

**4. OFFICIAL PLAN AND ZONING BY-LAW AMENDMENTS – 333, 343, AND 347  
PRESTON STREET AND 17 ABERDEEN STREET**

**MODIFICATIONS AU PLAN OFFICIEL ET AU RÈGLEMENT DE ZONAGE –  
333, 343 ET 347, RUE PRESTON ET 17, RUE ABERDEEN**

**COMMITTEE RECOMMENDATION**

That Council approve:

1. an Official Plan amendment to the Preston-Carling District Secondary Plan, Schedule B, to permit a high-rise building for the property at 333, 343, and 347 Preston Street and 17 Aberdeen Street, as detailed in Document 2; and
2. an amendment to Zoning By-law 2008-250 for 333, 343, and 347 Preston Street and 17 Aberdeen Street to permit a high-rise building, as detailed in Document 3.

**RECOMMANDATION DU COMITÉ**

Que le Conseil approuve :

1. une modification au Plan officiel visant le Plan secondaire du secteur Preston-Carling, annexe B, afin de permettre la construction d'une tour sur la propriété située aux 333, 343 et 347, rue Preston et au 17, rue Aberdeen, comme l'expose en détail le document 2;
2. une modification au Règlement de zonage 2008-250 visant la propriété située aux 333, 343 et 347, rue Preston et au 17, rue Aberdeen, afin de permettre la construction d'une tour, comme l'expose en détail le document 3.

DOCUMENTATION / DOCUMENTATION

1. Acting Director's report, Planning Services, Planning, Infrastructure and Economic Development Department dated 24 January 2017 (ACS2017-PIE-PS-0023)

Rapport du Directrice par intérim, Services de la planification, Service de planification, d'Infrastructure et de Développement économique daté le 24 janvier 2017 (ACS2017-PIE-PS-0023)

2. Extract of draft Minutes, Planning Committee, 28 February 2017.

Extrait de l'ébauche du procès-verbal, Comité de l'urbanisme, le 28 février 2017

3. Summary of Written and Oral Submissions, to be issued separately with the Council agenda for its meeting of 12 April 2017, as part of the Summary of Oral and Written Public Submissions for Items Subject to Bill 73 'Explanation Requirements'

Résumé des observations écrites et orales, à distribuer séparément avec l'ordre du jour de la réunion du 12 avril 2017 du Conseil, comme faisant partie du Résumé des observations orales et écrites du public sur les questions assujetties aux « exigences d'explication » aux termes de la Loi 73.

**Report to  
Rapport au:**

**Planning Committee / Comité de l'urbanisme  
February 28, 2017 / 28 février 2017**

**and Council / et au Conseil  
March 8, 2017 / 8 mars 2017**

**Submitted on January 24, 2017  
Soumis le 24 janvier 2017**

**Submitted by  
Soumis par:  
Lee Ann Snedden,  
Acting Director / Directrice par intérim,  
Planning Services / Services de la planification,  
Planning, Infrastructure and Economic Development Department / Services de la  
planification, de l'infrastructure et du développement économique**

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**Ward: SOMERSET (14)**

**File Number: ACS2017-PIE-PS-0023**

**SUBJECT: Official Plan and Zoning By-law Amendments – 333, 343, and 347  
Preston Street and 17 Aberdeen Street**

**OBJET: Modifications au Plan officiel et au Règlement de zonage – 333, 343  
et 347, rue Preston et 17, rue Aberdeen**

## **REPORT RECOMMENDATIONS**

- 1. That Planning Committee recommend Council approve:**
  - a. an Official Plan amendment to the Preston-Carling District Secondary Plan, Schedule B, to permit a high-rise building for the property at 333, 343, and 347 Preston Street and 17 Aberdeen Street, as detailed in Document 2; and**
  - b. an amendment to Zoning By-law 2008-250 for 333, 343, and 347 Preston Street and 17 Aberdeen Street to permit a high-rise building, as detailed in Document 3.**
- 2. That Planning Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the City Clerk and Solicitor's Office and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to Bill 73 'Explanation Requirements' at the City Council Meeting of 8 March 2017" subject to submissions received between the publication of this report and the time of Council's decision.**

## **RECOMMANDATIONS DU RAPPORT**

- 1. Que le Comité de l'urbanisme recommande au Conseil d'approuver ce qui suit :**
  - a. une modification au Plan officiel visant le Plan secondaire du secteur Preston-Carling, annexe B, afin de permettre la construction d'une tour sur la propriété située aux 333, 343 et 347, rue Preston et au 17, rue Aberdeen, comme l'expose en détail le document 2;**
  - b. une modification au Règlement de zonage 2008-250 visant la propriété située aux 333, 343 et 347, rue Preston et au 17, rue Aberdeen, afin de permettre la construction d'une tour, comme l'expose en détail le document 3.**
- 2. Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et de**

**l'avocat général et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes du projet de loi 73 », à la réunion du Conseil municipal prévue le 8 mars 2017, à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil.**

## **EXECUTIVE SUMMARY**

### Assumption and Analysis

The Sakto Corporation is proposing to add a storey on top of the existing Adelaide residential building and construct a new 25-storey residential building at Preston Square, located at 333, 343, and 347 Preston Street and 17 Aberdeen Street. Twenty-two new units are proposed within the new ninth floor. The new 25-storey tower would contain 175 dwelling units.

An Official Plan Amendment to the Preston-Carling Secondary Plan is required to permit the 25-storey tower. A Zoning By-law amendment is also being sought for the height and to re-establish the one lot for zoning purpose provision within both the applicable Traditional Mainstreet (TM) and Mixed Use Centre (MC) Zone exceptions, to enable the uses within the various zones to share facilities, such as parking and loading.

The proposal is consistent with the direction contained within the Official Plan, as well as the urban design guidelines for transit-oriented development and high-rise development. The proposal adds density within target areas for intensification and internalizes many of the impacts of the added height. Improvements to pedestrian connections through the site are also proposed. Staff have reviewed the site design, skyline impacts, shadow impacts, wind analysis, and traffic and parking impacts and have determined that the development is appropriate. Staff recommend that the applications for Official Plan and Zoning By-law amendments be approved.

### Public Consultation/Input

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for development applications.

Nine people expressed an interest in the proposal by providing comments. One person was opposed because of the closeness of the buildings. Another, a tenant on the eighth floor of the Adelaide, was opposed to construction directly overhead. Seven people had

questions, concerns or comments.

## **RÉSUMÉ**

### Hypothèse et analyse

La firme Sakto Corporation propose l'ajout d'un étage au sommet de l'immeuble résidentiel Adelaide et la construction d'un nouvel immeuble résidentiel de 25 étages sur la place Preston, située aux 333, 343 et 347, rue Preston ainsi qu'au 17, rue Aberdeen. L'aménagement de 22 nouvelles unités d'habitation est proposé à ce nouveau neuvième étage. La nouvelle tour de 25 étages contiendrait 175 unités d'habitation.

Une modification au Plan officiel visant le Plan secondaire du secteur Preston-Carling est nécessaire pour permettre la construction de cette tour de 25 étages. Une modification au Règlement de zonage est également demandée en raison de la hauteur de l'immeuble et afin de rétablir la disposition de terrain unique à des fins de zonage dans les deux exceptions applicables aux zonages de rue principale traditionnelle (TM) et de centres polyvalents (MC), permettant ainsi un partage d'installations, comme les aires de stationnement et de chargement, entre les utilisations de ces zones.

La proposition est conforme à la directive du Plan officiel et aux lignes directrices d'esthétique urbaine pour les aménagements axés sur le transport en commun et les aménagements de grande hauteur. Elle permet d'accroître la densité dans les secteurs ciblés à ce chapitre et d'internaliser bon nombre des répercussions liées à l'augmentation de hauteur. Des améliorations aux liens piétonniers traversant l'emplacement sont également proposées. Le personnel, après avoir examiné la conception de l'emplacement, les répercussions sur la silhouette de la ville et l'ombrage, l'analyse des effets du vent ainsi que les répercussions sur la circulation et le stationnement, a déterminé que l'aménagement serait approprié. Le personnel recommande donc l'approbation des demandes de modifications au Plan officiel et au Règlement de zonage.

### Consultation publique / commentaires

Les membres du public ont été avisés et consultés conformément à la politique en la matière adoptée par le Conseil municipal pour les demandes d'aménagement.

Sept personnes ont manifesté leur intérêt à l'égard de la proposition en faisant part de leurs commentaires. Une personne s'y opposait en raison de la proximité des

immeubles. Une autre, locataire au huitième étage de l'Adelaide, s'opposait à la construction d'un étage directement au-dessus de son unité d'habitation. Cinq personnes ont soumis des questions, des préoccupations ou des commentaires.

## **BACKGROUND**

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

### **Site location**

333, 343, and 347 Preston Street and 17 Aberdeen Street

### **Owner**

Sakto Corporation

### **Applicant**

FOTENN Consultants Inc.

### **Architect**

Page and Steele / IBI Group Architects

### **Proposed Development**

Development applications have been submitted to permit the development of a new one-storey addition on top of the existing Adelaide residential building at 17 Aberdeen Street and a new 25-storey residential building at 333, 343, and 347 Preston Street. There are 158 existing dwelling units within the eight-storey Adelaide building. Twenty-two new units are proposed within the new ninth floor. The new 25-storey tower would contain 175 dwelling units. The existing driveway and drop-off area that are internal to the site would be reconfigured for this redevelopment.

### **Description of site and surroundings**

The site is within a full city block bounded by Preston Street, Highway 417, Rochester Street and Aberdeen Street. It consists of an existing office, retail and residential complex, known as Preston Square. Currently, the complex provides work space for over 2000 workers, is home to over 300 residents, has over 1000 underground parking

spaces and includes five restaurants as well as other commercial uses along the Preston Street frontage.

The 2.1 hectare site is currently occupied by four buildings: a four-storey office building with retail uses at grade along Preston Street, an eight-storey residential building along Aberdeen Street known as the Adelaide, and two 11-storey office buildings facing Highway 417. The site also features an interior courtyard, pedestrian walkways, vehicular drop-off and loading areas and two levels of underground parking.

The surrounding area is characterized by a variety of land uses and building forms including low-rise buildings, campus-style government office complexes and high-rise mixed-use development. The lands around the site include:

- South: a gravel surface parking lot;
- East: the Federal Government of Canada's Booth Street complex;
- West: restaurants and retail uses along Preston Street; and
- North: Highway 417.

### **Summary of requested Official Plan and Zoning By-law amendments**

The site is within the Preston-Carling District Secondary Plan, which was adopted by Council on July 9, 2014. Under Schedule A of the Secondary Plan, the portion of the site along Preston Street is designated Mainstreet, while the remaining portions of the site are designated Mixed-Use Blocks. Under Schedule B of the Secondary Plan, building heights are limited to six stories along Preston Street, nine stories along Aberdeen Street and 15 stories on the remaining portion of the site. The proposed 25-storey residential building is located within both the 15-storey and nine-storey height limit areas. The applicant is proposing to amend the height provisions of Schedule B of the Preston-Carling District Secondary Plan to permit the proposed 25-storey residential building.

The property is currently zoned Traditional Mainstreet (TM) and Mixed-Use Centre (MC) zones. The area along Preston Street, which includes the four-storey mixed-use building, is zoned Traditional Mainstreet, exception 2188 with a maximum height of 18.5 metres (TM[2188] H(18.5)) at the corner of Preston and Aberdeen Streets, while the remaining portion along Preston Street has a maximum height of 24.5 metres (TM[2188] H(24.5)).



The area of the proposed one-storey addition is zoned Mixed-Use Centre Zone, with a maximum floor space index of 2.5 (MC F(2.5)), while the area for the new 25-storey residential building is zoned Mixed-Use Centre Zone, exception 107, with a maximum floor space index of 2.5 (MC[107] F(2.5)) and Mixed-Use Centre Zone, with a maximum floor space index of 2.5 (MC F(2.5)). The MC Zone governed by exception 107 establishes that no building height limit applies, resulting in the building heights being regulated by the maximum floor space index.

A rezoning (see Document 4) and an amended exception (see Document 3) are required to address height and separation distances within the MC zone and to permit shared visitor and non-residential parking. There are changes proposed to expand the TM[2188]H(24.5) zoning to encompass the whole of the existing building located along Preston Street. The proposed amendment will also re-establish the one lot for zoning purpose provision within both the applicable Traditional Mainstreet (TM) and Mixed Use Centre (MC) Zone exceptions, to enable the uses within the various zones to share facilities, such as parking and loading.

## **DISCUSSION**

### **Public Consultation**

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for development applications.

Nine people expressed an interest in the proposal by providing comments. One person was opposed because of the closeness of the buildings. Another, a tenant on the eighth floor of the Adelaide, was opposed to construction directly overhead. Seven people had questions, concerns or comments.

For this proposal's consultation details, see Document 5 of this report.

### **Official Plan Designation**

Official Plan Amendment 150 (OPA 150) was approved by Council in 2013 and is currently under appeal. These Official Plan and Zoning By-law amendment applications were reviewed with respect to the Official Plan, as amended by OPA 150; however, it does not rely specifically on any of the amendments introduced by it.

The site is designated both Mixed-Use Centre and Traditional Mainstreet (along Preston Street) on Schedule B of the Official Plan. The focus of the Plan is for intensification to occur following a nodes and corridors approach within Mixed-Use Centres and

Mainstreets. Specifically, the area of the proposed redevelopment is within the Mixed-Use Centre. High-rise development is consistent with the policies of the Mixed-Use Centre.

#### Mixed-Use Centre Policies

Section 3.6.2 of the Official Plan states that Mixed-Use Centres have been identified as strategic locations on the rapid transit network and are focal points of activity, both within their respective communities and within the larger municipal structure. They form a critical element within the City's growth management strategy, as areas with the potential to optimize the use of land through provisions for compact, mixed-use development.

#### Scenic Entry Routes

The proposed development will be visible from the Queensway, Queen Elizabeth Driveway and Prince of Wales Drive, which are identified as Scenic Entry Routes on Schedule I. The building design and skyline impacts were reviewed and are discussed below.

#### Section 2.5.1 – Designing Ottawa

Section 2.5.1 of the Official Plan focuses on community design, especially in areas such as Mixed-Use Centre with the greatest potential for growth. This section discusses how buildings and the spaces around them look and function in their setting. Encouraging good urban design and quality and innovative architecture can stimulate the creation of lively community places with distinctive character that will attract people and investment to the City.

In terms of compatibility, the Plan notes that introducing new development and higher densities into existing areas requires a sensitive approach and respect for a community's established characteristics. The Plan provides guidance on measures that will mitigate differences between existing and proposed development by helping to achieve compatibility of form and function. Allowing for some flexibility and variation that complements the character of existing communities is central to successful intensification.

Compatible development is not necessarily the same as or similar to existing buildings in the vicinity, but enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. It "fits

well” within its physical context and “works well” among those functions that surrounds it. The Plan notes that a development can be designed to fit and work well in a certain context without being “the same as” the existing development. Addressing compatibility will permit new development to evolve toward the achievement of that vision while respecting overall community character, in cases where a new vision for an area is established in planning policy.

#### Section 4.11 – Urban Design and Compatibility

The Plan requires that a proposal demonstrate how high-rise buildings will contribute to and enhance the skyline of the city, respect existing protected views and create new vistas. The Plan also notes that building height and massing transitions will be accomplished through a variety of means, including the use of a tower and podium form for high-rise development, to achieve a human-scale and pedestrian-oriented street environment. High-rise buildings should also be designed and located to: minimize wind and shadowing impacts and maintain sunlight penetration to public places, maintain privacy, and preserve public views and sky views. To achieve these objectives, the tower portion of high-rise buildings should provide an adequate separation distance from other existing and potential future high-rise buildings.

#### Preston-Carling District Secondary Plan

The site is identified as a Mixed-Use Block within the Preston-Carling District Secondary Plan, which notes that the northern end of the District will continuously be anchored by the successful mixed-use office development known as Preston Square. In this area, the plan identifies redevelopment opportunities on vacant or underutilized properties. The plan observes that such sites have the potential to add to the mix of uses and functions necessary to create a dynamic district, while still respecting the massing and scale of the surrounding urban fabric.

Schedule B – Height and Tower Location within the Secondary Plan identifies the site for a maximum height of six storeys along the Traditional Mainstreet (Preston Street), nine storeys along Aberdeen Street and 15 storeys within the interior of the site. While the added storey on the Adelaide complies with the Schedule, the height increase to 25 storeys for the new tower does not, necessitating the amendment to the Secondary Plan.

#### **Other applicable policies and guidelines**

Transit Oriented Development Guidelines

The Transit Oriented Development Guidelines provide guidance to assess, promote and achieve the type of development appropriate to support the use of transit by giving direction on land use, land use patterns and site layout, built form, design to support walking and cycling, managing vehicles and parking, and streetscape and environmental design. This site is located between the Carling Avenue O-Train/future Light Rail Transit (LRT) station and the future Gladstone Station.

#### Urban Design Guidelines for High-Rise Housing

The Urban Design Guidelines for High-Rise Housing are used in reviewing development proposals to promote and achieve appropriate high-rise development. The guidelines provide direction on compatibility within an existing or planned context, integration of parking, services, utilities and public transit; encouraging a mix of uses and open spaces; creating attractive streets and open spaces; contribution to skylines and views and promoting development that responds to the physical environment and microclimate through design.

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

The property is within a Design Priority Area and this proposal was reviewed by the panel on April 7, 2016 for a confidential pre-consultation review. The application for Site Plan Control will return to the Urban Design Review Panel for a formal review.

#### **Planning Rationale**

##### *Planning Act*

The *Planning Act* requires that all City planning decisions be consistent with the Provincial Policy Statement (PPS), as the document that provides policy direction on matters of Provincial interest related to land use development.

##### Provincial Policy Statement

The proposal is subject to the policies contained within the 2014 PPS, which came into effect on April 30, 2014. Staff have reviewed this proposal and have determined that the proposed Official Plan amendment and Zoning By-law amendment are consistent with the matters of Provincial interest as outlined in the PPS. The proposal is in keeping with the PPS by promoting efficient development and land use patterns and accommodating an appropriate mix of land uses to meet long term needs.

Conformity with Official Plan, Secondary Plan and relevant Urban Design Guidelines

This application has been reviewed under the consolidated Official Plan (2003) with regard for the Council-approved amendment contained within OPA150. The proposal complies with the overall goals of the Official Plan (2003) and the Preston-Carling District Secondary Plan policies detailed above. The proposed increase in height brings intensification to a Mixed-Use Centre and a Traditional Mainstreet, two areas identified as target areas for intensification within the Official Plan. The added population density will support the commercial uses nearby, to help bring vibrancy to these areas. The site is also in close proximity to existing and planned rapid transit.

The building will be located internally within the site, minimizing negative impacts to the public realm. The new building is proposed approximately 11 metres from the existing office towers. Although this is closer than the 20 metres recommended by the Secondary Plan and the 23 metres recommended by OPA 150, opportunities exist in the policies for a reduction in tower separation. In that regard, the tower separation is appropriate given the small floor plate size, the offset to adjacent buildings and the mix of uses on the site. The proposed tower floorplate is approximately 570 square metres, smaller than the 750 square metre maximum cited in OPA 150 and tall building design guidelines. The building has been carefully sited within the existing complex so that only 12 units within the new tower will have principal living spaces (obliquely) facing the office buildings. The units above the 13<sup>th</sup> floor of the proposed tower will be above the 11-storey office towers. Finally, the mix of uses, offices and residences, will often be occupied at different times; for example, offices are less likely to be occupied on evenings or weekends, when residents will tend to use amenity spaces or balconies, and when privacy within units is most critical.

The proposed development is consistent with the direction contained within the Official Plan, the Preston-Carling District Secondary Plan, the Transit Oriented Development Guidelines and the Urban Design Guidelines for High-Rise Housing. These documents will be used again to review the proposal in greater detail at the Site Plan Control stage.

#### Site and Tower Design

The new tower will be accessible through the existing lobby of the Adelaide building, which fronts on Aberdeen Street. A drop-off area will be maintained to the north of the new tower, between the existing office towers. Short-term parking and delivery spaces will be located along the driveway. An improved pedestrian connection, running east-west between Preston Street and Rochester Street, is also proposed.

As noted above, the proposed tower has been sited to minimize impacts on the public

realm and on the surrounding buildings. The existing land uses on the site were developed incrementally and have not been designed in a consistent style. The one-storey addition on top of the Adelaide building has been designed to weave together the various styles, and assist in integrating the new tower visually. The new tower will be prominent on the site, because of its height and proximity to Highway 417. Through the review of the Site Plan Control application, the design will be refined to ensure visual compatibility within the site, while maintaining a clear residential character.

### **Skyline Impacts**

Staff have reviewed the impacts to the skyline of the proposed 84-metre high tower. Document 7 shows proposed skyline views looking east (for example, entering the City along the Queensway), looking north and looking south. The visibility of the tower is appropriate for the Mixed-Use Centre and does not conflict with the scenic entry routes policies of the Official Plan.

### **Height of New Building**

The applications initially indicated the building was 24 storeys high. However, through the review, it was determined that the landing on the second floor, which provides access into the Adelaide building, constituted an additional floor under the Ontario Building Code. As a result, although the requested building height did not change, the number of storeys requested as part of the Official Plan Amendment was increased from 24 to 25 storeys.

### **Amenity Space and Shadow and Wind Impacts**

The proposed tower is sited on the existing turnaround and open spaces (currently for use by the offices, but underutilized and in need of improvements). Although the open space will be reduced in size, it will become more functional. Both the Adelaide building and the new tower will share the new indoor (427 square metre) lounges, gym and yoga studio located at-grade, as well as the outdoor (1,094 square metre) landscaped amenity areas located behind the Adelaide building.

A Shadow Analysis was submitted for the development and reviewed by City staff to evaluate the potential impacts of the development on the adjacent properties, the public realm and amenity areas. Shadows will fall to the north, across the drop-off area and towards Highway 417. The slender tower design will allow for shadows to quickly pass so that sunlight can reach the amenity spaces and surrounding uses. Staff have found that shadow impacts have been mitigated to the extent possible by the building design.

A Wind Analysis was also submitted for the proposed development. The study concluded that the wind conditions at all grade-level pedestrian-sensitive areas within and surrounding the development will be acceptable for their intended purpose, such as sitting, standing or strolling, and will not have a detrimental impact on pedestrian or user safety and comfort. The Wind Study also projects that the microclimate conditions within the east and west side courtyards at the base of the tower will improve, making the amenity space proposed there more comfortable.

### Traffic and Parking

The site is well served by roads, sidewalks, transit and cycling infrastructure. The Transportation Study submitted for the development concluded that the area road network can accommodate the forecast traffic demands of the proposal and that traffic circulation on-site will be functional under the proposed driveway and surface parking reconfiguration.

Today, there are 1,082 parking spaces within the existing parking garage. Through the redevelopment, 26 underground parking spaces will be removed, leaving a total of 1,056 parking spaces. No additional parking for the new use is required; the Zoning By-law requires only 30 spaces for the whole complex. There will be a total of 240 parking spaces available to the residential uses, of which 110 are for the existing residential units, 100 are for the new dwelling units and 30 are for visitors. The proposed zoning also allows the visitor and non-residential parking to be shared. The surplus parking will continue to operate as a public parking lot.

### Tree Removal

The addition of surface parking along the driveway would require removal of mature trees, specifically an ash, a crabapple, and five Norway maples. The owner is proposing to replant seven native, large-specimen canopy trees in their place. Additional parking is not required by the Zoning By-law; however, the applicant proposes these surface spaces for the convenience of short-term visitors to the retail uses along Preston Street. The proposed tree removals and the possible provision of parking will be reviewed through the Site Plan Control application.

### Section 37

While the existing zoning permits a floor space index of 2.5, the property owner legally increased the floor space index to 2.72 through minor variance decisions at the Committee of Adjustment in 1999. As a result, the increase in floor space index from

2.72 to 3.2 for the overall complex (through the addition of the new tower) does not meet the established threshold of 25 per cent or greater increase in density over what is permitted. Thus, this development proposal is not a candidate for Section 37 community benefits.

#### Details of Recommended Zoning

The details of the recommended zoning can be found in Documents 3 and 4. The zoning change would permit the height of the new tower to be 84 metres (25 storeys) and the height for the Adelaide building to be 30.3 metres (nine storeys). An above-sea level elevation is given for the height limit, as defining grade on this large sloping property proved difficult to determine using the standard Zoning By-law definition. Grade for the new tower is deemed to be 64.45 metres ASL, which is the top of the podium. Grade for the Adelaide building is deemed to be 60.13 metres ASL, which is the elevation of the entry from Aberdeen Street. The existing office towers are also recognized with height limits of 50 metres. The existing TM[2188]H(24.5) zone would be expanded so that the four-storey building along Preston Street is wholly located within this zone.

As described in Document 3, Exception 107 is amended to require minimum separation distances between the existing office uses and the new residential building of 11 metres. It is also amended to ensure that projections are permitted into the setbacks and above the height limits of Area E.

Both Exception 107 and Exception 2188 are amended to re-establish the one lot for zoning purposes provision for the whole complex. This provision was removed in error when the TM zoning was introduced along Preston Street, although the complex has continuously been operated as one site. The exceptions are also amended to permit the visitor and non-residential parking to be shared. Given the size of the parking garage (1,056 spaces), this shared approach is more convenient for users and is how parking has occurred on the property in the past.

#### Pedestrian and Cycling Connections through the Site

A universally-accessible pedestrian connection will be provided through the site. It will be privately owned but publicly accessible, and a pedestrian surface easement with a maintenance and liability agreement will be created for it. Cyclists would still have the opportunity to use the pedestrian pathway, but may have to dismount to safely share the pathway and to legally cross the sidewalk.



Despite the applicant's intention to provide the pedestrian pathway, through the Site Plan Control process the possibility of a multi-use pathway (i.e. a cycling connection) will be investigated with the applicant, to explore various options for enhanced cycling connectivity.

### **RURAL IMPLICATIONS**

There are no rural implications associated with this report.

### **COMMENTS BY THE WARD COUNCILLOR**

Councillor McKenney provided the following comments:

File D01-16-0021 – Official Plan Amendment: “I support this application, subject to the revisions proposed for the Site Plan Control Application indicated below.”

File D02-02-16-0080 – Zoning By-Law Amendment: “I support this application, subject to the revisions proposed for the Site Plan Control Application indicated below.”

File D07-12-16-0139- Site Plan Control Approval Comments:

“The community has expressed a desire to include a mixed-use pathway (pedestrians/bikes) linking Rochester Street to Preston Street, and the O-Train pathway beyond. I support Option 3 ('Most Direct Route to Sidewalk') show on Preston Square – Rochester Pathway – Option Stud, January 19, 2017 by Sakto/IBI. [Option 3 is found in Document 8].

The Tree Conservation Report indicates that a number of mature trees in the landscape buffer along the north side of the existing access road from Preston Street are to be removed. I am opposed to these tree removals.”

### **LEGAL IMPLICATIONS**

There are no legal implications associated with adopting the recommendations contained within this report.

### **RISK MANAGEMENT IMPLICATIONS**

There are no risk management implications association with the recommendation in this report.

## **FINANCIAL IMPLICATIONS**

There are no financial implications associated with this report.

## **ACCESSIBILITY IMPACTS**

The new buildings will be required to meet the accessibility criteria contained within the Ontario Building Code. A new accessible pedestrian connection between Preston and Rochester Streets is also proposed. Depending on the timing of construction, the *Accessibility for Ontarians with Disabilities Act (AODA)* requirements for site design may also apply, and will be reviewed through the application for Site Plan Control.

## **TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priorities:

C1 – Contribute to the improvement of the quality of life for Ottawa residents.

EP2 - Support growth of the local economy.

ES1 – Support an environmentally sustainable Ottawa.

## **APPLICATION PROCESS TIMELINE STATUS**

The application was not processed by the On Time Decision Date established for the processing of Zoning By-law amendments due to the complexity of the issues associated with the proposal and revisions to plans required.

## **SUPPORTING DOCUMENTATION**

Document 1 Location Map

Document 2 Details of Official Plan Amendment

Document 3 Details of Recommended Zoning

Document 4 Location Map and Zoning Key Plan

Document 5 Consultation Details

Document 6 Concept Plan and Renderings

Document 7 3D Images of the Skyline

Document 8 Option 3, Preston Square – Rochester Pathway

Document 9 Overview Data Sheet (*previously distributed and held on file*)

## **CONCLUSION**

The department is satisfied that the requested increase in height is appropriate for the existing and planned context of the Preston-Carling District. The proposal adds dwelling units in an area that is well served by transit. The added density will also help to enhance the vitality envisioned by the Preston-Carling District Secondary Plan. The department has reviewed the site design, skyline impacts, amenity space provided, shadow and wind studies, and transportation overview and has found the associated impacts to be acceptable. As part of the Site Plan Control review process, a universally-accessible pedestrian connection will also be provided through the site, from Preston Street to Rochester Street, to address mobility through the large block and the pedestrian connectivity policies of the Secondary Plan. Tree removals, cycling connections, the tower design, and its integration within the diversity of building designs on the site will also be further explored through the related application for Site Plan Control. In conclusion, it is recommended that this Official Plan amendment and Zoning By-law amendment be approved.

## **DISPOSITION**

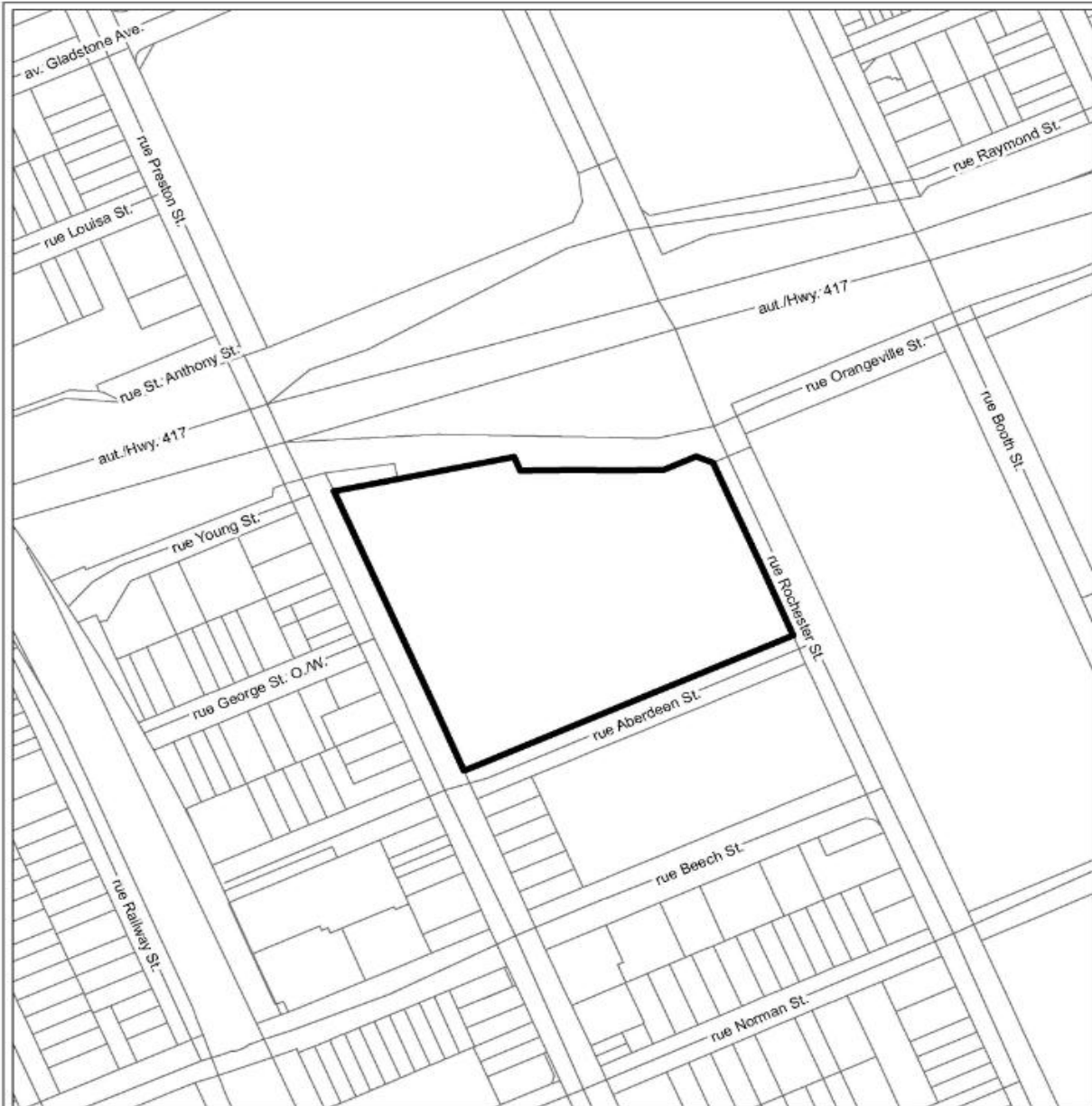
Office of the City Clerk and Solicitor, Legislative Services to notify the owner; applicant; Krista O'Brien, Deputy City Treasurer Revenue Branch, Corporate Services (Mail Code: 26-76) of City Council's decision.



Zoning and Interpretations Unit, Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services to forward the implementing by-law to City Council.

Circulation Services Unit, Planning Services to undertake the statutory notification.

Document 1 – Location Map



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE SITE PLAN / PLAN D'EMPLACEMENT OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL	
D02-02-16-0080 D07-12-16-0139 D01-01-16-0021	16-1310-X	300, 333, 343, 347 rue Preston Street, 17 rue Aberdeen Street	
I:\CO\2016\Zoning\Preston_333		Entire map area is affected by the Mature Neighbourhoods Overlay (section 139) / Tout le secteur de la carte est touché par la Zone sous-jacente de quartiers établis (article 139)	
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REVISION / RÉVISION - 2016 / 10 / 11			

Document 2 – Details of Recommended Official Plan Amendment

# Official Plan Amendment XX to the Official Plan for the City of Ottawa

INDEX

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**THE STATEMENT OF COMPONENTS**

**PART A – THE PREAMBLE**

PURPOSE

LOCATION

BASIS

**PART B – THE AMENDMENT**

INTRODUCTION

DETAILS OF THE AMENDMENT

IMPLEMENTATION AND INTERPRETATION

SCHEDULE A OF AMENDMENT XX – OFFICIAL PLAN FOR THE CITY OF OTTAWA

## **PART A – THE PREAMBLE**

PART A – THE PREAMBLE introduces the actual amendment but does not constitute part of Amendment No. XX to the Official Plan for the City of Ottawa.

PART B – THE AMENDMENT constitutes Amendment XX to the Official Plan for the City of Ottawa.

### **1. Purpose**

The Official Plan Amendment will permit a 25-storey building.

### **2. Location**

The property is located east of Preston Street, north of Highway 417, west of Rochester Street and north of Aberdeen Street.

### **3. Basis**

The site is currently designated as a Mixed-Use Block on Schedule A – Land Use Character Areas and with a maximum building height of 15 storeys on Schedule B – Height and Tower Location within the Preston-Carling District Secondary Plan. The proposed 25-storey building requires an Official Plan amendment to Schedule B to introduce a new height category and to identify a new location for a high profile building.

#### **Background**

At the time of the adoption of the Preston-Carling District Community Design Plan and the Preston-Carling District Secondary Plan, the heights of the existing building on the property were recognized, but no additional height was contemplated on the site.

#### **Rationale**

The property is subject to the Preston-Carling District Community Design Plan and the Preston-Carling District Secondary Plan.

The Plan notes that the northern end of the District will continuously be anchored by the successful mixed-use office development known as Preston Square, but identified that vacant or underutilized properties in the vicinity offer redevelopment opportunities. The Plan observed that such sites have the potential to add to the mix of uses and functions necessary to create a dynamic district, while still

respecting the massing and scale of the surrounding urban fabric. The proposed increase in height adds population density to support the uses within the Mixed-Use Centre and along the Traditional Mainstreet and takes advantage of the rapid transit available at Carling Avenue O-Train/future LRT station and the future Gladstone station.

The building will be located internal to the site, minimizing negative impacts to the public realm. Shadows will fall to the north, towards Highway 417. The building has been carefully sited within the existing complex so that only 12 units within the new tower will have principal living spaces (obliquely) facing the office buildings. The units above the 13<sup>th</sup> floor of the proposed tower will be above the 11-storey office towers.

Although an 11 metre separation distance is proposed (less than the 20 metres recommended by the Secondary Plan and the 23 metres recommended within the Official Plan Amendment 150), the tower separation is appropriate given the small floor plate size, the offset to adjacent buildings and the mix of uses on the site.

Wind impacts have been assessed through a wind study, which found that the microclimate conditions within the landscaped courtyard will improve as a result of the new tower.

No additional parking is required for this new tower, and through the application for site plan control, incentives to encourage non-automobile models of travel (such as real-time transit boards and arrangements for car or bike sharing) will be explored. The addition of an improved and universally-accessible pedestrian connection between Preston Street and Rochester Street will contribute to the “pedestrians-first” goals for mobility within the Secondary Plan.

## **PART B – THE AMENDMENT**

### **1. Introduction**

All of this part of this document entitled Part B – The Amendment consisting of the following text and the attached Schedule A constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

### **2. Details**

The following changes are hereby made to the Official Plan for the City of Ottawa:

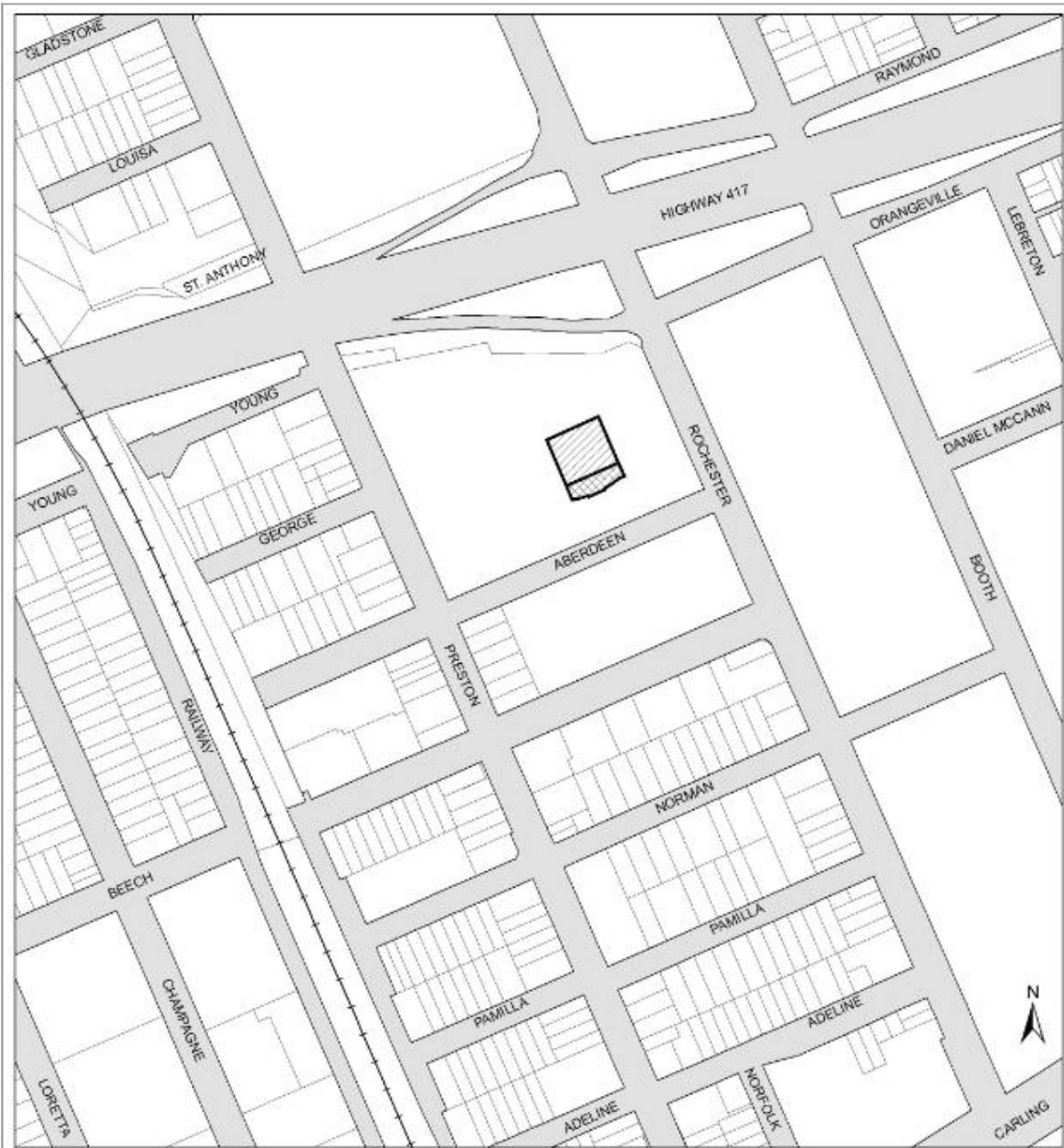


2.3 The Preston-Carling District Secondary Plan is hereby amended by replacing Schedule B – Height and Tower Location with a new Schedule.

3. Implementation and Interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

SCHEDULE A



Prepared by: Planning, Infrastructure and Economic  
 Development Department, GIS and Data Management



Projeté par Services de la planification, de l'infrastructure et de  
 développement économique, GIS et gestion des données

D01-01-10-0002 16-1680-A

1/ANNEXE1/2017/0091 333 Projeux

01 / 17 / 2017

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**SCHEDULE 1 to  
 AMENDMENT NO.**  
 to the OFFICIAL PLAN  
 for the CITY OF OTTAWA  
 Amending Schedule B -  
 Height and Tower Location  
 PRESTON-CARLING DISTRICT  
 SECONDARY PLAN

**ANNEXE 1 de  
 L' AMENDEMENT NO.**  
 au PLAN OFFICIEL  
 de la VILLE D'OTTAWA  
 Modifiant l'Annexe B -  
 Hauteur  
 SECTEUR PRESTON-CARLING  
 PLAN SECONDAIRE



LANDS REDESIGNATED FROM MAXIMUM BUILDING HEIGHT "15 STOREYS" TO MAXIMUM BUILDING HEIGHT "25 STOREYS"  
 TERRAINS DONT LA DÉSIGNATION PASSERA DE HAUTEURS MAXIMALES DES IMMEUBLES « 15 ÉTAGES » À HAUTEURS  
 MAXIMALES DES IMMEUBLES « 25 ÉTAGES »



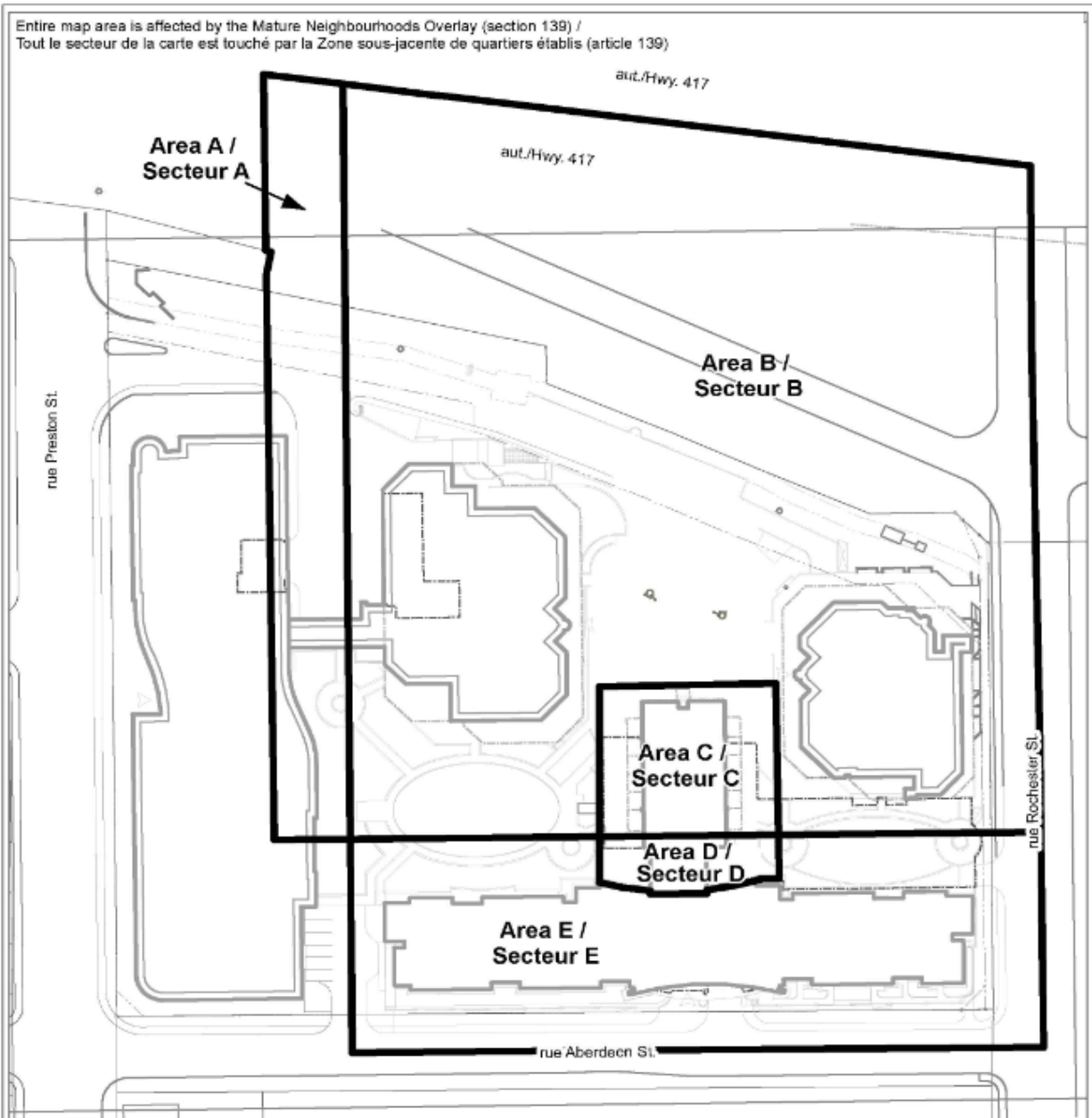
LANDS REDESIGNATED FROM MAXIMUM BUILDING HEIGHT "9 STOREYS" TO MAXIMUM BUILDING HEIGHT "25 STOREYS"  
 TERRAINS DONT LA DÉSIGNATION PASSERA DE HAUTEURS MAXIMALES DES IMMEUBLES « 9 ÉTAGES » À HAUTEURS  
 MAXIMALES DES IMMEUBLES « 25 ÉTAGES »

### **Document 3 – Details of Recommended Zoning**


The proposed changes to Zoning By-law 2008-250 for 333, 343 and 347 Preston Street and 17 Aberdeen Street are as follows:

1. Rezone the lands on Document 4 as follows:
  - a. Area A from MC[107] F(2.5) to TM[2188] H(24.5)
  - b. Area B from MC[107] F(2.5) to MC[107] H(50)
  - c. Area C from MC[107] F(2.5) to MC[107] H(148) A.S.L.
  - d. Area D from MC F(2.5) to MC[107] H(148) A.S.L.
  - e. Area E from MC F(2.5) to MC[107] H(91) A.S.L.
2. Amend Section 239, Urban Exception 107, Column V, by replacing all of the text with provisions similar to the following:
  - a. The minimum separation distance between parts of buildings above 15 metres in height between residential and non-residential uses is 11 metres.
  - b. Maximum building heights do not apply to balconies, canopies and ornamental elements projecting into the MC[107] H(91) A.S.L. zone.
  - c. The lands zoned TM[2188] H(24.5), MC[107] H(50), MC[107] H(148) A.S.L. and MC[107] H(91) A.S.L. are considered one lot for the zoning purposes.
  - d. Visitor and non-residential parking may be shared.
3. Amend Section 239, Urban Exception 2188, Colum V, by adding text with provisions similar to the following:
  - a. The lands zoned TM[2188] H(24.5), MC[107] H(50), MC[107] H(148) A.S.L. and MC[107] H(91) A.S.L. are considered one lot for the zoning purposes.
  - b. Visitor and non-residential parking may be shared.

Document 4 – Location Map and Zoning Key Plan



Entire map area is affected by the Mature Neighbourhoods Overlay (section 139) /  
 Tout le secteur de la carte est touché par la Zone sous-jacente de quartiers établis (article 139)

		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-16-0080	16-1680-Y	Area A to be rezoned from MC[107]F(2.5) to TM[2188]H(24.5) Area B to be rezoned from MC[107] F(2.5) to MC[107] H(50) Area C to be rezoned from MC[107] F(2.5) to MC[107] H(148) A.S.L. Area D to be rezoned from MC F(2.5) to MC[107] H(148) A.S.L. Area E to be rezoned from MC F(2.5) to MC[107] H(91) A.S.L.	
I:\CO\2017\Zoning\Preston333ZKP		Secteur A devant être rezoné de MC[107]F(2.5) à TM[2188]H(24.5) Secteur B devant être rezoné de MC[107] F(2.5) à MC[107] H(50) Secteur C devant être rezoné de MC[107] F(2.5) à MC[107] H(148) A.S.L. Secteur D devant être rezoné de MC F(2.5) à MC[107] H(148) A.S.L. Secteur E devant être rezoné de MC F(2.5) à MC[107] H(91) A.S.L.	
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REVISION / RÉVISION - 2017 / 02 / 16			

## **Document 5 – Consultation Details**

### Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by Council for Official Plan and Zoning By-law amendments.

Nine people expressed an interest in the proposal by providing comments. One person was opposed because of the closeness of the buildings. Another, a tenant on the eighth floor of the Adelaide, was opposed to construction directly overhead. Seven people had questions, concerns or comments. The comments are summarized below.

Comments were also received from the Dalhousie Community Association and are included below.

### Public Comments and Responses

#### 1. Closeness of the buildings

##### Response:

The site is located within a Mixed-Use Centre, where taller buildings and higher densities are contemplated within the Official Plan. Although an 11 metre separation distance is proposed (less than the 20 metres recommended by the Secondary Plan and the 23 metres recommended within OPA 150), the separation distances between the new tower and existing office buildings are anticipated by policy and have been carefully considered.

The proposed tower floorplate is approximately 570 square metres, smaller than the 750-square metre maximum for residential buildings cited in OPA 150 and tall building design guidelines. The building has been situated within the existing complex so that only 12 units within the new tower will have principal living spaces facing the office buildings. They are also not directly facing but set at an angle so that oblique views are possible. The units above the 13<sup>th</sup> floor of the proposed tower will be above the 11-storey office towers.

Finally, the mix of uses, offices and residences, will often be occupied at different times; for example, offices will not typically be occupied on evenings or weekends, when residents will tend to use amenity spaces or balconies, and when privacy within units is most critical.

## 2. Construction Noise and Nuisance

- When will construction start?
- Will existing residents be compensated?

### Response

The timing of construction is at the owner's discretion, although the developer has advised that construction will not begin until after 2017 celebrations have taken place. The developer will use best practices to ensure that disruptions due to the addition of the ninth storey on the Adelaide and the construction of the new tower are limited.

## 3. Parking and Traffic

- Parking and traffic flow on Preston is horrendous during peak hours.
- What is the plan to improve congestion within this growing area?
- People need to use their vehicles as there is no local grocery store, pharmacy, post office, etc.
- There is a need for more parking and loading for the Adelaide building, so that it is easier for the community to function around that building.
- More visitor parking is needed.

The Preston-Carling area is identified in the Official Plan as a Mixed-Use Centre and is emerging as a secondary downtown. Critical densities are required to support both rapid transit and local commercial uses in the area. A variety of commercial uses are permitted within the MC zone, and several successful businesses already operate on the Preston Square site. The addition of more people may encourage grocery stores and other commercial uses to open up.

A Transportation Overview was submitted for this development concluded that the area road network can accommodate the forecast traffic demands of the proposal. It also noted that Aberdeen and Rochester Streets are under capacity for their classification and number of lanes.

Incentives such as real-time transit boards and arrangements for car or bike sharing may be integrated within the development to encourage non-automobile oriented modes of travel. It is anticipated that both new and existing residents will take advantage of

transit, walking or cycling through these options, and these incentives are intended to assist in improving congestion within the overall area.

This site has over 1000 parking spaces available and the transportation overview identified 1200 surface parking spaces within a 300-metre radius of Preston Square. There may be a perception of parking problems during events, and people may be disinclined to pay for parking within parking lots, but the majority of these spaces are available for public use. The development proposal actually reduces the parking provided by 26 spaces, but with the existing parking on-site, more than meets the parking required by the Zoning By-law (30 spaces).

Through the redevelopment the new 25-storey tower and the existing Adelaide building will be connected. Although the main door will face Aberdeen Street, the drop-off area located internal to the site will be available for residents of these buildings, should they wish to use the secondary exit. Within the garage, there will be 110 parking spaces available for the existing residential units and 100 parking spaces for the new dwelling units. Thirty underground spaces have been allocated to visitors. The proposed zoning also allows the visitor and non-residential parking to be shared. The remaining 816 parking spaces will continue to operate as a public parking lot.

#### Community Association Comments

The Dalhousie Community Association indicated that they have no issues with the proposed additional development except:

- The Community Design Plan calls for a bike/pedestrian path running along the north edge of the property to extend the connectivity from Young St and its bridge over the O-Train eastward to Rochester. The parkland levy should be provided in land rather than in cash so that this can be achieved. There appears to be sufficient space on the site to achieve this although the proposed transformer location at the east end may have to be slightly adjusted.
- It is unfortunate that the existing internal green spaces will no longer be connected. Some sort of open air connectivity at garden level ought to be pursued.

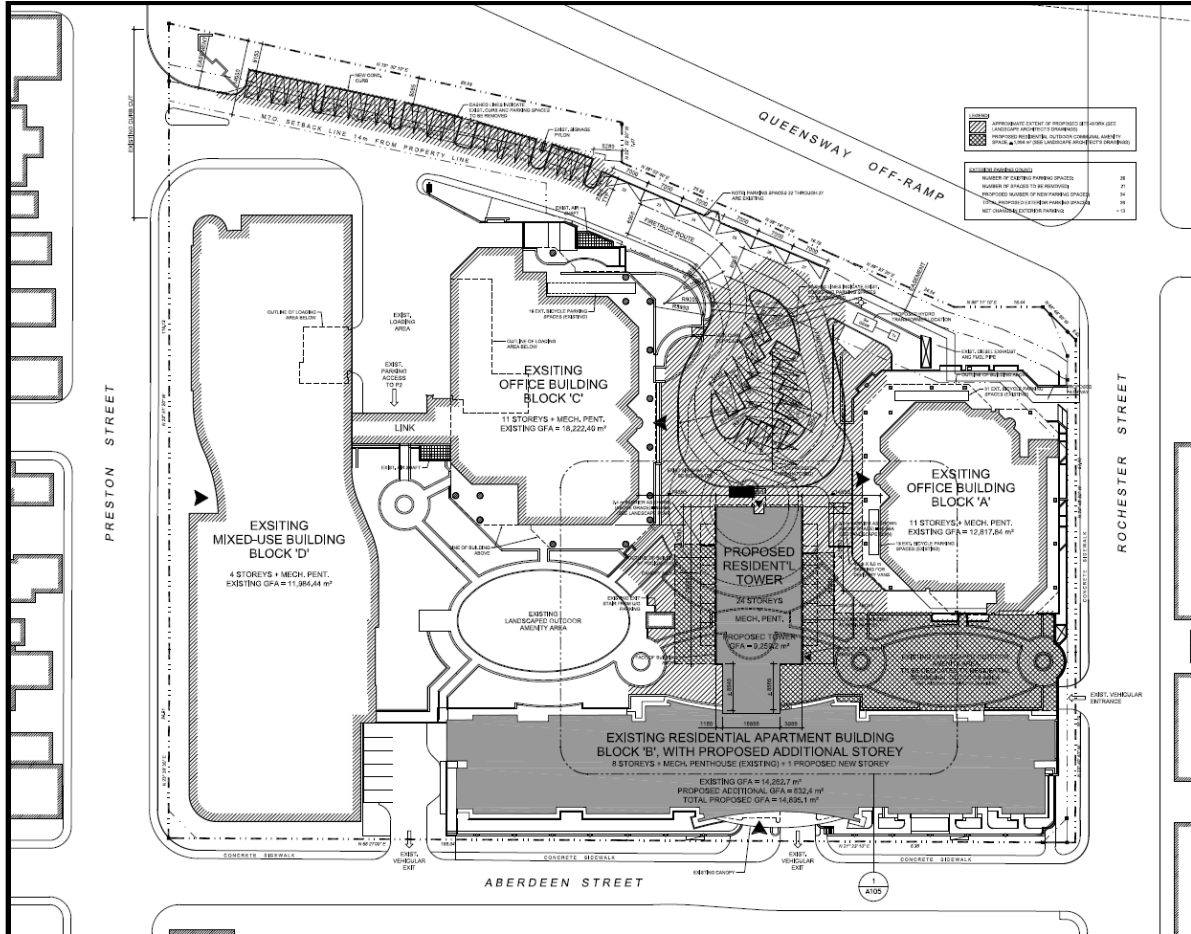
#### Response

The owners have agreed to provide a universally-accessible pedestrian connection through the site, and a pedestrian surface easement will be created. A multi-use

pathway (i.e. a cycling connection) will be investigated through the application for Site Plan Control. The amenity spaces will be connected to the residential building and to the drop-off area, through which residents can move between the east and west courtyards.



Document 6 – Concept Plan and Renderings



Concept Plan



Rendering: View from the south-west

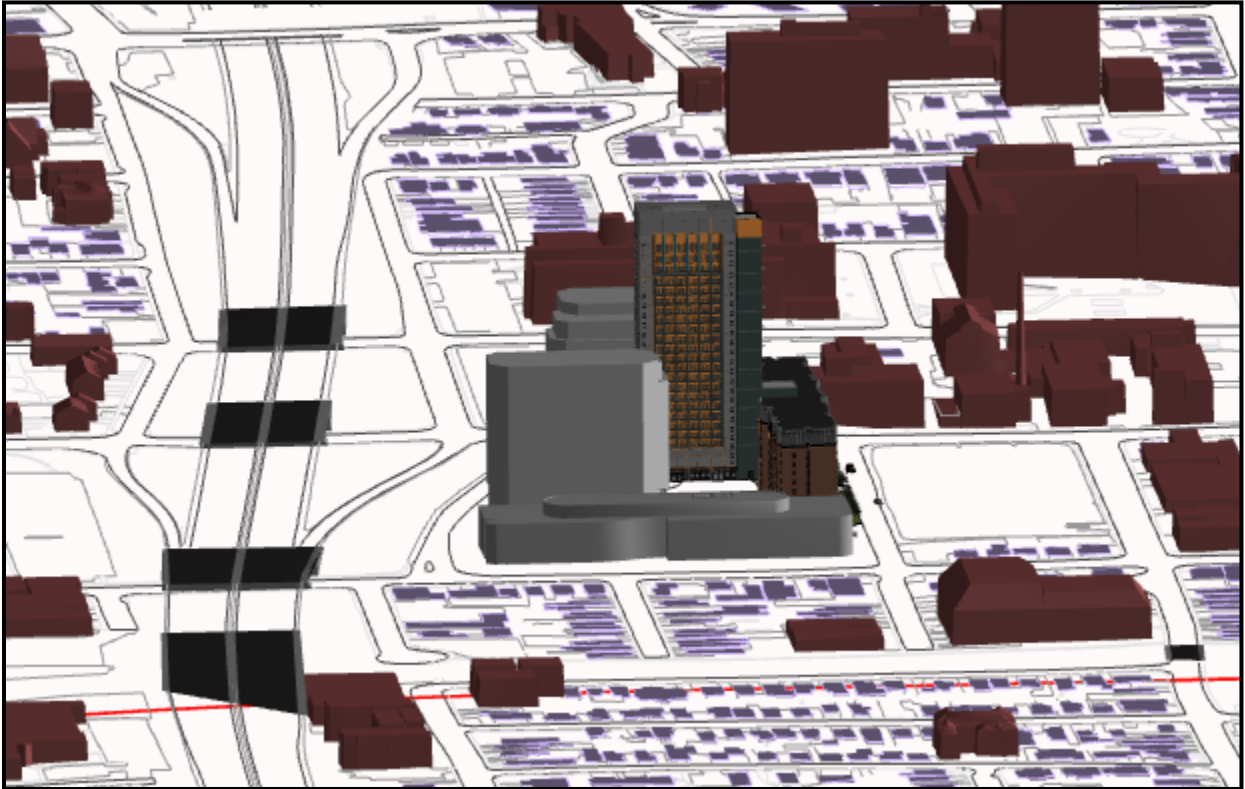


Rendering: View from the south

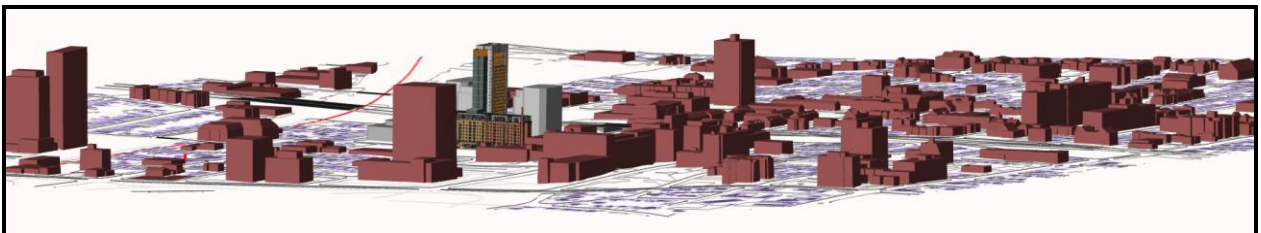


**Rendering: View from the Queensway (looking south)**

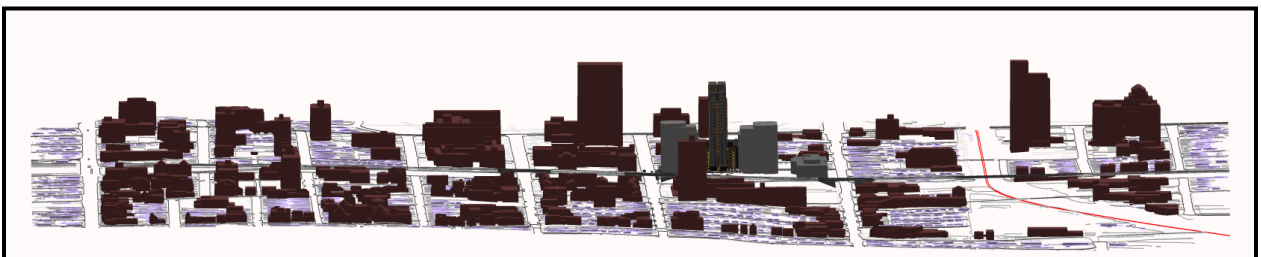
Document 7 – 3D Images of the Skyline



3D Image, Bird's Eye View, Looking West



Skyline View - 3D Image, Bird's Eye View, Looking North



Skyline View - 3D Image, Bird's Eye View, Looking South

Document 8 - Option 3, Preston Square – Rochester Pathway

