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357, 361, & 363 PRESTON STREET Public Realm Network Study

Novatech File: 121183

Prepared for: 1503839 Ontario Inc.

357- 363 Preston Street

Ottawa, Ontario

Public Realm Network Study

Prepared By:

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Novatech File: 121183
Ref: R-2024-118

October 21, 2024

City of Ottawa
110 Laurier Avenue West,
Ottawa, ON, K1P 1J1

Attention: Randolph Wang, Urban Design

**Reference: Site Plan Control Application
357, 361, & 363 Preston Street
Novatech File No.: 121183**

The City of Ottawa, through Section 5.2.1 of the Official Plan, requires each development application on Preston Street be accompanied by a Public Realm Network Study.


The following **Public Realm Network Study** has been prepared in support of the Site Plan Control application to facilitate the development of the property at 357-363 Preston Street (the “Subject Site”). This study speaks to the policies and guidelines of the Preston-Carling *Public Realm and Mobility Study* and how the proposed design meets these policies.

The study illustrates how the proposed mixed-use development is being designed to be compatible with the existing and planned context, to improve its surroundings and to support the overall goals of the *Preston-Carling Public Realm and Mobility Study*.

Should you have any questions regarding any aspect of this report please feel free to contact me at your earliest convenience.

Yours truly,

NOVATECH



Ryan James, OALA, CSLA,
Senior Project Manager | Landscape Architecture

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1.0 INTRODUCTION

In a fast-developing neighbourhood such as Preston-Carling, smaller urban spaces are key to creating a rich public realm. Public spaces are to be planned and designed jointly for pedestrians, cyclists and vehicles to boost community life and support social, cultural, economic and environmental wellbeing. The *Public Realm and Mobility Study* for the Preston-Carling district highlights the community-oriented guidelines which can help create such healthy public spaces around upcoming developments.

The mixed-use development at 357, 361 & 363 Preston Street supports the *Public Realm and Mobility Study* strategies and aims to provide an accessible, comfortable and safe public realm.

The property is a corner lot with frontage on Preston Street on its west boundary and Aberdeen Street on the north edge. On the east side of the property there is currently a large, existing pay and park facility which is envisioned as a key large site with future development potential according to the *Public Realm Study*. Existing one-story and two-story detached dwellings occupy the south end of the lot.

This study describes how the overall design of 357-361 Preston Street aligns with the vision for the future of Preston-Carling neighbourhood and respects recent completed developments in the neighbourhood. As structured in the strategies and guidelines set out in the *Public Realm and Mobility Study*, proposed improvements are organized into Moving Around, Greening, and Activating.

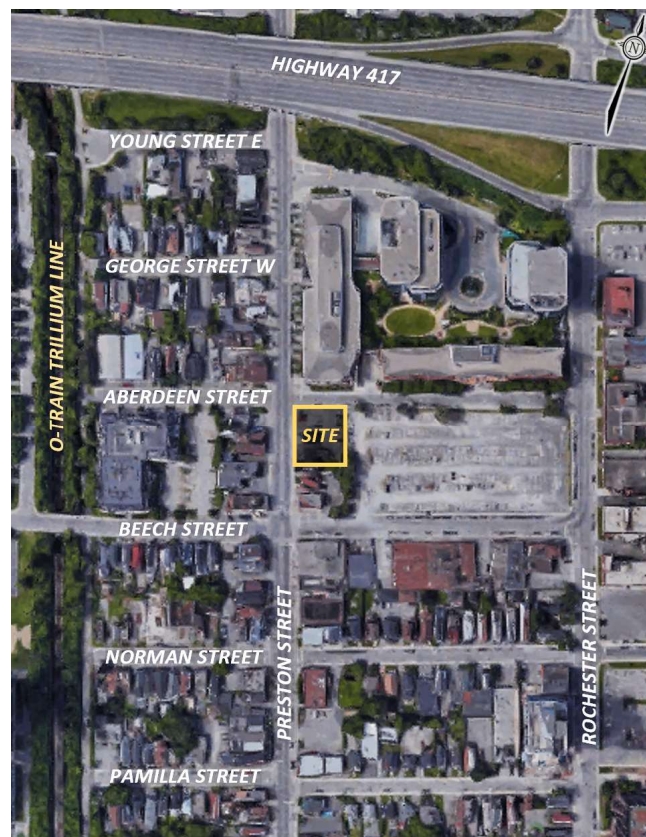


Figure 1: Aerial view of the subject Site

2.0 MOVING AROUND

Streets are grouped in different categories for the streetscape treatment guidelines in the *Preston Carling Public Realm and Mobility Study*. The design of the streetscape for this project is developed based on 'Group 2, Type C - Main Street' for the frontage along Preston and 'Group 4, Type H - Local Streets' for the frontage along Aberdeen.

M1 Walking

Preston Street:

The ample pedestrian focused area along Preston is comprised of a furniture zone along the curb, a 2m wide sidewalk next to the furniture zone, and a market zone closer to the building. From the curb to the building face, all three zones are developed to create a single integrated space.

The existing condition on the neighboring property to the south has a sidewalk at the curb. The plan for the redevelopment of the subject site is compatible with this while moving the proposed sidewalk away from the curb, which is the ultimate vision prescribed for Preston Street. Please refer to Figure 2. Landscape Plan.

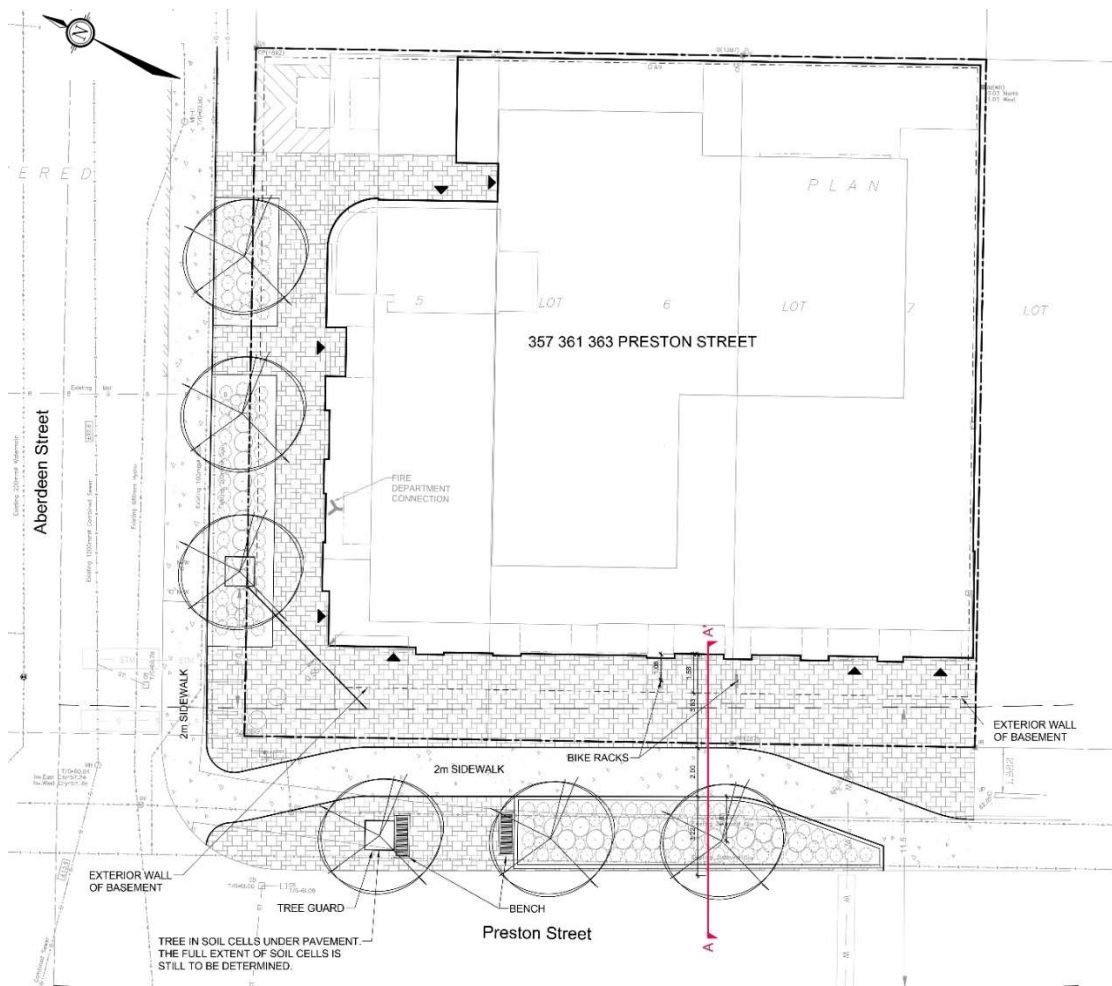


Figure 2: Landscape Plan

The 'furniture zone' is 3m wide along Preston Street with trees, a planting bed, seating, light fixtures, and other street furniture elements (See A6 Furnishings for more information). In the *Preston Carling Public Realm and Mobility Study*, 'furniture zone' is recommended to be 2m wide. The proposed design provides a 3m wide furniture zone to provide more soil volume and surface planting, which can easily be accommodated in this location.

On the other side of the 2m wide sidewalk along Preston Street, a 3.5m wide 'market zone' is planned along Preston as an open extension of the sidewalk, more like a flexible space that will be available for temporary seatings, displays or a programable space during the community events. Most of this zone is located on private property above the basement slab, but the location and design make it semi-public. (See A4 Events for more information).

Refer to Figure 3. Cross section that demonstrates the pedestrian realm.



Figure 3: Cross section to illustrate pedestrian realm

Aberdeen Street:

Aberdeen Street will be improved from the existing condition, with no sidewalk on the south side of the street with the addition of a 2m wide sidewalk. In the *Preston Carling Public Realm and Mobility Study*, it is recommended that there be a minimum 1.8m wide sidewalk along local streets. The design allows for a 2m wide sidewalk along Aberdeen for a continuous pedestrian experience that wraps around the building and runs along the curb of Aberdeen. Pedestrians will also have the option to walk along the building façade.

M2 Cycling

On Preston Street, cyclists will be sharing the road with motorists in slower-moving traffic environments as per the *Mobility Study*. The street elements in the furniture zone will be fixed at an adequate distance from the curb to enable sufficient clearance for the cyclists on the road. Bike racks are proposed at key locations closer to the building entrances on Preston Street.

M3 Transit

The bus stop located to the south of the property limit is not in the scope of this project. The proposed design will provide sufficient clearance from the bus stop as described in the guidelines, to allow transit users to circulate freely.

M4 Driving

The private approach to the underground car park is deliberately located on Aberdeen Street. The proposed driveway is located approximately 28m from Preston Street to avoid any traffic congestion and visual obstructions on Preston. The design has been evaluated based on the relevant requirements of the City's Zoning By-law and Private Approach By-Law (PABL), and the Transportation Association of Canada (TAC)'s Geometric Design Guide for Canadian Roads.

3.0 GREENING

G2 Street Trees

Landscape improvements in dense, urban settings are usually limited by space but the subject site has a relatively generous space between the curb and the building. The space is being used to its full potential in the design proposed for 357-363 Preston Street.

The guidelines provide a recommended list of trees suitable for moderate salt spray along Preston Street and low salt spray along Aberdeen Street. Some of the most proven hardy tree species have been selected from the list for this project to enhance the urban tree canopy cover and create plant diversity in the public realm.

As per the street tree guidelines provided in the *Preston-Carling Public Realm Study*, the proposed design for the subject site ensures 3-5 cubic m soil volume per shrub. Connected soil volumes in the planting beds make it possible to integrate a diverse plant community of shrubs and perennials as lower storey vegetation. The planting beds have connected soil volumes which make it possible to bring more colour and texture to the lower storey vegetation and enhance the character of the main street. The planting selection includes a variety of urban-tolerant shrubs which will create more seasonal interest.

The tree proposed closer to the intersection of Preston and Aberdeen with a tree guard will benefit from proposed structural soil cells to make most of the space under the tree usable and free for pedestrian movement.

A 5.0 metres x 5.0 metres sight triangle is secured at the intersection of Preston and Aberdeen in the site plan. Proposed planting adheres to the City of Ottawa guidelines for planting heights at such intersections. Some low height shrubs and perennials are proposed in the planting bed next to the sidewalk along Aberdeen Street to ensure that the sightlines of vehicles taking a turn will not be hindered.

4.0 ACTIVATING



Figure 4: Activating the public realm, Photo Credit: [@littleitalyottawa](https://www.instagram.com/littleitalyottawa)

A1 Retail at the Edge

At 357-361 Preston, this mixed-use development is not planned to have a restaurant, café, or shop on the ground floor. The ground floor tenants are anticipated to be a bank and a dry cleaner. Therefore, the 'market zone' in front of the building will be utilized mostly as an arrival area near the entrances and as a public space otherwise, rather than acting as a spill out of ground floor retail uses. Clear windows & doors will provide visibility for the ground floor bank and dry cleaners, and will further enhance the integrated interface with the public realm. A well-balanced approach to privacy and visibility will be provided by appropriate softscape design.

A4 Events

The space between the curb and building façade is designed to ensure smooth transition from public to semi-public to private realm. The entrances on the west side of the building are deliberately proposed in a way that they complement the streetscape and create a long 'street room' between two doors.

Special social events, such as 'Italian Week', usually take place in the parks and urban squares in the vicinity. On the subject site, the area between the sidewalk along Preston Street and the building face is planned to momentarily accommodate the crowds for different activities during evenings and weekends. This space is also envisioned as an extension for the celebration and short events conducted by street artists and animators during festivities and holidays.

A6 Furnishings

The design will make the pedestrian experience more enjoyable with street furniture that encourages community interaction while maintaining safety and security. This is achieved by keeping the furniture zone separate from the movement corridor. The new furniture products, to be selected further in the design process, will belong to a family of high-quality furniture set to match the overall character of Preston Carling public realm. All streetscape elements proposed such as benches, bike racks, and waste receptacles, will be accessible, functional, and easy to maintain. The bike racks are proposed closer to the building entrance for ease of use.

Based on the foregoing, the proposed development is recommended from a public realm perspective.

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