREA	3
Site Context	4
Surrounding Area	6
Transportation	10
Neighbourhood Amenities	13
PROPOSED DEVELOPMENT AND DESIGN BRIEF	22
Proposed Development and Design Brief	23
PUBLIC REALM AND MOBILITY STUDY	40
Moving Around	42
Greening	48
Activating	51
POLICY AND REGULATORY FRAMEWORK	55
Provincial Policy Statement, 2020	56
City of Ottawa Official Plan	57
Preston-Carling District Secondary Plan	62
Urban Design Guidelines for High-Rise Buildings	64
Transit-Oriented Development Guidelines	66
Zoning By-law 2008-250	67
REQUESTED AMENDMENTS	69
Official Plan Amendment: Preston-Carling District Secondary Plan	69
Zoning By-law Amendment	69
SUPPORTING STUDIES	70
Shadow Study	70
Transportation Impact Assessment	70
Noise Assessment	70
Wind Study	70
Environmental Site Assessment	70
Serviceability Report	70
PUBLIC CONSULTATION STRATEGY	71
CONCLUSIONS	72

Introduction

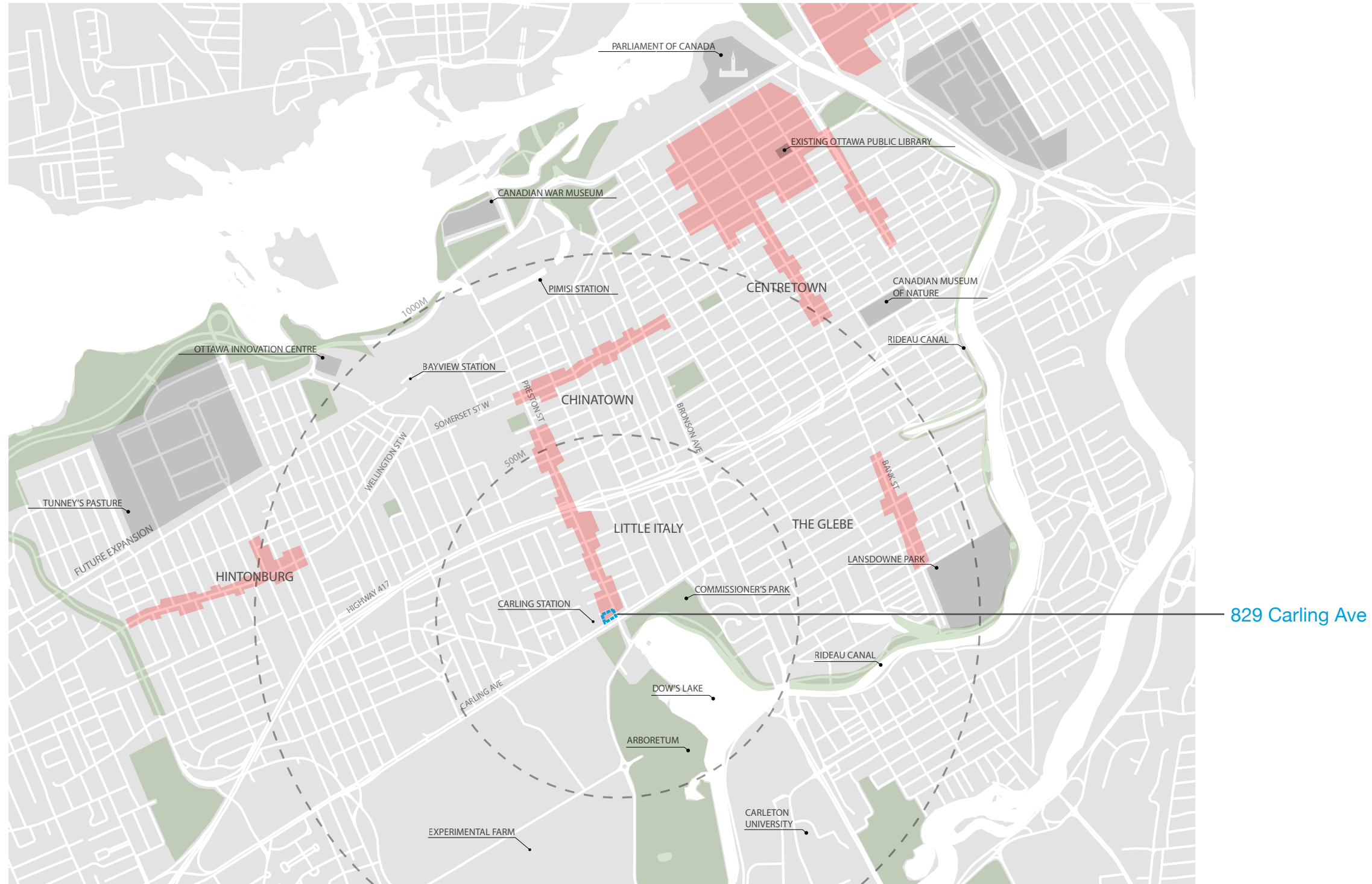
Fotenn Consultants Inc. ('Fotenn') has been retained to complete a Planning Rationale, Design Brief, and Public Realm and Mobility Study for Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control applications associated with the proposed development of a mixed-use high-rise building at 829 Carling Avenue. The intent of this report is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the site and compatible with adjacent development and the surrounding community. This review also includes an analysis of how the proposed development achieves the City's applicable design guidelines, including design and building height within close proximity to higher-order transit.



Site Context and Surrounding Area

Site Context and Surrounding Area

Regional Context



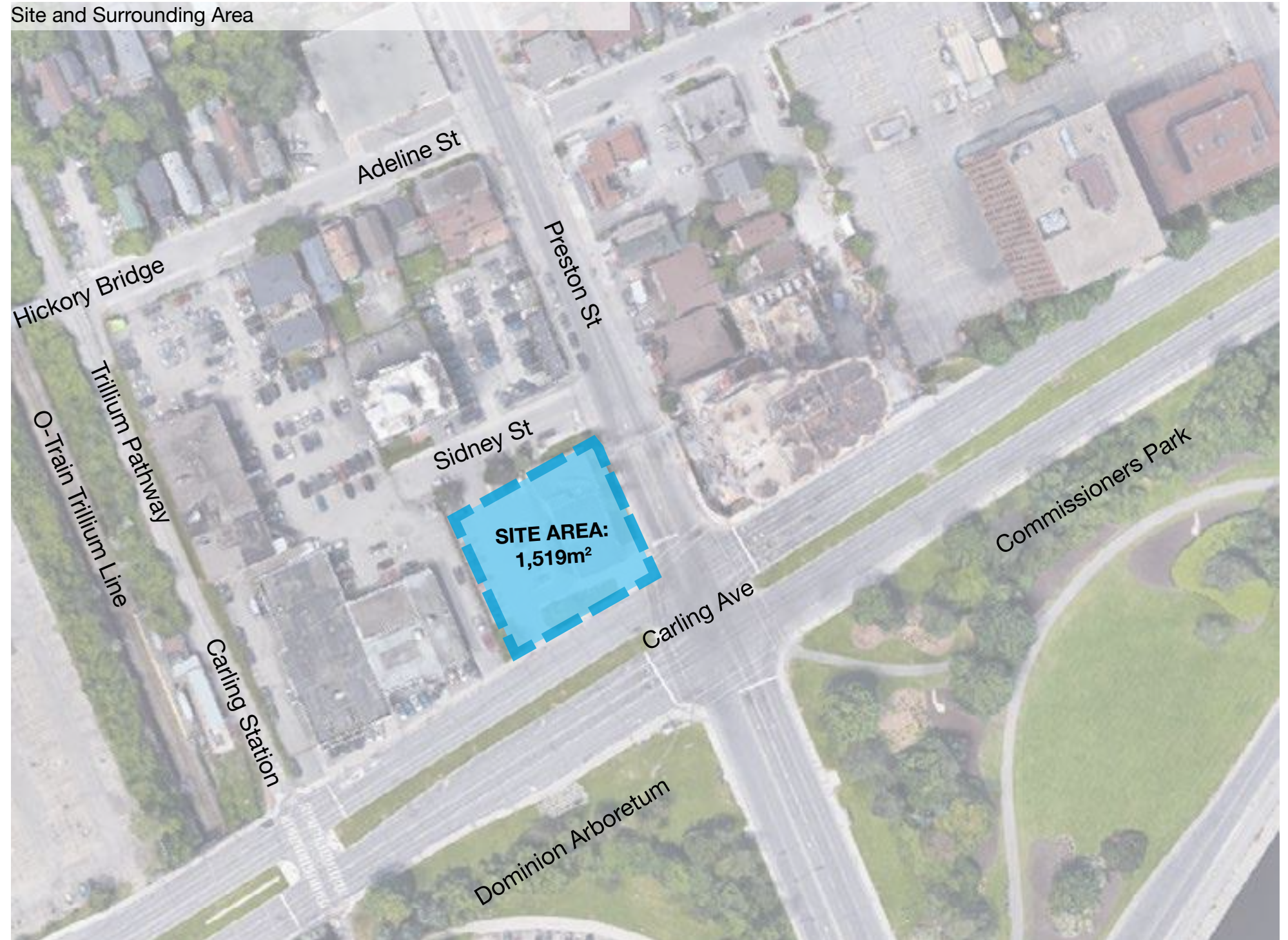
Site Context and Surrounding Area

Site Context

The site is located at 829 Carling Avenue at the northwest corner of Carling Avenue and Preston Street in Kitchissippi Ward (Ward 17). The site has an area of 1518.74 metres with a frontage of 32 metres along Preston Street on the east and 37 metres along Carling Street on the south. The site also abuts Sidney Street to the north with a frontage of 39 metres along this dead-end street.

The site is currently occupied by a bank and surface parking, currently fronting on the corner of Carling Ave and Preston Street, with vehicular access from Carling Avenue. Sidewalks line the site on all street frontages, and an OTranspo shelter is located along Preston Street, in the City right-of-way. Directly across Preston Street is the Claridge Icon building, a 45-storey mixed-use building, and across Carling Avenue is the Dominion Arboretum and Experimental Farm.

Site and Surrounding Area



Site Context and Surrounding Area

Surrounding Area

The subject site is located within the Preston-Carling neighbourhood of Ottawa. The north end of the site serves as the terminus of the Preston Street Traditional Mainstreet, which is characterized by a mix of commercial and service uses in a range of building formats including one-storey converted dwellings to high-rise purpose-built mixed-use buildings.

North: To the north of the site is Sidney Street, an east-west dead-end street. North of this are various high- and mid-rise mixed-use buildings. The area north of the site is currently subject to various development applications, as they are located in proximity to Dow's Lake station along the LRT's Trillium Line.

East: To the east of the site, across Preston Street, is Claridge Homes' Icon development, which is a mixed-use 45-storey development that is currently being constructed. This development will contain 250 residential units, along with at-grade commercial, a parking structure and residential amenities. Further east along Carling Avenue are office uses currently occupied by the Federal Government.

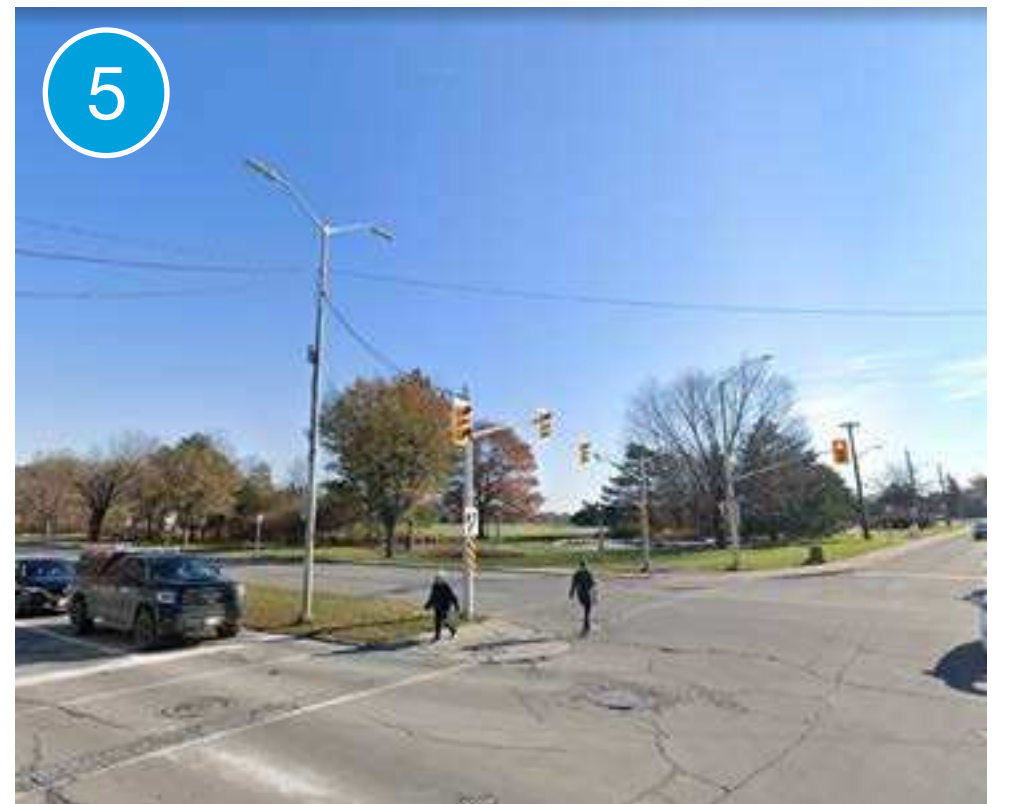
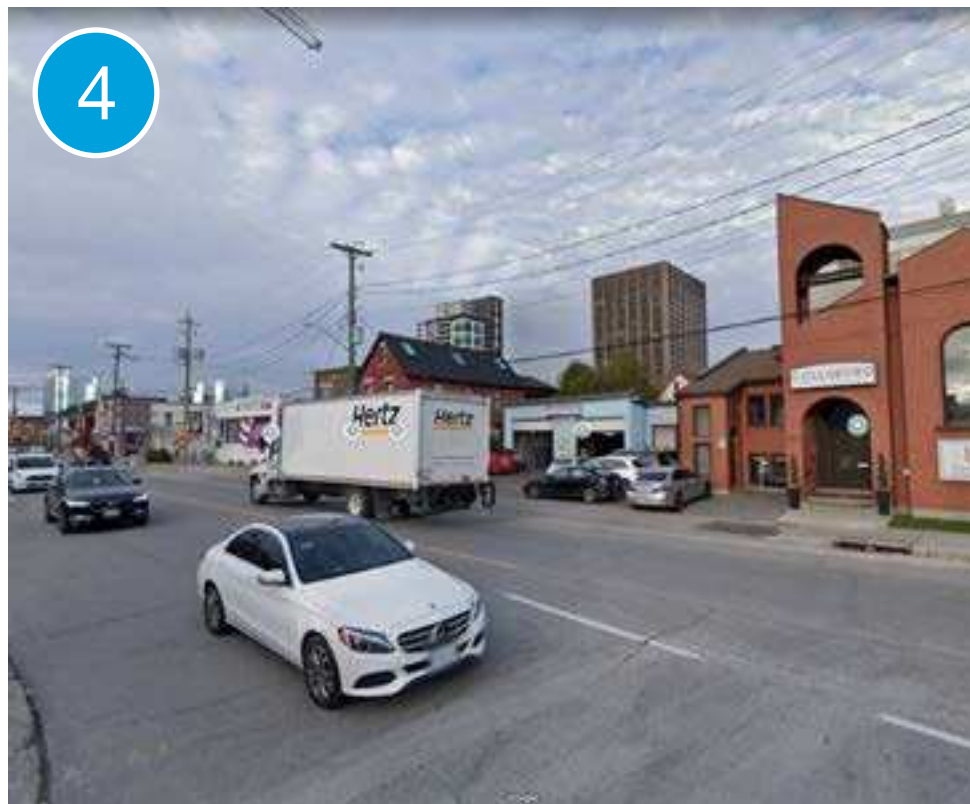
South: South of the site is Carling Avenue and the Dominion Arboretum, an NCC-operated park which is coupled with the Central Experimental Farm. Further south is Dow's Lake, along with Dow's Lake Pavillion.

West: Directly west of the site at 845 Carling Avenue is a low-rise commercial building currently used as offices and a car dealership. A Zoning By-law Amendment application for 845 Carling Avenue was approved in 2015 for the development of three towers of 55, 45 and 18 storeys. West of 845 Carling Avenue is Dow's Lake LRT station (formerly Carling Station), which is part of the City's LRT and BRT network. The station is currently undergoing renovations due to the Stage 2 LRT construction.

Subject Property



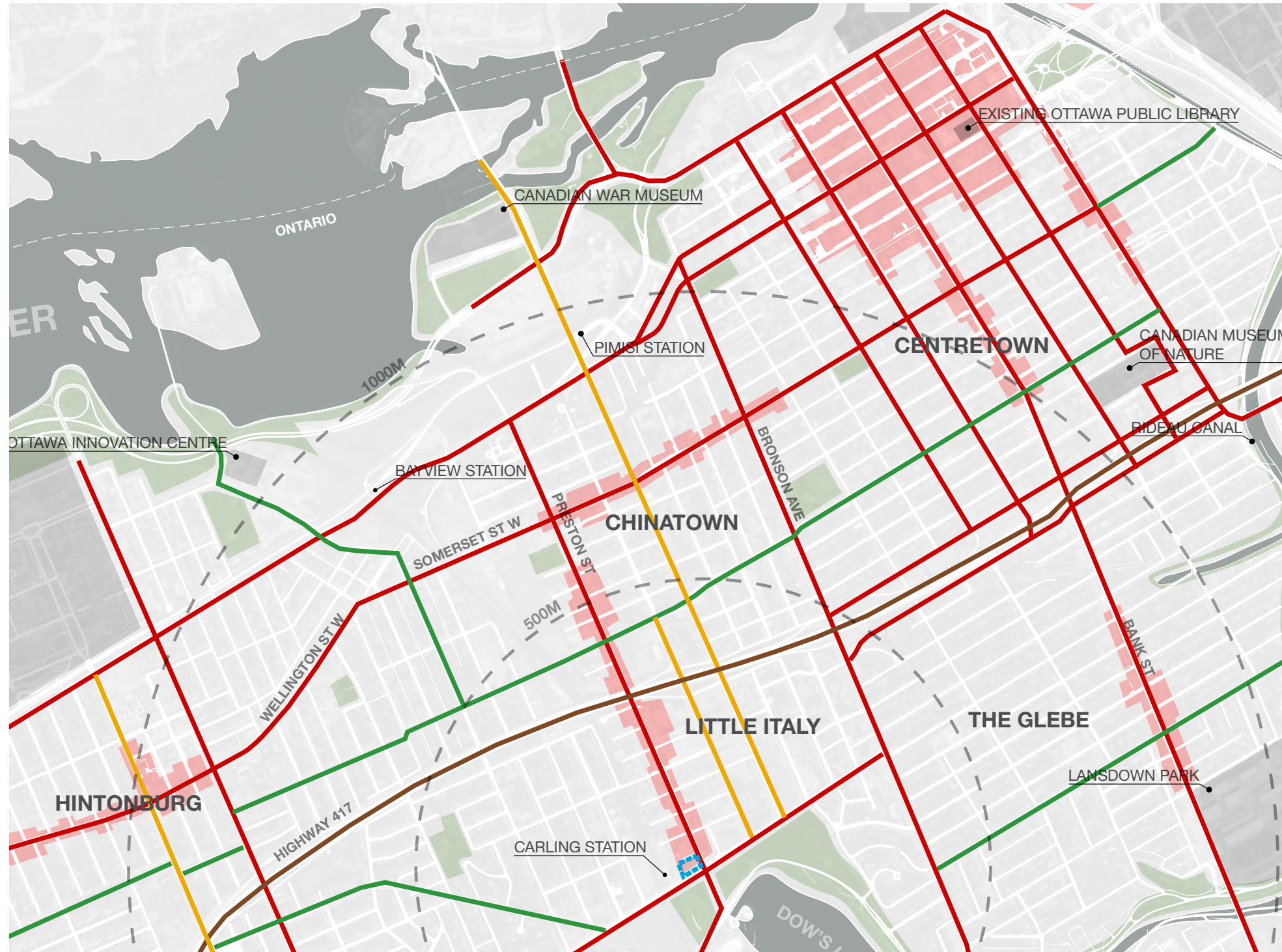
Site Photos



Site Photos



Site Context and Surrounding Area Transportation



Roads

The subject site abuts Preston Street and Carling Avenue, which are both designated as Arterial Roads on Schedule F of the City of Ottawa Official Plan. Arterial roads are intended to move traffic through the city in conjunction with lower-order roads. Preston Street serves to connect the Little Italy and Chinatown neighbourhoods to the major east-west connectors of Albert Street and Carling Avenue.

- Subject Site
- Collector Road
- Arterial Road
- Major Collector Road
- Provincial Highway

Site Context and Surrounding Area


Transportation



Transit Network

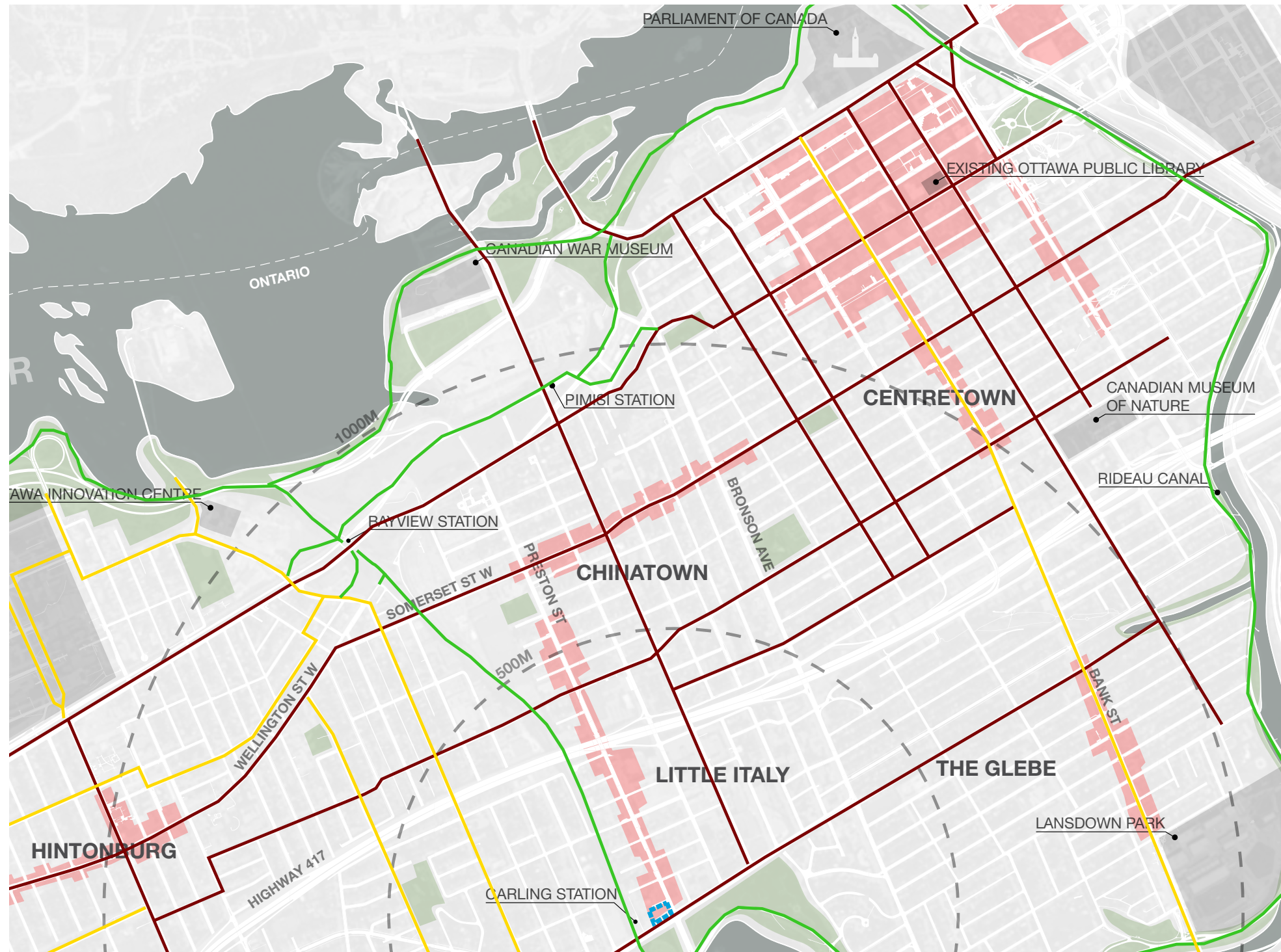
OC Transpo Route 85 provides north-south service along Preston Street, while Routes 55 and 66 provide east-west services along Carling Avenue. Currently, due to LRT Phase 2 construction, a bus has replaced the trains along the north-south route to connect to the greater LRT network, to be replaced once this phase has been completed.

Overall, the site is very well served by bus and LRT services, which creates an inter-connected system that will provide future residents with connectivity to the greater transit system.

-  LRT Confederation Line
-  LRT Trillium Line
-  Local Bus Route
-  Local Bus Line
-  Subject Line

Site Context and Surrounding Area

Transportation



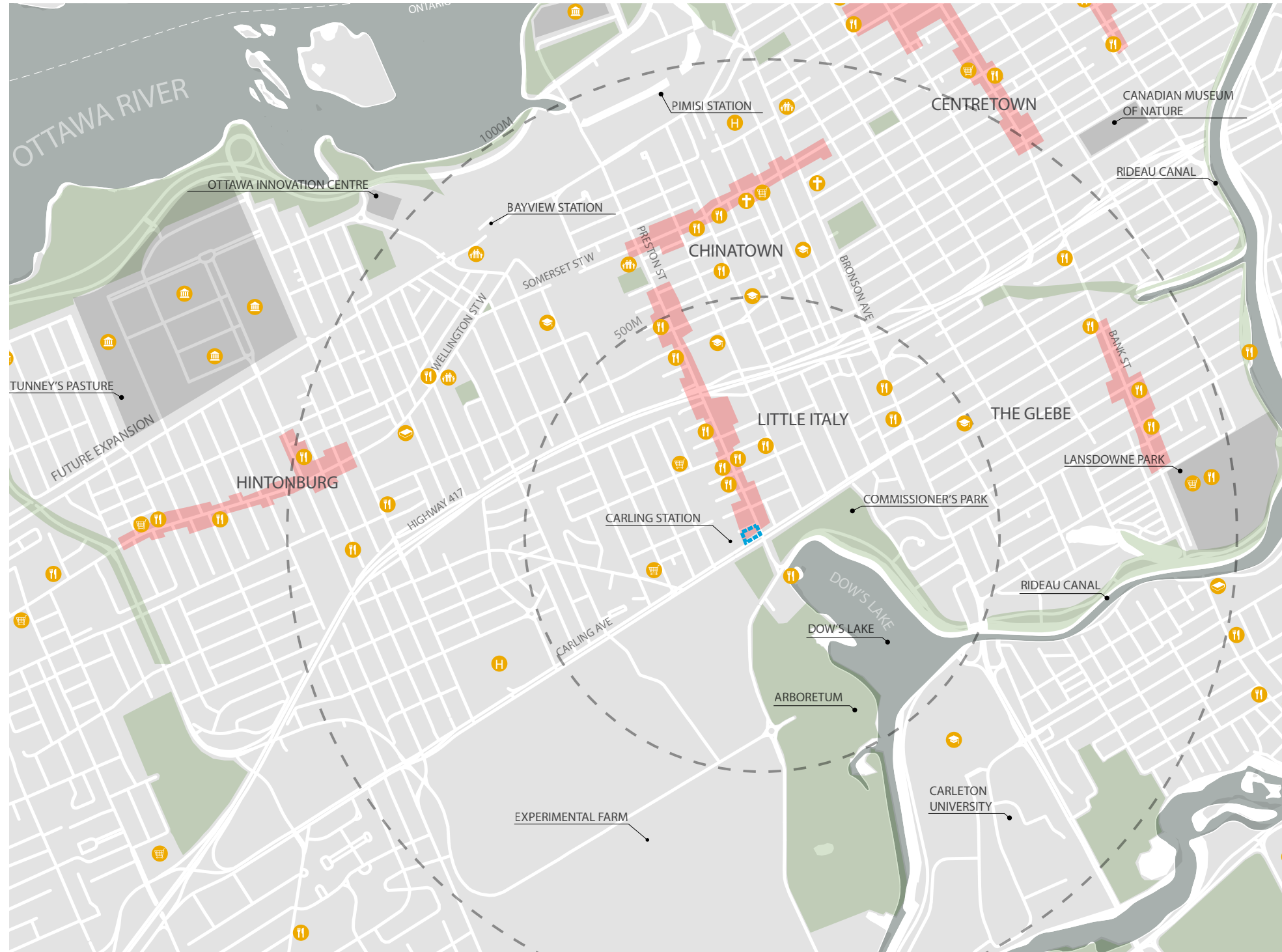
Cycling Routes and Parks Space

The subject site is also well-served by the greater cycling network and is in a key location that connects cyclists to the cross-town bicycling infrastructure. The site is located along the Carling Avenue spine route, as well as in close proximity to the Cross-town Bikeway. Both these cycling routes provide connection to the multi-use pathway systems that ultimately run along the Sir John A. MacDonald Parkway and the Trillium Line.

- Spine Route
- Local Route
- Pathways
- Subject Site

Site Context and Surrounding Area

Neighbourhood Amenities



As a site located in a Mixed Use Centre, in proximity to both Arterial and Traditional Mainstreets, the subject site enjoys close proximity to many neighbourhood amenities including a variety of small and locally-oriented commercial uses while having access to transit and an arterial road to meet their needs from larger commercial centres. Preston Street is currently filled with restaurant and commercial uses, and will be supplemented by additional development through the intensification of the Mixed Use Centre. The site is well-served with respect to parks and community facilities being within walking distance of the Experimental Farm, Dominion Arboretum, Dow's Lake and many NCC trails, the site is also in proximity to EV Tremblay Park and the Trillium Trail. The site is also located in proximity to institutional uses such as schools, hospitals and places of worship. The area also serves as a government employment hub, with the Public Health Agency of Canada, Natural Resources Canada and Geomatics Canada all located within proximity to the site.

- Subject Site
- Commercial
- School
- Public Building
- Restaurants
- Library
- Community Centre
- Hospital/ Health Care
- Place of Worship
- Public open space (Park/Square)

Future Development Context

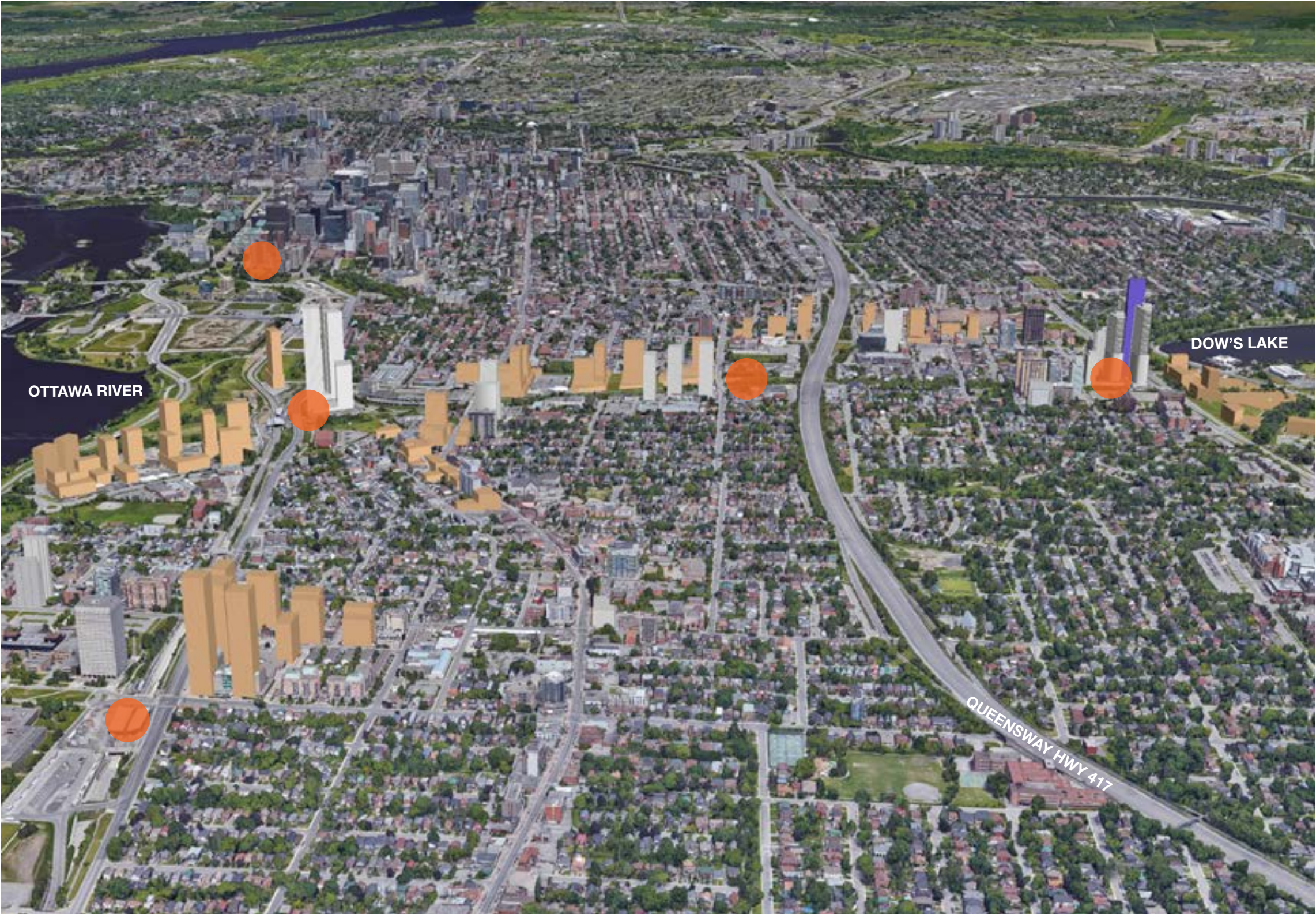


This high-level regional massing study of the surrounding existing and future development context are meant to illustrate how the proposed building will interact with the current and future urban setting.

It includes some buildings currently under construction, other known high-rise development applications as well as a potential future development of lands in proximity to the study area that may require land consolidation.

It is important to note that there are additional lands in the surroundings with similar development potential, with applications or existing rezoning and that have not been represented in this study. The focus of this massing study was on the development scenerio along the Preston-Carling area and more specifically the Trillium LRT line.

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- LRT Stations
- Secondary Plans Potential Massing Studies
- Development Applications/ Under Construction
- Proposed Development

Future Development Context

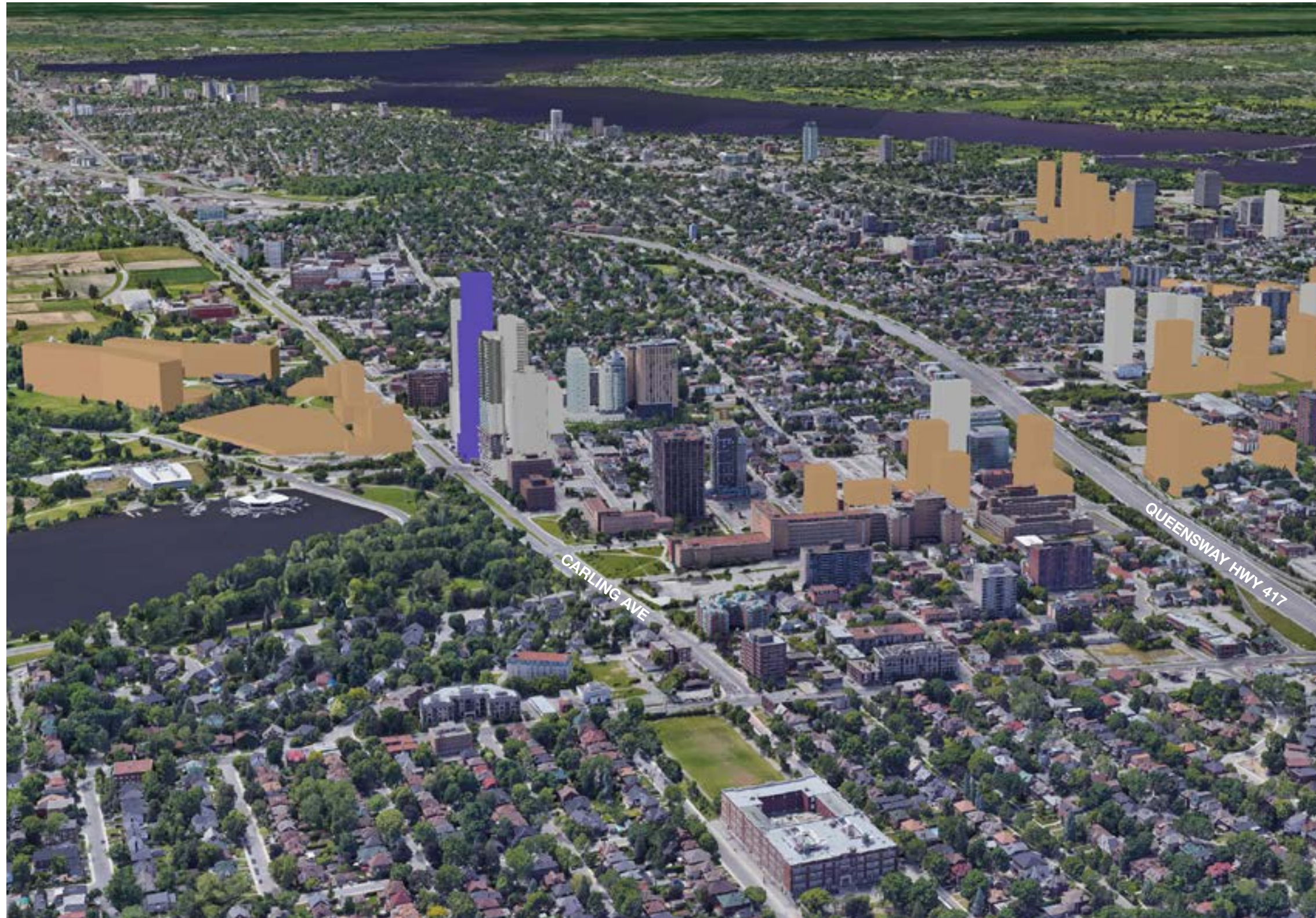


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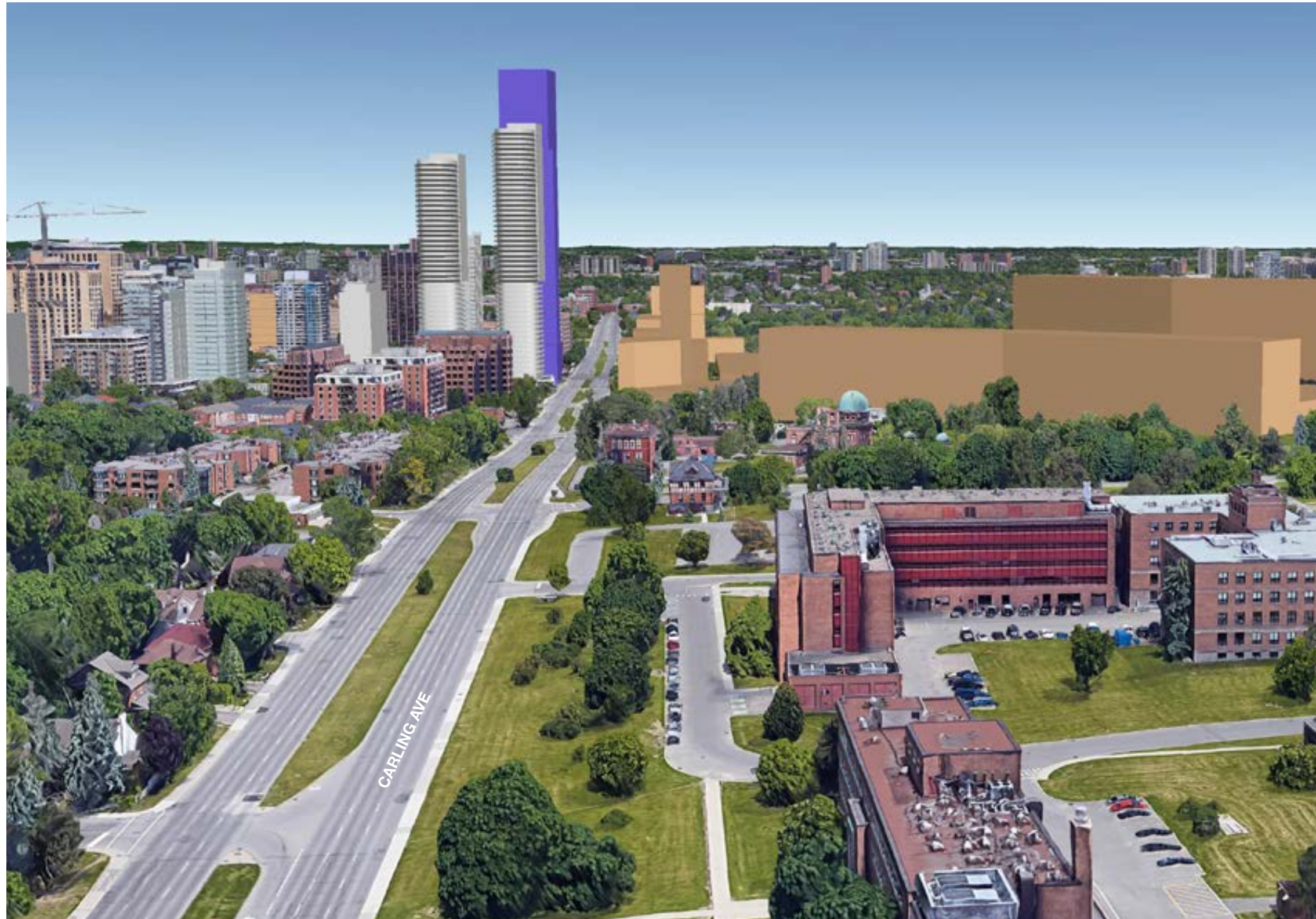
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Future Development Context



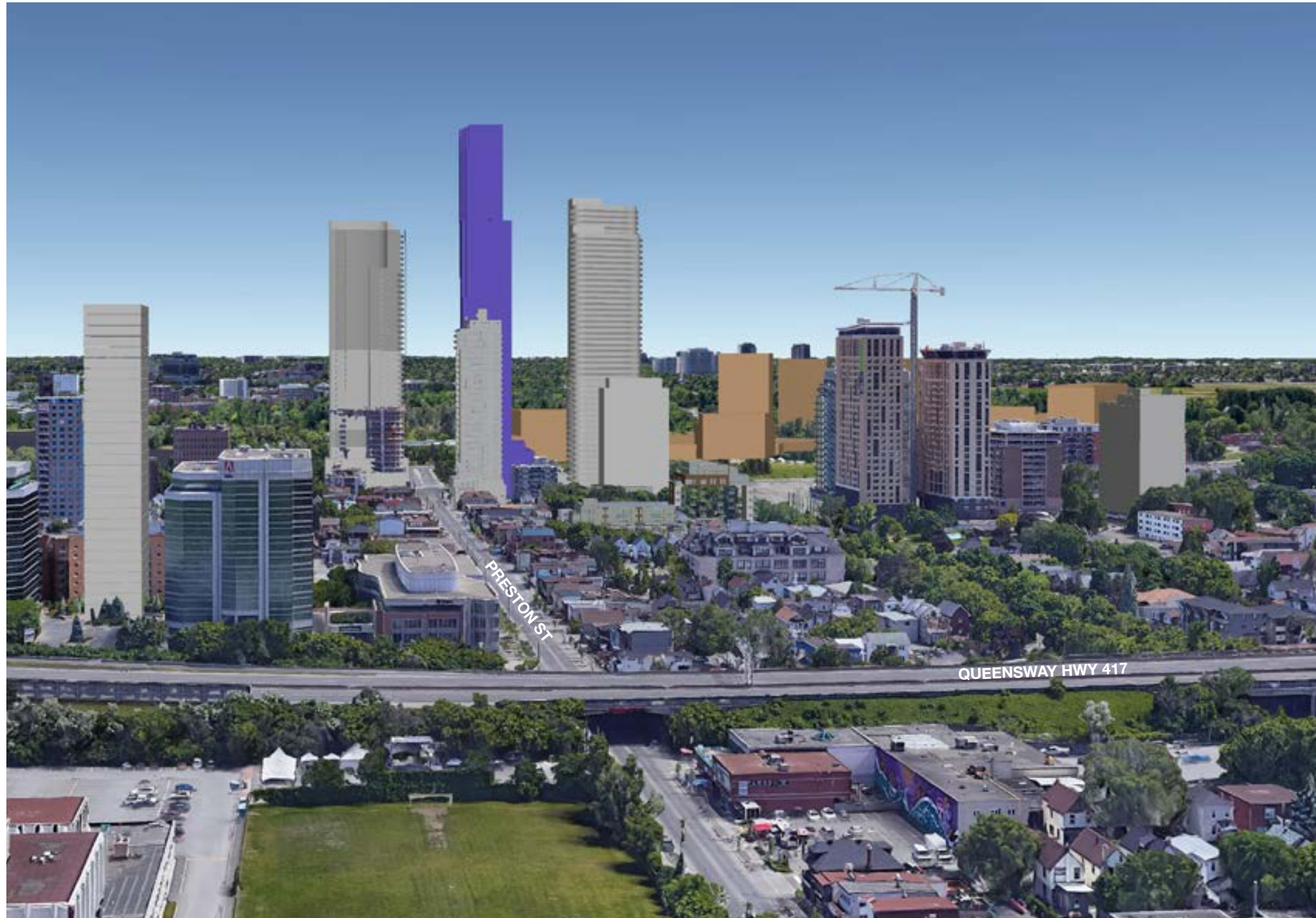
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- Proposed Development

Proposed Development

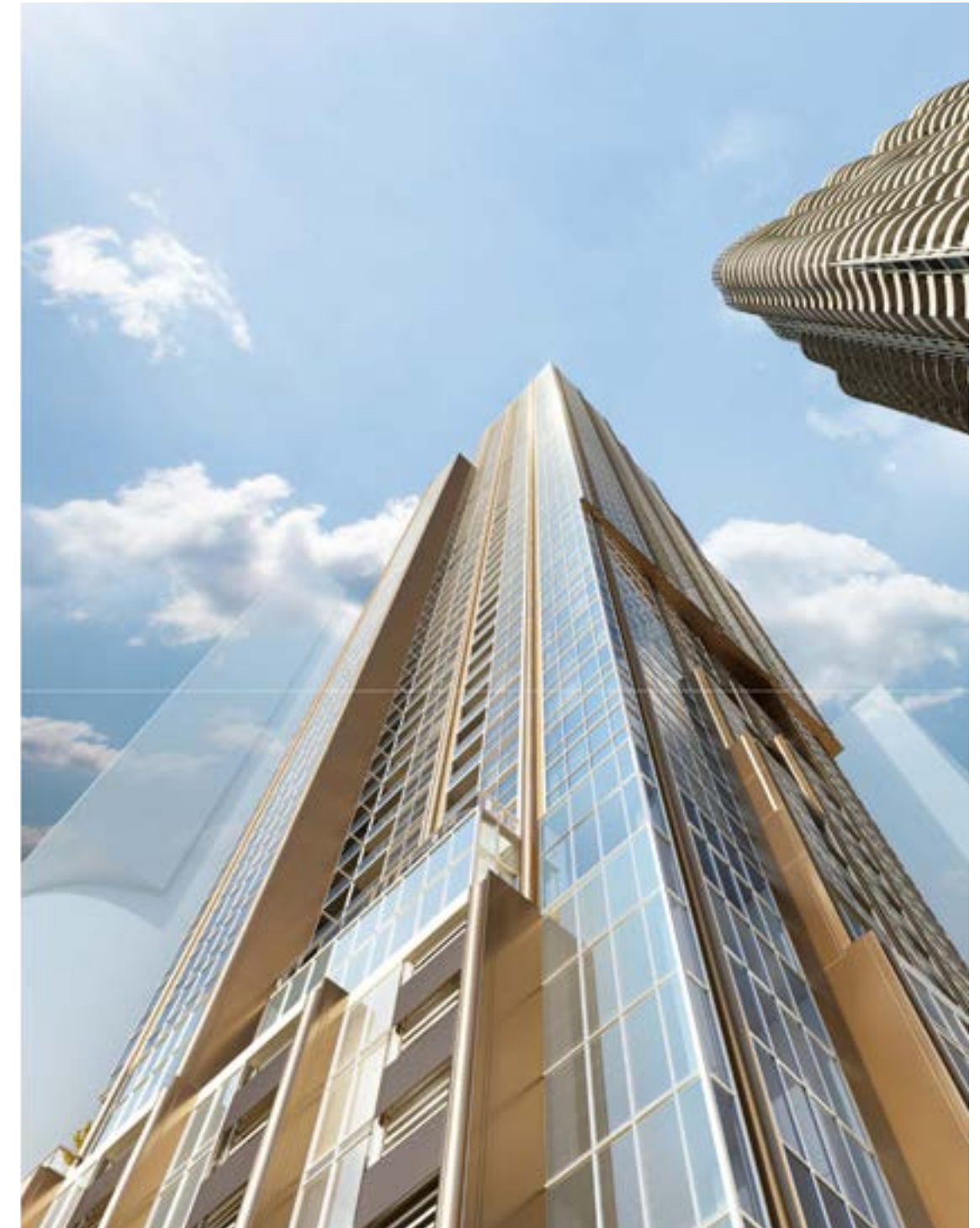
Proposed Development

Project Summary

The proposed development is a 60-storey mixed-use building with 459 residential units and 385 vehicle parking spaces and 230 bicycle spaces. The main residential entrance will be located along the Preston Street frontage, with the ground floor also featuring amenity space, a mail room, and a property management office. Two retail units will also be located on the ground floor with one fronting onto Preston Street and the other fronting Carling Avenue. The ground floor of the building will feature ample fenestration as well as landscaping to improve the at-grade experience along both street frontages.

The proposed development includes an amenity floor at the 8th level of the building. This floor will provide 854 square metres of amenity space to residents. This floor includes a patio, pool and associated facilities, theatre room, entertainment and meeting rooms as well as a gym and fitness studios.

Vehicle parking will be provided within a parking garage located below ground as well as above ground in levels two through seven. The parking garage will be accessed off of Sidney Street, which will also act as the access for garbage collection and residential loading.



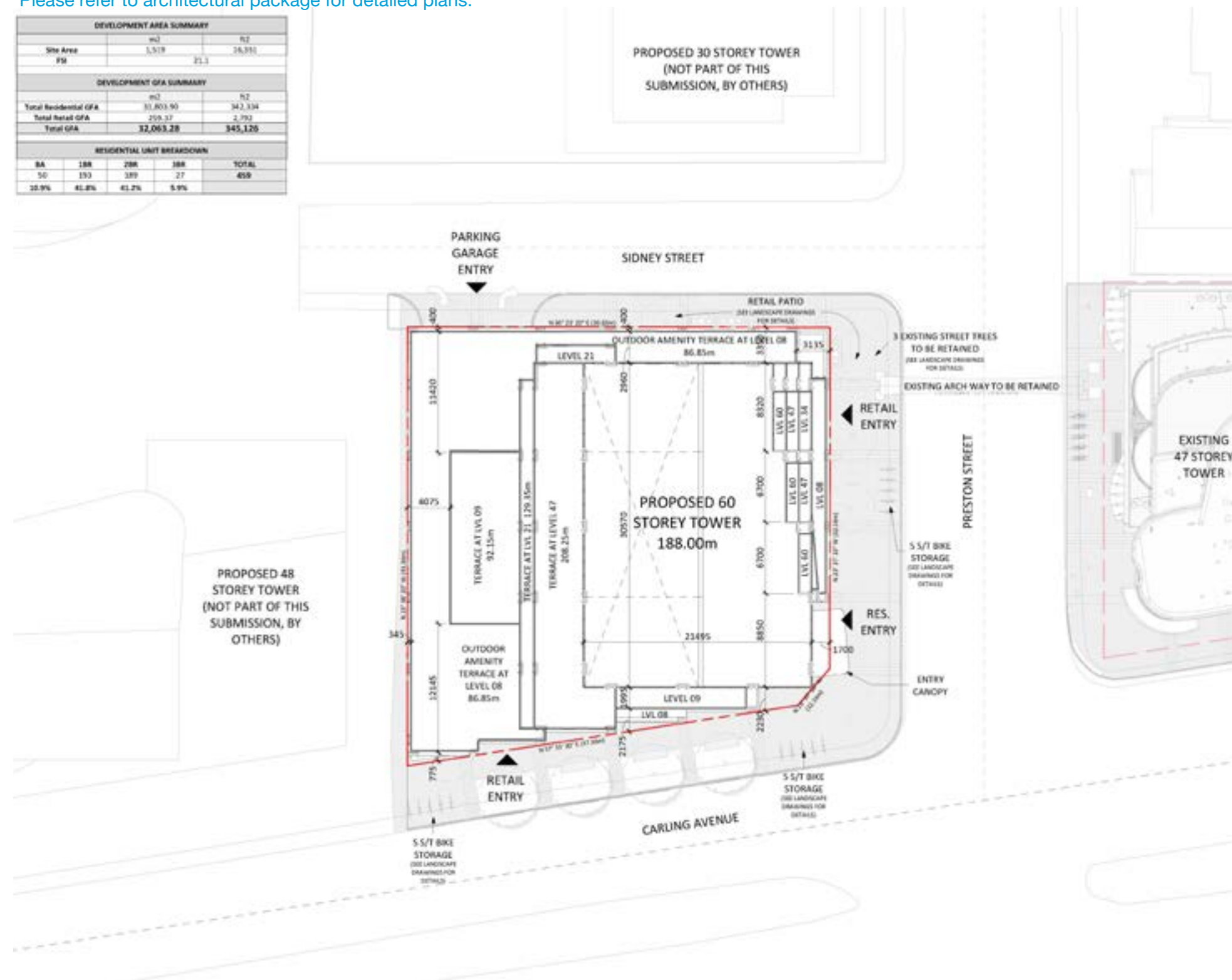
Proposed Development - Context Plan



Proposed Development - Site Plan

*Please refer to architectural package for detailed plans.

DEVELOPMENT AREA SUMMARY			
Site Area	m ²	ft ²	
99	5,519	26,931	
DEVELOPMENT GFA SUMMARY			
Total Residential GFA	m ²	ft ²	
	31,803.90	342,334	
Total Retail GFA	m ²	ft ²	
	259.37	2,792	
Total GFA	32,063.28	345,126	
RESIDENTIAL UNIT BREAKDOWN			
BA	188	208	188
SD	153	189	27
TOTAL	341	397	415
35.2%	41.8%	41.2%	5.9%



Proposed Development - Floor Plans

*Please refer to architectural package for detailed plans.



Proposed Development - Floor Plans

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LEVELS P2-P5



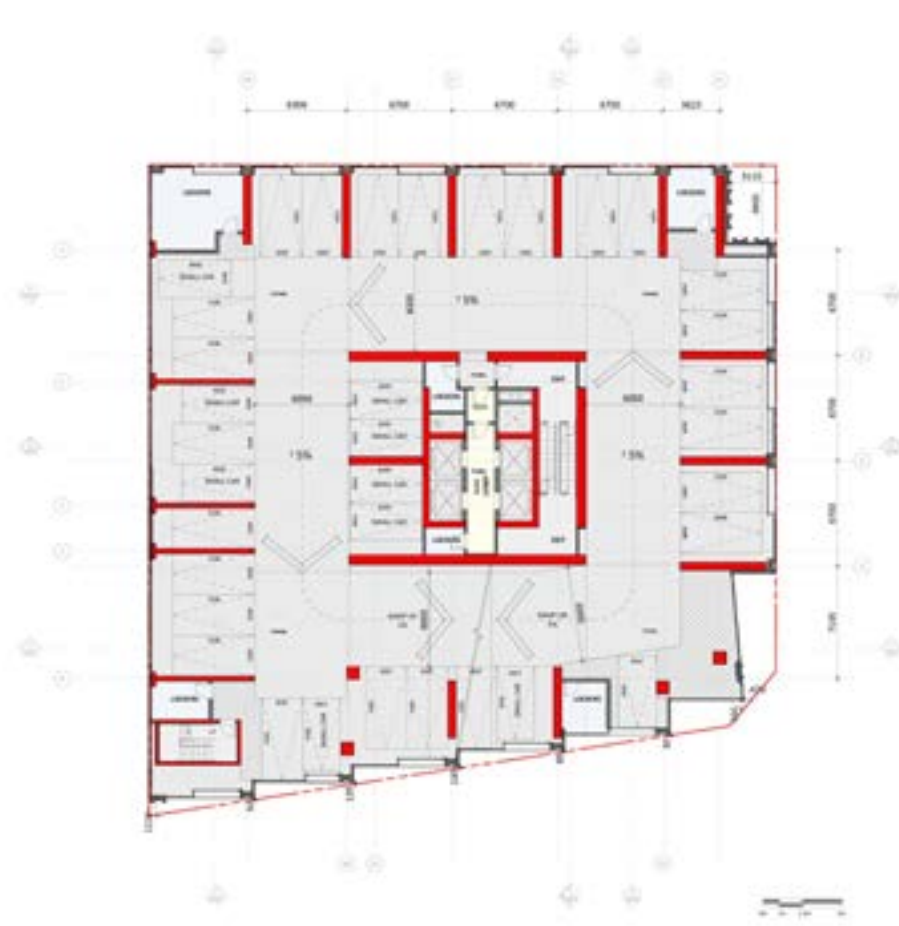
GROUND FLOOR



LEVEL 2

Proposed Development - Floor Plans

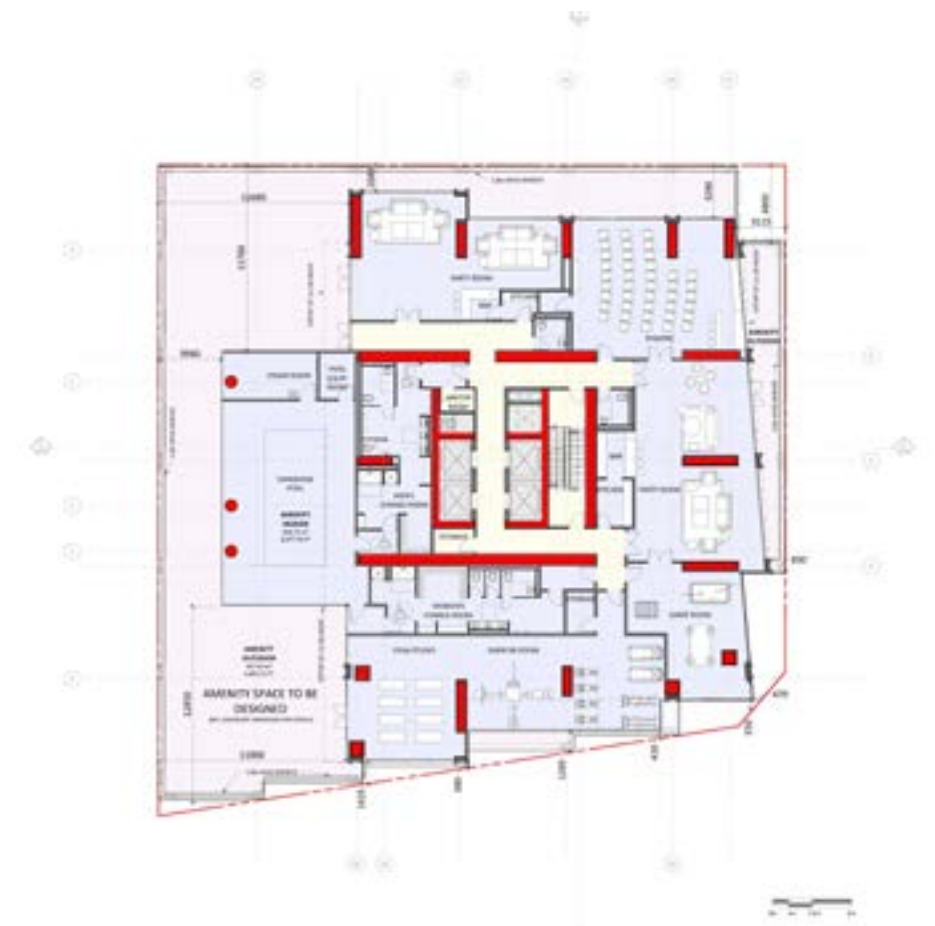
*Please refer to architectural package for detailed plans.



LEVELS 4 - 6



LEVEL 7



LEVEL 8

Proposed Development - Floor Plans

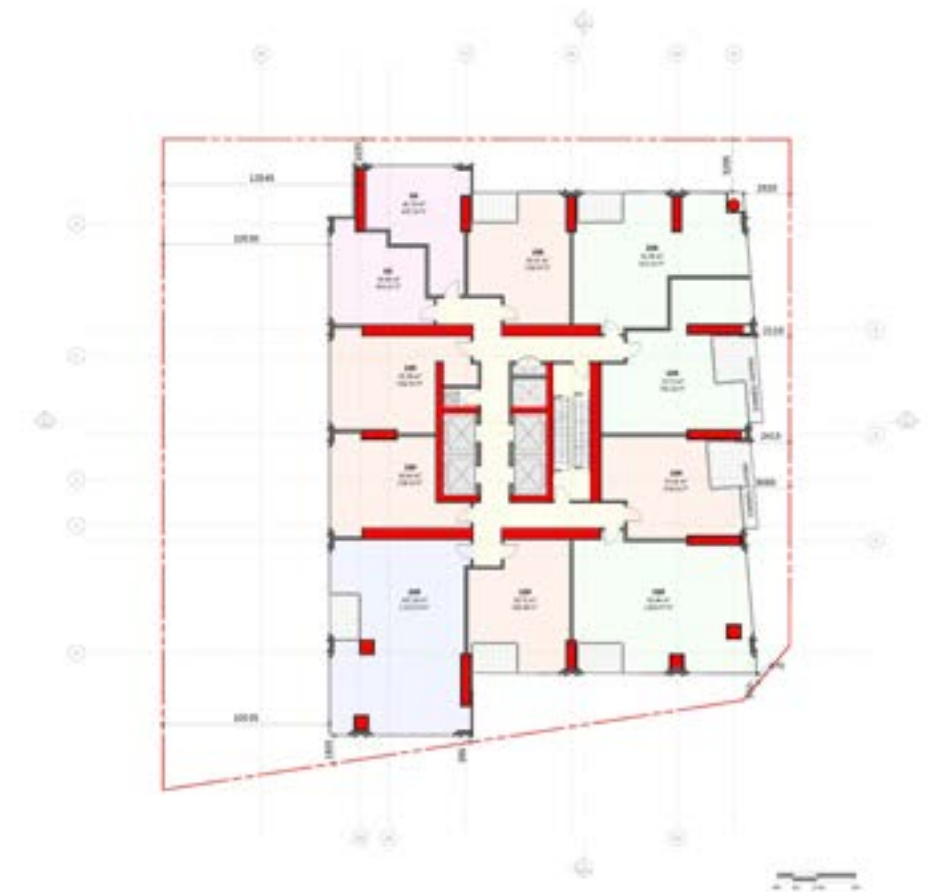
*Please refer to architectural package for detailed plans.



LEVELS 9 - 11



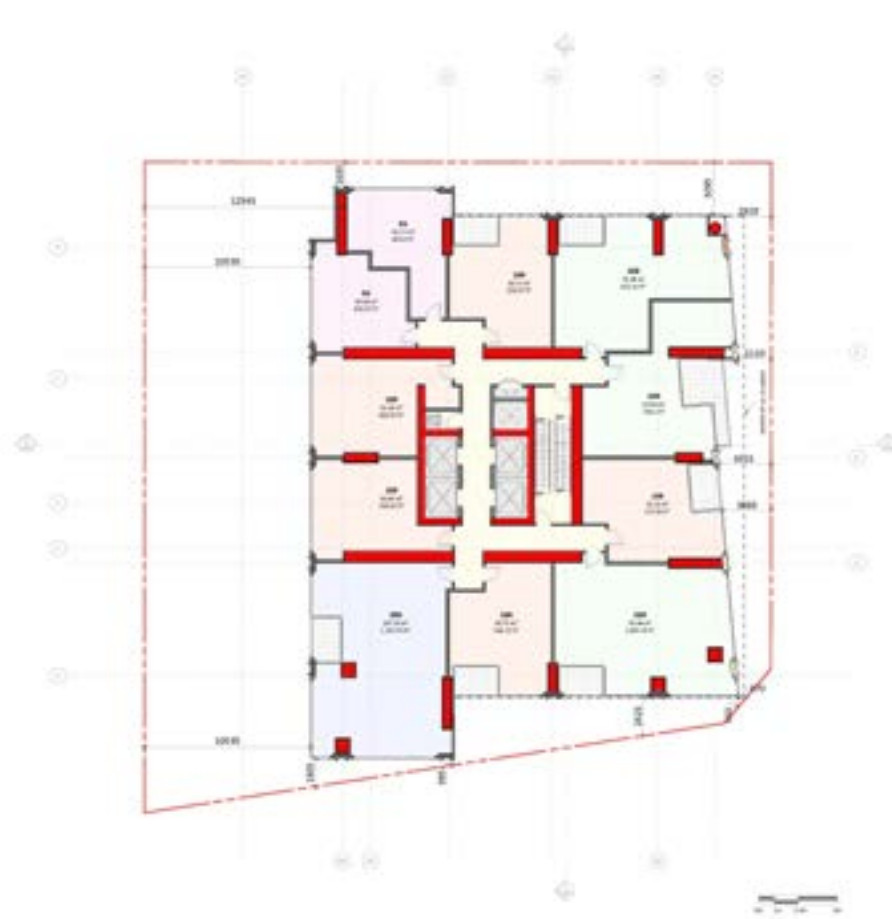
LEVELS 12 - 14



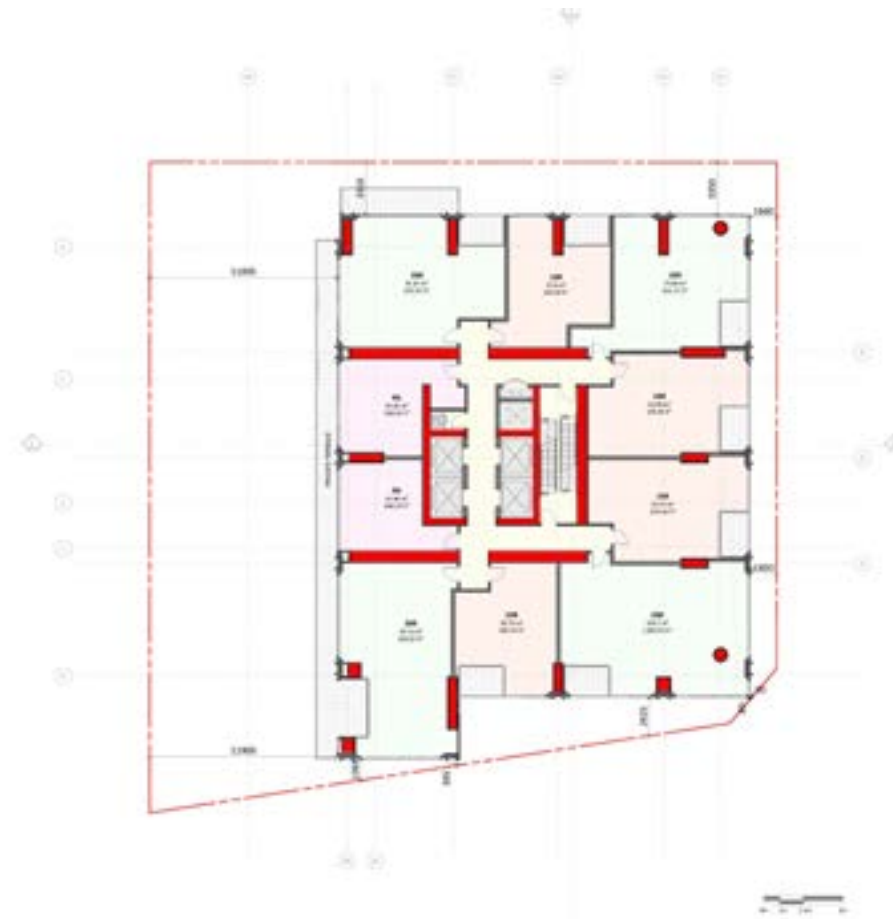
LEVELS 15 - 17

Proposed Development - Floor Plans

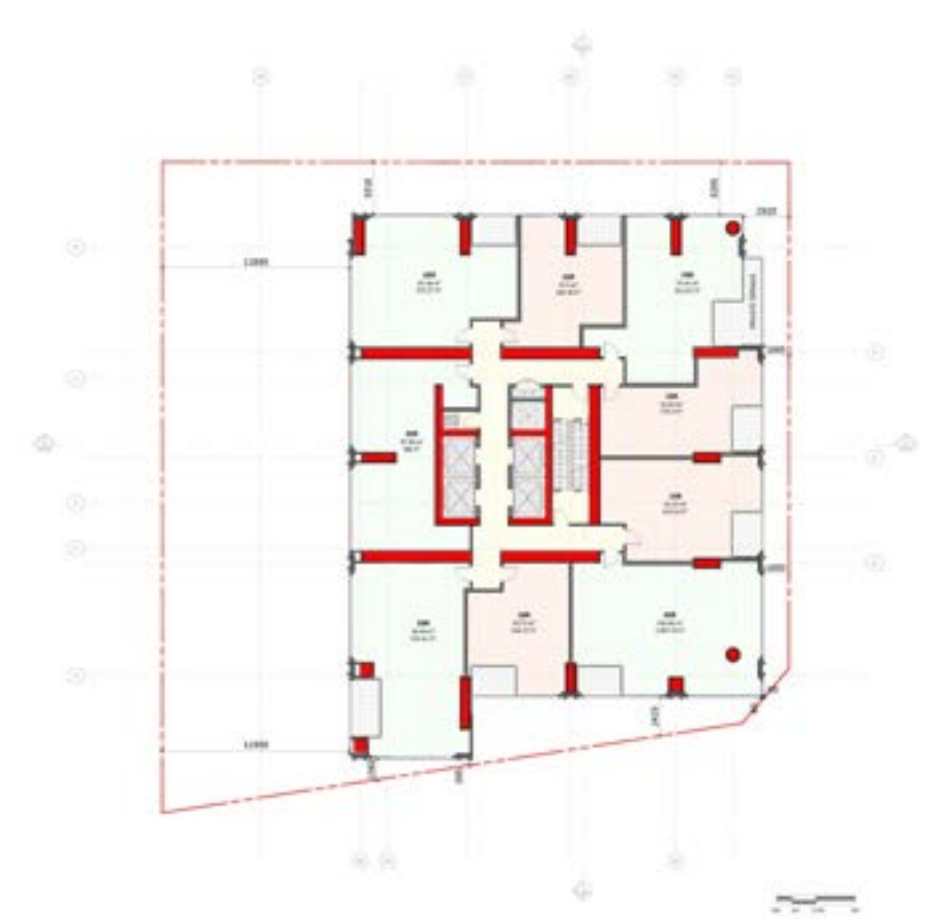
*Please refer to architectural package for detailed plans.



LEVELS 18 - 20



LEVELS 21 - 33



LEVELS 34 - 46

Proposed Development - Floor Plans

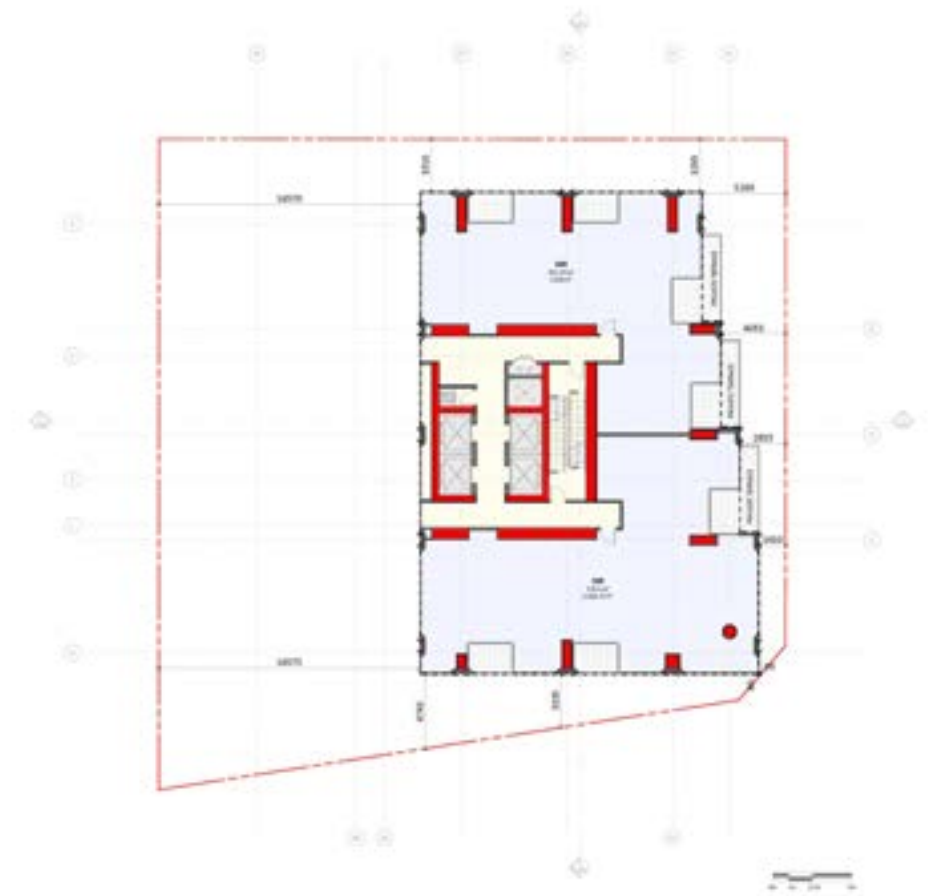
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LEVELS 47 - 56



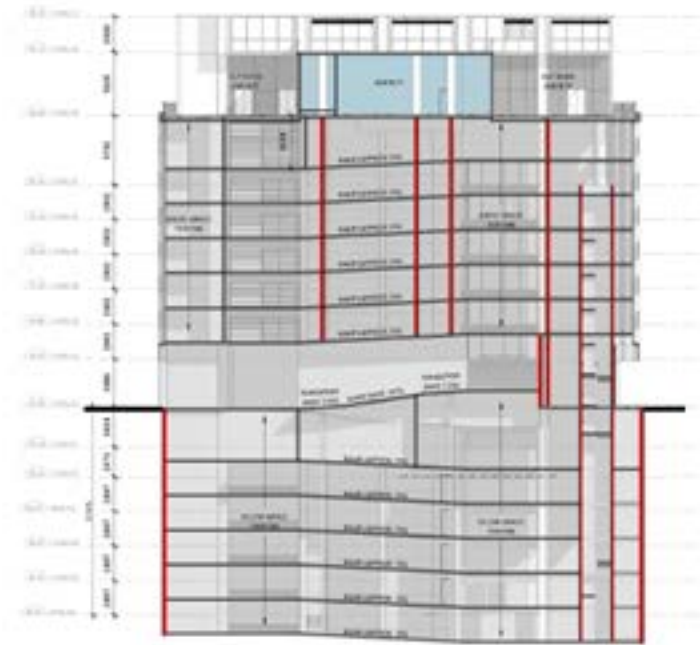
LEVELS 57 - 59



LEVEL 60

Proposed Development - Podium Sections

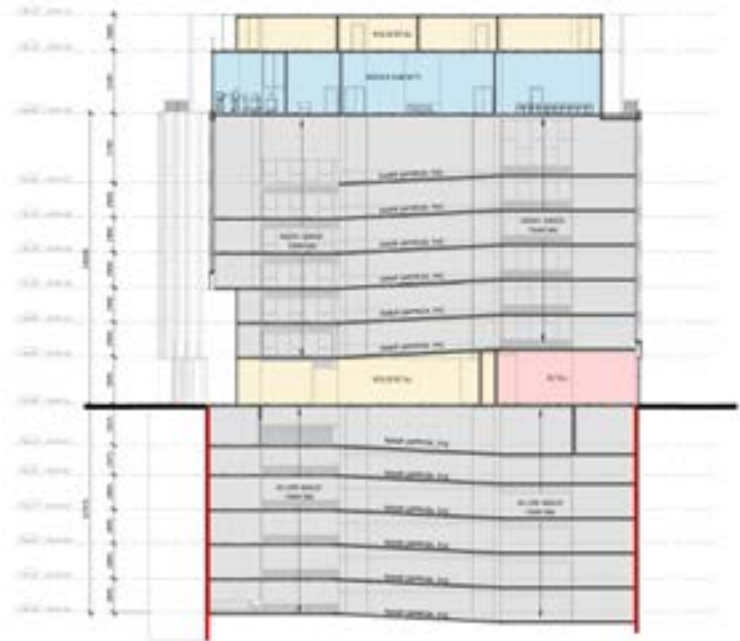
*Please refer to architectural package for detailed sections.



Section 1
1/8" = 1'-0"



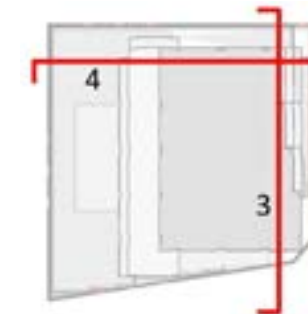
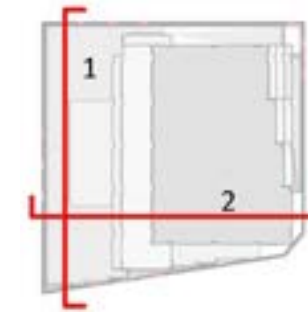
Section 2
1/8" = 1'-0"



Section 3
1/8" = 1'-0"

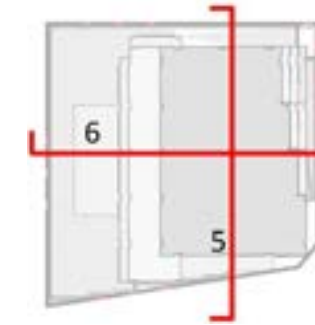
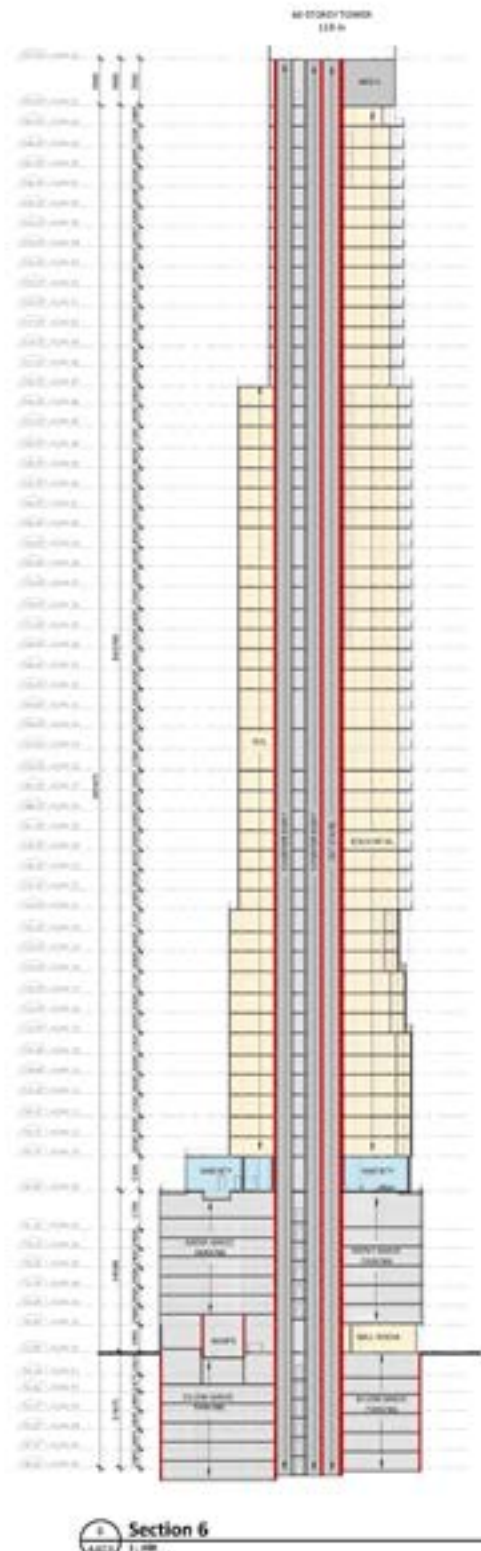
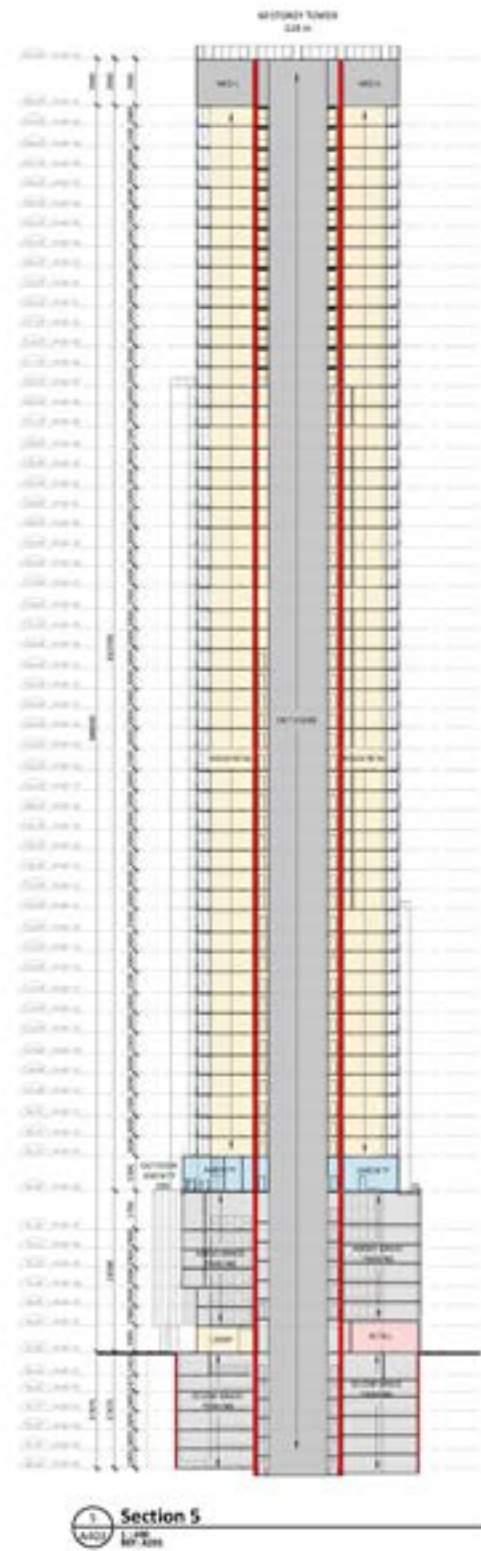


Section 4
1/8" = 1'-0"



Proposed Development - Overall Sections

*Please refer to architectural package for detailed sections.

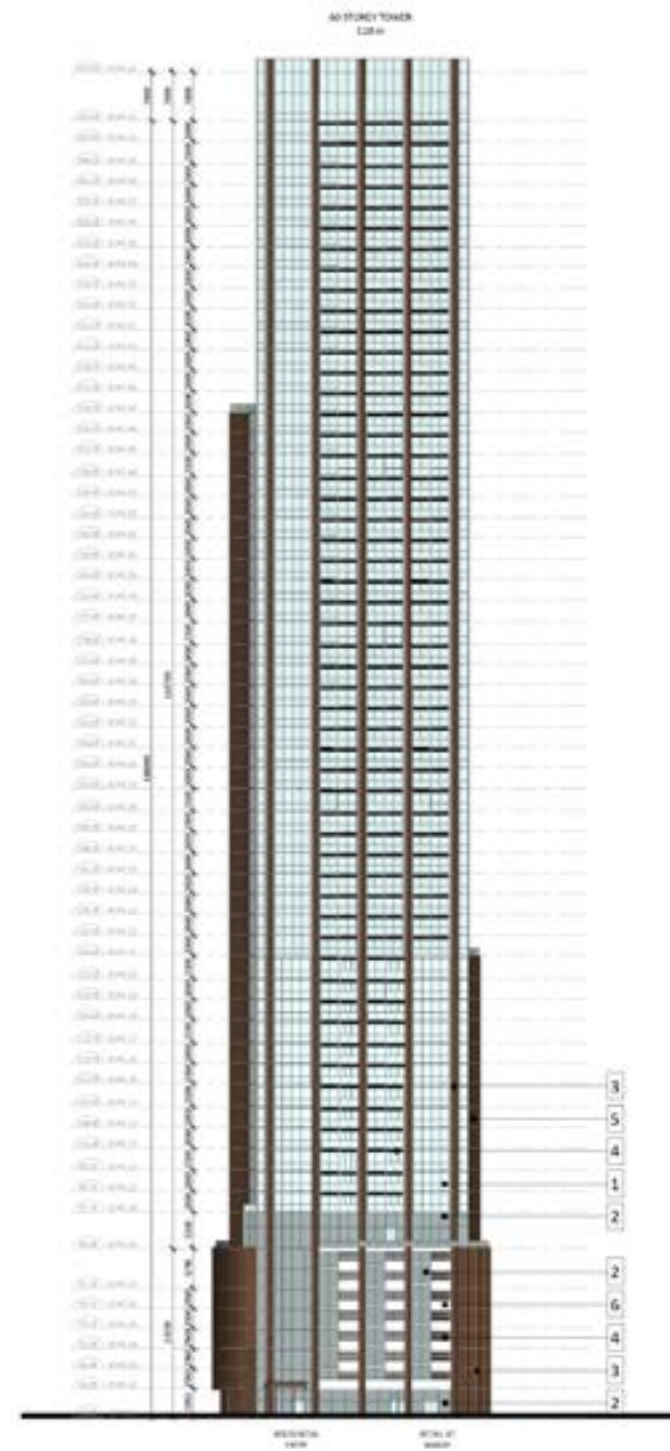


Proposed Development - Elevations

*Please refer to architectural package for detailed elevations.



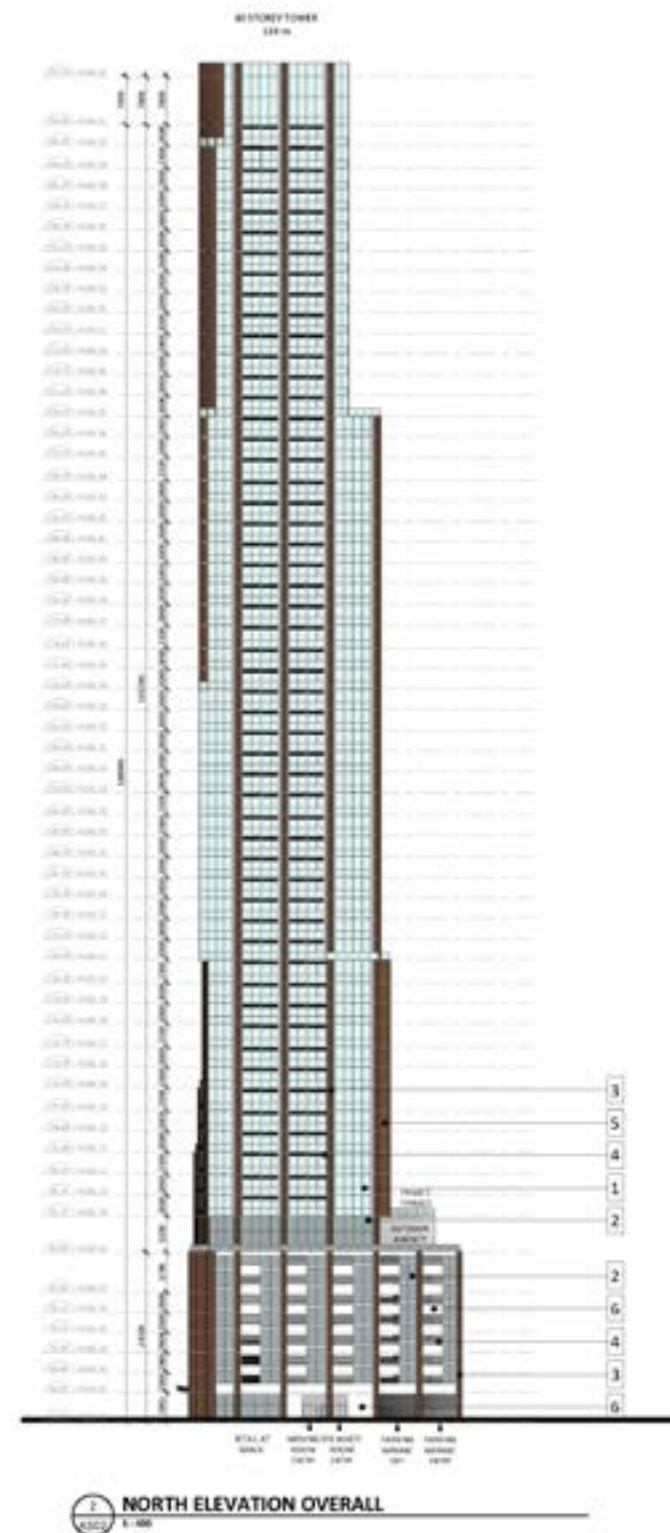
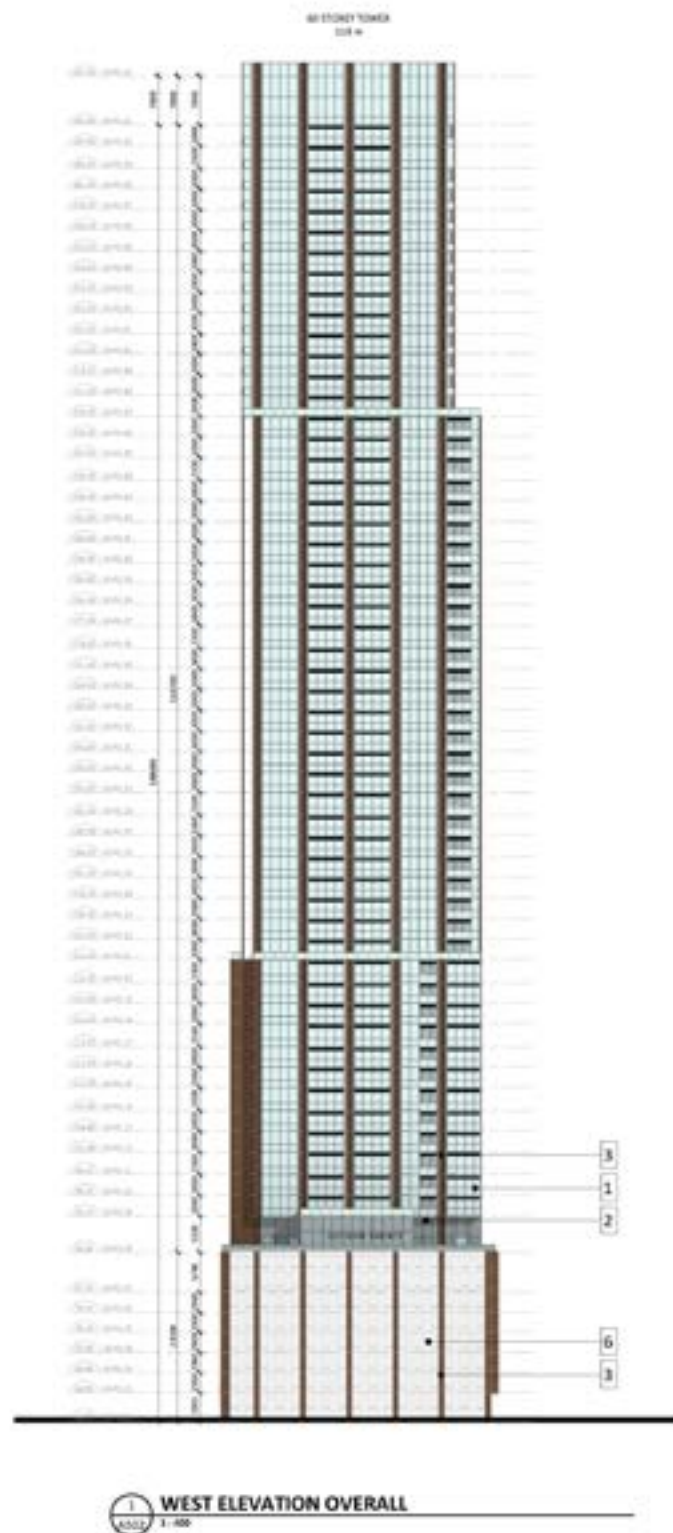
1 SOUTH ELEVATION OVERALL
1:100



1 EAST ELEVATION OVERALL
1:100

Proposed Development - Elevations

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Proposed Development - 3d Renders

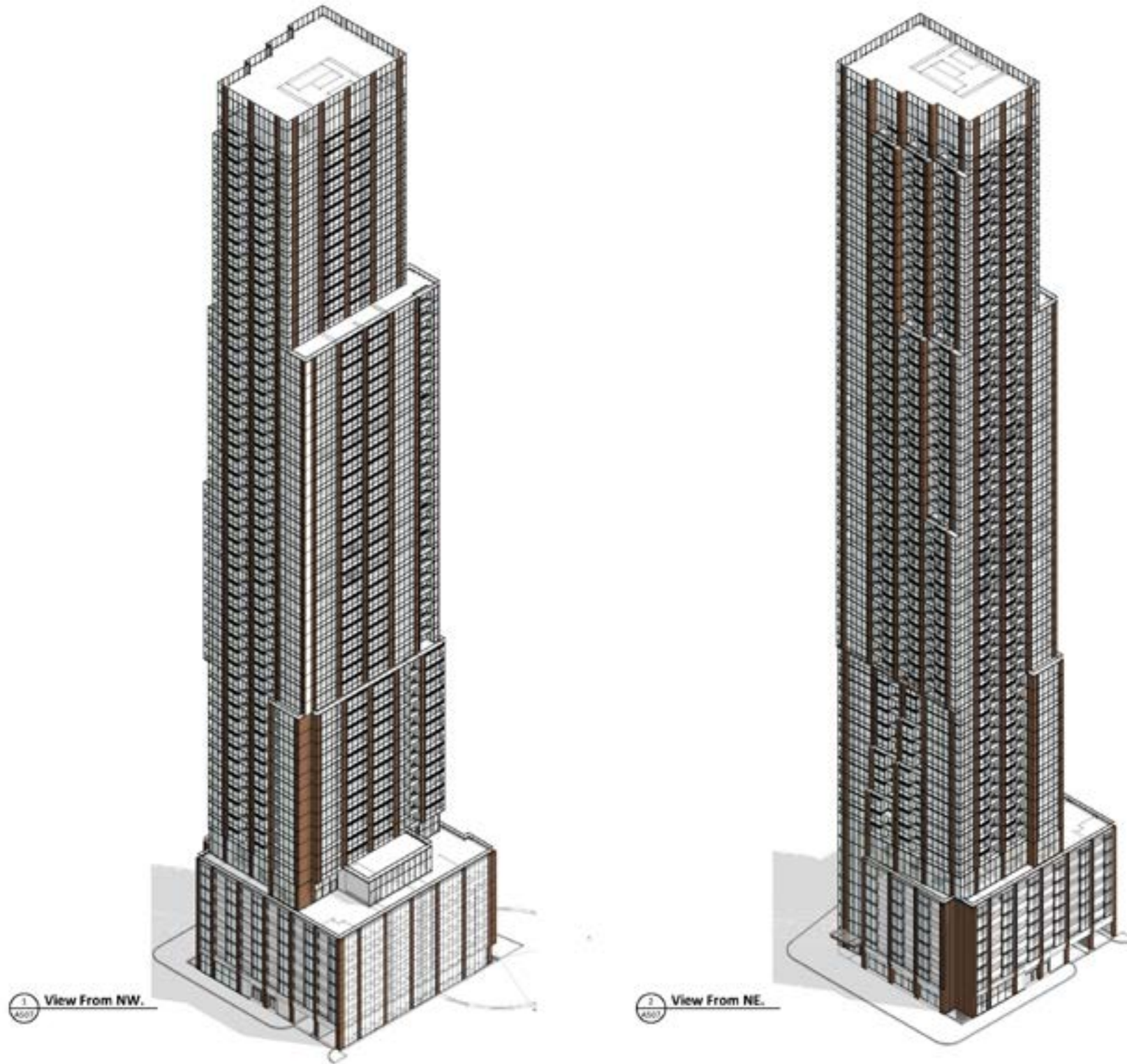


Proposed Development - 3d Renders



Proposed Development - 3d Renders

HARIRI PONTARINI
ARCHITECTS



Proposed Development - 3d Renders



Public Realm and Mobility Study

Pursuant to the Preston-Carling District Secondary Plan, a Public Realm and Mobility Study is required to support an Official Plan Amendment for development within the study area. The Secondary Plan outlines policies that address the public realm, while the Preston-Carling District Public Realm and Mobility Study (PCDPRMS) is a supporting document. Policies within the Secondary Plan related to parks, urban squares, and greenway corridors are to be implemented by the City, however, streetscape typology and enhancement policies provide direction for individual development projects as follows:

- / Carling Avenue will be a prominent, beautiful, and comfortable multi modal “grand street” with wide sidewalks and bicycle lanes/tracks separated from vehicular movements as well as large street trees adjacent to the sidewalk and in the median east of Preston Street (Policy 5.1.3.a);
- / Preston 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 (Policy 5.1.3.b); and,
- / Sidney Street and the dead-end streets west of Preston Street south of Beech Street should be designed as woonerfs with enhanced pedestrian amenities and greenery (Policy 5.1.3.e).

Along with the Public Realm and Mobility Study for the Preston-Carling District, the Secondary Plan identifies and outlines 16 strategies to guide improvements to pedestrian, cycling, transit amenities, parks and open spaces, and streetscapes within the public realm. The strategies of the PCDPRMS are grouped into key themes and outlined within the Secondary Plan, intended to complement Secondary Plan policies and to be used to guide the review of development applications through the detailed guidelines that have been developed for each strategy. These strategies are focused on three key themes:

- / Moving Around: This theme seeks to “improve accessibility, connectivity, and movement” throughout the Secondary Plan area and is intended to address all forms of movement and accommodate not only residents and businesses within the area, but also visitors.
- / Greening: Within the Secondary Plan area, this theme addresses the urban tree canopy in order to ensure the health and longevity of natural and landscaped areas.
- / Activating: Animating public spaces, fostering a lively and engaging public realm, and providing places for residents and visitors to partake in play and special events is addressed through this final theme.

Guidelines within the Preston-Carling Public Realm and Mobility Study are intended to complement the above key themes and strategies within the Secondary Plan, many of which will be implemented by the City. The following sections discuss each of the key themes, strategies and complementary guidelines, and how they apply to the public realm and mobility of the proposed development.

Public Realm and Mobility Study

Moving Around

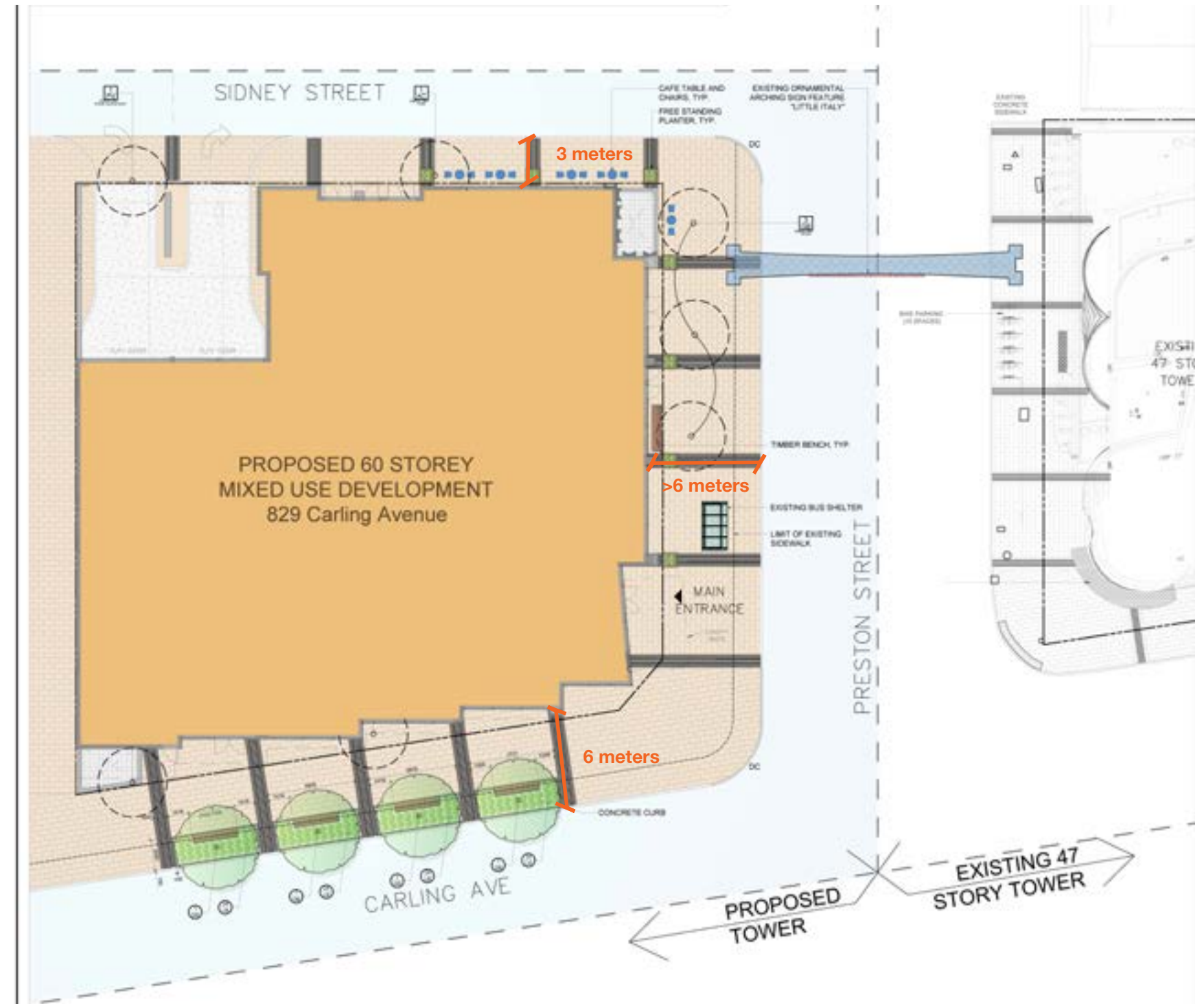
Walking

Pedestrians are to be prioritized within the Secondary Plan area. This is to be achieved by creating a connected network of accessible sidewalks and paths for access to amenities, including transit, schools, parks, community facilities and businesses. Within the Station Area, sidewalks are to be a minimum of 3 m wide with shared streets to be designed as 'woonerfs'.

Applicable guidelines related to walking and the proposed development include:

- / Provide minimum 6 m wide pedestrian focused area adjacent to new development on Carling Avenue and Preston Street (Guideline 1); and;
- / Provide a minimum 3 m wide sidewalk on both sides of Local Streets in the Transit Station Area (Guideline 2).

The proposed development supports this strategy by providing a new development that connects directly to the sidewalks along both Preston Street and Carling Avenue. Main entrances to the commercial and residential uses are at grade and are accessible. The proposed development applies guidelines related to minimum sidewalk widths along all frontages.



Public Realm and Mobility Study

Moving Around

Cycling

A Cycling Plan developed for the Preston-Carling District is to be implemented by the City and seeks to expand the cycling network in the District with the addition of shared lanes on key east-west streets, which includes bike lanes on Carling Avenue.

Applicable guidelines related to cycling and the proposed development include:

- / A dedicated bike lane is to be provided on Carling Avenue (Guideline 2); and,
- / Bike racks should be distributed across the District particularly at key locations including Carling Station and streets with shared lanes, as well as at new site developments in public and private locations (Guideline 4).

The proposed development supports this strategy by providing 230 bicycle parking spaces. The right-of-way along both Preston Street and Carling Avenue provides ample room for public bike racks to be installed by the City. As a site that has frontage along Carling Avenue, the proposed development has a direct connection to the existing shared bicycle lane and the future dedicated bicycle lane, as well as to the multi-use pathway (MUP).

Cycling infrastructure along Carling Avenue, including space within the right of way for dedicated bike lanes and bike racks on the sidewalk.



Public Realm and Mobility Study

Moving Around

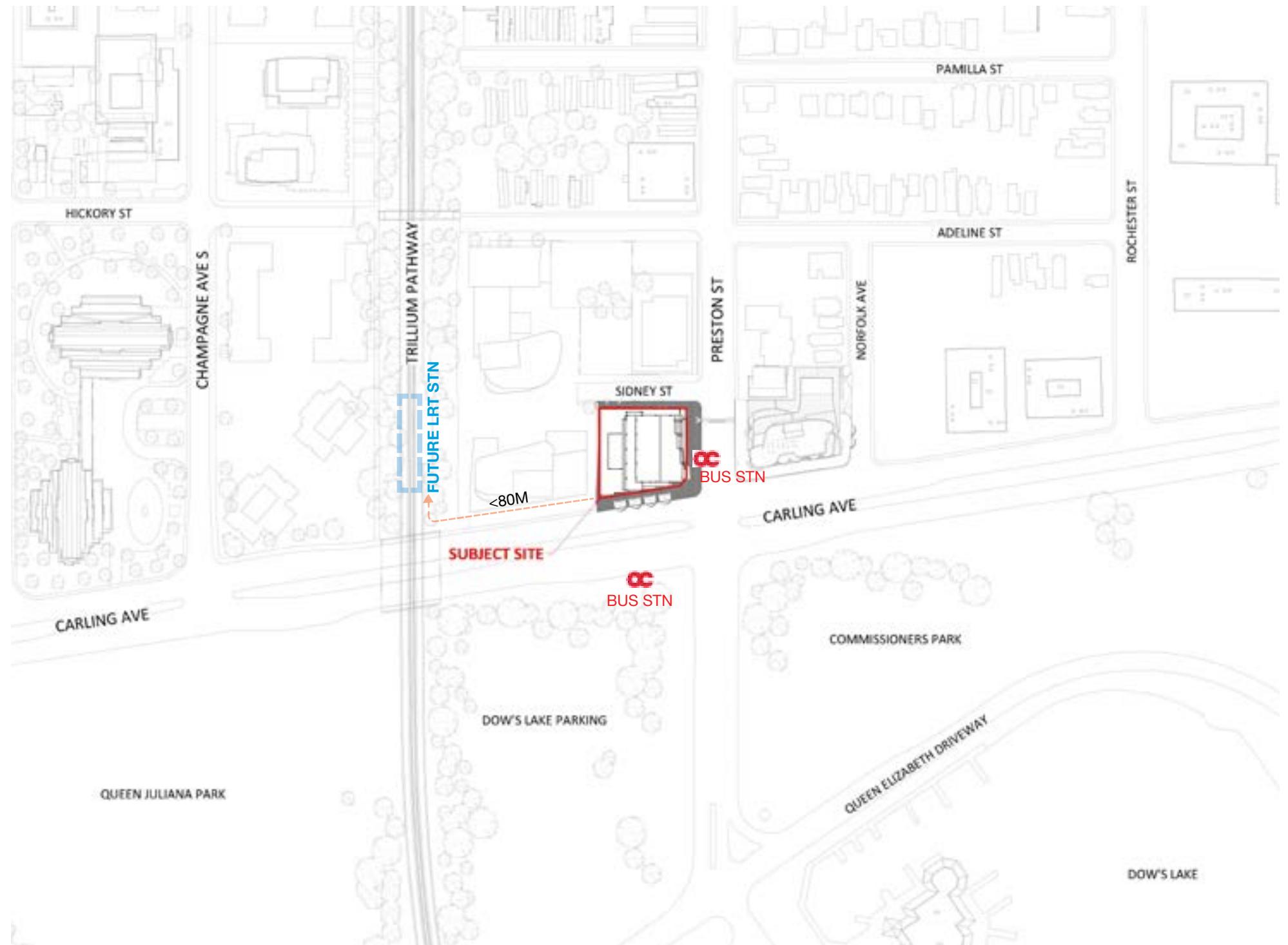
Transit

The transit strategy for the Secondary Plan is to enhance the area as an “important transit hub in the City’s transit network” while improving accessibility to transit.

Applicable guidelines related to transit and the proposed development include:

- / Adjacent new development sites should be designed with linkages to encourage pedestrians to walk through their sites to the transit station and to multi-use pathways (Guideline 4).

The proposed development is east of the future Dow’s Lake LRT station along the Trillium Line, which connects Bayview Station to Greenboro Station, with planned expansion to Limebank Road in Riverside South. As can be seen in the Figure on the right, Dow’s Lake station is 80m walking distance along an accessible connection via a pedestrian sidewalk and multi-use pathway. Furthermore, in close proximity to the subject site, including the Preston Street frontage, there are OC Transpo bus stops, which provide linkages to the greater transit network.



Public Realm and Mobility Study

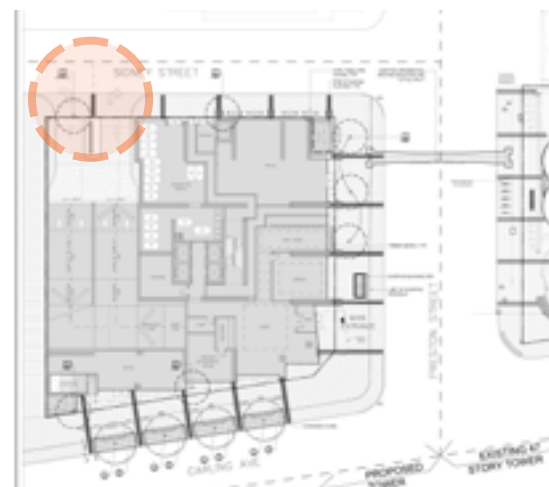
Moving Around

Driving

The Secondary Plan aims to reduce the long-term dependence on cars while carefully managing necessary vehicular traffic. This will ensure safety and efficiency for the existing road infrastructure while protecting the characteristics of the residential streets.

Applicable guidelines related to driving and the proposed development include:

- / Traffic generated by new development should be directed towards the area's arterial road network as efficiently as possible to minimize traffic impact on local streets (Guideline 1); and,
- / Owing to the importance of Preston Street and Carling Avenue as traffic and transit routes, individual direct site access to new developments should generally be to the adjacent side streets and not directly to the arterial roads (Guideline 2).



The proposed development includes parking for residents at a rate of 0.84/unit. The provision of vehicle parking spaces acknowledges that Ottawa has a large geographic area and, as such, most residents still require cars outside of their regular work schedule to access amenities outside of the Preston-Carling District.

To ensure compatibility of the provided parking with the goals of the Preston-Carling Public Realm and Mobility Study, vehicular access is provided from Sidney Street along the subject site's north frontage. As a local dead-end road, this will direct traffic into the site and off of the mainstreets, which will ensure the pedestrian realm is prioritized.

Vehicle access to and from the subject site is provided via Sidney Street



Public Realm and Mobility Study

Moving Around

Loading, Servicing and Emergency Services

In order to prioritize the pedestrian realm of the area, access to loading, servicing and emergency services is to be efficiently designed while also ensuring it is not compromised.

Applicable guidelines loading and services areas within the proposed development include:

- / Accommodate loading requirements on-site to the extent possible (Guideline 1).

As with the parking access, loading and servicing access for the proposed development will be from Sidney Street along the subject site's north frontage. As a local dead-end street, the traffic volume on Sidney Street is low, which serves to ensure that loading, servicing, and emergency services can safely and easily use this street to service the proposed development.



Vehicle access to and from the subject site is provided via Sidney Street



Public Realm and Mobility Study

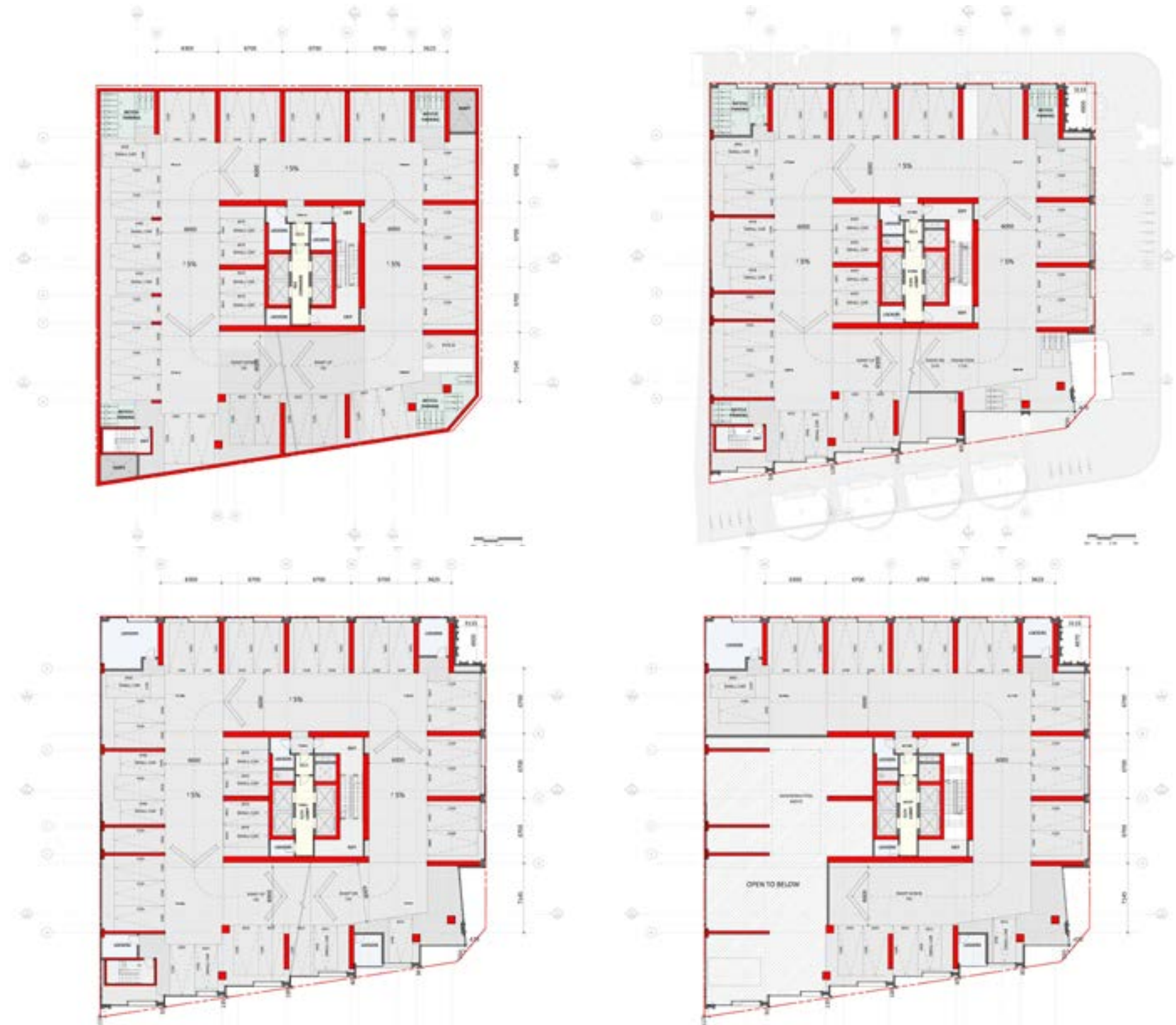
Moving Around

Parking

The Secondary Plan recognizes the importance of an adequate supply and availability of public parking, ensuring the viability and sustainability of the restaurant, retail, and commercial land uses. This is to be addressed by the City with the completion and implementation of a local area parking study.

Guidelines related to the parking strategy for the Preston-Carling Area would be implemented by the City, addressing on-street parking needs as they relate to public realm improvements and increased demand from intensification.

The proposed development provides 385 parking spaces within 13 levels of parking, where six levels are located underground and seven levels are provided above grade. The proposal provides adequate parking to support the residential, visitor, and retail uses on site, and is supportive of nearby transit, cycling and pedestrian infrastructure as means to access the site and area.



Public Realm and Mobility Study

Greening

The Secondary Plan addresses strategies for increasing the urban tree canopy throughout the Preston-Carling District to ensure the health and longevity of natural and landscaped areas.

Parks, Urban Squares and Courtyards

The Secondary Plan seeks to enhance the existing and future park space within the District and directs major redevelopment to provide urban squares and courtyards.

Guidelines related to Parks, Urban Squares and Courtyards are not applicable to the subject site, as these features are not provided as part of the redevelopment.

The proposed development does not include the provision of an urban square or courtyard as part of the redevelopment, as the limited size and contextual conditions of the property are not adequate in accommodating this type of space. However, the proposed development contains an enhanced public realm along all frontages, particularly along Preston Street and Carling Avenue, with improvements including new landscaping, paving, bike racks and active frontages, ensuring a high-quality public realm at an important intersection.

Provision of street tree canopy and plantings along Carling Avenue



Public Realm and Mobility Study

Greening

Street Trees

The Secondary Plan emphasizes the importance of providing street trees to ensure a sustainable urban forest for storm water management, shade and improving micro-climate conditions.

Applicable guidelines related to street trees provided as part of the proposed development include:

- / Plant trees with a minimum caliper of 100 mm, or 10mm DBH (Guideline 1);
- / Plant trees with a minimum of 15 cubic metres of soil per tree in a shared soil volume. Single trees require a minimum of 30 cubic metres soil volume. The soil volume can be shared with a minimum 1.2 metres planting depth and with a connected soil volume (Guideline 3); and,
- / Use a diverse selection of urban tolerant shrubs to complement street tree planting in open tree pits to create more interest in the landscape. A soil volume of 3-5 cubic metres is required per shrub. The soil volume can be shared with a minimum 1.2 metres planting depth and with a connected soil volume (Guideline 4).

The proposed development introduces new street trees along Carling Avenue as part of the Landscape Plan, contributing to an enhanced and high-quality public realm along this key frontage. Proposed new street trees meet the minimum caliper and soil density guidelines.

Open tree pits for urban tolerant shrubs complementing new street trees.



Public Realm and Mobility Study

Greening

Landscapes in Parks and Urban Squares and Courtyards

The Secondary Plan seeks to enhance the urban forest where a diversity of trees, shrubs and groundcovers will be planted in parks, urban squares and courtyards with the goal of achieving resilient landscapes, defined park areas, enhance trail connections and increased park safety.

The proposed development does not include the provision of an urban square or courtyard as part of the redevelopment, however street trees provided Carling Avenue enhance the public realm and connections abutting the property.

Ecological Corridors

The ecological function of the O-Train/future LRT corridor should be enhanced along in re-integrating the City's urban ecological fabric, reaching from the Ottawa River to Dows Lake.

Guidelines related to this theme provide direction related to landscaping, enhancement, and maintenance of the above noted corridor, however as the proposed development does not impact the ecological corridor, the guidelines are not applicable to this site.

Street trees and plantings within the public realm along Carling Avenue



Public Realm and Mobility Study

Activating

The Secondary Plan describes activating strategies which seek to foster a lively and engaging public realm to support community life, which includes animating public spaces, providing spaces for play and special events, and improving the pedestrian experience with amenities and public art.

Retail at the Edge

The Secondary Plan states that the economic health of the Preston-Carling District is supported by reinforcing the role of local businesses by improving the public realm, specifically along Preston Street and Carling Avenue.

Applicable guidelines related to retail and commercial space provided as part of the proposed development include:

- / Locate retail establishments and other active uses (including restaurants, cafes, shops and services) on the ground floor of buildings to further animate the street and public open spaces onto which the building faces (Guideline 1);
- / Buildings should be architecturally interesting and inviting. Clear windows and doors for retail establishments will create a transparent interface between the building and the public realm and will help to create an engaging street wall and a welcoming atmosphere (Guideline 3); and,
- / Provide an opportunity for restaurants and cafes to introduce seasonal seating in the market zone of the pedestrian focused area. Consider temporary seating and sidewalk extensions into flexible-use parking bays to provide a wider sidewalk during summer months (Guideline 4).

The proposed development provides 259.37 square metres of at-grade retail space both along Preston Street and Carling Avenue. An expanded and enhanced public realm along both frontages animates the streets and frontages of these commercial uses. The proposed development includes architectural features, including high glazing, transparent doors, and a greater floor-to-ceiling height at-grade to create an engaging streetwall and increase architectural interest. The expanded public realm provides at-grade opportunities to introduce seasonal seating and flexible space during summer months.

Retail, restaurant and commercial space will be located at grade, with opportunities to accommodate seating and flexible space within the public realm. View looking south west to site from Preston Street and Sidney Street.



Public Realm and Mobility Study

Activating

Events

The Secondary Plan recognizes the important role of the public realm in ensuring continued success of events and local community celebrations within the District, which results in closure of Preston Street from time to time to accommodate and encourage important public festivals, traditions and events.

Applicable guidelines related to events include:

- / Provide an inviting tree-lined promenade to connect Preston Street at Carling Avenue to the Dows Lake activities and to foster synergies between the two cultural areas (Guideline 4).

The proposed development provides an enhanced and spacious public realm along Preston Street. By providing this additional space, the public realm abutting the proposed development can accommodate people attending these events, in turn contributing to the ongoing success of public celebrations and economic benefit of commercial spaces within and near to the subject site.

The public realm and right of way along Preston Street will accommodate events and festivals, where the tree lined promenade connects Preston Street and Carling Avenue.



Public Realm and Mobility Study

Activating

Public Art

The creation of new public artwork is supported by the Secondary Plan to further contribute to the vibrancy of the public realm, mark places of importance, and beautify streetscapes, parks and open spaces.

Applicable guidelines related to the provision of public art include:

- / Public Art should be a priority and should be sought out in concert with the development of new buildings and public works projects in the Preston-Carling District. This can be implemented through Section 37 negotiations with developers (Guideline 1);
- / Public Art can be located on both public and private land, but it must be visually and physically accessible to the public on both (Guideline 3); and,
- / Public Art should be distributed equitably throughout the Preston-Carling District. Key, high-traffic locations are a priority for Public Art (Guideline 4).

While the proposed development does not include public art as part of the development plan at this time, opportunity exists for the provision of public art during later stages. Public art may be provided as part of Section 37 negotiations upon the request of the City. The proposed development is located in a high traffic location and provides many public and private spaces where public art could be provided to contribute to the vibrancy of the public realm and streetscape.

Potential venue for public artwork exposure.



Public Realm and Mobility Study

Activating

Furnishings

The Secondary Plan seeks to enhance streetscapes, parks, and open spaces by integrating street furniture into the public realm, complementing the existing features while aligning with the vision for the future of the neighbourhood.

Applicable guidelines related to the provision of street furnishings include:

- / New street furnishings should be introduced to the Preston-Carling District where required, including backed benches, garbage receptacles, light standards and bicycle parking facilities (Guideline 1);
- / All street furnishings should be accessible and located in visible, well-lit locations. Benches should face streets and/or parks and open spaces (Guideline 2); and,
- / Bicycle parking facilities should be located in convenient locations for commuters, such as adjacent to building entrances (Guideline 3).

The proposed development will include enhanced lighting along all frontages. The abutting public realm is designed in a manner which can easily accommodate new street furnishings, including benches, seating for commercial space, and garbage receptacles, contributing to the streetscape of the area.

Furnishings, including benches, light standards and bike racks are provided along all frontages.



**Policy and Regulatory Framework
Planning Rationale**

Policy And Regulatory Framework

Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 (PPS) lays out the high-level planning policies for land use planning in Ontario. The PPS is issued under Section 3 of the Planning Act and requires that all planning matters are consistent with the PPS, including decisions made by municipalities. Generally, the PPS gives direction on key land use planning issues, including efficient use and management of land and infrastructure; provisions of sufficient housing, including affordable housing; protection of the environment and resources; opportunities for economic development; appropriate infrastructure for current and future needs; and protection of people, property and community resources from natural or human-made hazards. Specific policies that support the development and intensification of the subject site include:

1.1.1: Healthy, liveable and safe communities are sustained by:

- a) Promoting efficient development and land use patterns;
- b) Accommodating an appropriate affordable and market-based range and mix of residential types, including multi-unit housing;
- e) Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

1.1.3.2: Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) Efficiently use land and resources;
- e) Support active transportation
- f) Are transit-supportive, where transit is planned, exists or may be developed

1.1.3.3: Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated, taking into account existing building stock or areas, including brownfield sites [...];

1.4.3: Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs or current and future residents of the regional market area by:

- b) Permitting and facilitating:
 - / All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
 - / All types of residential intensification, including second additional residential units, and redevelopment;
- e) Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

1.7.1: Long-term economic prosperity should be supported by:

- b) Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce.

1.8.1: Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns, which:

- c) Encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

The proposed development is consistent with the Provincial Policy Statement, 2020 by ensuring that transit-supported intensification in the area maintains the social, health, economic and well-being requirements of current and future residents. As a site located in a Mixed Use Centre and within proximity of a Light Rail Transit station, and the planned Bus Rapid Transit System, the redevelopment of an underutilized property advances the provincial goals of healthy, liveable and safe communities that efficiently use infrastructure, improve the range and mix of housing types, and support transit use. The site also benefits from being in a central area, in proximity to employment uses that will further support this type of high-density development in the area, supporting the long-term economic prosperity of the area.

The City of Ottawa Official Plan provides the policy framework for strategic growth and development of the city. The City plans to meet Ottawa's growth and development by managing it in ways that support liveable communities and healthy environments. Objectives and policies direct the creation of 'complete' communities where residents can live, work and play.

Managing Growth

Section 2.2 of the Official Plan addresses how growth is to be managed within Ottawa. Approximately 90 percent of growth will be accommodated within the urban boundary, through intensification and infill, as well as new development on vacant land in designated growth areas. Directing growth to the urban area allows for development that makes use of existing infrastructure while protecting and retaining agricultural, environmental, and resource lands.

The policies in Section 2.2.2 deal specifically with the management of intensification within the urban area. Residential intensification is defined as "the development of a property, building or area that results in a net increase in residential units or accommodation". It is recognized that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit and other infrastructure, and can be provided through redevelopment, the development of vacant or underutilized lots, infill development, and conversions. Mixed Use Centres are identified as a target area for intensification (Policy 3). Per Policy 5, the Bayview-Preston Mixed Use Centre has a minimum density target of 200 people and jobs per hectare.

Policy 10 recognizes that intensification may occur in a variety of built forms, from low-rise to high-rise, provided urban design and compatibility objectives are met. Denser development should be located in areas that support the rapid transit and transit priority networks and in areas with a mix of uses. Policy 11 further specifies that the distribution of appropriate building heights will be determined by:

- a) The location in a Target Area for Intensification or by proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights being located closest to the station or corridor; and
- b) The design and compatibility of the development with the surrounding existing context and planned function, with buildings clustered with other buildings of similar height.

The land use designation for a site will generally establish building heights, however, secondary plans may specify greater or lesser heights where the height is consistent with the strategic directions for the City's growth as detailed in Section 2 of the Official Plan (Policy 14). For high-rise buildings, adequate separation must be considered and provided from other existing or potential future high-rise development (Policy 16). Pursuant to Policy 17, for Official Plan Amendments to permit heights greater than permitted by the land use designation or applicable secondary plan, the development must demonstrate that it meets the following criteria:

- / The impacts on the surrounding area have been assessed comprehensively;
- / The direction in Policy 10 is met;
- / The requirements of Section 2.5.6 where the proposal involves a High-rise; and
- / An identified community amenity is provided.

Policies 15, 16, and 17 establish the framework for the approval of high-rise 31+ buildings within the urban boundary. The policies stipulate that they will only be permitted where they are identified in a secondary plan that addresses the requirements of Section 2.5.6, or permitted by an amendment to an existing secondary plan. The location of the buildings must also provide an adequate separation distance from other existing and potential future High-Rise buildings. The Official Plan also requires that the building are:

- / located generally within 400 metres walking distance of a Rapid Transit Station identified on Schedule D to maximize transit use; and
- / separated from planned low-rise residential areas by a suitable transition as required by Section 4.11 Policies 11 and 12.

Separation distances between buildings are to be considered when considering sites for development of High-Rise buildings. For Official Plan amendments to increase building heights in a secondary plan, the proponent must demonstrate that the following criteria are met:

- a) the impacts on the surrounding area (e.g. the community design plan study area) have been assessed comprehensively;
- b) the direction in policy 10 above is met;
- c) the requirements of Section 2.5.6 where the proposal involves a High-Rise or High-Rise 31+ building;
- d) an identified community amenity is provided.

The proposed development is located within approximately 80 metres walking distance of Dow's Lake Station and is adjacent to the planned Carling Avenue Bus Rapid Transit route. The proposed development is compatible with surrounding development in terms of size and scale and is appropriate as further discussed herein. The proposed development is in keeping with the policy directions of the Secondary Plan, which permits heights greater than 31 storeys in this location, and Land Use designation, which supports high densities and mixed-use development to support rapid transit. Finally, the proposed development achieves the City's target intensification rate for the Bayview-Preston Mixed Use Centre, which will support the various community amenities such as offices, retail, and institutional uses, while supplementing the housing stock in the area.

Policy And Regulatory Framework

Official Plan

Land Use Designation

The subject property is designated as “Mixed Use Centre” in the City of Ottawa Official Plan. Mixed Use Centres occupy strategic locations on the Rapid Transit network and act as central nodes of activity within their surrounding communities and the city as a whole. These centres are a critical element in the City’s growth management strategy, being areas with potential to achieve high densities and compact and mixed-use development oriented to rapid transit.

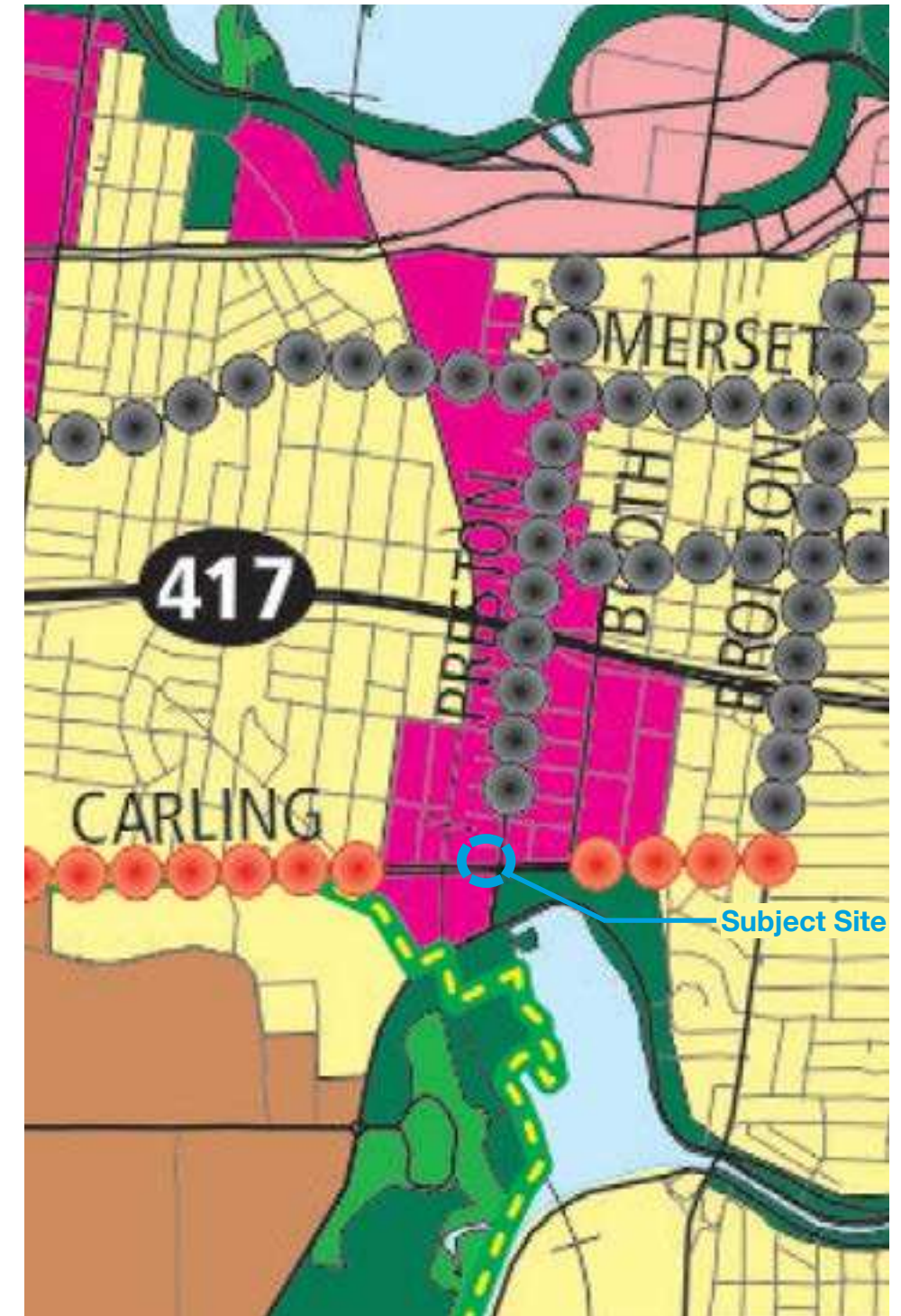
Pursuant to Section 3.6.2 of the Official Plan, the Mixed Use Centre designation applies to lands that have been strategically located along the transportation system and that are accessible by transit, walking, cycling and automobile. Mixed Use Centres are centered on rapid-transit stations and contain one or more arterial roads with all-day, frequent transit service. They offer substantial opportunities for new development or redevelopment and represent a key element of the Official Plan’s strategy to accommodate and direct growth in the city.

Policy 1 sets out the criteria that all Mixed Use Centres meet, including that most of the centre is within 800 m walking distance of one or more rapid transit stations, and that there is opportunity to achieve high densities of jobs and housing through intensification and redevelopment of older sites and development of vacant land. A range of building heights are permitted within a

built form that achieves appropriate transition to the periphery of Mixed Use Centres where they abut established low- or mid-rise areas (Policy 4). A broad variety of uses are permitted, including high- and medium-density residential (Policy 5). All development in a Mixed Use Centre is to be evaluated in the context of the Official Plan’s urban design policies and criteria, and, where possible, will contribute to a range of housing options in the area (Policy 9).

The proposed development implements and conforms to the policy directions set out in the Mixed Use Centre designation. The subject site is within 400 m of transit and represents a significant opportunity for redevelopment of an underutilized property. As a high-density residential use, the development will promote the use of transit and increase housing options. The proposed development has been designed in a manner that will further support increased pedestrian and cycling infrastructure in the area, as noted in the public realm and mobility study.

The additional heights in the area are supported by the Mixed Use Centre policies and further supported by the Secondary Plan. While an Official Plan Amendment is required to permit the proposed development, it is our professional opinion that it meets the intent of the Mixed Use Centre designation and will complement the existing and planned area while providing a transit-supportive use within the urban area.



Urban Design and Compatibility

With respect to urban design and compatibility of development, Section 2.5.1 of the Official Plan provides objectives and policies for achieving compatibility between form and function when introducing new development into existing areas, whereas Section 4.11 provides specific criteria that must be evaluated during the development review process.

Section 2.5.1 recognizes that good urban design can be achieved through development that, although not necessarily the same as or similar to existing buildings in the vicinity, functions without causing undue adverse impact on surrounding properties; it “fits well” within its physical context and “works well” among those functions that surround it. The Official Plan provides guidance on measures that will mitigate differences between existing and proposed development and help achieve compatibility of form and function.

The following Design Objectives are intended to influence Ottawa’s built environment as it grows and are applicable to the subject site and proposed development. The proposed development responds to the design objectives as follows:

1. To enhance the sense of community by creating and maintaining places with their own identity. The proposed development is located at a key intersection within the Preston-Carling District. With the redevelopment of the subject site, in proximity to the transit station and in conjunction with the Claridge Icon at 505 Preston Street, the proposed development will create a true gateway into the District and will serve as a focal point for residents and visitors.

- 2. To define quality public and private spaces through development.** The proposed development will introduce a strong street edge along all frontages. The development’s ground-floor treatment will reinforce the public realm and further create quality private and public spaces through landscaping, and at a gateway location in the city.
- 3. To create places that are safe, accessible and are easy to go to, and move through.** Ample landscaping and pedestrian environment will be provided at the ground-level, reinforcing this key intersection. The development will further improve the space in proximity to the transit station, creating a well-connected destination.
- 4. To ensure that new development respects the character of existing area.** The proposed development acknowledges and respects the different character that exists between the site and its surroundings. Its location within a planned high-rise area and within close proximity to a transit station locates the highest density closest to Dow’s Lake Station. Furthermore, its location in proximity to the Claridge Icon across Preston Street further reinforces the area as a high-rise node around Dow’s Lake LRT Station.
- 5. To consider adaptability and diversity by introducing new residential land uses in a compact built form that contributes to the range of housing choices and transportation options in the area.** The proposed development will introduce 459 new residential dwelling units into the Preston-Carling District within a range of unit sizes and types. As a site within walking distance of existing Light Rail Transit (Dow’s Lake Station), planned Bus Rapid Transit, as well as local bus routes and cycling routes, residents will have a range of transportation options to choose from.

In conjunction with the identification of Design Objectives for new development, the City has identified specific lands as being within ‘Design Priority Areas’ (Policy 2). These DPAs include Downtown Precincts, Traditional and Arterial Mainstreets, Mixed Use Centres, Village core areas, community core areas as identified, and other areas identified from time-to-time. Development within DPAs is required to participate in an enhanced review by the Ottawa Urban Design Review Panel (UDRP) to understand how the proposed development will contribute to the Design Objectives and achieve good urban design (Policy 4).

Similar to Section 2.5.1 of the Official Plan, Section 4.11 outlines a set of criteria that can be used to objectively measure the compatibility of a development proposal. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, and amenity space, among others, are key factors for assessing the relationship between new and existing development. The following table provides an analysis of how the proposed development meets the applicable policies of Section 4.11.

Policy And Regulatory Framework Official Plan

	Policy	Proposed Development
1.	A design brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development.	This Planning Rationale and its contents serve as the Design Brief for the development applications associated with the proposed development.
Building Design		
5.	Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of: / Setbacks, heights and transition; / Façade and roofline articulation; / Colours and materials; / Architectural elements including windows, doors and projections; / On site grading; and / Elements and details that reference common characteristics of the area.	The design of the building will achieve compatibility through high-quality design of the 60-storey tower. The height of the tower, along with the massing, is compatible with the surrounding high-rise uses in the area and directs the tallest building in proximity to the transit station. The materiality and colour of the proposed development have been chosen to complement the surrounding area and to create an interesting and high-quality landmark design. The use of glass and vertical articulations create visual interest in the tower, whereas the awnings and fenestration at-grade create an attractive pedestrian environment.
6.	Orient the principle façade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.	Entrances to the at-grade commercial uses are oriented toward the public street and use architectural elements to complement the character of both Preston Street and Carling Avenue. The vehicular entrances and garbage enclosure have been located on Sidney Street to avoid any unnecessary road cuts on the more traveled rights of way.
8.	All servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible.	Servicing, loading areas, and mechanical equipment are located internal to the site and away from the public realm. The entrance for these services has been located on Sidney Street, away from higher-traffic areas such as Preston Street and Carling Avenue.
9.	Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.	The mechanical penthouse and amenity spaces have been incorporated into the building design.
Massing and Scale		
10.	Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan.	The proposed development provides an opportunity for appropriate intensification in close proximity to an existing LRT station, further animating the area with activity-generating land uses. The proposed development provides a point tower massing with a podium to enhance the pedestrian realm. The building has been designed in a manner that respects the current and planned patterns of setbacks and at-grade experience.

	Policy	Proposed Development
11.	The Shadow Analysis and/or Wind Analysis will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas.	The shadow analysis demonstrates that shadows will be move quickly through the neighbourhood, as is expected in an urban context
12.	Transition refers to the integration of buildings that have greater height or massing than their surroundings. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.	The proposed development features a podium-and-tower form where the tower portion has been designed to feature articulation to add visual interest and break up the massing. As this building will be 60 storeys and considered a 'landmark building', the high-quality architecture will feature ample variations and design features to reduce the impacts of its height.
13.	Building height and massing transitions will be accomplished through a variety of means, including: / Incremental changes in building height; / Massing; / Building setbacks and step-backs.	Transition is provided via incremental building setbacks and change in materiality along the frontage to delineate the change of the mid-rise portion of the building (e.g., 8-storey podium) to the high-rise portion of the tower. Additional ornamental features and architectural elements also help to break up this mass.
High Rise Buildings		
14.	High-Rise Buildings are a form of high-density development that can contribute to intensification, housing and employment opportunities and provide new view, skyline and landmark possibilities. High-rise buildings should be designed to achieve the objectives of this Plan and avoid or reduce impacts or disruptions associated with: / pedestrian comfort, safety and usability resulting from changes to wind and shadow patterns in outdoor amenities and adjacent public and private spaces surrounding the building; / public views, including view planes and view-sheds, proximity to heritage districts or buildings, / reduced privacy for existing building occupants on the same lot or on adjacent lots,	This development has been designed in a manner to reduce disruptions associated with pedestrian comfort, views, public views and privacy. Additional studies have been provided which note that there are no adverse undue impacts of the development on adjacent buildings, or from wind and shadowing.
15.	High-rise buildings, which consist of three integrated parts, a base, a middle and a top, can achieve many of the urban design objectives and address impacts as follows: / Base should respect the scale, proportion, and character of surrounding buildings, adjacent streets, parks, etc. / Tower should stepback from the base where possible with, generally, a separation of 23m / Floor plates may vary depending on the uses and context.	The eight-storey podium respects the scale and planned character of the Traditional and Arterial Mainstreets along the site. The transition to the tower form provides the higher densities and heights that support transit. Above the ninth storey, the building is stepped back and uses more glass to provide built form and visual transition. The building steps back at the 9 th storey, the 18 th storey, the 20 th storey, the 34 th storey. Above the 47 th storey, the building is further stepped back to achieve a more slender floorplate. The use of frosted glass to shield the parking structure has been chosen to maintain the light materiality, while offering some screening of the cars.

Policy And Regulatory Framework

Official Plan

	Policy	Proposed Development
19.	Demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s).	Balconies in the development are sensitively located to mitigate issues of overlook and privacy. Amenity areas for residents are being provided in the form of balconies and terraced amenity spaces.
20.	Include well-designed, usable amenity areas for the residents, which may include balconies or terraces, rooftop patios, and communal outdoor at-grade spaces.	Amenity spaces consist of several terraces throughout the building, private balconies and terraces, as well as a public amenity storey on the 8 th floor consisting of fitness studios, a gym, pool, theatre, party room and related uses.
22.	The portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features.	The proposed development is located in a Design Priority area. The proposal has been designed to meet high design standards, including building materials, continuous building lines, articulation, and fenestration, while helping to define and improve this key location.
23.	The portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements.	As part of the development, the public realm will be enhanced along all frontages. A separate public realm and mobility study has been included which outlines the site design of the public realm for this development.
24.	The massing and scale of development will define and enclose public and private spaces using buildings, structures and landscaping; and relate to the scale and importance of the space they define.	Sidewalks and landscaping elements are provided adjacent to the building. The massing and scale of the proposed development is designed to define and enclose public and private spaces along all street frontages, while creating a positive pedestrian-level experience.

Policy And Regulatory Framework

Preston-Carling District Secondary Plan

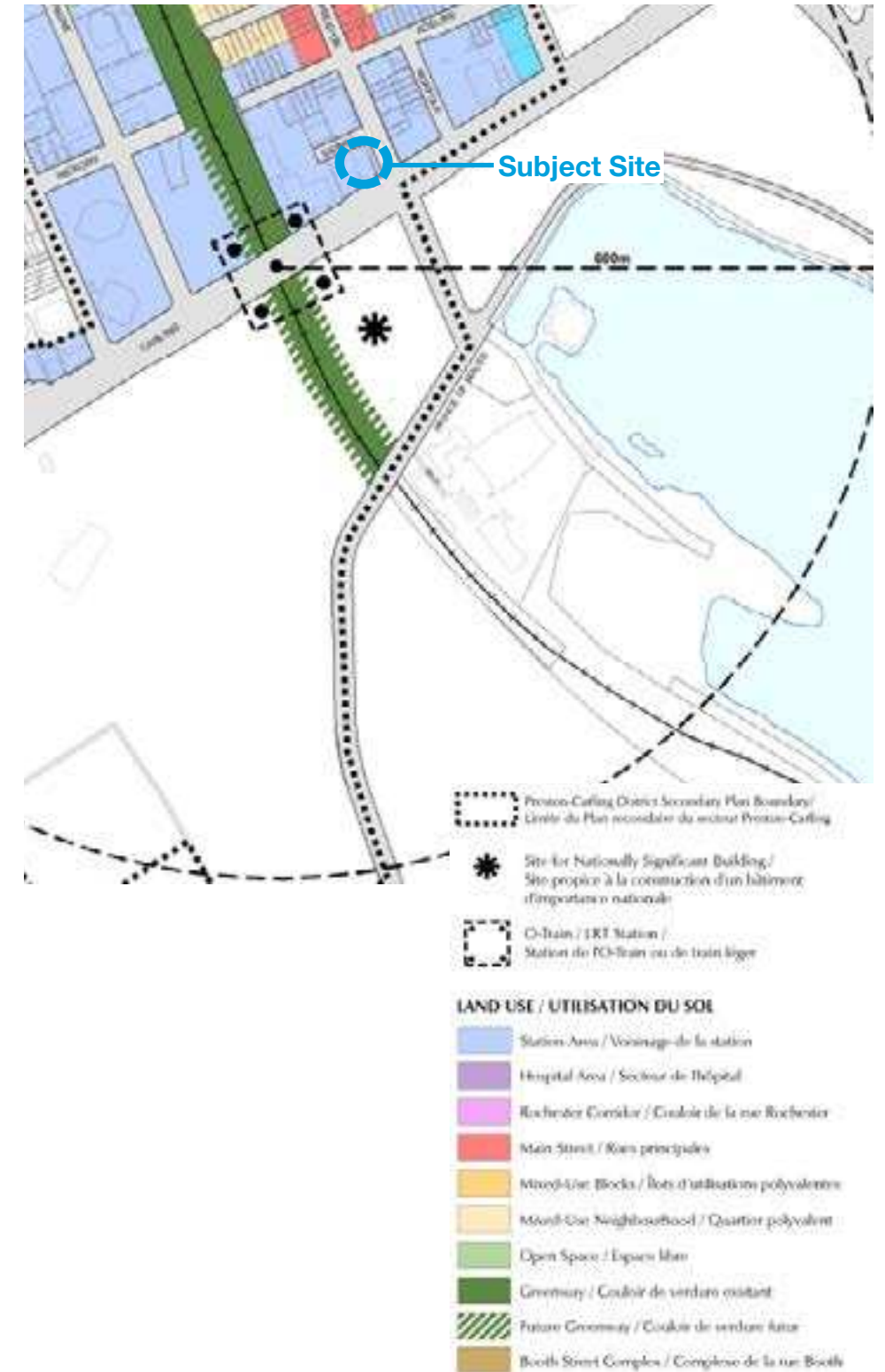
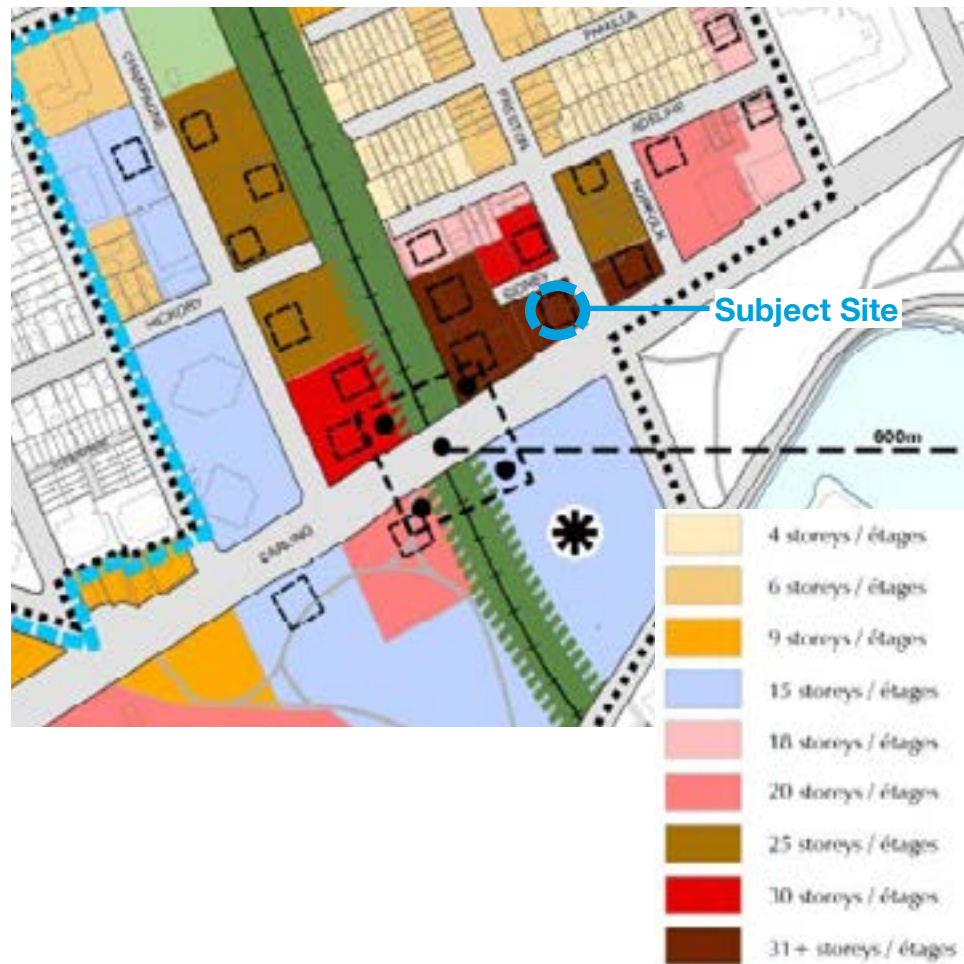
The Preston-Carling District is generally defined as the area bounded on the north by Highway 417, east by Rochester Street, south by Carling Avenue, and west by Bayswater Avenue. The purpose of the Preston-Carling District Secondary Plan is to “provide a more detailed area-based policy direction to guide both public and the private development, including public realm investment, within the Preston-Carling District over the next 20 years”. As per the Secondary Plan, the area is envisioned to be a mixed use downtown community comprised of a number of integrated land use character areas conveniently connected by a network of streets, pathways, bridges, parks, squares and other open spaces.

Station Area

The subject property is located within the ‘Station Area’ of the Secondary Plan planning area. This area is centered around the Dow’s Lake LRT station and permits a wide range of transit-supportive uses, including the tallest buildings in the area. Per the Secondary Plan, ‘exceptional architectural design’ will be required for all buildings to ensure the highest streetscape quality.

The policies of ‘Area east of the O-Train/Future LRT’ contemplate that high-rise mixed-use development with a height greater than 30 storeys and up to a maximum of 55 storeys may be permitted on properties fronting Carling Avenue east of the O-Train/future LRT and west of Norfolk Avenue with a reduction in height from the O-Train/future LRT and Carling Avenue intersection towards the north and the east. Additionally, the land use character of the Traditional Mainstreet will continue on Preston Street through the blocks between Adeline Street and Carling Avenue with continuous retail and commercial uses at grade.

An Official Plan Amendment is required to permit a building height above 55 storeys, specifically a 60-storey building. As demonstrated by the compatibility criteria, the increase of five storeys from the heights stipulated in the Secondary Plan will have no adverse impacts on the surrounding properties. Through high-quality architecture and urban design, this proposed development in proximity to the transit station will contemplate the existing and planned built form while providing a gateway to the Preston Traditional Mainstreet. It will also reinforce the Dow’s Lake Station area, providing a compact transit-supportive use at the intersection of the existing LRT and planned BRT systems.



Policy And Regulatory Framework

Preston-Carling District Secondary Plan

Section 4.2 – Built Form

Section 4.2 outlines the Secondary Plan policies pertaining to the built form in the area. The Secondary Plan notes that development within the District shall conform to the Official Plan built form policies pertaining to the Mixed-Use Centre while meeting the policies set out in this document.

Built form policies for high-rise 30+ buildings are contemplated in Section 4.2.2 of the Secondary Plan. More specifically, the Secondary Plan anticipates that some of the tallest buildings may be permitted in the planning area and will be prominent features in the Ottawa skyline. The following additional criteria have been outlined for buildings taller than 30 storeys in the planning area:

1. Development proposals will be subject to a thorough view impact analysis from various vantage points defined in Annex 8A of the Official Plan and no building, part of the building, or building roof structure shall have any impact on the visual integrity and symbolic primacy of the Parliament Buildings and other national symbols; this view impact analysis shall also take into consideration the appearance and visual impact of the towers from Dows Lake and the Rideau Canal World Heritage Site and Parks Canada will be circulated for comment. Views of the tower have been enclosed in this application. **The tower will not impact the visual integrity of the national symbols and has been designed in a manner that will add visual interest to Ottawa's skyline upon completion.**
2. Notwithstanding policy 4.11.14 of Volume 1 of the Official Plan and 4.2.1.e of this Plan, a minimum separation distance of 25m between the towers will be required. This requirement will be applicable to the separation distance between a tower with a height more than 30 storeys and a tower with a height less than 30 storeys. Proposals that include separation distances less than 25 m shall demonstrate that criteria set out in policy 4.11.14.a of Volume 1 of the Official Plan are met. **A setback of**

10.5 m is provided for the tower starting at the 10th storey increasing to 11.9 m at the 21st storey and 16.5 m at the 47th storey. Through these increased setbacks together with materiality and design, appropriate height transition and tower separation is achieved within this urban context and with respect to planned development to the west.

3. Development shall display design excellence and pursue distinction and variation in many aspects of design, in particular, the sculpting and articulation of the shape, the massing, and the top of the building in order to create a unique silhouette and skyline that can represent the identity of the Preston-Carling District and the image of downtown. **The tower has been designed with high architectural value; the sculpting, articulation and shape has been designed in a manner that will ultimately result in an elegant and angular tower.**
4. Development will be subject to a specialized design review process to ensure exceptional urban design and architecture quality, and coordination in the formation of an urban skyline through variations of height and design. **As part of the application, additional design review will be undertaken by the UDRP and architects.**

Section 4.2.4 requires that building edges are animated to create a safe, pedestrian friendly and successful urban environment, in addition to the guidelines provided in the Public Realm and Mobility Study. The plan requires that continuous retail and commercial frontages are provided along Preston Street and Carling Avenue, while all development will be oriented towards the streets and animate public spaces.

While the development requires an Official Plan Amendment to permit a building above 55 storeys, it is our professional opinion that the design is in keeping with the policies set out in section 4.2 of the Secondary Plan by ensuring high-quality design and built-form while simultaneously creating an animated street frontage through the introduction of additional commercial uses along Preston Street and Carling Avenue. The proposed development reinforces the design excellence of the planning area, creating a well-planned destination within the Preston-Carling District.

Policy And Regulatory Framework

Urban Design Guidelines for High-Rise Buildings

The Urban Design Guidelines for High-Rise Buildings promote high-rise buildings that contribute to views and vistas and enhance the character and the image of the city. They aim to create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities. The design guidelines applicable to the proposed development are as follows:

Guideline 1.1: Identify existing and future landmarks with the associated views and vistas. Existing and future landmarks with associated views and vistas are typically determined by the Official Plan (OP), a Secondary Plan and/or a CDP.

Guideline 1.5: If a proposed high-rise building is determined to be a landmark building, the context analysis should indicate:

- the scale at which the landmark building is related, for example, a landmark building of a neighbourhood, a community, a district, or the City, and the associated views and vistas;
- the views and vistas within which the proposed landmark building will be seen and the characteristics of these views and vistas; and
- how the proposed landmark building will respond to the characteristics of the neighbourhood, community, district, or the City.

Guideline 1.8: A landmark high-rise building should be:

- distinctive in form and detail compared with the surrounding buildings when viewed close-up or from a distance; and
- of exceptional quality in architecture and public realm design and execution, including materiality.

Guideline 1.10: When a high-rise building or group of high-rise buildings are proposed within an identified growth area, design the buildings nearer the edge of the growth area to be progressively lower in height than those in the “centre”.

Guideline 1.11: When a high-rise building or group of high-rise buildings are proposed on a site surrounded by other high-rise buildings of consistent height, relate the height and scale of the proposed buildings to the existing context and provide variations.

Guideline 1.12: Include base buildings that relate directly to the height and typology of the existing or planned streetwall context.

Guidelines 1.14: The lot should be in regular shape to allow for a design that incorporates effective transition measures.

Guideline 1.15: The lot should abut the public realm, including streets, parks, plazas, and privately owned public spaces (POPS) on at least two sides.

Guideline 1.16: When a proposed high-rise building abuts properties where a high-rise building is permitted, the lot should be of sufficient size to achieve tower separation, setback, and step back.

Guideline 1.18: A proposal to accommodate a high-rise building over 30-storeys in height will require a larger lot to meet the required greater separation distances.

Guideline 2.1: Enhance and create the overall pedestrian experience in the immediate surrounding public spaces (including POPS) through the design of the lower portion, typically the base, of the building.

Guidelines 2.3: Depending on the function and context, high-rise buildings can take many different forms to serve both the experience and expression functions.

Guideline 2.16: Additional height may be appropriate through the provision of step backs and architectural articulation, particularly on wider streets and deeper lots.

Guideline 2.17: The minimum height of the base should be 2 storeys.

Guideline 2.20: Respect the character and vertical rhythm of the adjacent properties and create a comfortable pedestrian scale by: a. breaking up a long façade vertically through massing and architectural articulation to fit into the existing finer grain built form context; b. determining appropriateness of larger-scale façades in certain areas, such as along the ceremonial routes; and c. introducing multiple entrances, where possible, through creative store layout and organization where a large format retail use is located on the ground floor.

Guideline 2.23: The ground floor of the base should be animated and highly transparent. Avoid blank walls, but if necessary, articulate them with the same materials, rhythm, and high-quality design as more active and animated frontages.

Guideline 2.24: Encourage small tower floor plates to minimize shadow and wind impacts, loss of skyviews, and allow for the passage of natural light into interior spaces.

Guideline 2.25: Provide proper separation distances between towers to minimize shadow and wind impacts, and loss of skyviews, and allow for natural light into interior spaces.

Guideline 2.29: Step back the tower, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening skyviews.

Guideline 2.31: Orient and shape the tower to minimize shadow and wind impacts on the public and private spaces.

Guideline 2.34: For a landmark building, create a unique fenestration pattern, and apply colour and texture on the facades that offer appropriate contrast to the surrounding context.

Policy And Regulatory Framework

Urban Design Guidelines for High-Rise Buildings

Guideline 2.35: The top should be integral to the overall architecture of a high-rise building, either as a distinct or lighter feature of the building or a termination of the continuous middle portion of the tower.

Guideline 2.37: The top should make an appropriate contribution to the character of the city skyline

Guideline 3.4: Where appropriate, particularly in densely populated areas such as the Central Area and the emerging downtown districts, provide at grade or grade-related public spaces such as plazas, forecourts, and public courtyards, which may be under public or private ownership.

Guideline 3.5: The public spaces should: a. complement and be integrated into the existing network of public streets, pathways, parks, and open space; b. provide direct visual and physical connections to the surrounding public streets, pathways, parks, and open spaces; c. support the proposed high-rise development particularly at grade functions; d. allow for year-round public use and access; and e. maximize safety, comfort and amenities for pedestrians.

Guideline 3.10: Locate the main pedestrian entrance at the street with a seamless connection to the sidewalk.

Guideline 3.12: Animate the streets, pathways, parks, open spaces, and POPS by: a. introducing commercial and retail uses at grade on streets with commercial character; b. incorporating ground-oriented units with useable front entrances, and front amenity spaces on streets with residential character; c. providing greater floor to ceiling height at the ground floor to allow for flexibility in use over time.

Guideline 3.16: Internalize and integrate servicing, loading, and other required utilities into the design of the base of the building, where possible.

Guideline 3.26: Conduct a wind analysis for all high-rise developments in accordance with the Wind Analysis Terms of Reference.

Guideline 3.27: Conduct a shadow analysis for all high-rise developments in accordance with the Shadow Analysis Terms of Reference and indicate how the placement and the built form is designed and shaped to minimize shadow impacts on the surrounding public and private realms.

Guideline 3.28: Protect pedestrians from wind, rain, snow and intense sun with features such as arcades, canopies, arbours or other elements to moderate the microclimate and facilitate year-round use.

The proposed development responds to the Urban Design Guidelines for High-rise Buildings through a building that recognizes the existing context within the building form and height, together with a tower that provides separation from future development sites. The high-quality architecture, urban design, and enhanced pedestrian realm supports this key location within the Preston-Carling District as a gateway into the neighbourhood and as a transit hub within close proximity to Dow's Lake Station.

Planning Rationale

Transit-Oriented Development Guidelines

The Transit-Oriented Development Guidelines, which were approved by City Council in 2007, are to be applied throughout Ottawa for all development within a 600-metre walking distance of a rapid transit station or stop. The following is a summary of how the proposed development meets the various guidelines for transit-oriented development.

Guideline 1: Provide transit supportive land uses within a 600-metre walking distance of a rapid transit

Guideline 3: Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel.

Guideline 7: Locate buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit.

Guideline 8: Locate the highest density and mixed uses (apartments, offices, etc.) immediately adjacent and as close as possible to the transit station.

Guideline 12: Create highly visible landmarks through distinctive design features that can be easily identified and located. For example, taller buildings can create a landmark location because they stand out on the skyline.

Guidelines 14: Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians.

Guideline 15: Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing.

Guideline 28: Design ground floors to be appealing to pedestrians, with such uses as retail, personal service, restaurants, outdoor cafes, and residences.

Guideline 39: Encourage underground parking or parking structures over surface parking lots. Locate parking structures so that they do not impede pedestrian flows and design them with active street-level facades, including commercial uses and/or building articulation, nontransparent windows or soft and hard landscaping.

Guideline 48: Provide quality benches, tree guards, street lighting, bicycle racks, and garbage receptacles. A Maintenance and Liability Agreement may be required for the installation of non-standard streetscape material in the public right-of-way.

Guideline 55: Consider opportunities to cluster and screen utilities together to minimize visual impact on the streetscape.

The proposed development responds to the Transit-Oriented Development Guidelines by providing a building that provides intensification as well as a range of housing choices and retail opportunities within close proximity to transit.

Policy And Regulatory Framework

Zoning By-law

The subject site is zoned 'Arterial Mainstreet, Subzone 1' (AM1) in Zoning By-law 2008-250. The of the AM zone is to "accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated Arterial Mainstreet in the Official Plan".

In support of this purpose, the AM1 zone permits a wide range of non-residential uses, as well as residential uses, including:

- / animal care establishment
- / bank
- / bar
- / instructional facility
- / medical facility
- / office
- / personal brewing facility
- / personal service business
- / recreational and athletic facility
- / restaurant
- / retail food store
- / retail store
- / technology industry



Policy And Regulatory Framework

Zoning By-law

Arterial Mainstreet Zone Provisions

Tables 1 and 2 outline the required zoning provisions applicable to the site and how the proposed development complies with these provisions.

The proposed development meets the general intent of the provisions of the Arterial Mainstreet, Subzone 1 with respect to yard setbacks and building setbacks, however, relief will be required for the maximum permitted building height.

Table 1: AM1 Zone Provisions

Provision	Required	Provided	Compliance
Min. Lot Area	No minimum	1,519 sq.m.	✓
Min. Lot Width	No minimum	32.16 m	✓
Min. Front Yard setback	Mixed-use buildings: 0 m	0 m	✓
Min. Corner Side Yard setback	Mixed-use buildings: 0 m	0 m	✓
Min. Rear Yard	Mixed-use building not abutting a residential zone: 0 m	0 m	✓
Building Height	Max. 30 m and no higher than 9 storeys	188 m/60 storeys	X
Amenity Area	Min. 6 sq.m./DU; 50% must be communal 459 x 6 = 2,754 sq.m. total and 1,377 sq.m. communal	Communal = 1,401 sq.m.	✓

Table 2: Parking Provisions

Provision	Required	Provided	Compliance
Min. Residential Vehicle Parking	Area Z: No parking required.	385 spaces	✓
Max. Residential Vehicle Parking	1.75 spaces/DU 459 X 1.75 = 803 spaces	385 spaces	✓
Min. Visitor Parking	0.1 spaces/DU after first 12 DU, max. 30 spaces required 459 – 12 = 447 * 0.1 = 45 spaces	30 spaces	✓
Min. Commercial Vehicle Parking	Area Z: No parking required.	0 spaces	✓
Min. Residential Bicycle Parking	0.5 spaces/DU 459 x 0.5 = 230 spaces	230	✓
Min. Commercial Bicycle Parking	1/250 sq.m. GFA 259 sq.m. = 1 space	1	✓
Driveway Width	Two-way for residential: 6.0 m	6.0 m	✓
Aisle Width	90-degree parking spaces: 6.0 m	6.0 m	✓
Parking Space Size	Max. 40% of resident spaces can be small size (2.4 m x 4.6 m) 348 x 40% = 139 spaces	Small size: 83 spaces	✓

Requested Amendments

Official Plan Amendment: Preston-Carling District Secondary Plan

A site-specific Official Plan Amendment is proposed to the Preston-Carling District Secondary Plan, specifically to permit a maximum of 60 storeys on the subject site. Specifically:

- / Schedule B of the Preston-Carling District Secondary Plan be amended to show 829 Carling Avenue as having a permitted height of 60 storeys.

It is our professional opinion that an amendment to the Secondary Plan is reasonable and acceptable due to the subject site's proximity to Dow's Lake LRT Station, along with the existing high-rise character of the area.

Zoning By-law Amendment

The following site-specific exceptions are required and appropriate for the proposed development.

- / **Maximum Building Height:** In accordance with the Secondary Plan policies, greater height than the nine storeys currently permitted by the zoning is appropriate on the subject site. As a site within a Mixed Use Centre and in close proximity to an LRT station, the proposed 60 storey development completes the gateway into the Preston-Carling District and is appropriate for the existing and planned context.
- / **Stacked Bicycle Parking:** To allow for flexibility of the changing market for bicycle parking systems, it is proposed that a provision to permit stacked bicycle parking be permitted, whereas the Zoning By-law requires that spaces be horizontal or vertical and does not explicitly permit stacked parking.

Supporting Studies

Shadow Study

A shadow study has been submitted in support of the proposed development. The study shows that there will be some impact on adjacent properties as is expected in an urban context. However, the incremental shadowing is minor and the shadows move quickly throughout the day, the point tower design serves to mitigate this impact on neighbouring properties.

Transportation Impact Assessment

A Transportation Impact Assessment (TIA) has been prepared to understand the impact and required mitigation for traffic on the surrounding neighbourhood. The TIA concludes that the proposed development can be accommodated within the existing transportation network.

Noise Assessment

A transportation noise was evaluated for the proposed development to ensure that noise impacts can be mitigated by using building components with a higher Sound Transmission Class (STC) rating will be required where exterior noise levels exceed 65 dBA. As noted in the report, impacts will be mitigated by the requirement that all units will require central air conditioning so that windows may remain closed. The amenity space on the 8th storey will experience noises that slightly exceed the daytime standards and will require mitigation, which can be achieved through noise barriers. A stationary noise study is recommended during the detailed design phase.

Wind Study

In order to understand the impact and required mitigation for wind effects on both the proposed development and the surrounding streetscape, a wind study was undertaken. The study concluded that wind mitigation measures will be required to achieve the sitting comfort class during the typical use period within most areas of the 8th floor area. No pedestrian area within or surrounding the site were found to experience conditions that would be considered as dangerous.

Environmental Site Assessment

The Phase I Environmental Site Assessment (ESA) for the subject site shows that, based on a 2016 report, the historical uses on site that fill material of unknown quality was expected to be present on-site. The fill material on-site is considered to be of potential environmental concern. Based on this review, a site visit was conducted, and ultimately no environmental concerns were identified, however, a Phase II ESA has been recommended to further confirm the existence of contaminants on site.

Serviceability Report

A serviceability report was undertaken to understand the existing infrastructure servicing the site and whether it is appropriate for the proposed development. For water and wastewater servicing of the site, the report concludes that there is sufficient capacity within the existing City of Ottawa infrastructure for the proposed development on Sidney Street. With respect to stormwater management, detailed plans have been prepared to accommodate on-site stormwater management, draining overland to Sidney Street, Preston Street and Carling Avenue.

Public Consultation Strategy

All public engagement activities will take place in accordance with the City's Public Notification and Consultation Policy and will comply with Planning Act notification requirements. The following steps and activities have already been undertaken in preparation of the application submission or will be undertaken in the following months after the applications have been submitted:

Pre-Application Consultation Meeting

A Pre-Application Consultation Meeting was held with City Staff, members of the local community association, and the applicant team on March 15, 2021.

Community "Heads Up" to local registered Community Associations

A 'heads up' notification to local registered community associations will be completed by City of Ottawa during the application process

Urban Design Review Panel Consultation

As the proposed development is 60 storeys, formal review of the proposed development will be undertaken by a sub-committee of the Urban Design Review Panel during the application review process.

Community Information Session

If requested by the Ward Councillor, the proposed development will be presented within a Community Information Session. Due to current COVID-19 restrictions, it is anticipated that should a Community Information Session be requested, it would be held in a webinar format organized and moderated by the Ward Councillor.

Planning Committee Meeting Advertisement and Report Mail out to Public

Notification for the statutory public meeting will be undertaken by the City of Ottawa.

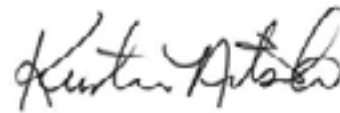
Statutory Public Meeting for Official Plan Amendment and Zoning By-law Amendment – Planning Committee

The statutory public meeting will take place at the City of Ottawa Planning Committee.

Conclusions

It is our professional opinion that the proposed Official Plan Amendment and Zoning By-law Amendment to permit the development of a 60-storey mixed-use building on the subject site constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development is consistent with the Provincial Policy Statement (2020). Through the provision of residential development, housing choices will be increased within an existing and established neighbourhood that supports alternative transportation modes, such as rapid transit, cycling, and walking.
- / As a target area for intensification, the growth management policies of Section 2.2 of the Official Plan will be implemented through a development that increases residential density while also conforming to the policies for urban design and compatibility.
- / The proposed development will serve as a gateway for the Preston-Carling District, while supporting transit densities in proximity to Dow's Lake LRT Station. The development is in keeping with the design objectives set out in the Secondary Plan and will be an important addition to the Ottawa skyline.
- / The proposed development responds strongly to the Urban Design Guidelines High Rise Buildings through a high-quality built form that enhances the public environment and streetscape, accommodates a range of uses, and provides a high-quality high rise building. Additional urban design consideration will be contemplated at the Urban Design Review Panel.
- / The proposed development responds strongly to the Transit-Oriented Design Guidelines by introducing intensification and a broader range of housing options within 600 metres of both an existing Light Rail Transit station and a future Bus Rapid Transit network.
- / The proposed development is supported by technical studies submitted as part of this application.



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