



## **829 Carling Ave.**

Planning Rationale + Urban Design Brief + Public Realm Study  
Zoning By-law Amendment and Site Plan Control  
Revised May 1, 2023

# FOTENN

Prepared for Claridge Homes

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# 1.0 Introduction

Fotenn Consultants Inc. ('Fotenn') has been retained by Claridge Homes to complete a Planning Rationale, Design Brief, Public Realm and Mobility Study for Zoning By-law Amendment and Site Plan Control applications associated with a mixed-use, high-rise development at 829 Carling Avenue ("subject site"). 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 proximity to higher-order transit. This Planning Rationale is a revision of the Planning Rationale that was originally prepared in May, 2021.

## 1.1 Application Overview

The application is for a parcel municipally known as 829 Carling Avenue ("subject site") that is currently occupied by a low-rise commercial use building currently occupied by a financial services tenant and surface parking. The site is located within the Kitchissippi Ward (Ward 15) in the Centretown West neighbourhood of Ottawa and will contribute to the creation of the south western gateway of the future expanded downtown.

Initial applications for an Official Plan Amendment, Zoning By-law Amendment and Site Plan Control were submitted to the City of Ottawa in 2021. The applications were to permit the development of a high-rise, 60-storey, mixed-use building with 459 residential units, 259.37 square metres of ground floor commercial-retail area, 385 vehicle parking and 230 bicycle spaces. The applications were circulated, and City's comments were received on January 12, 2022. The development proposal has since been amended to reduced density and heights by now proposing a mixed-use, high-rise, 40-storey building with 396 units, 337 square metres of ground floor commercial-retail area, 196 vehicle and 198 bicycle parking spaces on site.

Since the application was submitted, a new Official Plan has been approved and was adopted. As the application was filled prior to the adoption of the new Official Plan, this revision will continue to be evaluated under the policies of the former Official Plan; however, this Rationale does consider the general policy intent of the current (new) Official Plan while evaluating the amended development proposal.

It should be noted that due to the reduction in height of the revised proposal an Official Plan Amendment is no longer being sought.

## 2.0 Site and Surrounding Area

### 2.1 Site Context

The subject 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 square 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 Avenue and Preston Street, with vehicular access from Carling Avenue. Sidewalks line the site on all street frontages, and an OC-Transpo shelter is located along Preston Street in the City right-of-way. Directly across from the site on Preston Street is a 45-storey, mixed-use, Claridge Icon building; and across Carling Avenue is the Dominion Arboretum and Experimental Farm.



Figure 1: Site and 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.

## 2.2 Surrounding Area



Figure 2: Site and Surrounding Context

**NORTH:** To the north of the site is Sidney Street, an east-west dead-end street. North of this is various high- and mid-rise mixed-use buildings. The area north of the site is currently subject to various development applications, as they are 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 which has recently been completed. This development contains 250 residential units, along with at-grade commercial, a parking structure and residential amenities. Further east along Carling Avenue is mid-rise 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 Pavilion.

**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.

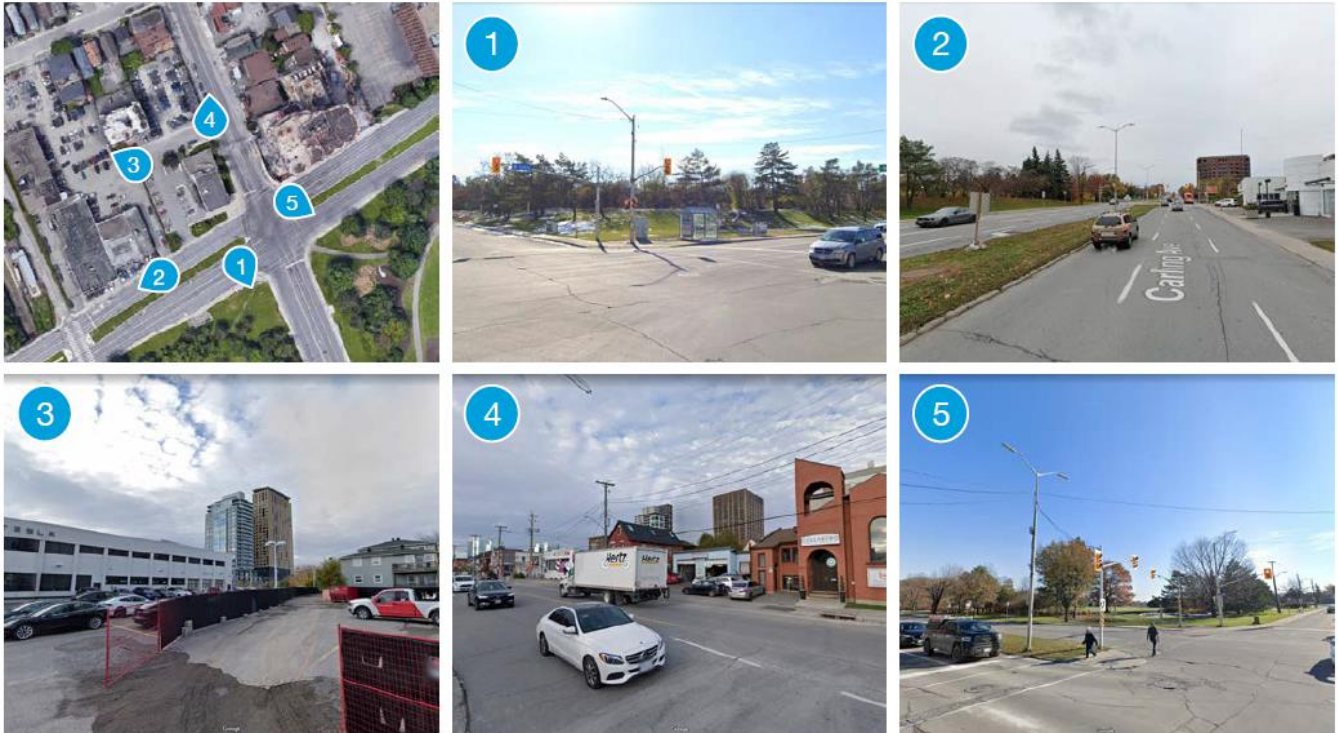


Figure 3: Site Photos—Views of Surrounding Area from Subject Site

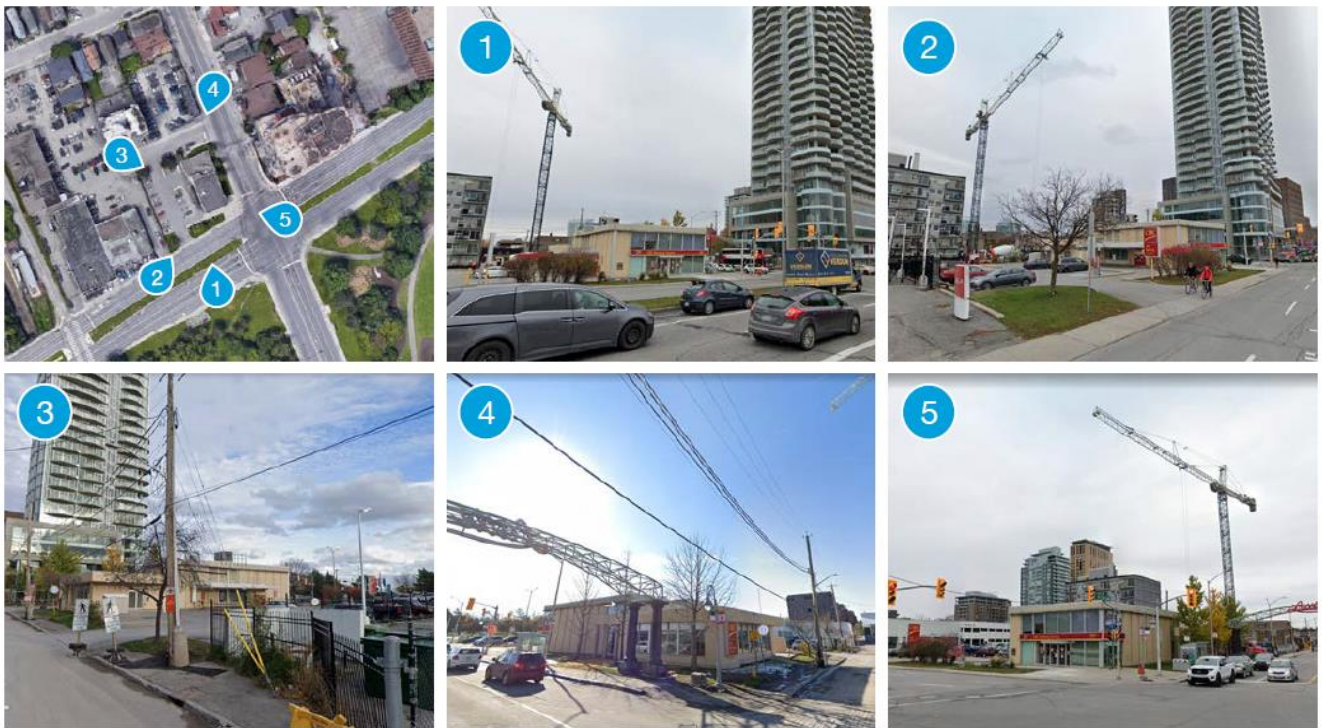


Figure 4: Site Photos—View of Subject Site from Surrounding Area

## 2.3 Transportation Network

The subject site benefits from being in proximity to a range of well-connected transportation networks that serve the City's Downtown Core.

### 2.3.1 Urban Road Network

The subject site has frontage on Carling Avenue and Preston Street—both designated as Arterial Roads on Schedule F of the former City of Ottawa Official Plan. Arterial roads are intended to move higher volumes of 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.



Figure 5: Urban Road Network, City of Ottawa Official Plan

### 2.3.2 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.



Figure 6: City of Ottawa Transit Network

### 2.3.3 Cycling Routes and Parks Space

The subject site is also well-served by Major Pathways in the City's Active Transportation Network and is strategically located with frontage on both Carling Avenue and Preston Street to provide convenient connections to cycling infrastructure throughout the city. The Official Plan designates all arterial roads such as Carling Avenue and Preston Street as cycling routes which will over time be upgraded with appropriate cycling facilities.



Figure 7: City of Ottawa Active and Cycling Transportation Network

## 2.4 Neighbourhood Amenities

As a site located in a Mixed-use Centre with frontage on Carling Avenue and Preston Street the site enjoys close proximity to many neighbourhood amenities including a variety of small and locally-oriented commercial uses along the Preston Street Little Italy Neighbourhood. The site is connected to the broader area through the availability of public transit, cycling infrastructure, and quick access to arterial roads that connect residents to amenities in the broader downtown neighbourhood. Preston Street is the main street of the City's Little Italy neighbourhood. It's characterized by active commercial uses that include variety of restaurants, cafes, and other locally oriented uses. These uses will be further supported by upcoming development projects. The site is well-served by parks and community facilities that are located within walking distance including the Experimental Farm, Dominion Arboretum, Dow's Lake as well as many NCC trails. The site is within close proximity to EV Tremblay Park and the Trillium Trail. The site is also close to institutional uses such as schools, hospitals and places of worship. The area 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.

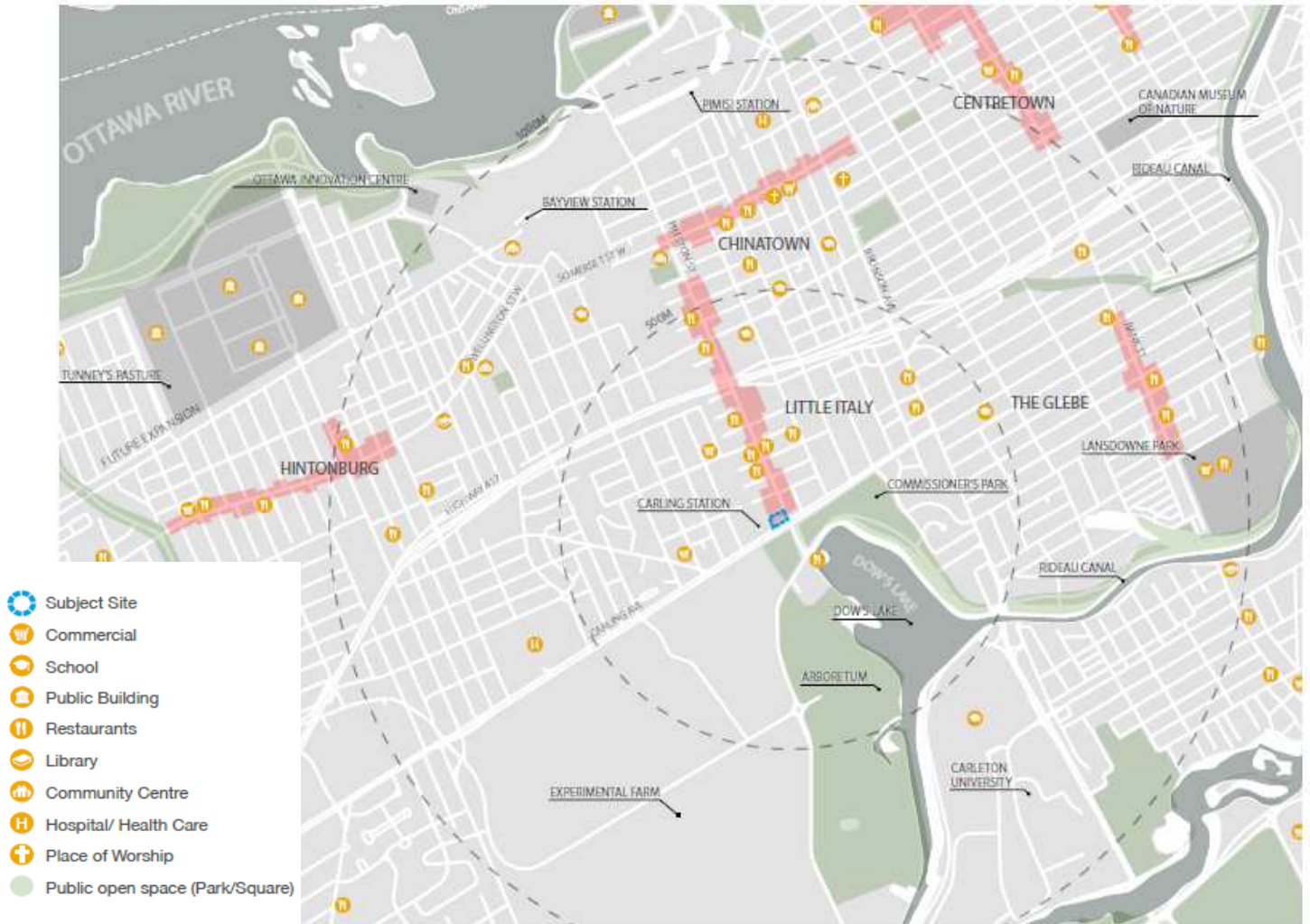


Figure 8: Local Amenities Map

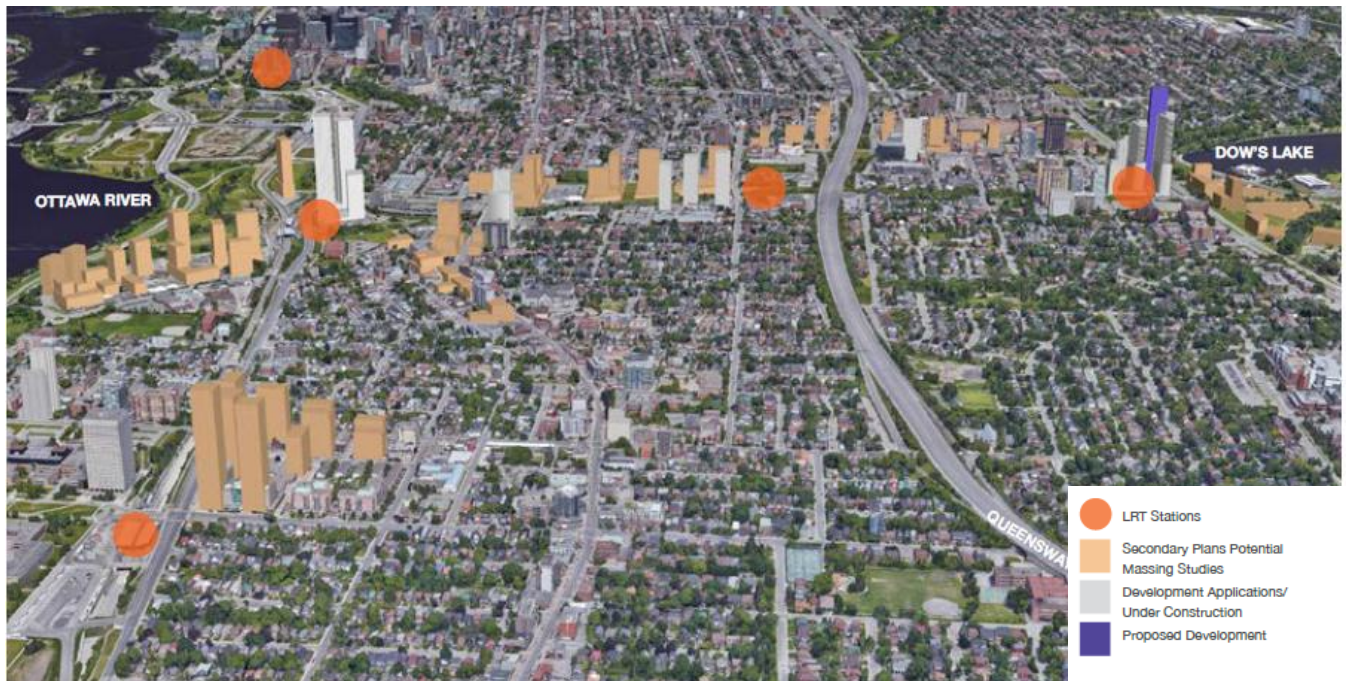
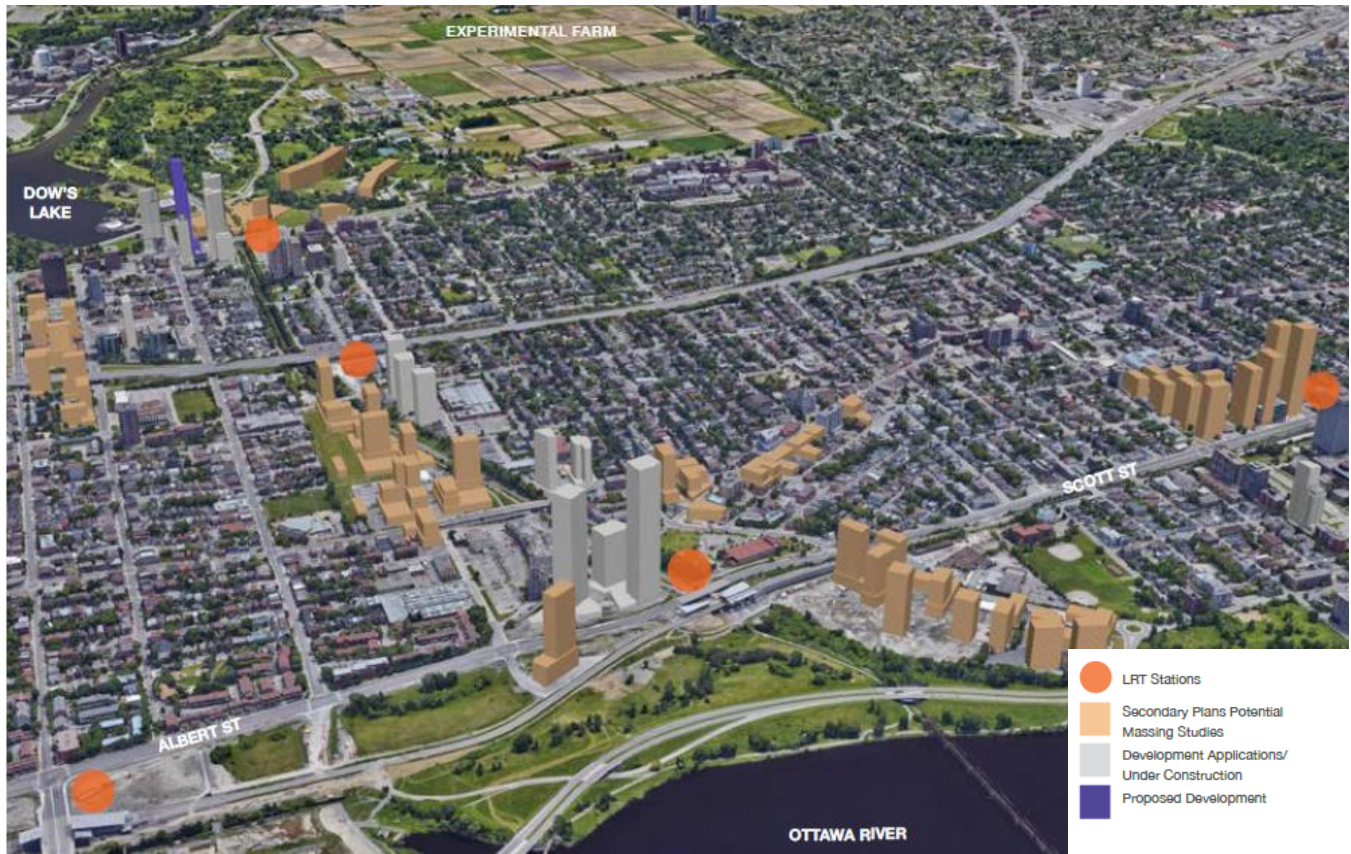
## 2.5 Massing Study - Future Development Context

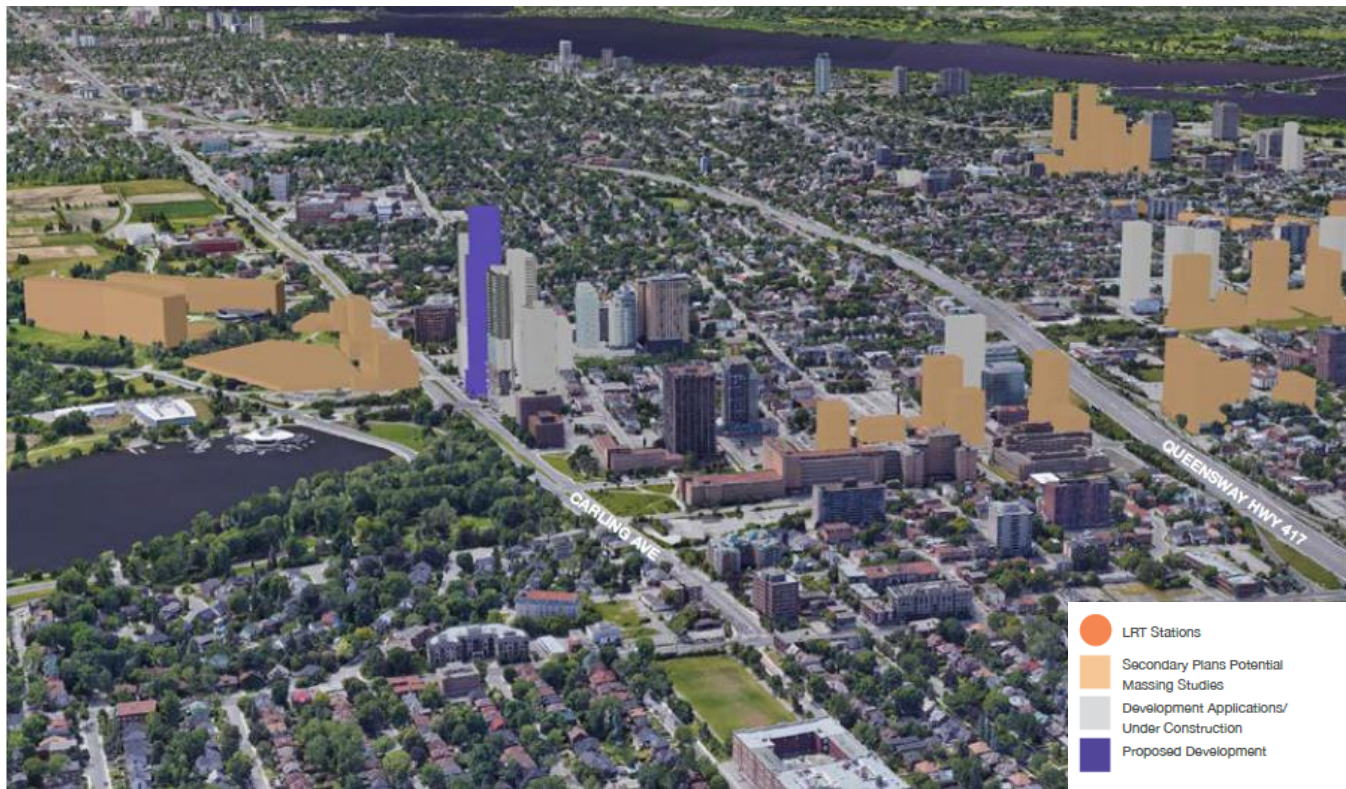
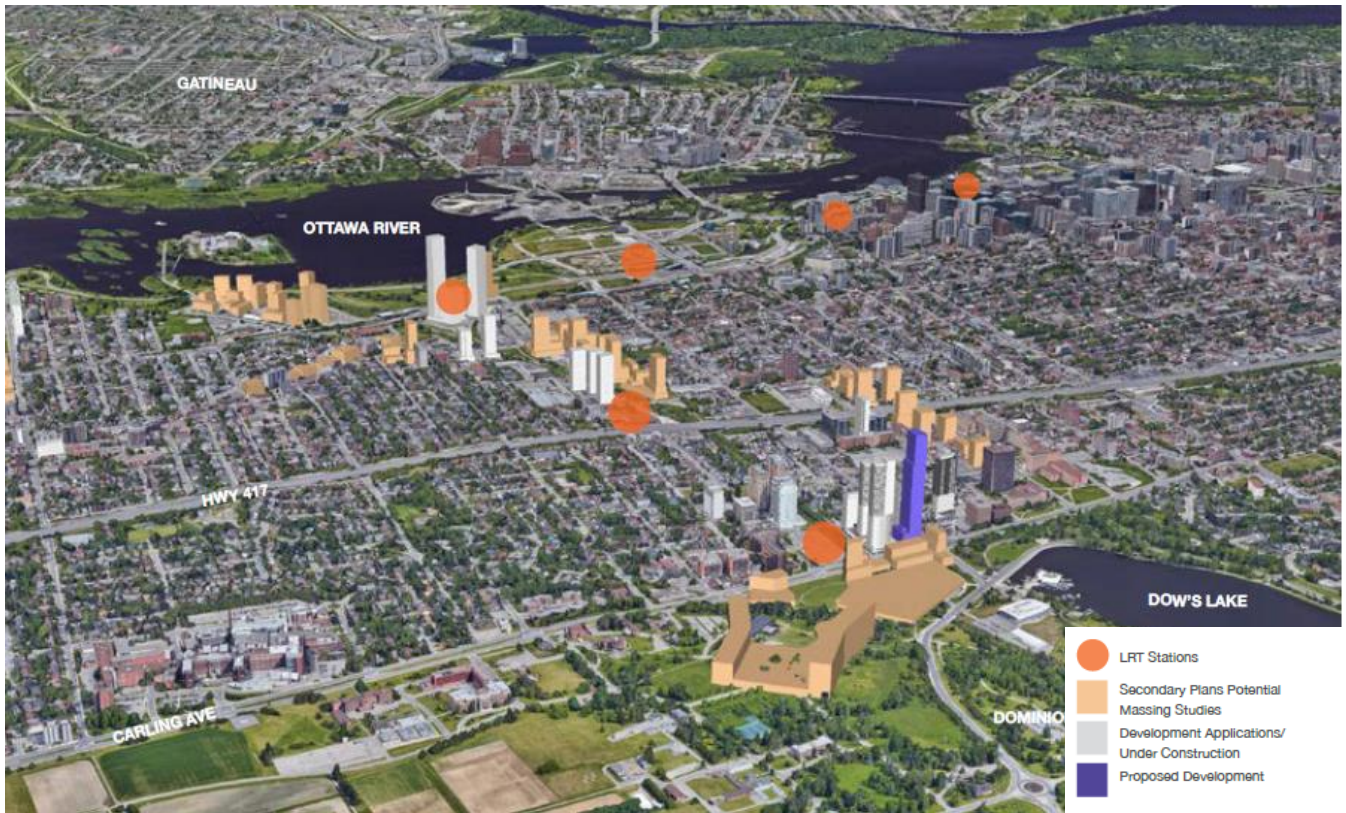
A high-level regional Massing Study (Section 2.5.1) of the surrounding existing and future development context was prepared to demonstrate how the proposed building will interact with its current and future urban context. It demonstrates buildings that were under construction, known high-rise development applications and potential future development of lands in proximity to the study area focusing along the Preston-Carling area and more specifically the Trillium LRT line.

It is important to note that the massing study was completed as part of the original application and considers data available at the time of that submission. As such it presents the context of the 60-storey tower at the subject site that was originally contemplated, and not the reduced 40-storey tower that is now proposed as part of the revision. Further it should be acknowledged that there are additional lands in the surrounding area with high-rise development potential that have not been represented in this study.

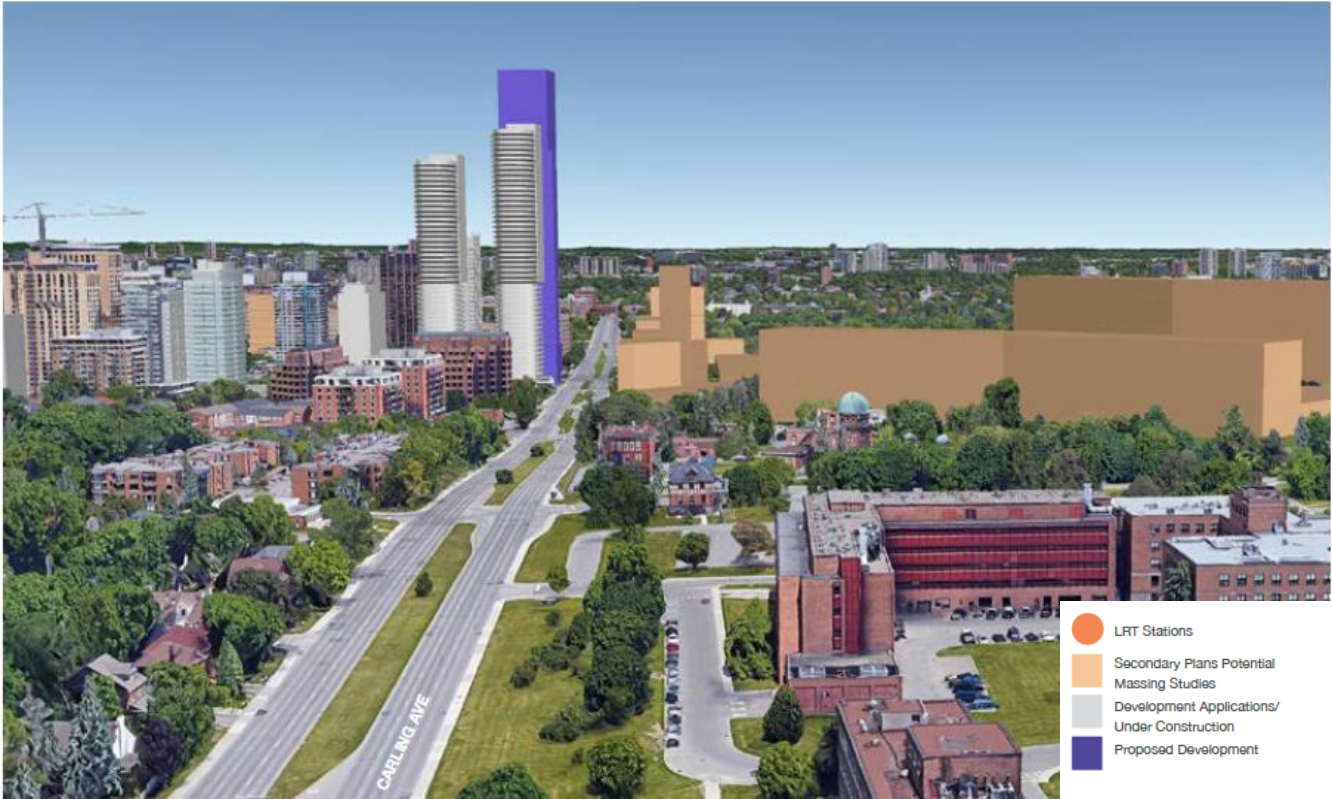
A massing study for the revised 40-storey concept has also been prepared (Section 2.5.2) however the scope of the surrounding area is narrower than that of the original proposal.

### 2.5.1 Former Massing Study – 60-Storey Context





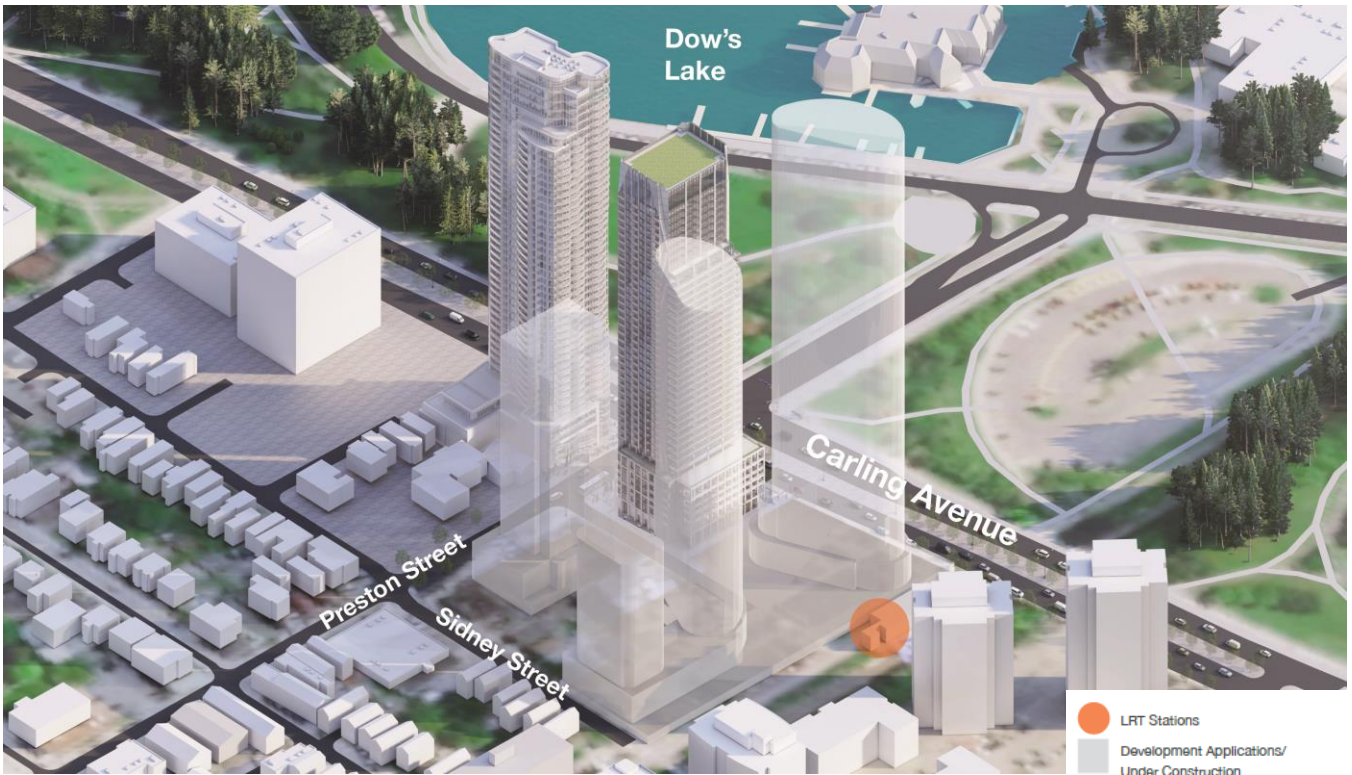




2.5.2 Current Massing Study – 40-Storey Context







## 3.0 Proposed Development

### 3.1 Project Summary

The proposed development is a 40-storey, mixed-use building with frontage on Carling Avenue, Preston Street and Sidney Street. The proposal consists of 396 total residential units and approximately 337 square metres of ground floor retail space. The development proposes 196 total residents and visitor's vehicle parking spaces located below grade accessed by a ramp from Sidney Street. 192 bicycle parking spaces are also provided located indoors on the second floor of the building and accessed by a service corridor and an elevator from Sidney Street. In addition, eight (8) visitor bicycle parking spaces are provided outdoors along Carling Avenue, and Preston Street frontages.

Primary residential entrances are located along Preston Street leading to the residential lobby, mail and parcel rooms, concierge, office, garbage and recycling rooms. Additional entrances are located along Sidney Street and provide service access to moving and bulk storage corridors, elevator lobby, garbage rooms, and bicycle elevator which provides convenient access to bicycle storage on the second floor. Access to the underground parking garage is also located along Sidney Street.

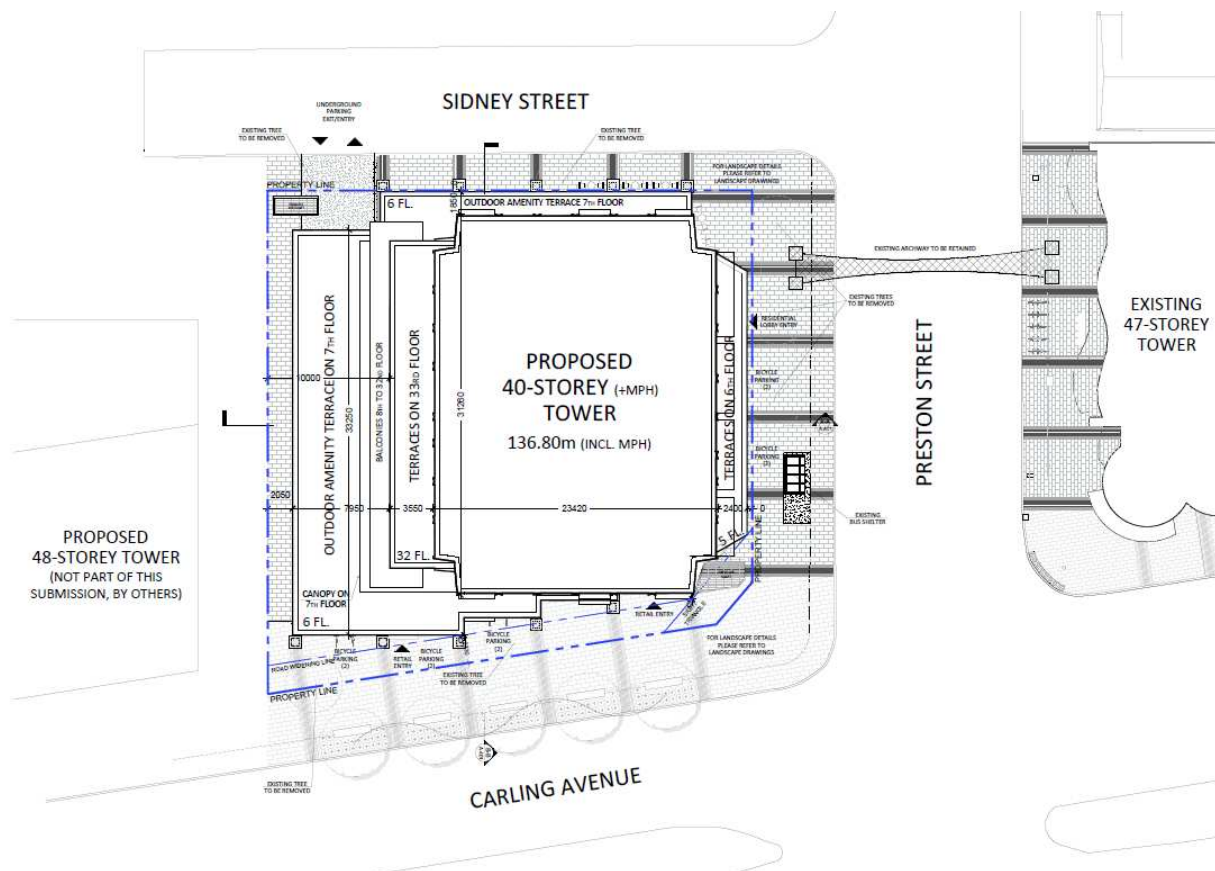


Figure 9: Proposed Development Site Plan

Two (2) commercial-retail units are located on ground floor and have primary frontage and accesses on Carling Avenue, one unit wraps around so also fronts onto Preston Street.

The ground floor of the building considers highly glazed facades, and architectural treatment such as awnings and tower overhang to create a well-defined and high-quality public realm. Thoughtful landscape treatment is provided along all public frontages that seamlessly integrates the public and private realms. A variety in textures create visually interesting spaces that prioritize the pedestrian realm. Unique architectural detailing extends from the ground-floor to the full height of the tower to define the unique character of the building and mark the area at prominent intersections along Carling Avenue-Preston Street and Preston-Sidney Street.

Amenity spaces are provided throughout the building in a combination of private balconies and terraces, communal indoor and outdoor spaces on the sixth (6<sup>th</sup>) and seventh (7<sup>th</sup>) floors of the building.

Vehicle parking for 196 residential and visitors is provided below grade through seven (7) underground levels of parking. Access to the parking garage is provided through a ramp from Sidney Street towards the north-west corner of the building.

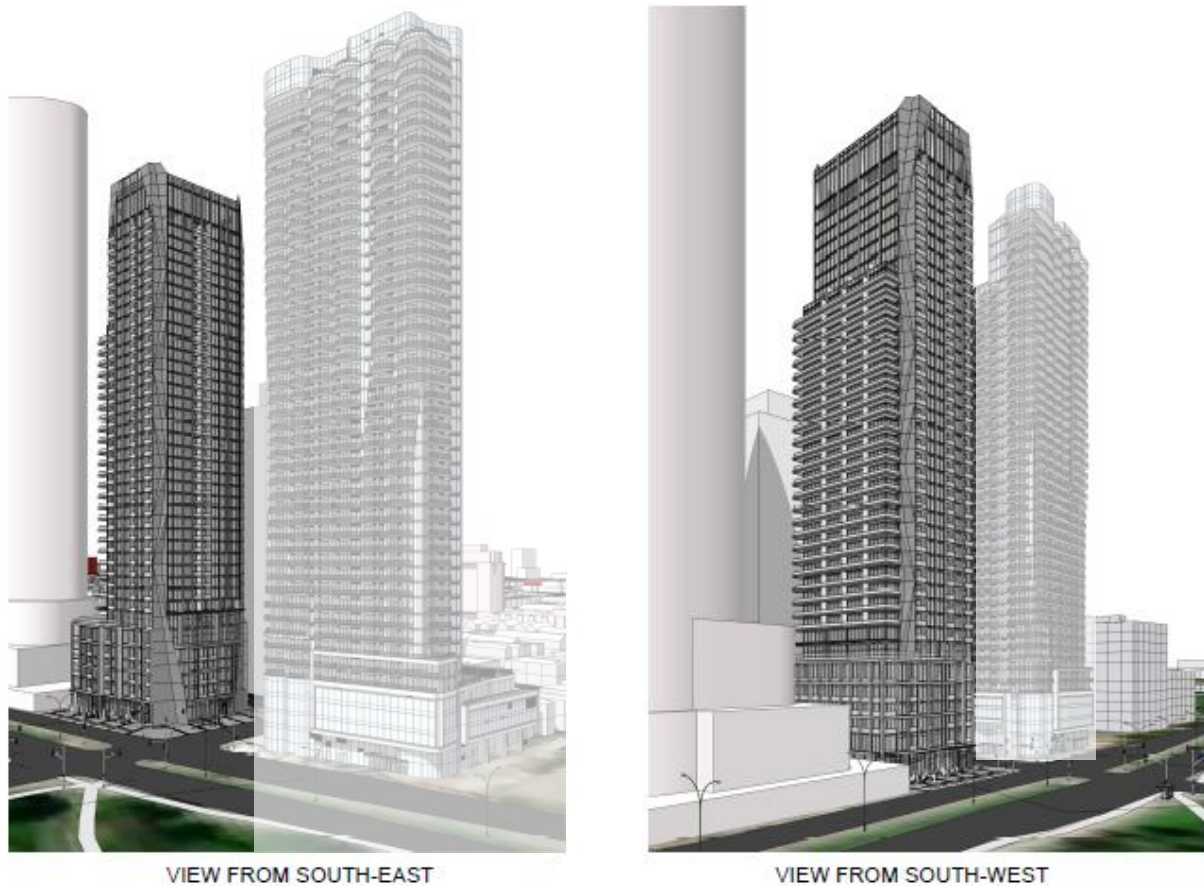


Figure 10: Proposed Development Elevations

## 4.0 Public Realm and Mobility Study

Pursuant to the Preston-Carling District Secondary Plan, a Public Realm and Mobility Study is required when requesting an Official Plan Amendment for development within the study area. As such this is no longer a requirement for this application, however it was decided to keep the analysis as part of this revised Planning Rationale as it highlights how this redevelopment will enhance the public realm and mobility of this 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.

### 4.1 Moving Around

#### 4.1.1 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.

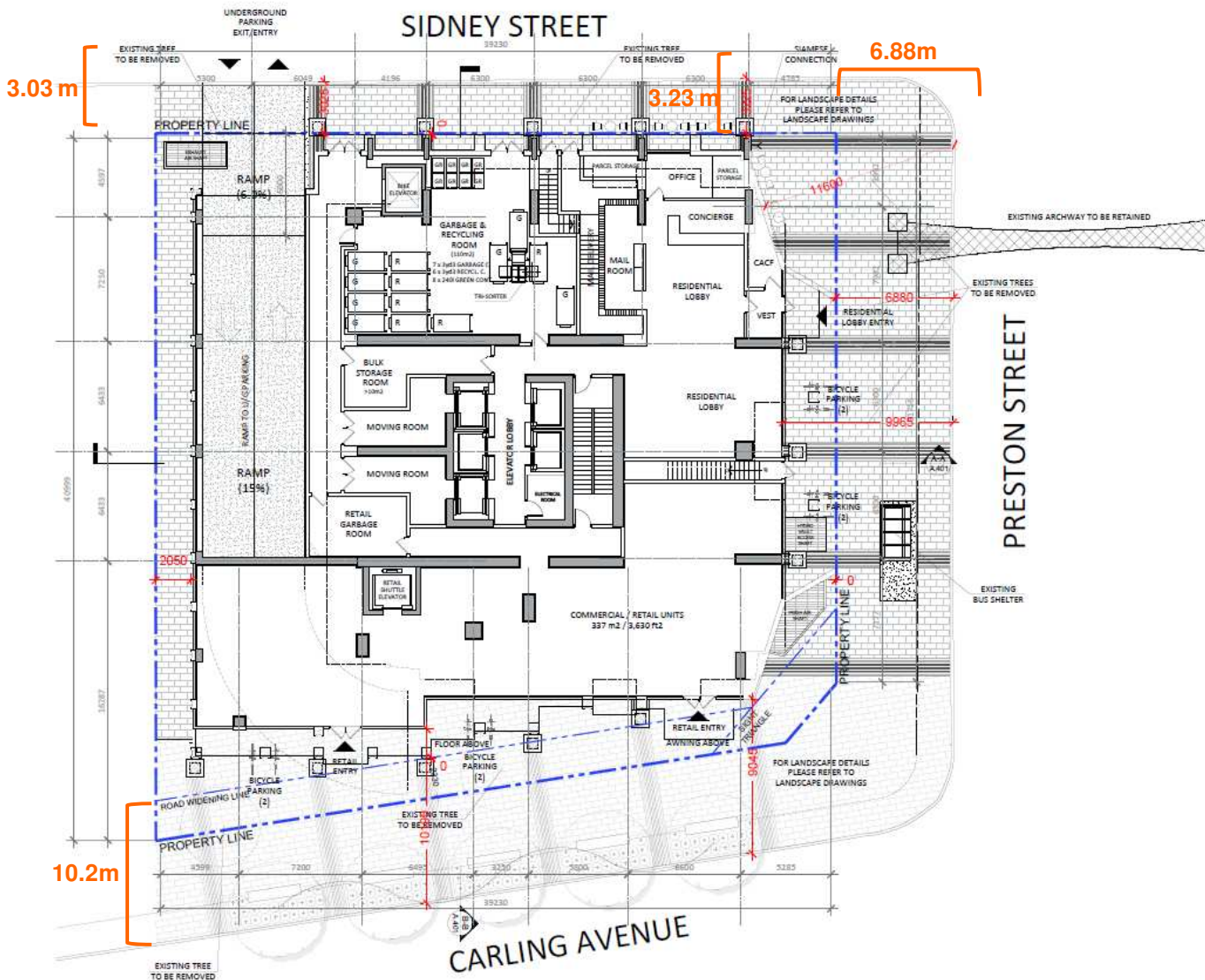


Figure 11: Proposed Development - Ground Floor Plan with sidewalk widths indicated

### 4.1.2 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 192 bicycle parking spaces located indoors within the building, and additional bicycle racks along the Carling Avenue and Preston Street right-of-way for short-term storage of bicycles. As a site that has frontage along Carling Avenue and Preston Street, 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).**

### 4.1.3 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**).

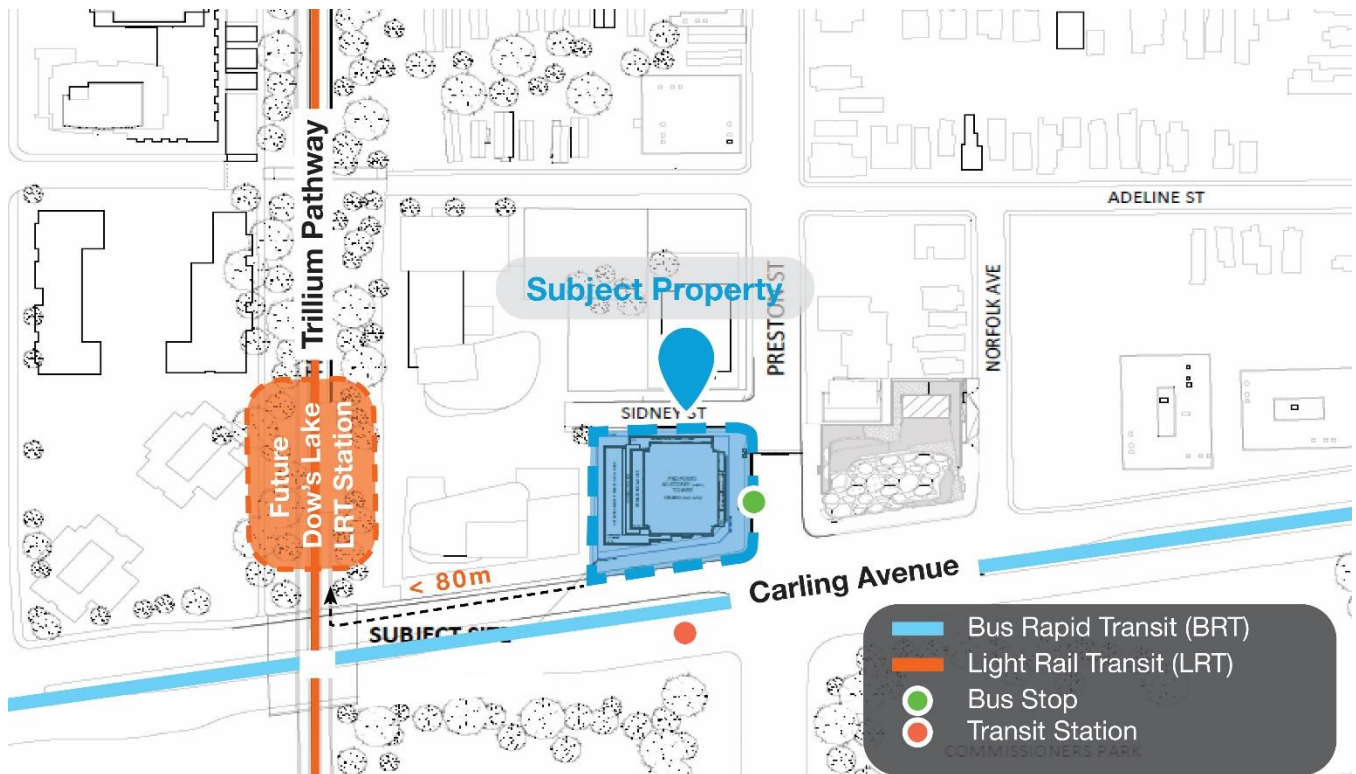


Figure 12: Proposed Development and Proximity to Transit Map.

The proposed development is just east of the future Dow's Lake LRT station along the Trillium Line, which connects Bayview Station to Greensboro Station, with planned expansion to Limebank Road in Riverside South. As can be seen in Figure 12, Dow's Lake station is 80m walking distance along an accessible connection via a pedestrian sidewalk and multi-use pathway. Furthermore, near the subject site, including the Preston Street frontage, there are OC Transpo bus stops, which provide linkages to the greater transit network.

#### 4.1.4 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 0.42 per dwelling 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.



Figure 13: Architects rendering illustrating the Public Realm along Preston Street, overlooking service entrances from Sidney Street.

#### 4.1.5 Loading, Servicing and Emergency Service

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**).

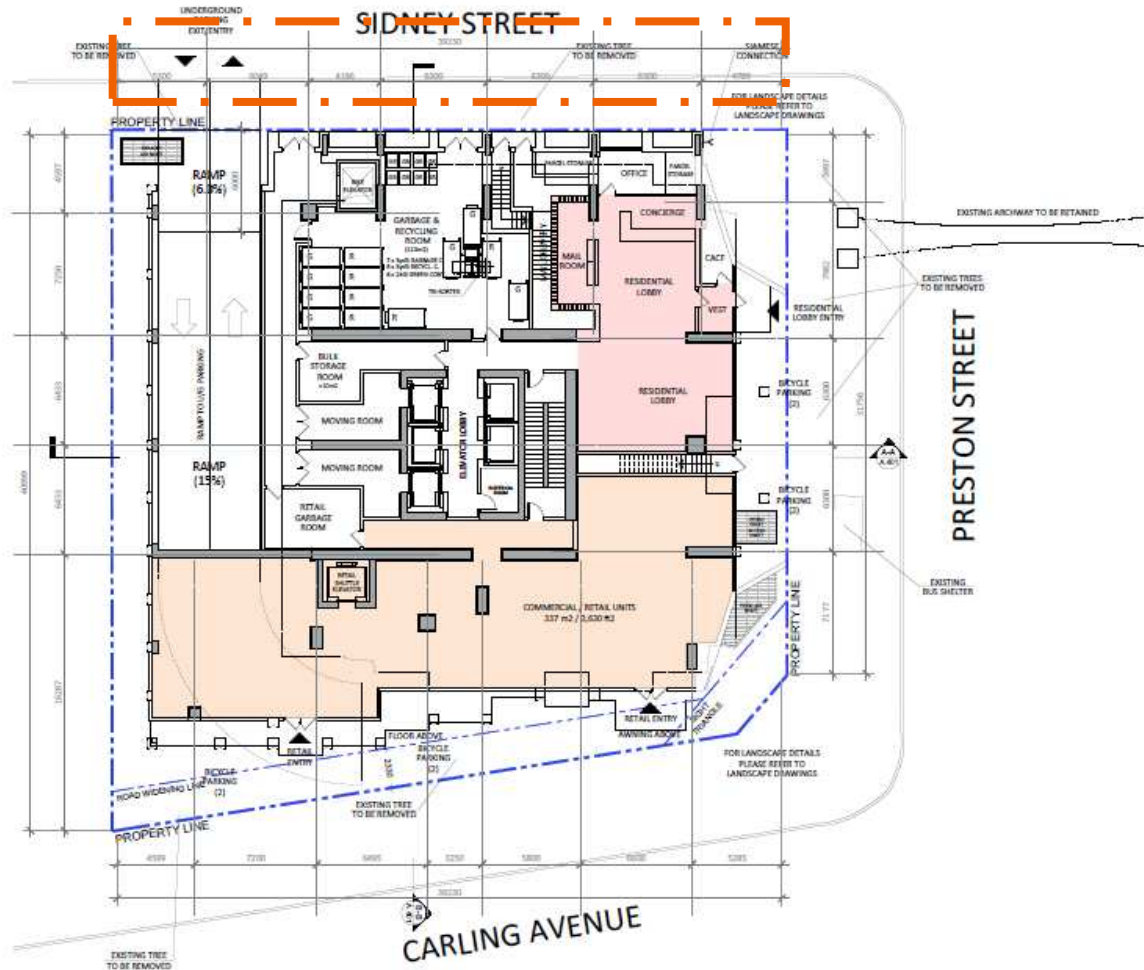


Figure 14: Proposed Development, First Floor Plan, loading and servicing area highlighted

Loading and servicing access is provided through the dead-end Sidney Street adjacent to underground parking ramp. 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. The proposed development provides specific areas for service use including separated corridors and moving rooms in the main floor, and commercial elevators accessed from the underground parking garages of the buildings.

#### 4.1.6 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 166 residential parking spaces and 30 visitors parking spaces located within a seven (7) level underground parking garage. 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 surrounding area.



## 4.2 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.

### 4.2.1 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 is of limited size and its context do not accommodate this type of space. Instead, an enhanced public realm is proposed along all major frontages including Preston Street and Carling Avenue that includes improvements such as new landscaping treatment, bicycle racks, and active entrances.**

### 4.2.2 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, thereby 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.**



Figure 15: Architectural rendering depicting trees along the Carling Avenue public realm.

### 4.2.3 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 on Carling Avenue enhance the public realm and connections abutting the site.**

### 4.2.4 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.**

## 4.3 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.

### 4.3.1 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:



Figure 16: Architects renderings illustrating the public realm at the intersection of Carling Avenue and Preston Street, showcasing the forecourt.

- / 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**).



Figure 17: Architects renderings illustrating the public realm on Preston Street near Sidney Street.

**Retail establishments are located at-grade on the ground floor along Carling Avenue, wrapping around the corner onto Preston Street. The primary access for these non-residential uses are oriented towards Carling Avenue. Residential entrances are reserved for the Preston Street façade, with additional entrances provided along Sidney Street. Commercial units are strategically located fronting on Carling Avenue to animate the mainstreet frontage and create an inviting pedestrian realm.**

**The building design offers interesting and inviting forecourts that define prominent intersections of Preston Street and Carling Avenue, and Sidney and Preston Streets. These features work to draw pedestrians in towards the well defined public realm along both frontages.**

**The ground floor facades feature transparent fenestration along all sides including retail and residential entrances. The façade treatment encourages interfacing between building and public realm thereby animating these areas. The commercial frontage along Carling Avenue is designed with awnings which create inviting nodes to commercial entrances, while also presenting opportunities for outdoor seasonal seating for patrons. The building is**

**complimented by well thought-out landscape treatment that includes large trees and street furniture to define these frontages and create opportunities for people to linger around rather than swiftly walk through. Glazed facades and nooks are also provided along Sidney street that present opportunities to accommodate seasonal furniture.**

#### 4.3.2 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 as well as well defined forecourts at prominent intersections. 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.**

#### 4.3.3 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.**

#### 4.3.4 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 proposed to accommodate new street tree planting, landscaped areas, street furnishings including benches, and seating in support of the commercial uses.**

## 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 humanmade 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;
- c) 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.**

## 6.0

# City of Ottawa Official Plan (2003, as amended)

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.

## 6.1 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**).

Policies 15, and 16 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.



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, scale and separation 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 that encourage rapid transit use. 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.

## 6.2 Land Use Designation

The subject site 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.

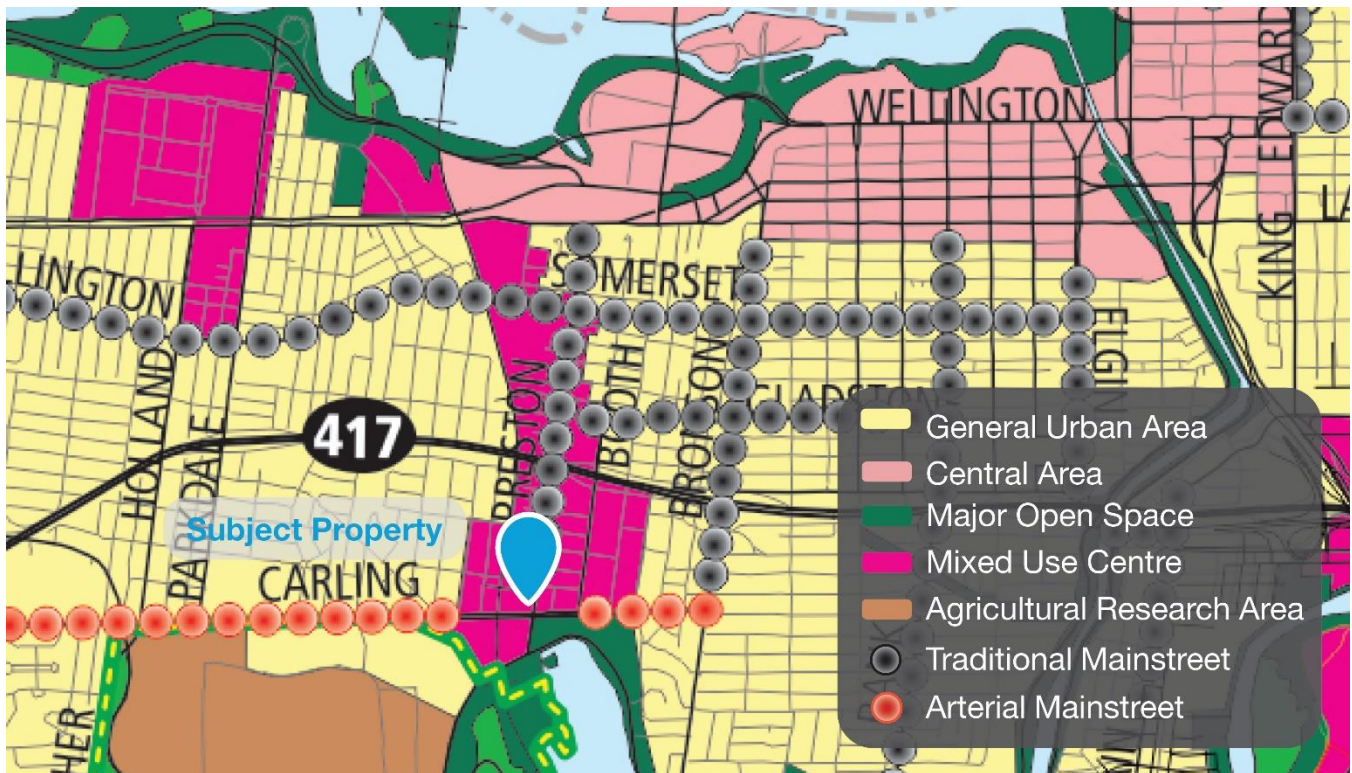


Figure 18: Schedule B - Urban Policy Plan, City of Ottawa Official Plan, 2003.

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 in the area. 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.**

### 6.3 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 a pedestrian oriented 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 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 396 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'. 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.

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.

	<b>Policy</b>	<b>Proposed Development</b>
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.
<b>Building Design</b>		
5.	Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of: <ul style="list-style-type: none"> <li>/ Setbacks, heights and transition;</li> <li>/ Façade and roofline articulation;</li> <li>/ Colours and materials;</li> <li>/ Architectural elements including windows, doors and projections;</li> <li>/ On site grading; and</li> <li>/ Elements and details that reference common characteristics of the area.</li> </ul>	The design of the building will achieve compatibility through high-quality design of the 40-storey tower. The height of the tower, along with the massing, is compatible with the surrounding high-rise uses in the area considers its 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 principal 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 entrances to service uses 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.

<b>Massing and Scale</b>		
10.	<p>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.</p>	<p>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.</p>
11.	<p>The Shadow Analysis and/or Wind Analysis will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas.</p>	<p>The shadow analysis demonstrates that shadows will be move quickly through the neighbourhood, as is expected in an urban context.</p>
12.	<p>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.</p>	<p>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 40 storeys and considered a 'landmark building', the high-quality architecture will feature ample variations and design features to reduce the impacts of its height.</p>
13.	<p>Building height and massing transitions will be accomplished through a variety of means, including:</p> <ul style="list-style-type: none"> <li>/ Incremental changes in building height;</li> <li>/ Massing;</li> <li>/ Building setbacks and step-backs.</li> </ul>	<p>Transition is provided via incremental building stepbacks and change in materiality along the frontage to delineate the change of the mid-rise portion of the building (e.g., 6-storey podium) to the high-rise portion of the tower. Additional ornamental features and architectural elements also help to break up this mass.</p>
<b>High Rise Buildings</b>		
14.	<p>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:</p> <ul style="list-style-type: none"> <li>/ 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;</li> <li>/ public views, including view planes and view-sheds,</li> <li>/ proximity to heritage districts or buildings,</li> <li>/ reduced privacy for existing building occupants on the same lot or on adjacent lots</li> </ul>	<p>This development has been designed in a manner to reduce disruptions associated with pedestrian comfort, views, public views and privacy.</p> <p>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.</p>

15.	<p>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:</p> <ul style="list-style-type: none"> <li>/ Base should respect the scale, proportion, and character of surrounding buildings, adjacent streets, parks, etc.</li> <li>/ Tower should stepback from the base where possible with, generally, a separation of 23m</li> <li>/ Floor plates may vary depending on the uses and context.</li> </ul>	<p>The six-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 sixth-storey, the building is stepped back and introduces terraces to provide built form and visual transition. The building steps back at the 7<sup>th</sup> and the 33<sup>rd</sup> storey. The stepbacks provide a slender floorplate for the tower portion of the building.</p>
19.	<p>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).</p>	<p>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 located at various levels of the building.</p>
20.	<p>Include well-designed, usable amenity areas for the residents, which may include balconies or terraces, rooftop patios, and communal outdoor at-grade spaces.</p>	<p>Amenity spaces consist of several terraces throughout the building, private balconies and terraces, as well as a public amenity storey on the 6<sup>th</sup>, and 7<sup>th</sup> floor consisting of fitness studios, a gym, pool, theatre, party room and related uses.</p>
22.	<p>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.</p>	<p>The proposed development is 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.</p>
23.	<p>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.</p>	<p>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.</p>
24.	<p>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.</p>	<p>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.</p>

## New City of Ottawa Official Plan (November 2022)

The City of Ottawa Official Plan was approved by the Ministry of Municipal Affairs and Housing (MMAH) with amendments on November 4<sup>th</sup>, 2022. It sets out policies that are designed to guide growth within the City to the year 2046. The Plan is organized by five (5) Strategic Policy directions which form the foundation for making Ottawa the most livable mid-sized city in North America over the next century. **Section 2.1** of the Official Plan outlines these broad policy directions as follows:

**1) Achieve, by the end of the planning period, more growth by intensification than by greenfield development.**

Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households, the majority of which are to be accommodated by intensification, to minimize the need for further urban boundary expansions.

**2) By 2046, the majority of trips in the city will be made by sustainable transportation.**

Currently, 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Vibrant, 15-minute neighbourhoods rely on and support the use of sustainable transportation options.

**3) Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.**

The Official Plan recognizes the different contexts across the City through use of transects. Land use designation policies are tailored to reflect each transects' context, age and function in the city.

**4) Embed environmental, climate and health resiliency and energy into the framework of our planning policies.**

The Official Plan recognizes that the future liveability of Ottawa depends on a healthy environment, and contains policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, encourage the evolution of healthy 15-minute neighbourhoods, increase urban canopy cover to 40 per cent and to increase the City's resiliency to the effects of climate change.

**5) Embed economic development into the framework of our planning policies.**

The Official Plan takes an economic development lens to support long-term economic sustainability.

**The proposed development will help to implement the objectives set out in the Big Policy Moves, particularly with respect to intensification in proximity to transit, urban and community design, and climate mitigation and resiliency. The proposed development will intensify a site at densities exceeding the minimum targets on a site that is located close to current and future transit and use high-performance building design and construction techniques to reduce operational emissions and increase safety and comfort for occupants under future climate conditions.**

### 7.1 Cross-Cutting Issues

Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a livable city which are implemented through the policies in multiple sections of the Official Plan.

/ Intensification	/ Healthy and Inclusive Communities
/ Economic Development	/ Gender Equity
/ Energy and Climate Change	/ Culture

Many of these cross-cutting issues are addressed in other City policy documents and plans, and consequently, the Official Plan needs to be read in conjunction with those other policy documents.

## 7.2 Growth Management Framework

In order to achieve the City's growth management objectives of more growth through intensification than greenfield development over the planning horizon, intensification is anticipated to occur throughout the urban area in a variety of built forms and height categories. The proposed development will fit in the low-rise height category, defined as up to and including four (4) storeys.

Residential intensification is permitted in all designations where residential development is permitted and should occur in a variety of dwelling unit sizes to provide housing choice (**S.3.2.8**). The Official Plan defines two broad dwelling size categories:

- / Small-household dwellings with up to two bedrooms, typically within apartment-built forms; and,
- / Large-household dwellings with three or more bedrooms, typically within ground-oriented built forms.

Table 3a of the Official Plan sets out residential and large dwelling targets for Hubs. The Official Plan sets a minimum density target of 160 people and jobs per gross hectare, 250 minimum dwellings per net hectare, with a minimum of 5% (target 10%) large-household dwellings.

**The proposed development meets the definition of intensification. It proposes densities of 2,788 dwelling units per net hectare, of which 6% are provided as large-household dwellings of three (3) or more bedrooms each to accommodate large family households.**

## 7.3 Transect and Land Use Designations

Schedule A divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it from the most urban (Downtown Core) to the least urban (Rural).

The subject site is located within the Downtown Core Transect of the City of Ottawa. The Downtown Core Transect is part of the larger important Metropolitan Downtown Core that includes the Centre-Ville de Gatineau and is characterized by its urban pattern of built form. The policies of the Downtown Core Transect seek to continue to maintain and enhance this urban pattern of built form and continue to develop as 15-minute neighbourhoods with highly mixed-use environments, especially within Hubs and along dense network of Corridors (**5.1.1**). It is planned to accommodate the greatest density and tallest heights—high-rise 41+, that are designed to be transit supportive, while prioritizing the public realm, encourage active transportation through highly mixed-uses and climate resiliency through building design (**5.1.2;5.1.3**).

The subject site is designated a Hub with an evolving overlay within the Downtown Core Transect (Figure 19). Hubs are areas generally located within a 600-meter radius of planned or existing rapid transit stations and are intended to provide densities that make transit viable. They are planned to provide diverse functions and a greater degree of mixed uses with higher level of public transit connectivity than areas abutting their surroundings. Hubs are also identified as Protected Major Transit Station Areas (PMTSAs) for the purpose of the Provincial Policy Statement.

Policies of the Official Plan permit High-rise 41+ built form, with greatest heights considered for lands located within 100 metres of an O-train station within Hubs in the Downtown Core Transect (**5.1.4**). Policies for Hubs require that highest densities be located closest to the transit station, and mixed-uses with emphasis on commercial uses be considered for sites within 300 metres radius from transit (**6.1.1(3)**).

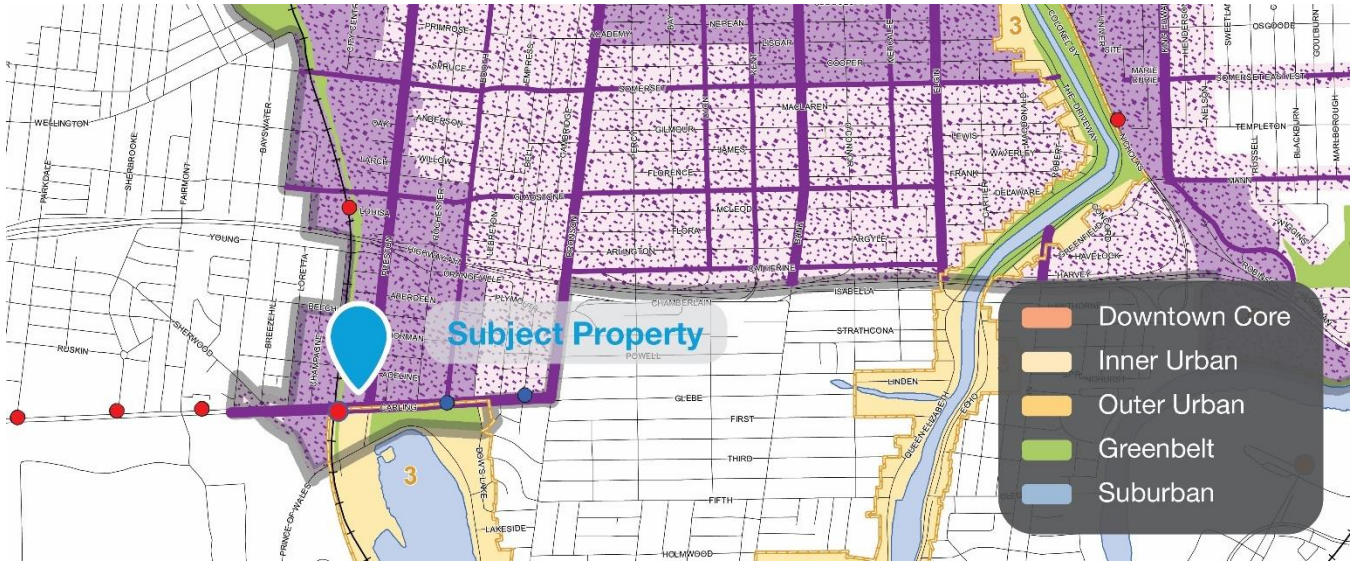


Figure 19: Schedule B1 - Downtown Core Transect, City of Ottawa Official Plan.

The Official Plan directs developments within Hubs to establish safe, direct and easy-to-follow public routes between transit stations and create a high-quality, comfortable public realm that periodizes the needs of pedestrians, cyclists and transit users (6.1.1 (3d)(e)). This is achieved by defining the public realm through the building location, entrances, fenestration and building façade design, and limiting parking, loading and service entrances away from the public realm (6.1.1 3(f)).

7.3.1 Protected Major Transit Station Areas (PMTSA's)

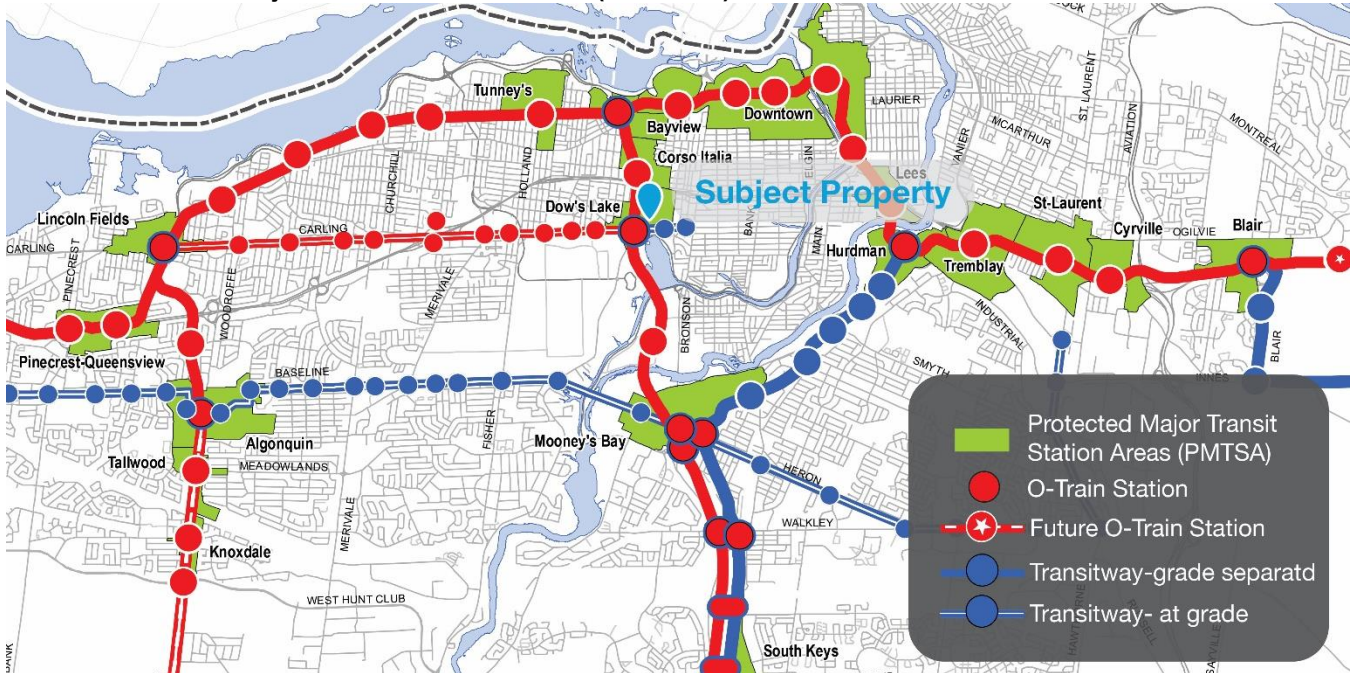


Figure 20: Annex C1 - Protected Major Transit Station Areas (PMTSA), City of Ottawa Official Plan



The subject site is located within the Dows Lake Protected Major Transit Station Area (PMTSA). PMTSA's are expected to provide a range of mid- to high-density mixed-use developments that include non-residential uses such as employment and commercial, institutional uses that support transit use (**6.1.2 (3)**). Auto-oriented uses such as gas stations, drive-throughs and low-density employment uses such as auto-wreckers or warehousing are prohibited (**6.1.2(2)**). Developments within the Dow's Lake PMTSA are required to meet the minimum density targets of minimum 160 people and jobs per gross hectare, and minimum residential density of 250 dwellings per net hectare (**6.1.2 (1), Table 3a**).

### 7.3.2 Evolving Neighbourhood Overlay

The Evolving Neighbourhood Overlay is applied to lands that are within 150 metres of a Hub or Corridor to signal its gradual evolution over time to see a change in character to support intensification. It considers a change in character towards a more urban built form with diverse functions and provides opportunities to reach the City's growth management framework for intensification. Zoning By-law permits exploration of new building typologies such as the missing middle housing and provides direction on the built form and site design to support this transition.

**The proposed development implements and conforms to the policy directions set out in the Hub designation within the Downtown Core Transect. The subject site is within 100 metres of a future Transit Station and represents a significant opportunity for redevelopment of an underutilized property. As a high-density, mixed-use, the development will promote transit use and increase housing options within the area. The proposed development considers its context and supports an active public realm along Arterial Roads by placing commercial entrances fronting on Carling Avenue, that wrap around and continue part-way along Preston Street. It establishes street-oriented commercial facades and uses fenestration that animates the ground floor. The pedestrian realm is prioritized through the integration of private and public spaces and the use of extensive landscaping. Further the intent of the PMTSA and Evolving Neighbourhood Overlay is met, but proposing a redevelopment that is aligned with the urban context that achieves the minimum density expected near transit.**

# 8.0

## Preston-Carling District Secondary Plan (as amended, 2016)

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.

### 8.1 Station Area

The subject site 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.

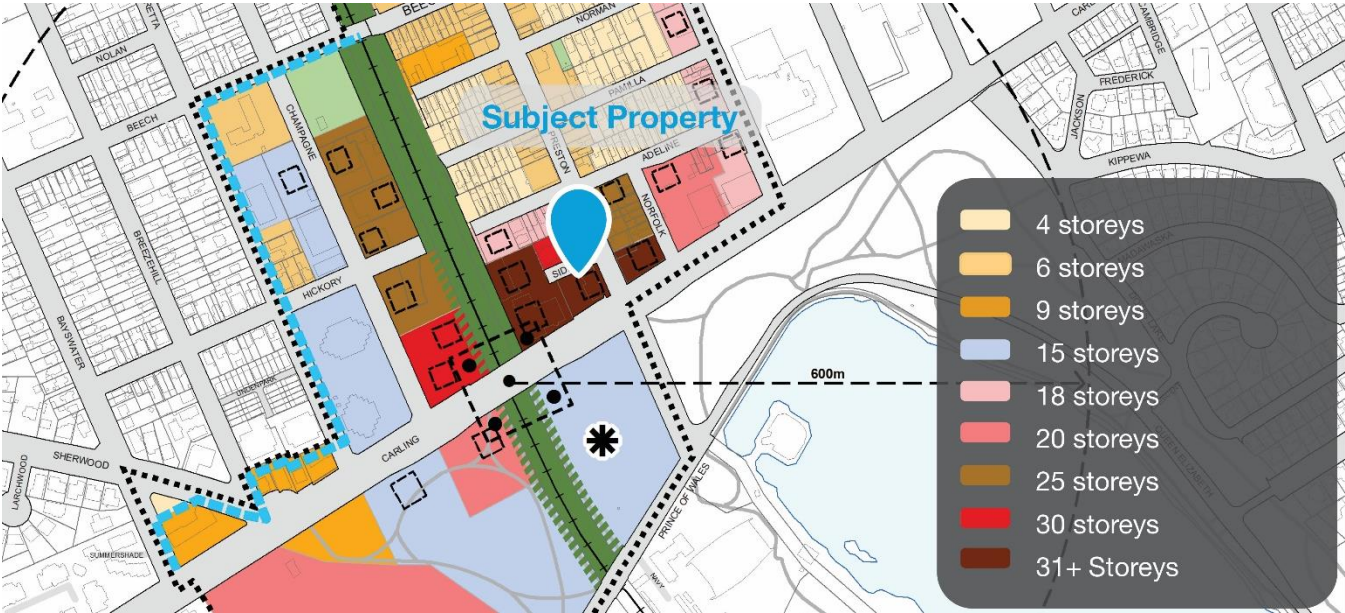


Figure 21: Schedule B - Height and Tower Location, Preston-Carling District Secondary Plan.

**The proposed development for a 40-storey building implements and conforms with the policy direction set out by the Secondary Plan for development within the ‘Area east of the O-Train/Future LRT’ which contemplate transit-supportive uses of heights between 30 to 55 storeys for properties fronting on Carling Avenue. 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.**

## 8.2 Section 4.2—Built Form

The Secondary Plan notes that development within this District shall conform to the parent Official Plan built form policies pertaining to the Mixed-Use Centre while meeting the more specific policies set out in the Secondary Plan.

Built form policies for high-rise 10 to 30-storey buildings are contemplated in **Section 4.2.1** of the Secondary Plan. The following additional criteria have been outlined for buildings taller than 30 storeys in the planning area:

1. With the exception of the projects along Rochester Street, the development site that accommodates a high-rise building shall have frontage on public lands along three sides which could comprise of a combination of streets and/or public owned open space (i.e. frontage on three streets or frontage on two streets with one frontage on public owned open space). **The Proposed development has frontage on three public streets two of which are Arterial Roads – Carling Avenue, Preston Street, and a third local street, Sidney Street.**
2. The podium and/or base of the development shall incorporate uses and human scale features to animate adjacent streets and open spaces. **The podium is animated through architectural articulation and, the use of glazed facades to define commercial frontages along Carling Avenue that wrap around to Preston Street. Architectural articulation such as the use of podium stepbacks, architectural variation, and the use of awnings and overhangs contribute to the creation of a human scale public realm along all street frontages.**
3. Point tower design shall be provided for high-rise buildings. **The proposed building is a point-tower design.**
4. Small floor plates will be encouraged with the typical floor area of a residential tower being generally no greater than 750 square meters and notwithstanding policy 4.11.14 of Volume 1 of the Official Plan, the typical floor area of an office tower being generally less than 2,000 square meters. **The tower floor plate is less than 750 square metres.**
5. Notwithstanding policy 4.11.14.a of Volume 1 of the Official Plan, a minimum separation distance of 20 metres between the towers will be required. Proposals that include separation distances less than 20 metres shall demonstrate that criteria set out in policy 4.11.14.a of Volume 1 of the Official Plan are met. The proposed development meets this objective. **The tower provides a 10 metre setback from the rear (west) property line to ensure appropriate separation of 20 metres from abutting property when it is built out.**
6. The relationship between potential towers within the same street block shall be addressed with towers being located as shown on Schedule B Height and Tower Location and measures being introduced through the development review process to ensure orderly development of the block. The proposed development by proposing towers as per Schedule B. **The development proposes a 40 storey tower, aligning with the outline for the tower placement indicated in Schedule B (Figure 21).**
7. Coordination of tower locations shall be pursued to optimize views from towers to Dows Lake, to the city skyline and other public amenities. **The proposed development considers its surrounding context, and is mindful of the existing Claridge Icon tower to the east and approved high-rise project to the west. It proposes a built form and style that compliments the existing and future planned context of its surroundings contributing to the views to Dows Lake and the City skyline.**
8. Shadow and wind studies will be required for all high-rise developments in accordance with the City's Terms of References. **Shadow and Wind studies have been updated and form part of the resubmission package.**
9. Notwithstanding the indication of tower location in Schedule B – Height and Tower Location of this Plan, it is acknowledged that Council has approved a site specific zoning for the former Ottawa Humane Society site known as 101 Champagne Avenue and this site specific zoning includes provisions would allow up to two high-rise towers of varied heights (25 and 23 storeys as was reflected on the development concept on which the zoning was based) with a separation distance between the two towers less than the requirements set out in policy 4.2.1.e of this Plan. **The proposed development is not impacted by 101 Champagne Avenue.**

Further, **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.

**The design of the proposed development 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 Carling Avenue that wrap round onto Preston Street. The proposed development reinforces the design excellence of the planning area, creating a well-planned destination within the Preston-Carling District.**

### 8.3 West Downtown Core Secondary Plan – Dow’s Lake Station District (as amended 2021)

The West Downtown Core Secondary Plan was adopted with the new Official Plan and contains a section specific to the Dow’s Lake Station District. This section carried over the policies of the Preston-Carling District Secondary Plan. It continues to provide detailed area-based policy direction to guide development over the next 20 years and requires high-rise buildings closest to the station to have exceptional architecture that contributes to defining the skyline. It prioritizes the pedestrian realm along Carling Avenue and Preston Street.

It should be noted that the District boundary has changed it is now defined to be bounded on the north by Highway 417 and Orangeville Street, on the east by Rochester Street and Booth Street, on the south by Carling Avenue, Prince of Wales Drive and the Central Experiment Farm and Normal Street, on the west by Bayswater Avenue, Sherwood Drive, Breezehill Avenue South, Hickory Street, Loretta Avenue South, Beech Street and Railway Street (Figure 22).

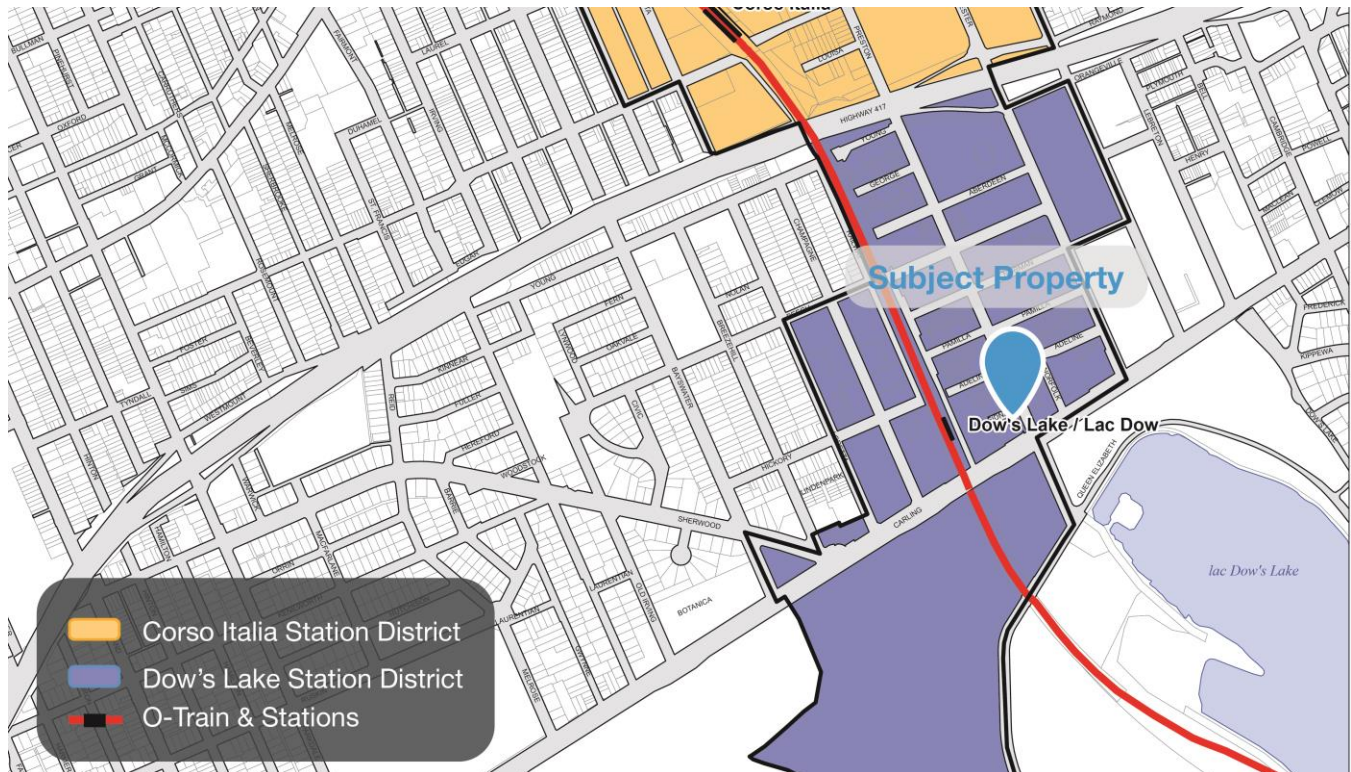


Figure 22: Dows Lake Station District Schedule A - District Plan, West Downtown Core Secondary Plan, Volume 2 City of Ottawa



Figure 23: Dows Lake Station District Schedule D- Character Areas, West Downtown Core Secondary Plan, Volume 2 City of Ottawa.

The subject site is designated a Hub the District, therefore is expected to develop into transit supportive mixed-use densities with the tallest buildings and greatest densities located around the O-train station. High-rise buildings of 30 storeys up to a maximum of 55 storeys are planned for lands with frontage on Carling Avenue located between the O-Train Line 2 Corridor and Norfolk Avenue, with a gradual decline in heights further north and east of here, as per Schedule E.



Figure 24: Dows Lake Station District Schedule E - Maximum Building Height and Tower Location, West Downtown Core, Volume 2, City of Ottawa.

### 8.3.1 Built Form

The built form criteria are found in **Section 4.2** of the new West Downtown Core Secondary Plan for the Dow's Lake Station District and mirrors that of the Preston-Carling District Secondary Plan, with the exception that high-rise is now defined as buildings that are ten to forty storeys in height. As previously detailed in this Planning Rationale the proposed development meets all nine (9) of the built form criteria, however there is now a 10<sup>th</sup> consideration:

- / Acknowledge the functional requirements for a hospital and its related facilities, the reference to Section 4.2.1, Policies 1), 2) and 3), shall not apply to the lands designated Hospital Area. **The subject site is not within the Hospital Area, therefore this does not apply.**

Section 4.2.4 provides direction for animation of building edges to create animated, safe, pedestrian friendly and successful urban environments. This policy remains unchanged from the former Preston-Carling District Secondary Plan.

## 9.0 Urban Design Guidelines

### 9.1 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:

- a) 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;
- b) the views and vistas within which the proposed landmark building will be seen and the characteristics of these views and vistas; and
- c) 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:

- a. distinctive in form and detail compared with the surrounding buildings when viewed close-up or from a distance; and
- b. 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 stepback.

**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, highrise 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.

**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 proximity to Dow's Lake Station.**

## 9.2 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 nonstandard 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.**

# 10.0 Zoning By-law

The subject site is zoned 'Arterial Mainstreet, Subzone 1' (AM1) in Zoning By-law 2008-250. The purpose 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”.



Figure 25: City Of Ottawa Zoning By-law 2008-250.

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

The following Table outlines the required zoning provisions applicable to the site and how the proposed development complies with these provisions.

Provision	Required	Provided	Compliance
<b>Min. Lot Area</b>	No minimum	1,417 sq.m. (after road widening)	✓
<b>Min. Lot Width</b>	No minimum	31.76 m	✓
<b>Min. Front Yard setback</b> (Preston Street)	Mixed-use buildings: 0 m	0 m	✓
<b>Min. Corner Side Yard setback</b>	Mixed-use buildings: 0 m	Carling Avenue: 2.33 m Preston Street: 0m	✓
<b>Min. Rear Yard</b>	Mixed-use building not abutting a residential zone: 0 m	2.05 m	✓
<b>Building Height</b>	Max. 30 m and no higher than 9 Storeys	136.80 m/ 40 storeys	✗

Provision	Required	Provided	Compliance
<b>Tower Separation Distance</b>	10m	10 m	✓
<b>Amenity Area</b>	Min. 6 sq.m./DU; 50% must be communal 396 x 6 = 2,376 sq.m. total and 1,188sq.m communal	Private = 2,981.6 sq.m. Communal = 1,199 sq.m. TOTAL = 4,180 sq.m.	✓
<b>ROW Protection</b>	2.33	2.33 m	✓
<b>Corner-Sight Triangle</b>	5m x 5m	5 m x 5 m from Carling Av.	✓
<b>Min. Residential Vehicle Parking</b>	Area Z: No parking required.	166 spaces	✓
<b>Max. Residential Vehicle Parking</b>	1.75 spaces/DU 396 X 1.75 = 693 spaces	166 spaces	✓
<b>Min. Visitor Parking</b>	0.1 spaces/DU after first 12 DU, max. 30 spaces required 396 – 12 = 384 * 0.1 = 38.4 spaces	30 spaces	✓
<b>Min. Commercial Vehicle Parking</b>	Area Z: No parking required.	0 spaces	✓
<b>Min. Residential Bicycle Parking</b>	0.5 spaces/DU 396 x 0.5 = 198 spaces	198 Spaces	✓
<b>Min. Commercial Bicycle Parking</b>	1 space per 250 sqm. GFA 335 sqm. = 1.34 (rounded to 2) spaces	2 Spaces	✓
<b>Driveway Width</b>	Two-way for residential: 6.0 m	6.0 m	✓
<b>Aisle Width</b>	90-degree parking spaces: 6.0 m	6.0 m	✓
<b>Parking Space Size</b>	Max. 40% of resident spaces 196 x 40% = 79 spaces	Small size: 25 spaces	✓

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.

## 10.1 Requested Zoning By-law Amendments

The following site-specific exceptions to the Zoning By-law are required and are appropriate for the proposed development:

/ **Maximum Building Height:**

*Permitted* → a maximum of 30 m (no higher than 9 Storeys)

*Requested* → a maximum of 136.80 m (no higher than 40 Storeys)

The Secondary Plan supports building heights greater than nine (9) storeys. The proposed amendment aligns the subject site with the policies of the Secondary Plan which anticipate building heights of 30 to 55 storeys for a site located within a Mixed-Use Centre and near an LRT station. The proposed 40 storey development contributes to the City's policy objectives related to growth management and intensification by locating tall buildings and greatest densities on sites close to transit in a manner that is appropriate for the existing and planned context of this key gateway into the downtown core of the City of Ottawa.

## 11.0 Supporting Studies

### 11.1 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.

### 11.2 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.

### 11.3 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.

### 11.4 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.

### 11.5 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 of potential environmental concern, therefore a Phase II ESA was completed which concluded a record of site condition (RSC) will be required. Further additional testing of the soil will be required prior to off-site disposal at a receiving site and groundwater will need to be retested when it stabilizes.

### 11.6 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.

## 12.0 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 or will be undertaken as the applications move through the planning approvals process.

### **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 was completed by City of Ottawa during the application process. They will be updated with the submission of this revised proposal.

### **Urban Design Review Panel Consultation**

The proposed development is subject to the Urban Design Review Panel review process.

### **Community Information Session**

A public meeting was conducted upon request from the Ward Councillor on January 18, 2022. The original proposal for the proposed development was presented within a Community Information Session.

### **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 the Zoning By-law Amendment – Planning Committee**

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

## 13.0 Conclusions

It is our professional opinion that the proposed Zoning By-law Amendment to permit the development of a 40-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.
- / 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 **Zoning By-law Amendment is supported by the polices of the Secondary Plan.**
- / The proposed development is supported by technical studies submitted as part of this application.

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