



224 Preston Street

Planning Rationale
Zoning By-law Amendment + Site Plan Control
May 15, 2023



Prepared for 224 on Preston Inc.

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May 2023

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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained to prepare this Planning Rationale and Design Brief in support of Zoning By-law Amendment and Site Plan Control applications to facilitate the proposed development on the property municipally known as 224 Preston Street in the City of Ottawa.

The subject site is located at 224 Preston Street at the corner of Larch Street to the north and Preston Street to the east in the Little Italy neighbourhood in the City of Ottawa. The subject site currently contains one low-rise detached building and surface parking lot at the side and rear of the site. The proposed development includes the demolition of the current building and the construction of a six-storey mid-rise residential apartment building containing 30 units. A total of 149 square metres of amenity space is provided via private balconies, communal terraces, and outdoor amenity space. As permitted by the Zoning By-law, 4 residential parking spots are located below grade, and a total of 33 bicycle spaces are provided internally and within the corner side yard.

1.1 Required Applications

To facilitate the proposed development, concurrent Zoning By-law Amendment and Site Plan Control applications are being submitted. The Minor Zoning By-law Amendment (ZBLA) proposes to amend the existing zoning applicable to the subject site to accommodate site-specific development details as discussed herein. The Site Plan Control process will address the detailed design of the site and building, including such aspects as site servicing, landscaping and building materiality.

To obtain a more complete understanding of the development proposal and the justification submitted to obtain the necessary planning approvals from the City of Ottawa, this Planning Rationale should be read in conjunction with the portfolio of drawings and reports prepared by the architecture and engineering consultants and other specialists as required by the City of Ottawa planning approval process.

1.2 Public Consultation Strategy

The City of Ottawa has developed a Public Notification and Consultation Policy for development applications. The following consultation steps will be undertaken, or have been undertaken, in accordance with the Policy and Planning Act notification requirements.

- / Pre-Application Consultation Meeting
 - o A Pre-Application Consultation Meeting was held with City Staff and the applicant team on June 2, 2022. The applicant team has maintained subsequent correspondence with City Staff leading up to application submission.
- / Notification of the Dalhousie Community Association
 - o The Dalhousie Community Association was notified of the proposed development for the subject site prior to the applications being submitted.
 - o A representative from the Dalhousie Community Association was notified of and present for the pre-application meeting with the City of Ottawa on June 2, 2022, to discuss the proposed development prior to application submission.
 - o A ‘heads up’ notification to local registered community associations will be completed by City of Ottawa during the application process.
- / Notification of Ward Councillor, Councillor Ariel Troster
 - o The Ward Councillor was notified of the proposed development for the subject site on March 15, 2023, prior to the applications being submitted.

- / Community Information Session
 - If requested by the Ward Councillor, the applicant team will participate in a community information and comment session to discuss the proposed development.
 - It is anticipated that the Ward Councillor would provide notice to residents via the ward website and newsletter, Facebook, and Twitter.
 - Due to ongoing COVID-19 restrictions on public gatherings, it is anticipated that the community information session would be held via an online format such as a Zoom webinar or another similar platform.
- / Built Heritage Sub-Committee Meeting Advertisement and Report Circulation
 - Notification for the public meeting will be undertaken by the City of Ottawa.
- / 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 Zoning By-law Amendment – Planning Committee
 - The statutory public meeting will take place at the City of Ottawa Planning Committee.

2.0

Subject Site & Surrounding Context

2.1 Subject Site

The subject site is a rectangular shaped lot located at the corner of Larch Street and Preston Street in the Little Italy neighbourhood in the City of Ottawa (Figure 1). The subject site has a total area of approximately 471.25 square metres with 15.44 metres of frontage along the western side of Preston Street and 30.48 meters on the south side of Larch Street. The site currently contains one (1) building; a two-storey detached brick building municipally addressed as 224 Preston Street. The existing building has been altered over time and includes a one (1) storey addition to the rear of the building. The remainder of the rear yard contains a paved surface parking lot area.



Figure 1: 224 Preston Street, subject site indicated

2.2 Surrounding Context

North: Immediately north of the subject site, across Larch Street, is a two (2) storey building and associated surface parking lot. Next to this, is a mix of generally low-rise residential buildings including detached, semi-detached and townhouses, a condition that continues along parallel streets to the north, Laurel Street East and Oak Street. Further north of the site is Plouffe Park and the Plant Recreation Centre, on the corner of Preston Street and Somerset Street West, Ottawa’s Chinatown neighbourhood. Further north is the Lebreton Flats neighbourhood and the Ottawa River.

East: Immediately east of the subject site is Preston Street, a north-south arterial mainstreet and the heart of Little Italy. On the east side of Preston Street is a one (1) storey commercial at-grade plaza. Further east towards Bronson Avenue is a mix of generally low-rise residential buildings and low-rise apartment buildings. Across Bronson Avenue and further east is the Centretown neighbourhood of Ottawa, which include a mix of densities including low-, mid- and high-rise residential, commercial, and institutional buildings.

West: Immediately west the subject site is a one (1) storey garage fronting Larch Street. Further west to the end of Larch Street are low-rise residential buildings. There is a vacant parcel which abuts the Trillium Pathway and Line 2 of the O-Train LRT, the southern part of which is under construction for the new Corso Italia LRT station. Across the rail line are mixed-use building comprising of commercial and industrial uses. The area transitions into the Hintonburg neighbourhood, where land uses are generally more varied where both stand alone residential and commercial buildings exist, as well as mixed-use buildings containing commercial and retail at-grade along street frontages and residential units above.

South: Immediately south of the subject site at the corner of Preston Street and Balsam Street is a two (2) storey residential building with commercial at-grade. Further south on Preston Street and up to Carling Avenue, low-rise commercial buildings frame Preston Street. Building heights increase in proximity to rapid transit as seen with the 45-storey Claridge Icon building at the corner of Preston Street and Carling Avenue. Further south is Dow's Lake, Dow's Lake Pavilion and Commissioners Park.

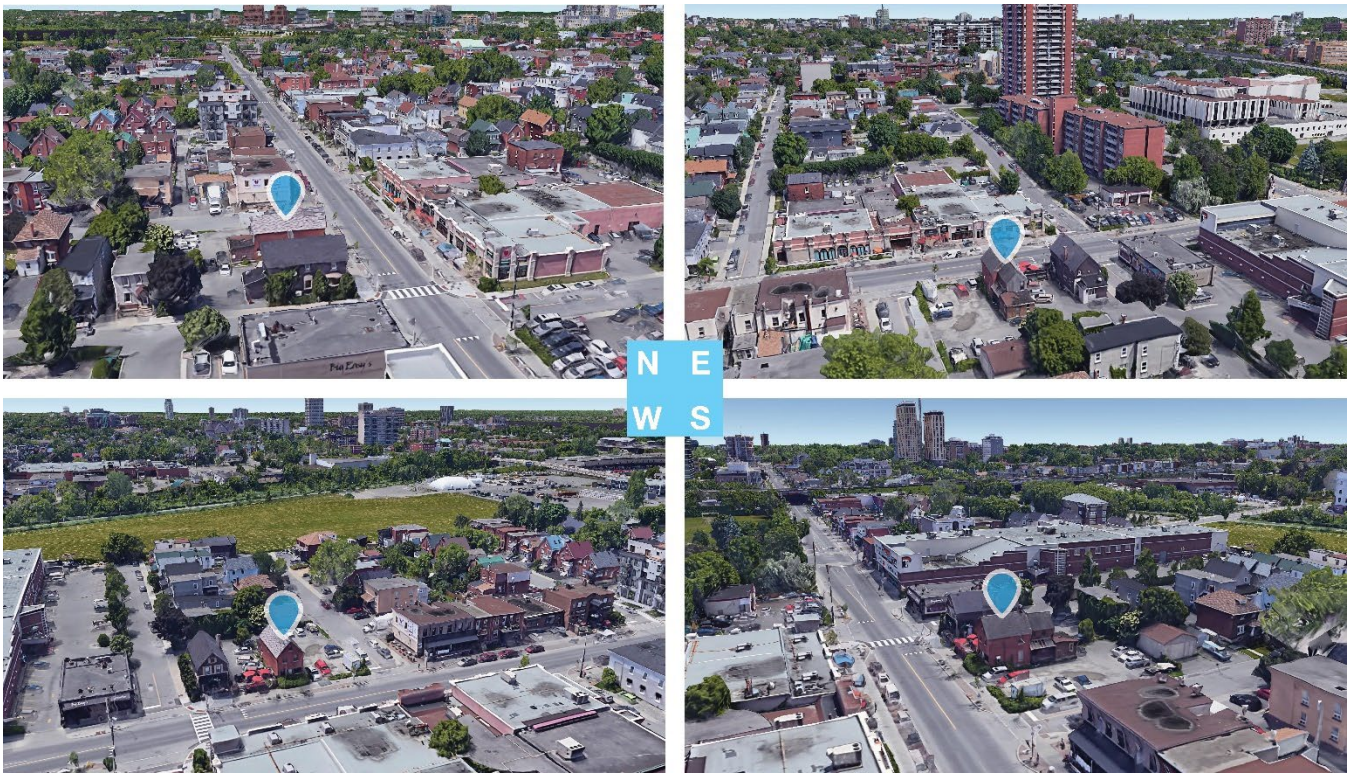


Figure 2: Site context (clockwise from top left) looking north, east, south and west.

2.3 Road Network

The subject site is located on Preston Street, which is designated an Arterial road on Schedule C5 (*Downtown Core Road Network*) of the City of Ottawa's Official Plan (Figure 3). The subject site fronts Larch Street, a local street. Nearby streets include Gladstone Avenue and Booth Street, designated Major Collector roads, and Somerset Street West, an Arterial road.

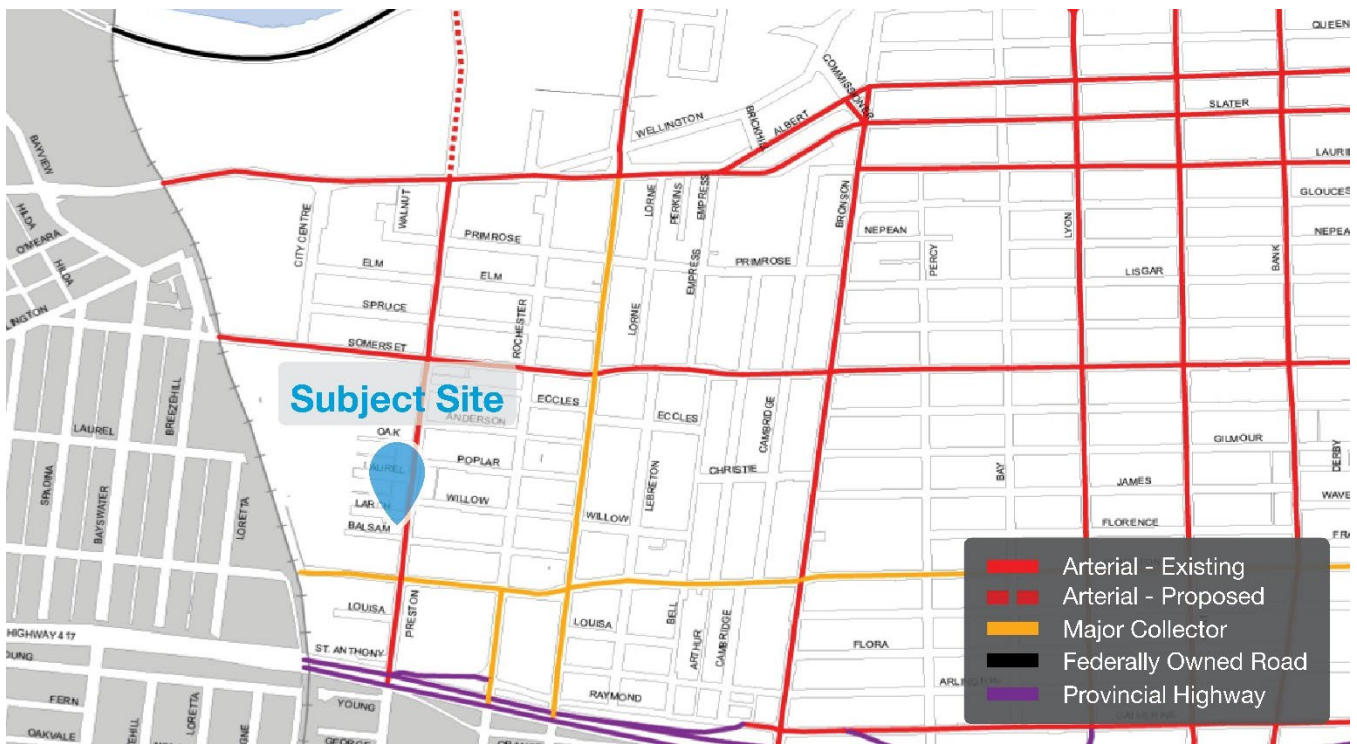


Figure 3: Schedule C5, *Downtown Core Road Network*, City of Ottawa Official Plan; subject site indicated.

Arterial roads are intended to function as major corridors in the urban communities, accommodating a variety of transit modes including vehicle, pedestrian, bicycle, and public transportation. Arterial roads are designed in a manner which meets the needs of these users through the provision, where appropriate, of sidewalks, cycling lanes, and transit stops. The subject site is well served by the existing road network due to its frontage along an Arterial road, which provides connections to Collector and other Arterial roads along multiple nearby streets and into the greater urban road network of the City of Ottawa.

2.4 Transit and Active Transportation Network

The subject site is well-connected with respect to bus rapid transit, cycling, and the pedestrian network as indicated on Schedule C2 (*Transit Network*) of the Official Plan. The subject site is located within 300 metres from Corso Italia station, Line 2 of Ottawa's Light Rail Transit (LRT) (currently under construction for O-Train expansion), and 1.3 kilometers walking distance of the Bayview Line 1 LRT Station (Figure 4).

Further, the subject site is located approximately 350 metres south of Somerset Street West, and 110 metres north of Gladstone Avenue, both designated Transit Priority Corridors. Similarly, OC Transpo serves the site with Route 85 running adjacent to the site along Preston Street, and Routes 14 and 114 running along Gladstone Avenue Street (Figure 5). An OC Transpo bus stop is located within close proximity to the subject site on Preston Street. This route connects the subject site to the greater transportation network and is served by routes which connect through to Tunney's Pasture, Carlington, and Bayshore, as well as to South Keys, Rideau and St. Laurent Transit Stations.



Figure 4: Schedule C2, Transit Network, City of Ottawa Official Plan; subject site indicated.



Figure 5: O-Train Network Map; subject site indicated.

The subject site is served by the City of Ottawa's urban cycling network (Figure 6). Dedicated bicycle lanes, designated Major Pathways by Schedule C3 (*Active Transportation Network*) of the Official Plan, are located along the Trillium Pathway, 170 metres west of the site, and along Scott Street, north of the site. These cycling accesses allow bicycle connections to various other routes throughout the city and rapid transit, promoting multi-modal transportation.

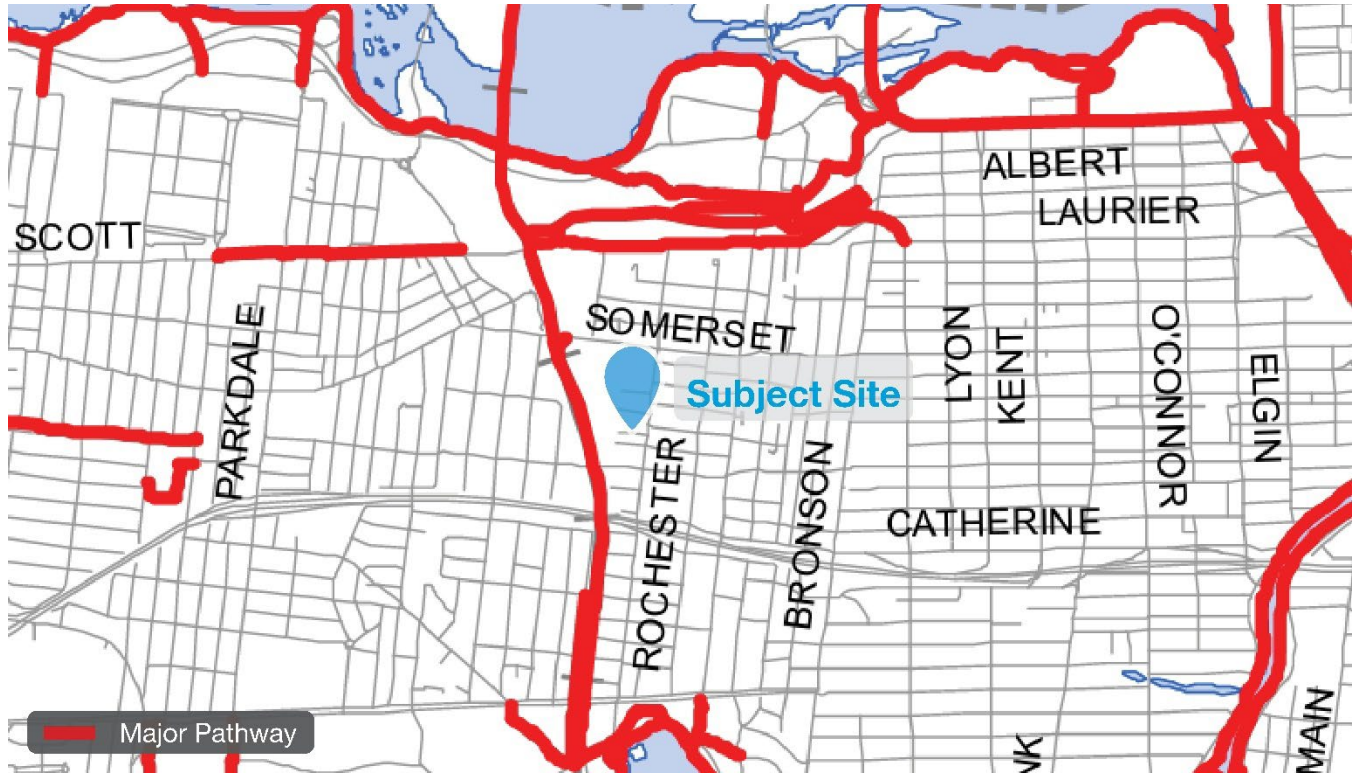


Figure 6: Schedule C3, *Active Transportation Network*, City of Ottawa Official Plan, subject site indicated.

2.5 Neighbourhood Amenities

Considering its location in the established Little Italy neighbourhood, the subject site enjoys close proximity to many nearby amenities including a variety of commercial uses such as restaurants, retail shops, community services, tourist attractions, and greenspaces.

A non-exhaustive list of neighbourhood amenities illustrates the wide range of uses, and include:

- / Parks including Commissioners Park, Queen Juliana Park, Dominion Arboretum, Piazza Dante Park, the Trillium Pathway and several other local parks including Plouffe Park, Dalhousie Community Centre Park as well as greenspace along the Rideau River;
- / Major commercial, restaurants, and retail business in all directions, including north along Somerset Street West in the Chinatown neighbourhood;
- / Recreational facilities including private gyms, community fitness spaces, and community services such as the Plant Recreation Centre and Tom Brown Arena;
- / Libraries and public schools such as the Ottawa Public Library (Rosemount Branch), Adult High School, St. Anthony School, Cambridge Street Community Public School, and Devonshire Community Public School; and,
- / Tourist destinations or heritage buildings such as the Canada Bank Note building, Orange Art Gallery, Dow's Lake, Dominion Arboretum and Observatory, Commissioners Park, and the Rideau Canal.

Proposed Development and Design Brief

3.1 Project Overview

The proposed development includes the construction of a six (6) storey mid-rise, mixed-use building at 224 Preston Street with two (2) commercial units on the ground floor and a total of 30 residential units; 19 bachelor units, six (6) one-bedroom units, three (3) two-bedroom units and two (2) three-bedroom units. A total of 149 square metres of amenity space is provided via private balconies, communal terraces and outdoor patio space. As permitted by the Zoning By-law, 4 residential parking spaces are provided below-grade, and thirty (30) stacked bicycle storage spaces provided indoors and three (3) within the exterior side yard. A 1.4-metre-tall opaque fence is located in the rear yard abutting the western property line.

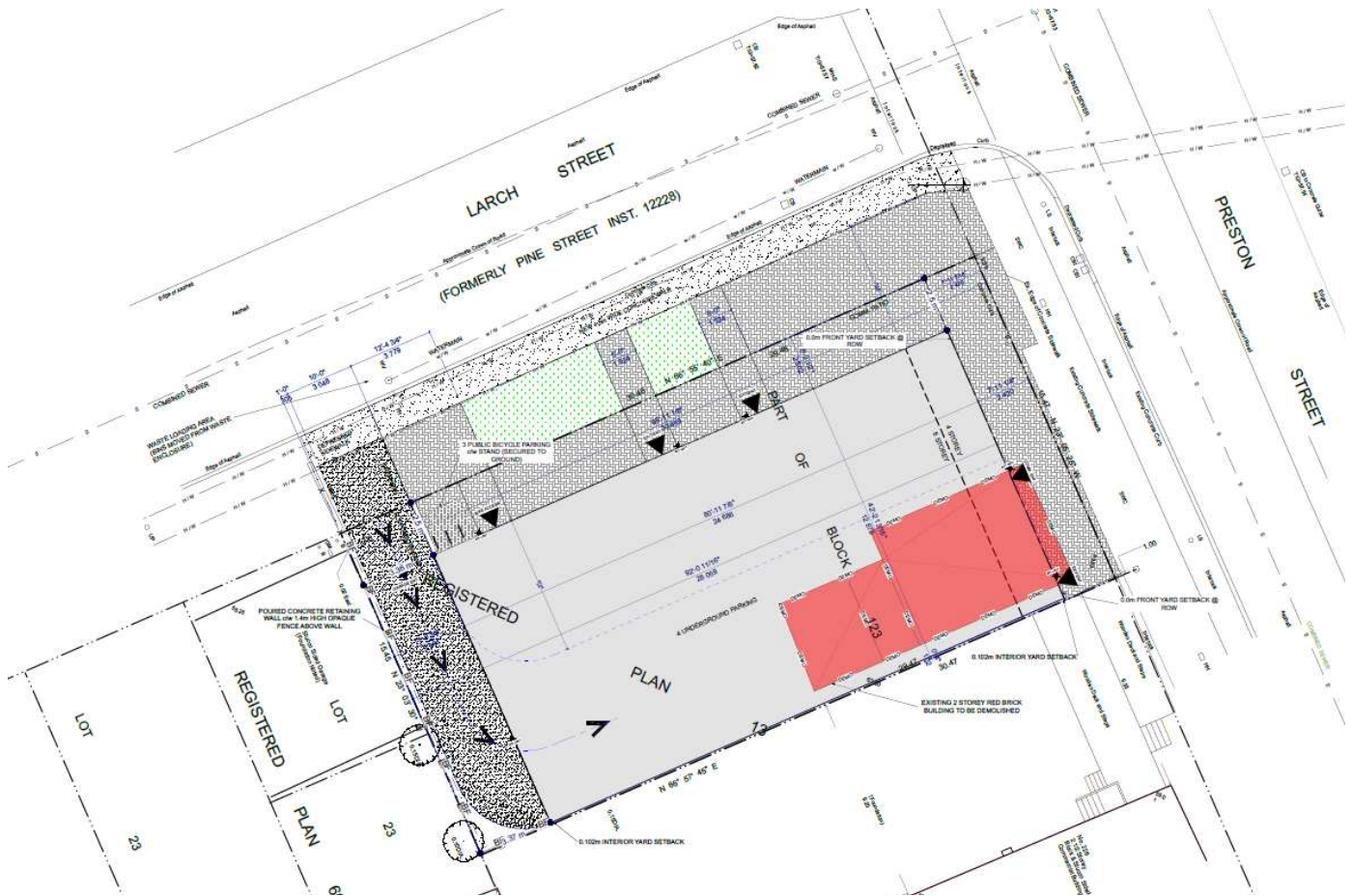


Figure 7: Site plan of proposed development

3.2 Massing, Scale and Building Design

The primary intent for the proposed development is to provide additional housing options and a new mix of unit types in a desirable neighbourhood which is well served by rapid transit and neighbourhood amenities. The Zoning By-law permits a maximum height of 15 metres on the subject site. The proposed building's massing has been shaped to respect the surrounding context and planned function of the area as a Mainstreet Corridor, with articulation of the building façade, and the potential for small commercial patio spaces at the front and side of the building. The proposed building's height is six (6) storeys with a stepback at the fifth storey to reduce any impacts to the streetscape as a result of the building height. The building includes terraces on the fifth and sixth storey to create articulation along the building face.

The massing and design of the building is sensitive relative to the two-storey mixed-use building abutting the subject site and the residential neighbourhood surrounding it; the lower-profile nature of the building reinforces the Mainstreet Corridor. Privacy issues have been addressed through adequate landscaping and in the design of the upper floor terraces. The front façade of the building along Preston Street features entrances to the commercial units, whereas the entrance to the residential uses is located along Larch Street. The east side of the façade along Larch Street includes an access for the underground parking, along with landscaping and a communal patio for the ground floor.

With regards to materiality, the building is primarily composed of beige brick, with dark grey paneling articulation and light grey walls accenting the fifth and sixth floors to further emphasize building stepback. The façade along Preston Street and Larch Street is heavily fenestrated to create a positive relationship between the building and the streetscape. The building aesthetic is softened through the inclusion of street trees along the frontage.

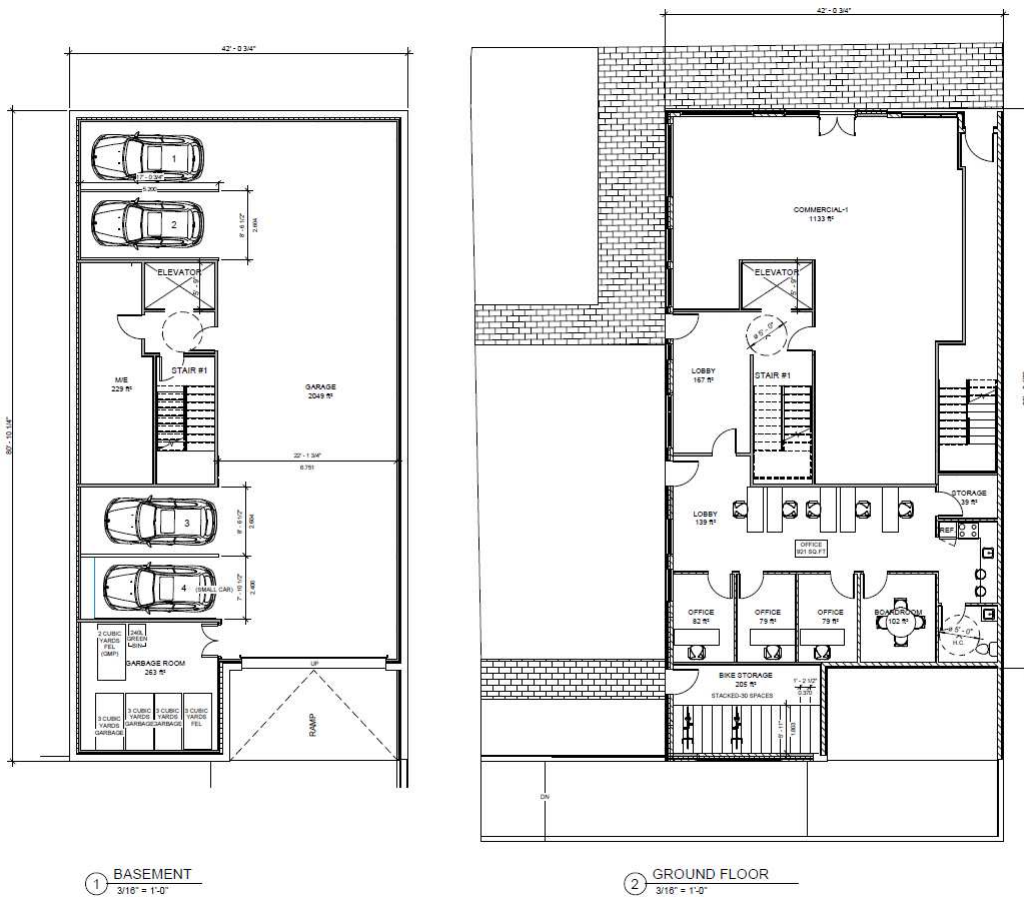


Figure 8: Architectural drawings for subject site, basement and ground floor

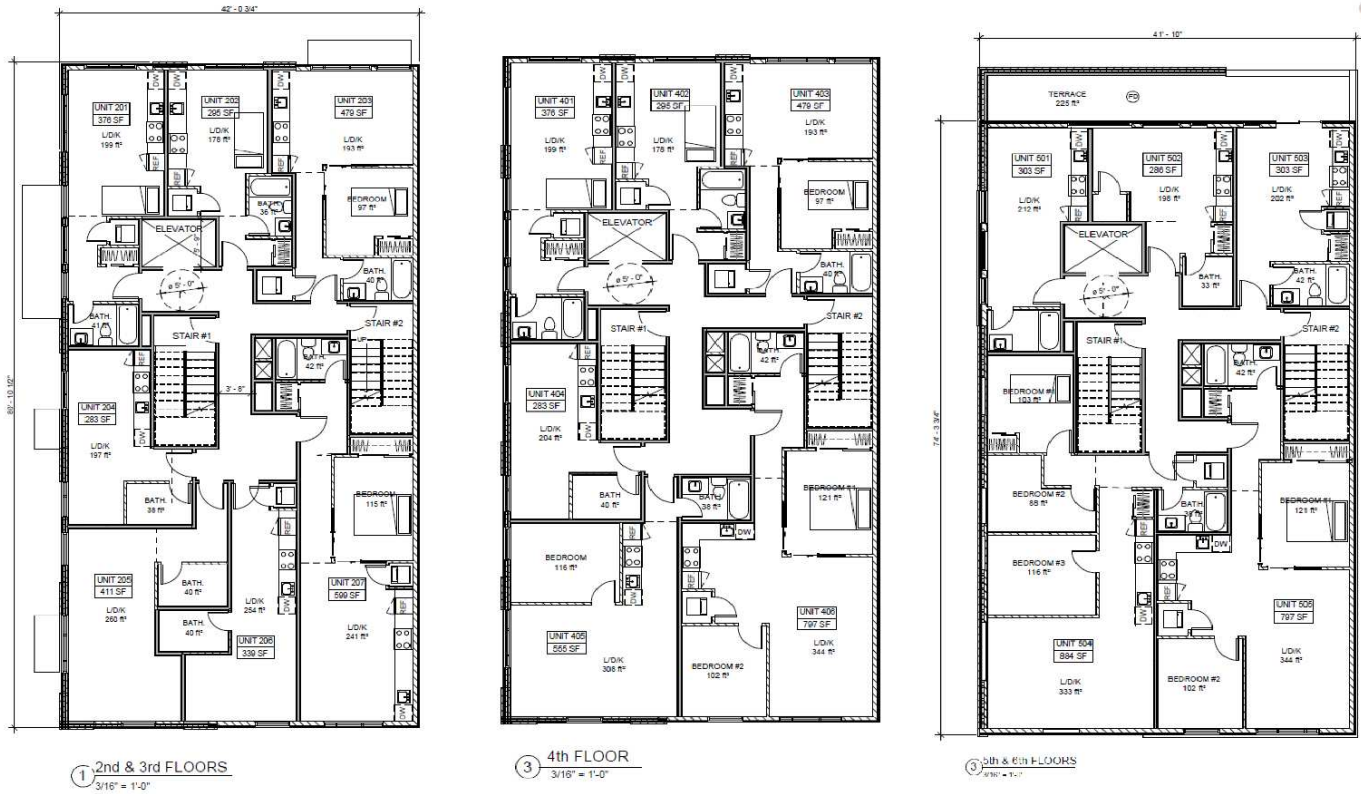


Figure 9: Architectural drawings for subject site, 2nd floor to 6th floor

3.3 Public Realm

The development maintains a low-profile built form that responds directly to the pedestrian experience at-grade, reinforcing the policy direction and goals of the Mainstreet Corridor designation. The relationship with the public realm is further supported through the building stepback at the fifth storey, assuring the building height respects the scale of the area. The fenestration included throughout the building, but particularly at-grade, reinforces ‘eyes on the street’ and safety for pedestrians moving through the area. The building has been designed to reinforce the street-edge, and the use of beige brick transitioning to the grey-paneled upper floors delineates from the mid-rise portion of the building, which further emphasizes building stepback.

Overall, the building responds to the existing context of the public realm as well as surrounding properties and reinforce the goals of the Mainstreet Corridor designation by animating Preston Street and filling a vacant and underutilized lot. The design along Larch Street will contribute to a low-impact streetscape to transition into the residential neighbourhood.



Figure 10: Pedestrian level view of proposed development, looking northwest from Preston Street (left), and from Preston Street & Larch Street (right).

3.4 Sustainability

The proposed development provides additional housing types and options, where unit sizes are typically more compact. The building typology and proposed apartment sizes cater to a different demographic than what is found in the surrounding neighbourhood, providing options to diverse groups of people desiring to live in the area. The proposed development is located in an area which is highly walkable, with many easily accessible cycling routes, and well-served by public transit. As such, the minimum number of residential vehicle parking and no visitor vehicle parking is provided at the subject site. A total of 33 bicycle parking spaces are provided, which encouraging walkability utilization of the City's bicycle routes. These features of the proposed development encourage a more sustainable lifestyle and are generally more environmentally friendly. Further, the landscape plan below (Figure 11) identifies one (1) new tree to be planted along the Larch Street frontage to increase canopy cover in an urban neighbourhood.

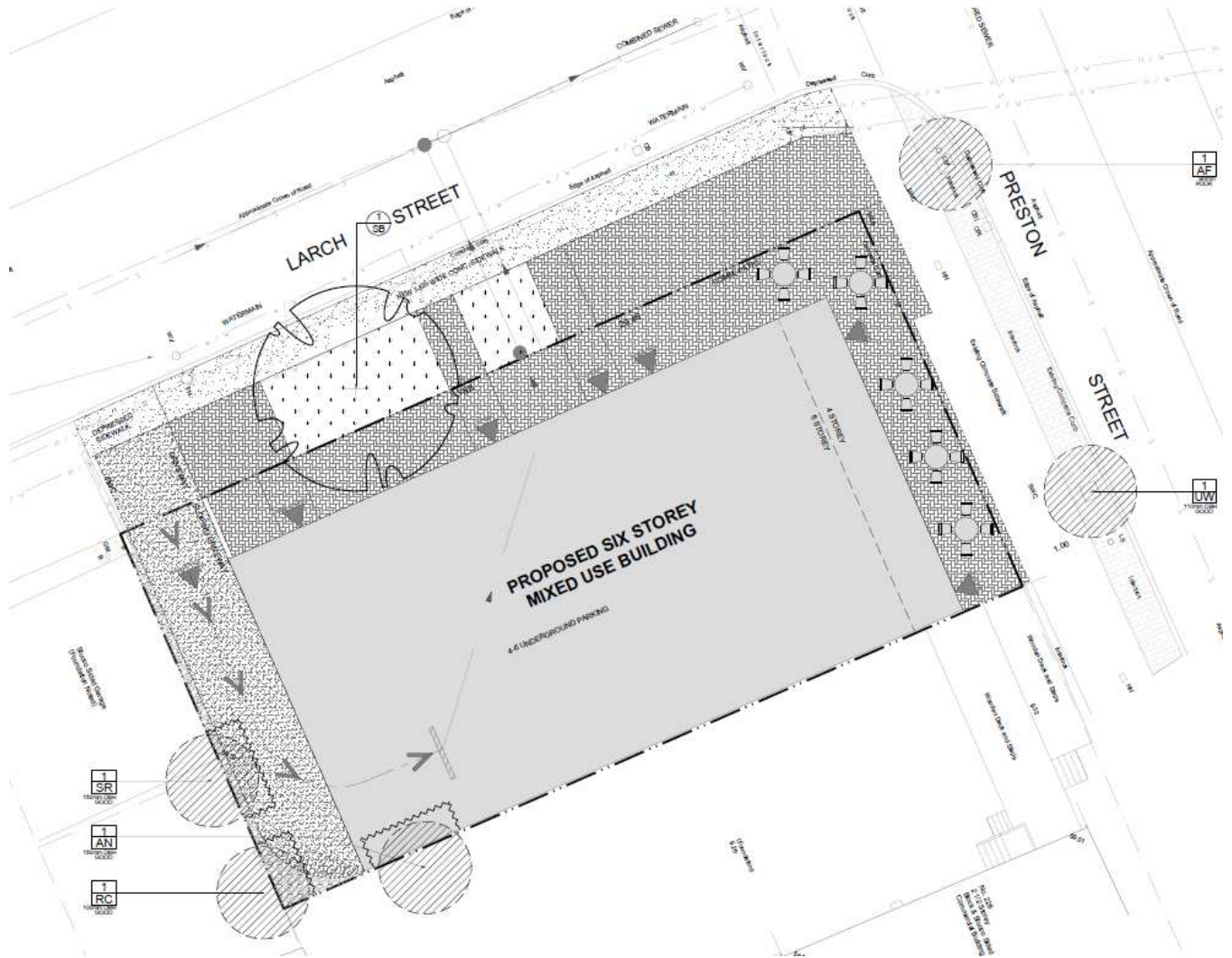


Figure 11: Landscape plan for the proposed development

4.0 Policy & Regulatory Review

4.1 Provincial Policy Statement (2020)

The Provincial Planning Statement (PPS) is a policy document issued under the Planning Act which provides direction on matters of provincial interest related to land use planning and development. All decisions on planning matters “shall be consistent with” the PPS. Generally, the PPS recognizes that “land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns”. In order to respond to current and future needs, a range of housing options is encouraged through new development and intensification.

Policies that support the development and intensification of the subject site include:

Section 1.1: Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

- / **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, employment, and other uses to meet long-term needs;
 - (c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
 - (d) promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns...; and
 - (g) ensuring that necessary infrastructure and public service facilities are or will be available....
- / **1.1.3:** Identifies settlement areas as the focus of growth and development, with land use patterns in settlement areas to be based on densities and a mix of land uses which efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available and avoid the need for their unjustified and/or uneconomical expansion (**1.1.3.2**).
 - o **Policy 1.1.3.3** states that Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a range of housing options through intensification; and
 - o **Policy 1.1.3.6** states that new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

The proposed development is located within the urban boundary on a serviced lot. As a site on a Mainstreet Corridor and within an established neighbourhood, it has easy access to amenities and services, including parks, schools, employment, retail, and transit. The proposed development will contribute to the mix of housing types, and the commercial uses will support employment opportunities. Further, the proposed development conforms to the policies of the Official Plan as they relate to intensification and compatible development and responds to the City’s urban design guidelines.

Section 1.3: Employment

- / **1.3.1** Planning authorities shall promote economic development and competitiveness by:
 - (a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;

- (b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses; and
- (d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing Policy 1.4.

The current zoning for the subject site permits mixed-use development and the proposed development includes ground-floor space for employment uses that will help to support liveable and resilient communities.

Section 1.4: Housing

- / **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:
 - o 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 (**1.4.3.b.1**); and
 - All types of residential intensification, including additional residential units, and redevelopment (**1.4.3.b.2**).
 - o Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed (**1.4.3.d**).

The proposed development is located on an underutilized lot and will contribute to achieving residential intensification in an appropriate location to make use of existing services, including infrastructure and transit.

Section 1.5: Public Spaces, Recreation, Parks, Trails and Open Space

1.5.1 Healthy, active communities should be promoted by:

- (a) planning public streets, spaces, and facilities to be safe, meet the needs of pedestrians, foster social interaction, and facilitate active transportation and community connectivity.

The proposed development encloses the street edge with active at-grade uses that feature active entrances to the sidewalk.

Section 1.6: Infrastructure and Public Service Facilities

- / Policies in **Section 1.6** of the PPS provides direction related to infrastructure and public service facilities. Policies require that growth be directed in a manner that optimizes the use of existing infrastructure and public service facilities, including municipal sewage and water services.
 - o **Policy 1.6.7.4** notes that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

The proposed development is located within 200 metres walking distance from Corso Italia Station; this will contribute to achieving residential intensification in an appropriate location to make use of existing services, including infrastructure and transit.

Section 1.7: Long-Term Economic Prosperity

- / **1.7.1:** Long-term economic prosperity should be supported by:
 - o Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce (1.7.1.b).

The proposed development provides additional residential opportunities within the urban boundary and enhances the vitality and viability of the Little Italy neighbourhood.

Section 1.8: Energy Conservation, Air Quality and Climate Change

- / **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:
 - o Promote compact form and a structure of nodes and corridors (1.8.1.a);
 - o Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas (1.8.1.b); and
 - o Encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion (1.8.1.e).

The proposed development speaks to a number of policies with the Provincial Policy Statement (2020). The proposed development provides additional residential intensification within an existing walkable community and in close proximity to a transit priority corridor. Further, the development will offer a mix of uses, and compliment the existing sense place along Preston Street. The proposed building is located on an infill site and will have environmental benefits as it will reduce development pressure on outlying areas which, in turn, reduce the amount that people drive, improving air quality and reducing greenhouse gas emissions.

By providing more bicycle parking spaces than what is required in the Zoning By-law, and by minimizing parking spaces on the subject site, the proposed development supports multi-modal, active transportation. As a site located in a well-established urban neighbourhood and within close proximity to the multi-modal transit options, the proposed development advances provincial goals of healthy, liveable and safe communities that efficiently utilizes existing infrastructure, improves the range and mix of housing types, and supports transit use.

4.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved by the Ministry of Municipal Affairs and Housing (MMAH) on November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs the manner that the City will accommodate this growth over time and set out the policies to guide the development and growth of the City.

The Official Plan provides guidance for development across the Ottawa region, highlighting specific desired features, such as 15-minute neighbourhoods, and other intensification targets aimed at improving the walkability and sustainability of existing built-up areas. The Official Plan encourages infill and intensification through the development of various housing types, such as missing middle housing, within existing neighbourhoods in the City's urban areas.

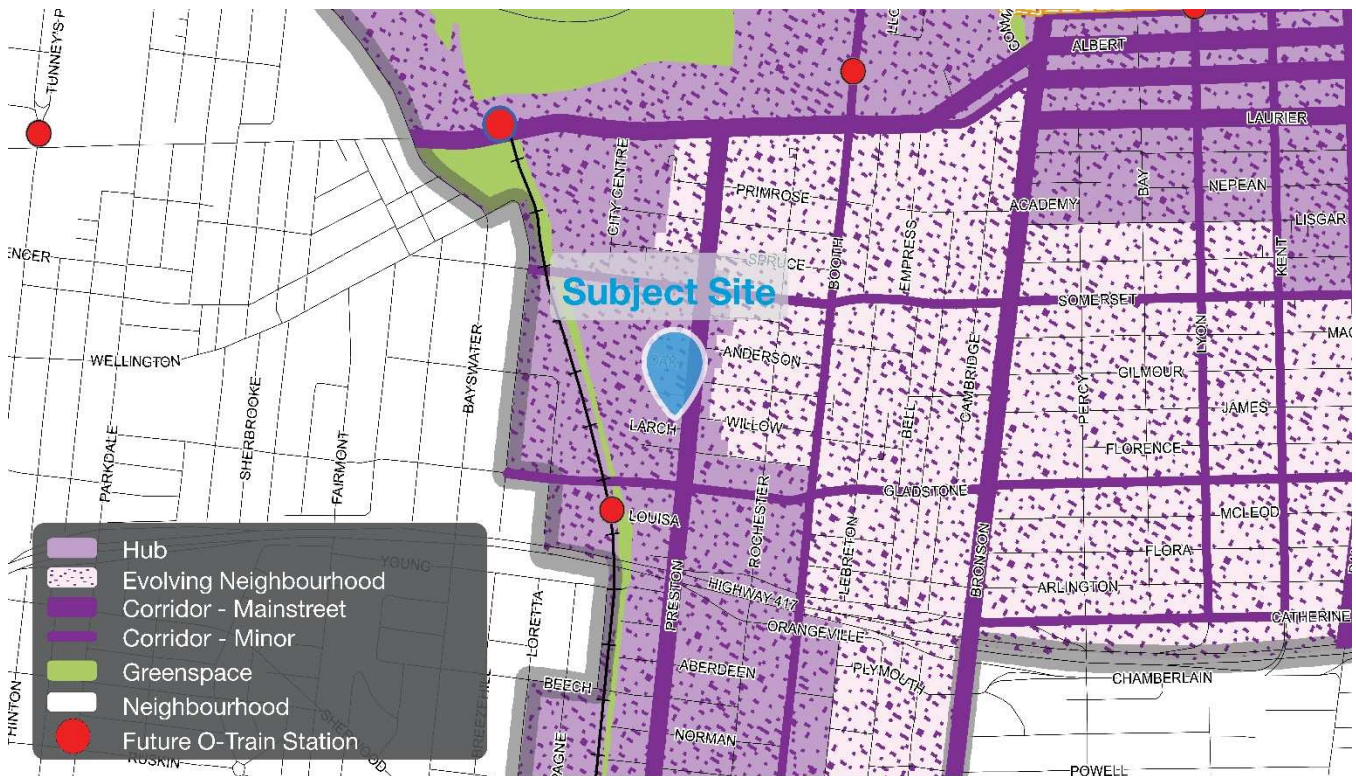


Figure 12: Schedule B1 - Downtown Core Transect, subject site indicated

4.2.1 Downtown Core Transect

The subject site is located within the “Downtown Core Transect” of the Official Plan (Figure 12). The Downtown Core Transect is a mature built environment whose urban characteristics of high-density, mixed uses and sustainable transportation orientation are to be maintained and enhanced. It is the historic, geographical, physical, cultural, symbolic and employment hub of the National Capital Region and is part of a larger metropolitan downtown core that includes the “Centre-ville de Gatineau” as defined in the “Plan d’urbanisme” of the Ville de Gatineau.

As identified in **Section 5.1.1** of the Official Plan, the City supports the development of the Downtown Core as healthy 15-minute neighbourhoods within a highly mixed-use environment, including:

- / Hubs and a dense network of Corridors that provide a full range of services;
- / Existing and new cultural assets that are supported, including those that support music and nightlife; and

- / Residential densities are sufficient to support the full range of services.

In addition, the Downtown Core is planned for higher-density, urban development forms where either no onsite parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway. **Section 5.1.2** of the Official Plan prohibits new automobile-oriented land uses and development forms (i.e. automobile service stations, dealerships, surface parking lots as a main use of land). Motor vehicle parking permitted in the Downtown Core shall be managed as follows:

- / Motor vehicle parking shall not be required in new development, other than visitor parking for large-scale residential development;
- / New surface parking lots, and expansions to existing surface parking lots, shall be prohibited;
- / Where new development includes parking as an accessory use, such parking shall be located underground or, if within the principal building, never at grade along the frontage of any public street;
- / The City shall encourage car share parking and electric charging facilities in larger parking lots and parking garages; and
- / When the City receives proposals for significant reductions in parking below what is required in the Zoning By-law, the City may seek compensatory provision of enhanced bicycle parking.

4.2.2 Mainstreet Corridor Designation

The subject site is located on Preston Street and is designated a Mainstreet Corridor within the Official Plan. Per **Section 5.1.4, Policy 3**, on Downtown Core Mainstreet Corridors, a minimum 2 storeys and maximum building heights generally up to 9 storeys are permitted subject to appropriate height transitions, stepbacks and angular planes, except where a secondary plan or area-specific policy specifies greater or lower heights.

Where development is proposed on Mainstreet Corridors, all of the following must be met:

- a) All buildings shall have active entrances facing the Mainstreet, regardless of use;
- b) The podium heights of such buildings should be generally proportionate to the width of the street, consistent with the objectives in the urban design section on mid-rise and high-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and
- c) Buildings shall be of a lower height on lots too small to accommodate an appropriate height transition noted in provision a) above.

4.2.3 Parkland Dedication Policies

Policy 2(b) of Section 4.4.1 specifies that land for parks on-site will be prioritized over cash-in-lieu of parkland. The land conveyed shall, wherever feasible:

- / Be a minimum of 400 square metres;
- / Be free of encumbrances above and below ground when land for parks is obtained by parkland dedication;
- / Be of a usable shape, topography and size that reflects its intended use;
- / Meet applicable provincial soil regulations; and
- / Meet the minimum standards for drainage, grading and general condition.

The proposed development conforms to policies for the Downtown Core Transect of the Official Plan. The proposed development provides a dense, urban built form through intensification of an area within the Downtown Core. New residential densities are introduced that support the Official Plan goals related to 15-minute neighbourhoods. The proposed development supports the Mainstreet Corridor designation as it has an active frontage on Preston Street, contains both residential and retail at-grade, minimizes automobile-oriented uses through limited below-grade parking spaces, is within walking access of a rapid transit station, and prioritizes transit users, cyclists and pedestrians. The proposed development also provides a built form and site design which conforms to the building height and active frontage policies of the Official Plan.

4.3 West Downtown Core Secondary Plan (2022)

4.3.1 Corso Italia Station District

The subject site is within the Corso Italia Station District of the West Downtown Core Secondary Plan. The intent of this Secondary Plan is to establish a new vision for the Corso Italia O-Train station and the redevelopment of significantly underutilized tracts of land nearby. These redevelopments will integrate with the existing community and introduce new urban elements that will cumulatively combine to reinforce Little Italy and Hintonburg as diverse neighbourhoods characterized by the right balance of built environment, uses and public realm amenities for an attractive and resilient future.

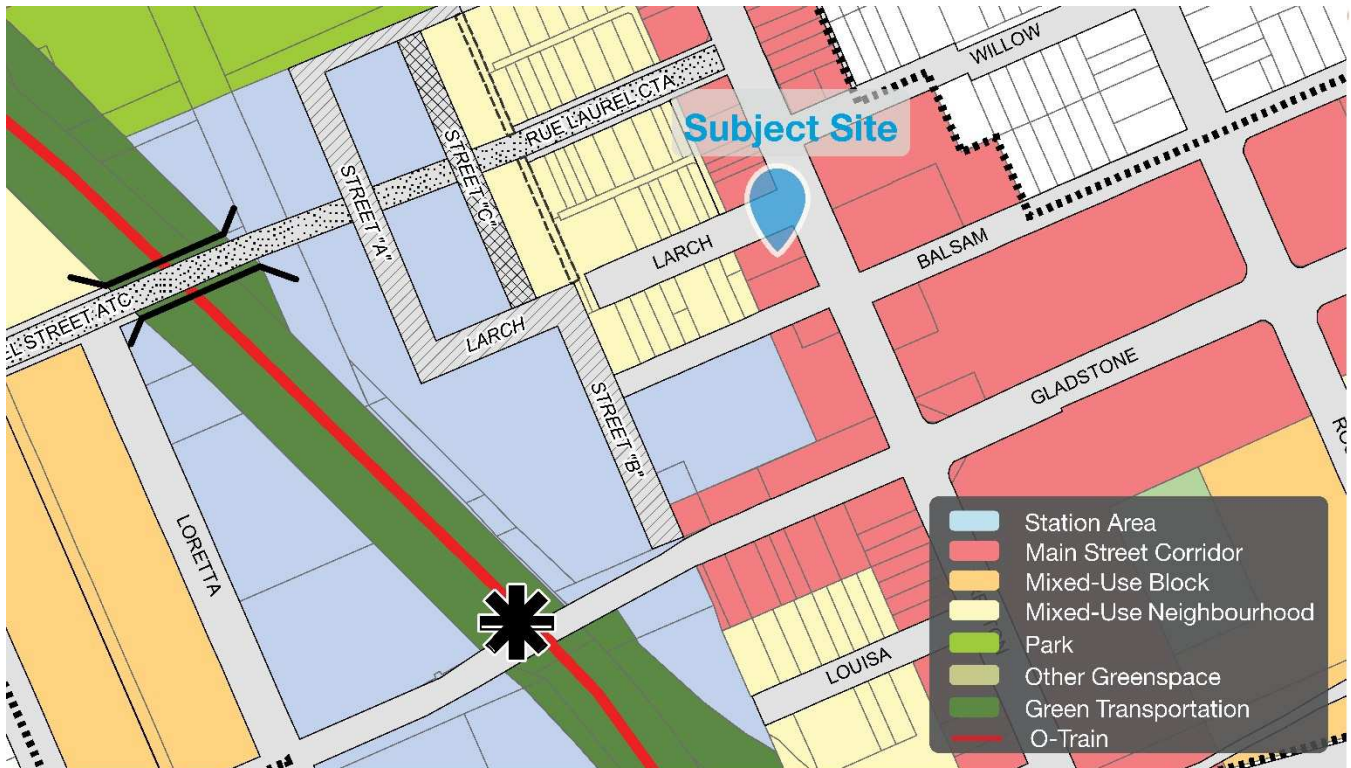


Figure 13: West Downtown Core Secondary Plan, Volume 2, Corso Italia Station District, Schedule L – Character Areas

The subject site is located in the “Main Street Corridor” Character Area, which permits building heights up to six-stories on the subject site (Figures 13 and 14).

Per **Section 4.1.2** of the Secondary Plan, general policies of the Mainstreet Corridors designation include:

- / Mixed-use buildings up to a **height of six storeys** may be permitted along Mainstreet corridors (**4.1.2.1**).
- / Policies support **continuous at-grade retail, commercial frontages** with public access from the street along Preston Street (**4.1.2.2**).
- / The ground floor frontage of buildings abutting the Main Street should **reflect the established retail scale and character** to reinforce a fine-grain, human-scale of development (**4.1.2.3**).
- / The design of built form shall **employ considerations in height, massing, scale, and architectural rhythm** to provide transition to the low-rise residential buildings on the north side of Larch Street (**4.1.3.7**).

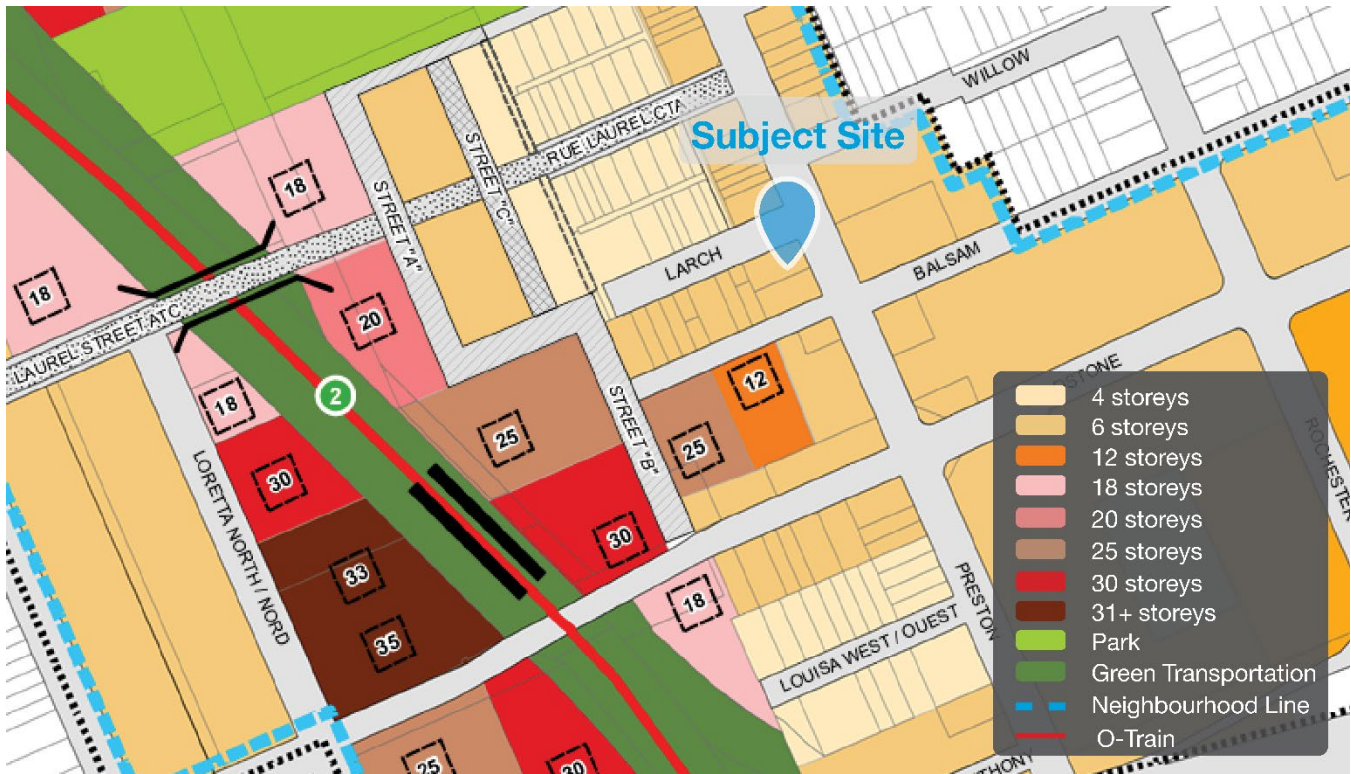


Figure 14: West Downtown Core Secondary Plan, Volume 2, Corso Italia Station District, Schedule M – Maximum Building Height and Tower Location

Per **Section 4.2** the following policies set out detailed criteria for all development projects to achieve high quality architecture and urban design and to ensure compatibility and transition:

Animated Building Edge

Animated building edges are essential for creating a safe, pedestrian-friendly, and successful urban environment.

- / **4.2.1.1** All new development projects shall be oriented to the local and internal streets, parks and pathways, including through-block connections, and walkways.
- / **4.2.1.2** Edge conditions of development projects shall animate the public realm that they face through incorporating active entrances and architecture features and details that will enhance pedestrian safety and support the pedestrian experience.
- / **4.2.1.3** Ground floor setbacks should be generally consistent with the existing pattern on the street and should range from 0m to 3.0m. Setbacks should only provide space for landscaping and tree plantings, patios, plazas or other spaces consistent with a downtown, urban built environment and supportive of public realm.
- / **4.2.1.4** All new development regardless of use shall orient the principal façade and entrance(s) of main building(s) to the public street.
- / **4.2.1.5** Locate front doors to face public streets and be directly accessible from the public sidewalk.
- / **4.2.1.6** Ground floor residential dwelling units must include at least one active entrance facing a public street.
- / **4.2.1.7** New private approaches and garages on facades of new low-rise residential buildings shall be prohibited. Garages shall only be permitted from an existing or new rear lane.

- / **4.2.1.8** All development blocks shall strengthen building continuity with continuous built edges. Gaps between buildings should be minimized and only be used to create variation of interest in the street wall. Any deviation must be minor in proportion and demonstrate consistency with the quality of the broader public realm.
- / **4.2.1.10** Building massing and elevations should enhance the character of the public realm and avoid creating microclimate impacts.
- / **4.2.1.11** Loading and garbage facilities are to be primarily located underground, within a building podium, or screened from view from public streets.
- / **4.2.1.12** Active frontage means: building frontages that animate the public spaces they face through:
 - pedestrian-oriented retail, commercial or institutional uses, or residential uses whose main front door is on said frontage; and
 - doors that can be used by the general public directly from the sidewalk or public space to gain access to the building and use at all hours of regular operation, or to visit the residents of the dwelling; and
 - architectural features and details that enhance pedestrian safety and provide visual interest to enrich pedestrian experience; and
 - the provision of a separate municipal address for each active entrance.

The proposed development speaks to a number of policies related to building edge animation. As the principal façade and entrances are located on both Preston Street and Larch Street, these entrances are designed with large clear street level windows to help animate the streetscape, reinforcing ‘eyes on the street’ and safety for pedestrians moving through the area. To ensure the ground floor setback is consistent with the existing pattern on Preston Street, the building has a 0-metre front yard setback. Further, parking and garbage facilities are located underground, screened from the public realm.

Mid-Rise Buildings

Mid-rise buildings are defined as buildings that are between five and nine storeys in height.

- / **4.2.2.1** In general, mid-rise building should have a base that relates to the sidewalk and pedestrian realm, a middle portion (a height that is approximately equivalent to the width of the right-of-way) to form part of the streetwall and relate to adjacent buildings, and a top that incorporates building form articulations such as step backs and/or elevation treatments to break up building mass and allow sky view, sunlight and transition.
- / **4.2.2.2** New development will be required to articulate the building mass and explore design techniques such as setbacks and step backs to avoid the canyon effect along the public street and to minimize the visual and micro-climate impacts on public and private realms.
- / **4.2.2.3** The relationship between the new development and the abutting existing and future residential buildings shall be carefully examined and addressed to ensure liveability for existing and future residents through adequate provisions for privacy, sunlight, and cross ventilation.
- / **4.2.2.4** Mid-rise buildings, from five- to nine- storeys, may be permitted within a zone where a tower is permitted, when no tower is developed on that parcel.

Per **Section 5.5**, bicycle parking provisions for the subject site include:

- / **5.5.1** Reduced on-street parking should be replaced by ubiquitous and plentiful bike parking racks or bike parking lots strategically located as close to destinations and building entrances as possible.
- / **5.5.2** Bike parking rates should exceed the minimum required by the zoning by-law for multi-unit residential buildings to support the required active transportation vision for the district. Zoning By-law amendments should reflect a percentage of required spaces for long term parking and match a minimum rate of 1.0 bike parking space per multi-residential unit.

Aligning with the Corso Italia Station District Secondary Plan, the proposed development maintains a sense of human scale along Preston Street, a Mainstreet Corridor. The six (6) storey building maintains a relationship to the public realm which will remain largely unchanged. The proposed primary entrances will front onto Preston Street.

The proposed development is also located in an area which is highly walkable, with many easily accessible cycling routes, and well-served by public transit. To speak to the policies set out in the Secondary Plan, minimal residential parking and no visitor vehicle parking is provided at the subject site. There are 33 bicycle parking spaces provided, which exceeds the required 10 spaces required under the Zoning By-law, as well as the Secondary Plan's policy of 1.0 bike parking space per multi-residential unit.

4.4 Transit Oriented Development Guidelines

The Transit-Oriented Development (TOD) guidelines provide guidance in achieving well-designed and successful Transit-Oriented Development. It contemplates Land Use, Layout, Built Form, Pedestrians & Cyclists, Vehicles & Parking, and Streetscape & Environment as they can be implemented to create transit-supportive development. Applicable recommendations include:

Land Use

- / Provide transit supportive land uses within a 600-metre walking distance of a rapid transit stop or station (**Guideline 1**);
- / Discourage non transit-supportive land uses that are oriented primarily to the automobile and not the pedestrian, cyclist or transit user (**Guideline 2**).

Built Form

- / Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street (**Guideline 11**);
- / Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians (**Guideline 14**);
- / 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 15**).

Pedestrians & Cyclists

- / Provide convenient and attractive bicycle parking that is close to building entrances, protected from the weather, visible from the interior of the building and that does not impede the movement of pedestrians (**Guideline 29**).

The proposed development implements a number of the TOD guidelines. The proposed six-storey mid-rise, mixed-use building targets the guideline of establishing high residential densities close to transit. The transit-supportive land use encourages transit use and transportation network efficiency. By minimizing vehicle parking spaces on-site, the proposed development will attract and generate pedestrian and cycling traffic along Preston Street.

The proposed entrances exit to both Preston Street and Larch Street, designed with large clear street level windows to help animate the streetscape and provide a sense of security for pedestrians and cyclists. Furthermore, stacked bicycle parking is conveniently located at the entrance, visible from the interior of the building, on the ground floor within the building, and outdoors along the Larch Street entrance to the building which encourages active transportation.

4.5 City of Ottawa Zoning By-law (2008-250)

The subject site is zoned Traditional Mainstreet (TM), Exception 78, with a defined maximum height limit of 15 metres (TM[78] H(15)). Exception 78 notes the following uses are limited to locations above the ground floor: place of assembly, instructional facility, recreational and athletic facility.



Figure 15: Zoning Map for the subject site and surrounding context

The purpose of the Traditional Mainstreet Zone is to accommodate a broad range of uses including retail, service commercial, office, **residential** and institutional uses, including **mixed-use buildings** but excluding auto-related uses. The TM zone is intended to foster and promote compact, mixed-use, pedestrian-oriented development that provide for access by foot, cycle, transit and automobile, while imposing development standards that will ensure that street continuity, scale and character is maintained, and that the uses are compatible and complement surrounding land uses.

Permitted residential uses in the TM zone include apartment dwelling, low rise; **apartment dwelling, mid rise**; bed and breakfast; dwelling units; group home; home-based business; home-based daycare; retirement home; and rooming house.

The maximum building height is restricted to 15 metres, being generally five or fewer storeys, across the entire lot.

Table 1 below describes detailed zoning provisions applicable to the subject site and indicates the compliance of the proposed development to these provisions.

Table 1: Zoning Provisions and Compliance

TM Provision	Required	Provided	Compliance
Minimum Lot Area [Table 197 (a)]	N/A	471 m ²	Yes
Minimum Lot Width [Table 197 (b)]	N/A	15.46 m	Yes
Maximum Front Yard Setback [Table 197 (c)]	2.0 metres, with an additional 2.0 metres above 15 metres	0 metres for the first 4-storeys (10.3 metres), additional 2.0 metre setback at 5 th -storey	Yes
Interior Side Yard Setback [Table 197 (d)]	No minimum Maximum: 3.0 metres	0 metres	Yes
Minimum Corner Side Yard Setback [Table 197 (e)]	3.0 metres, with an additional 2.0 metres above 15 metres	3.05 metres for the first 4-storeys (10.3 metres), additional 2.0 metre setback at 5 th storey	Yes
Minimum Rear Yard Setback [Table 197 (f)]	Abutting a Residential Zone: 7.5 metres	3.361 metres	No
Building Height [Table 197 (g)]	Maximum: 15 metres Where the building height is greater than four storeys or 15 metres, a building must be setback a minimum of 2 metres more than the provided setback from the front and corner lot lines No part of a building on a lot with a rear lot line abutting an R1, R2, R3 or R4 Zone may project above a 45 degree angular plane measured at a height of 15 metres from a point 7.5 metres from the rear lot line, projecting upwards towards the front lot line	19.96 metres + 2.74 metres for roof mechanical 2.0 metre setbacks from the front and corner lot lines are provided at the 5 th -storey (at a height of 13.5 metres)	No Yes Yes

TM Provision	Required	Provided	Compliance
Minimum Landscaped Area [Table 197 (i)]	Abutting a Residential Zone: 3 metres; may be reduced to one metre where a minimum 1.4-metre-high opaque fence is provided	A 1.4-metre opaque fence has been included.	Yes
Active Entrances [Sec. 197 (13)]	<p>The façade facing the main street must include at least one active entrance serving each residential or non-residential use occupying any part of the ground floor</p> <p>A minimum of 50% of the ground floor façade facing the main street, measured from the average grade to a height of 4.5 metres, must comprise transparent windows and active entrances.</p>	<p>Active entrances are provided for each use.</p> <p>>50% of façade on ground floor include transparent windows and active entrances.</p>	Yes
Outdoor Commercial Patios [Sec. 85]	Where an outdoor commercial patio is within 30 m of a residential zone, it is not permitted to be served by an amplified system, directly or indirectly, for music or entertainment purposes.	Noted, outdoor patio will comply with Section 85.	Yes
Hydro Setbacks	In the case of a hydro pole, the setback may be 2 metres, and from a high voltage power line, the setback may be 5 metres for that portion of the building affected by the high voltage power line	Setbacks demonstrated on massing and elevations	Yes
Additional Notes:	Urban Exception 78: lots 603 m ² in area or greater must be developed as a mixed	N/A, lot area is 471m ²	Yes

TM Provision	Required	Provided	Compliance
	use, where the gross floor area dedicated to commercial uses must not exceed the gross floor area dedicated to residential uses		

Table 2 below describes vehicle and bicycle parking zoning provisions applicable to the subject site and indicates compliance of the proposed development to these provisions.

Table 2: Vehicle and Bicycle Parking Zoning Provisions

Provision	Required	Provided	Compliance
Residential Vehicle Parking [Area Z, Schedule 1A]	Area Z: no off-street motor vehicle parking is required to be provided	4 spaces provided	Yes
Visitor Parking [Sec. 102]	0.1 per dwelling unit, less the first 12 units to a maximum of 30 spaces 30 - 12 = 18 18 x 0.1 = 2 spaces required	0 spaces provided	No
Parking Space Dimensions [Sec. 106]	2.6 metres x 5.2 metres	2.6 metres x 5.2 metres	Yes
Aisle and Driveway Provisions [Sec. 107]	A driveway providing access to a parking lot or parking garage must have a minimum width of: 1. three metres for a single traffic lane. The gradient of a driveway must not exceed an average of 8%	3.36 metres	Yes
		17.85%	No
Bicycle Parking [Sec. 111]	0.5 spaces / dwelling unit Total: 0.5 x 30 = 15 spaces	33 spaces provided	Yes

4.5.2 Relief Required

To facilitate the proposed development, relief from the Zoning By-law is requested as follows:

- / **Rear Yard Setback:** A rear yard setback of 7.5 metres is required by the Zoning By-law where the subject site abuts a Residential zone, however a 3.36 metre rear yard setback is proposed. As the subject site is a corner lot, the rear yard abuts a side yard of another property on Larch Street, effectively acting as an interior side yard condition. In the TM zone, the minimum required interior side yard setback between a mixed-use building and a residential zone is 3 metres, which is less than the provided setback.

Therefore, the reduced setback is not anticipated to generate any undue adverse impacts on adjacent, affected properties.

- / **Building Height:** The Zoning By-law permits a maximum height of 15 metres for the subject site. Relief is required from this provision to accommodate the six-storey building height, which is proposed to be 20 metres with a permitted projection under Section 64 of 2.74 metres for rooftop mechanical equipment. This is consistent with the Secondary Plan, which permits building heights up to six (6) storeys both on Preston Street, and the remaining block along Larch Street. The building height is consistent with the policies and planned form and function of the area under the Secondary Plan.
- / **Visitor Parking:** The Zoning By-law requires two (2) visitor parking spaces be provided at the subject site. Given the intent to limit the size of the underground parking garage to four (4) vehicles and accommodate waste collection within the building, visitor parking cannot be provided on site. The driveway is intended to be a bi-directional one-way ramp, using traffic control signals and other mechanisms (i.e. control fobs, etc.), which cannot accommodate visitor access. Further, given the subject site is located on a Mainstreet, visitors with vehicles are able to use existing on-street parking in the neighbourhood, or alternative modes of transportation.
- / **Driveway Gradient:** The Zoning By-law requires that the gradient of a driveway must not exceed an average of 8%. Due to a narrow lot width and compact building footprint, as well as an effort to limit the size of the underground parking garage to four (4) vehicles, relief from this provision is sought to increase the gradient to 17.85%. This will allow for adequate ground and overhead clearance for vehicle access entering and exiting the underground parking garage.

5.0 Supporting Studies

The following reports and studies have been prepared in support of the Zoning By-law Amendment and Site Plan Control applications.

5.1 Site Servicing and Stormwater Management Report

A Site Servicing and Stormwater Management Report was prepared by EXP Services Inc., dated January 20th, 2023. The purpose of this report is to discuss the adequacy of the existing municipal sewers and watermains to convey the storm runoff, sanitary flows and water demands that will result from the proposed development. It was determined that the materials to be excavated from the site will consist of asphalt, topsoil, sand and gravel fill, clayey silt with sand and gravel fill, and glacial till. The excavated soils are not considered suitable for use under structural elements and for backfilling purposes and therefore must be also disposed of off-site or may be used in landscaped areas. Further, it is anticipated that the majority of the material required for underfloor fill and backfilling purposes would have to be imported. This report also provides a design brief in support of the engineering drawings for the Site Plan Control application submission and City of Ottawa approval.

5.2 Geotechnical Investigation

A Geotechnical Investigation was prepared by EXP Services Inc., dated February 8th, 2022. The purpose of this report is to establish the subsurface soil and groundwater conditions at the three (3) boreholes located at the site and discuss excavation conditions and dewatering requirements during the construction of the proposed new building. It was determined that the site classification for seismic site response is Class C, and the subsurface soils are not considered to be liquefiable during a seismic event. Although grading plans were not available at the time of preparation of this report, based on a review of the existing grades at the site, a grade raise is likely not required for this project.

It is recommended that the groundwater level should be lowered by at least 1.0 m below the depth of the excavation for the proposed building prior to start of excavation and construction activities. This may be achieved by installing deep sumps and pumping with high-capacity pumps or by the use of well points. A specialist dewatering contractor must be consulted for this purpose.

5.3 Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment (ESA) was prepared by ARCH-Nova Design Inc., dated September 2021, updated July 2022. The purpose of the Phase I ESA is to research the past and current use of the subject site and area and to identify any environmental concerns with the potential to have impacted the property. The study identifies that there is no indication of brownfield or any other potential source of contamination so the Record of Site Condition (RSC) filing would not be required. Based on the review, the study did not identify any potentially contaminated areas or areas of potential environmental concern. As such, the Phase I ESA satisfies the requirements of the application, and a Phase II ESA is not required for the subject site.

5.4 Tree Conservation Report

A Tree Conservation Report (TCR) was prepared by James B. Lennox & Associates Inc., dated November 16th, 2022. The TCR describes all trees over 10 cm on the site, recording their species, size, and current health condition, including trees on adjacent property whose roots extend onto the subject site. The TCR further evaluates the impact of the trees by the proposed development and what the recommended action is (retain or protect) and provides recommendations on how to mitigate damage to retained trees during construction. The TCR provides a description of the five (5) trees identified on site and recommends that all trees are to remain and provides two (2) proposed trees to be planted.

5.5 Environmental Noise Control Study

An Environmental Noise Control Study was prepared by Paterson Group., dated October 20th, 2022. The purpose of this report was to:

- / Determine the primary noise sources impacting the site and compare the projected sound levels to guidelines set out by the Ministry of Environment and Climate Change (MOECC) and the City of Ottawa.
- / Review the projected noise levels and offer recommendations regarding warning classes, construction materials or alternative sound barriers.

The study determined that there are five major sources of surface transportation noise to the proposed development, including Highway 417 West, Highway 417 East, Preston Street, Gladstone Avenue, and the Trillium Corridor O-Train Rail Line. Recommendations related to noise mitigation have been provided, including design with the provision for a central air conditioning unit, along with a warning clause Type D which will be required for the units on the northern, eastern, and southern elevations of the proposed building. It is also noted that the modeling indicates that the noise levels are below 65 dBA, and therefore standard building materials are acceptable to provide adequate soundproofing.

5.6 Light Certificate

A Light Certificate was prepared by Wisdom Engineering, dated January 11th, 2023. The purpose of this certificate is to confirm the exterior lighting types and fixtures that will be used for the proposed development.

6.0 Conclusion

It is our professional opinion that the proposed Zoning By-law Amendment and Site Plan Control applications to permit a low-rise residential 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) by providing an efficient development and land use pattern, accommodating an appropriate range and mix of residential types to meet long-term needs of the municipality, promoting cost-effective development patterns, and supporting multi-modal, active transportation. The proposed development provides a more intensive housing form and type in a location identified for intensification by the municipality while maintaining the existing neighbourhood character;
- / The proposed development conforms to the policies within the City of Ottawa Official Plan by providing an urban residential built form within the Downtown Core Transect. The proposed development is supported by its proximity to multi-modal transit options and broad range of services and amenities in the area. The proposed development provides a built form consistent with the existing and planned context of the site, within the described building height range and densities supported by Official Plan policies;
- / As the subject site is designated a Mainstreet Corridor, the proposed development contains a mix of uses while minimizing automobile-oriented uses and is within easy walking access of rapid transit station, prioritizing transit users, cyclists and pedestrians;
- / The subject site is within the Corso Italia Station District of the West Downtown Core Secondary Plan. Speaking to a number of policies regarding architecture, urban design and transportation, the proposed development maintains a sense of human scale along Preston Street. The relationship to the public realm will remain largely unchanged;
- / The proposed development implements several Transit Oriented Development guidelines. The proposed six (6) storey mid-rise, mixed-use apartment building establishes a higher residential density close to transit while attracting and generating pedestrian and cycling traffic along Preston Street through an increased number of bicycle parking spaces and the reduction of vehicle parking spaces;
- / The proposed development has been designed in a manner which conforms to the vast majority of the applicable provisions of the City of Ottawa Zoning By-law. The variances proposed through the Zoning By-law Amendment are appropriate to accommodate the development and are not anticipated to result in undue negative impacts on surrounding properties; and,
- / The proposed development is supported by technical studies submitted as part of this application.

Sincerely,



Jillian Simpson, M.PL
Planner



Jacob Bolduc, MCIP RPP
Associate