

5. Official Plan Amendment and Zoning By-law Amendment – 450 Rochester Street, 367, 369 and 371 Preston Street

Modification du Plan officiel et modification du *Règlement de zonage* – 450, rue Rochester et 367, 369 et 371, rue Preston

Committee recommendations

That Council approve:

1. an amendment to the Official Plan, Volume 2a, Preston-Carling District Secondary Plan, for 450 Rochester Street, with site-specific policies, a change in land use designation, and increased building heights, as detailed in Document 2; and,
2. an amendment to the Zoning By-law 2008-250 for 450 Rochester Street, 367, 369 and 371 Preston Street to permit a mixed-use development with varying heights up to 26-storeys, through a new Mixed-Use Centre zone with site-specific provisions and building heights, as detailed in Document 3.

Recommandations du Comité

Que le Conseil approuve :

1. une modification du Plan officiel (volume 2a – Plan secondaire du secteur Preston-Carling) pour le 450, rue Rochester assortie de politiques propres à l'emplacement, d'un changement de désignation d'utilisation du sol et de hauteurs de bâtiment accrues, comme le détaille le document 2; et
2. une modification du *Règlement de zonage* (n° 2008-250) pour le 450, rue Rochester et les 367, 369 et 371, rue Preston afin de permettre un aménagement polyvalent de différentes hauteurs (jusqu'à 26 étages) par la création d'une nouvelle zone de centres polyvalents assortie de dispositions et de hauteurs de bâtiment propres à l'emplacement, comme le détaille le document 3.

Documentation/Documentation

1. Director's report, Planning Services, Planning, Infrastructure and

Economic Development Department, dated June 26, 2020 (ACS2020-PIE-PS-0069)

Rapport du Directeur, Services de la planification, Direction générale de la planification, de l'infrastructure et du développement économique, daté le 26 juin 2020 (ACS2020-PIE-PS-0069)

2. Extract of draft Minutes, Planning Committee, July 9, 2020

Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, 9 juillet 2020

Report to
Rapport au:

Planning Committee
Comité de l'urbanisme
9 July 2020 / 9 juillet 2020

and Council
et au Conseil
15 July 2020 / 15 juillet 2020

Submitted on 26 June 2020
Soumis le 26 juin 2020

Submitted by
Soumis par:
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Ward: SOMERSET (14)

File Number: ACS2020-PIE-PS-0069

SUBJECT: Official Plan Amendment and Zoning By-law Amendment – 450
Rochester Street, 367, 369 and 371 Preston Street

OBJET: Modification du Plan officiel et modification du *Règlement de
zonage* – 450, rue Rochester et 367, 369 et 371, rue Preston

REPORT RECOMMENDATIONS

1. That Planning Committee recommend Council:
 - a. Approve an amendment to the Official Plan, Volume 2a,

Preston-Carling District Secondary Plan, for 450 Rochester Street, with site-specific policies, a change in land use designation, and increased building heights, as detailed in Document 2; and,

- b. Approve an amendment to the Zoning By-law 2008-250 for 450 Rochester Street, 367, 369 and 371 Preston Street to permit a mixed-use development with varying heights up to 26-storeys, through a new Mixed-Use Centre zone with site-specific provisions and building heights, 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 Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to the *Planning Act* 'Explanation Requirements' at the City Council Meeting of July 15, 2020", 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 ce qui suit au Conseil :
 - a. Approuver une modification du Plan officiel (volume 2a – Plan secondaire du secteur Preston-Carling) pour le 450, rue Rochester assortie de politiques propres à l'emplacement, d'un changement de désignation d'utilisation du sol et de hauteurs de bâtiment accrues, comme le détaille le document 2; et
 - b. Approuver une modification du *Règlement de zonage* (n° 2008-250) pour le 450, rue Rochester et les 367, 369 et 371, rue Preston afin de permettre un aménagement polyvalent de différentes hauteurs (jusqu'à 26 étages) par la création d'une nouvelle zone de centres polyvalents assortie de dispositions et de hauteurs de bâtiment propres à l'emplacement, comme le détaille 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, 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 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 de la *Loi sur l'aménagement du territoire*, à la réunion du Conseil municipal prévue le 15 juillet 2020 », 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

Staff Recommend Approval

This report recommends that Council approve amendments to the Preston-Carling District Secondary Plan and Zoning By-law 2008-250 for 367, 369 and 371 Preston Street and 450 Rochester Street. The amendments will facilitate the permission of a new mixed-use building with a variety of retail at grade, including a space intentionally designed for a grocery store, and mix of residential units with approximately 550 dwelling units. Proposed building heights gradually increase in height from Preston Street at three-storeys, up to 26-storeys at Rochester Street.

The Official Plan amendment seeks to amend the Preston-Carling District Secondary Plan by re-designating 450 Rochester Street as Mixed-use Block (whereas the portion along Beech Street is currently designated 'mainstreet') and re-designating the building heights and tower location to accommodate the proposed development with various heights ranging from nine-storeys, 15-storeys and 26-storeys. The application also results in site-specific policies for the subject lands.

The Zoning By-law Amendment requests to rezone the portion of site currently used a surface parking to a new Mixed-use Centre zone (MC) and increase the permitted building height from the current angular height that is 18.2 metres at the western extent of the parking lot up to 24.4 metres at Rochester Street. The requested height increases are for up to 33 metres (nine storeys), 49 metres (15 storeys) and 89 metres (26 storeys) across the site. Additional zoning detail includes a new Schedule 'YYY' to define building heights, and site-specific provisions, by modifying Exception 884, for one lot for zoning purposes, maximum non-residential parking amount, stacked bicycle parking, and requirements for privately owned public spaces.

Applicable Policy

The proposed development is consistent with the Official Plan and meets the intent and goals of the Preston-Carling District Secondary Plan. The front portion of the site along

Preston Street is designated as Traditional Mainstreet (Section 3.6.3), a target area for intensification, and a designation which envisions some of the most significant development opportunities. The balance of the site is designated Mixed-Use Centre (3.6.2), which recognizes strategic locations that can support the rapid-transit network and act as central nodes of activity. The proposed development is consistent with Policy Sections 2.2.2, 2.5.1 and 4.11 of the Official Plan and represents a good example of developing an under-utilized site that results in intensification and respects the area character and planned function.

Despite the requirement for an Official Plan amendment to consider the proposed development, staff are of the opinion that the proposal still maintains the overall intent and goals of the Secondary Plan.

Public Consultation / Input

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

The applicant team and owner held a community information session on March 11, 2020. Councillor McKenney attended and comment sheets collected from the meeting were forwarded to staff for awareness. Staff did not attend.

During application review approximately 15 individuals/groups provided comments, with some siting support for building design, public plazas and replacing the parking lot, while others expressed concerns about requiring bird-friendly design, building height, traffic congestion, and construction impacts.

RÉSUMÉ

Approbation recommandée par le personnel

Le présent rapport recommande au Conseil d'approuver des modifications du Plan secondaire du secteur Preston-Carling et du *Règlement de zonage* (n° 2008-250) pour les 367, 369 et 371, rue Preston et le 450, rue Rochester. Ces modifications faciliteront l'octroi des autorisations requises pour la construction d'un bâtiment polyvalent comportant divers commerces au niveau du sol, notamment un espace réservé pour une épicerie, et une combinaison d'unités résidentielles (environ 550 logements). Les hauteurs de bâtiment proposées augmentent graduellement, passant de 3 étages sur la rue Preston à 26 étages sur la rue Rochester.

La modification du Plan officiel vise à modifier le Plan secondaire du secteur Preston-Carling par un changement de désignation du 450, rue Rochester pour en faire un pâté de maisons à utilisation polyvalente (la partie longeant la rue Beech étant actuellement désignée comme rue principale), ainsi que par un changement de désignation des hauteurs de bâtiment et de l'emplacement de la tour pour permettre l'aménagement proposé, dont les hauteurs varient (9, 15 et 26 étages). La demande entraînera aussi la création de politiques propres aux biens-fonds visés.

La modification du *Règlement de zonage* vise à faire passer le zonage de la partie du site qui sert actuellement de stationnement en surface à zone de centres polyvalents et à accroître la hauteur de bâtiment permise pour la faire passer à 24,4 mètres sur la rue Rochester, par rapport à la hauteur angulaire actuelle de 18,2 mètres à l'extrémité ouest du terrain de stationnement. Les augmentations de hauteur demandées pour le site vont jusqu'à 33 mètres (9 étages), 49 mètres (15 étages) et 89 mètres (26 étages). Une nouvelle annexe « YYY » sera également créée pour définir les hauteurs de bâtiment et les dispositions propres à l'emplacement (modification de l'exception 884) pour un lot aux fins de zonage, le nombre maximal de places de stationnement non résidentielles, le système de stationnement superposé pour bicyclettes et les exigences pour les espaces publics appartenant à des intérêts privés.

Politique applicable

L'aménagement proposé est conforme au Plan officiel et cadre avec l'esprit et les objectifs du Plan secondaire du secteur Preston-Carling. La partie avant du site qui longe la rue Preston est désignée comme rue principale traditionnelle (section 3.6.3), un secteur ciblé pour la densification et une désignation porteuse de quelques-unes des plus importantes possibilités d'aménagement. Le reste du site est désigné comme centre polyvalent (3.6.2), une désignation associée à des emplacements stratégiques qui peuvent consolider le réseau de transport en commun rapide et servir de pôles centraux d'activité. L'aménagement proposé est conforme aux politiques 2.2.2, 2.5.1 et 4.11 du Plan officiel et constitue un bon exemple d'aménagement d'un site sous-utilisé qui entraînera une densification, dans le respect du caractère et de la fonction prévue du secteur.

Malgré la nécessité de modifier le Plan officiel pour examiner l'aménagement proposé, le personnel est d'avis que la proposition cadre avec l'esprit et les objectifs du Plan secondaire.

Consultations publiques/commentaires

Un avis a été donné et une consultation publique a eu lieu, conformément à la Politique d'avis et de consultation publique approuvée par le Conseil pour les demandes d'aménagement.

L'équipe du requérant et le propriétaire ont tenu une séance d'information communautaire le 11 mars 2020. La conseillère Catherine McKenney était présente, et les feuilles de commentaires recueillies ont été remises au personnel. Aucun employé n'était présent.

Durant la période d'examen de la demande, environ 15 personnes et groupes ont fourni des commentaires; certains étaient favorables au design du bâtiment, aux esplanades publiques et au remplacement du stationnement, tandis que d'autres ont exprimé des réserves au sujet de la hauteur du bâtiment, de la congestion routière et des répercussions du chantier et demandaient une conception sécuritaire pour les oiseaux.

BACKGROUND

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

Learn more about [link to Development Application process – Official Plan Amendment](#)

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

Site location

450 Rochester Street, 367, 369 and 371 Preston Street

Owner

Aberdeen-Preston Holdings Ltd.

Applicant

HP Urban (Peter Hume)

Architect

Hobin Architecture Inc.

Description of site and surroundings

The subject site is bound by Aberdeen Street to the north, Rochester Street to the east, Beech Street to the south, and Preston Street to west encompassing nearly the entirety of the block except for the northwest corner. The property is 9,209 square metres in size and is predominantly used as a surface parking lot with approximately 300 spaces. The portion of the site fronting Preston Street consist of three two-storey buildings with residential uses and a restaurant.

The following land uses surround the subject site:

- North: Preston Square is immediately north, which is a development complex consisting of office, at grade retail and residential uses with a range of mid-rise and high-rise built forms and heights permitted up to 24-storeys. Further north is Highway 417.
- East: East of the subject site are the Booth Street complex lands which were recently subject to a redevelopment proposal (Official Plan and Zoning) for a new mixed-use redevelopment, heritage retention, and City park. Building heights up to 25-storeys are permitted.
- South: South of the site, along Beech Street is mix of predominantly low-rise commercial buildings. Further south is a residential area with mostly a mix of low-rise residential uses, McCann Park, and some high-rise development along the west side of Rochester Street up to 18-storeys.
- West: The Traditional Mainstreet corridor of Preston Street, west of the site, provides a variety of residential and commercial uses. The Trillium O-Train line is in close proximity further west.

Summary of proposed development

The proposed development is mixed-use with a variety of retail at grade, including a space intentionally designed for a grocery store, and a mix of residential units with approximately 550 dwelling units. Proposed building heights gradually increase from Preston Street at three-storeys, up to 26-storeys at Rochester Street. The development is a two-phase project, with the first phase accommodating majority of the site and buildings that propose heights up to nine-storeys and 15-storeys. The total development concept contains 598 parking spaces, 33 of which are surface. Parking is distributed across 308 residential spaces, 54 visitor parking spaces, and 236 commercial spaces

(combination of retail and public parking garage). The surface parking lot is being designed as a pedestrian mid-block connection between Aberdeen Street and Beech Street.

The design also incorporates Privately-Owned Public Space (POPS) at the corners of Preston Street and Beech Street and a second at the corner of Rochester Street and Beech Street.

Summary of requested Official Plan and Zoning By-law amendments

The Official Plan amendment (OPA) seeks to amend the Preston-Carling District Secondary Plan by re-designating 450 Rochester Street as Mixed-use Block (whereas the portion along Beech Street is currently designated 'mainstreet') and re-designating the building heights and tower location to accommodate the proposed development with various maximum heights ranging from nine-storeys, 15-storeys and 26-storeys. The application also results in site-specific policies for the subject lands.

The Zoning By-law amendment requests to rezone the portion of site currently used as surface parking to a new Mixed-use Centre zone (MC) and increase the permitted building height from the current angular height that is 18.2 metres at the western extent of the parking lot up to 24.4 metres at Rochester Street. The requested height increases are for up to 33 metres (9 stores), 49 metres (15 storeys) and 89 metres (26 storeys) across the site. This portion of the subject property is currently zoned "R5", which is a predominantly residential zone.

Details of the recommended rezoning includes the following:

- Rezoning 367, 369 and 371 Preston Street from TM [78] to TM [884] SYYY -h
- Rezoning 450 Rochester Street from R5B [884] to MC [884] SYYY -h
- Define maximum building heights through the new Schedule 'YYY'
- Modify Urban Exception 884 to include new provisions addressing the following:
 - The subject properties are considered one lot for zoning purposes
 - To permit a stacked bicycle parking system with reduced parking space dimensions
 - To specify a maximum combined amount of parking of 240 spaces for the non-residential uses.

- To permit projections, such as balconies and canopies, for example, to remain subject to Section 65 (permitted projections) despite Schedule YYY
 - Minimum tower separation of 23 metres.
 - Define minimum setbacks along Aberdeen Street and Rochester Street.
 - Allow for amenity rooms, up to a maximum gross floor area of 150 square metres and 5.0 metres in height, as a permitted projection above the height limit.
 - Maintain the existing provisions from Exception 78 for the Preston Street properties.
 - Add holding symbol (-h) provisions that must be satisfied through Site Plan Control prior the symbol be lifted, such as implementing policies of the Secondary Plan, providing Privately Owned Public Spaces, setbacks along Beech Street, podium design with stepbacks, and public realm treatments.
- The existing provisions of Exception 884 concerning building height will be deleted.

DISCUSSION

Public consultation

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

The applicant team and owner held a community information session on March 11, 2020. Councillor McKenney attended and comment sheets collected from the meeting were forwarded to staff for awareness. Staff did not attend.

During application review approximately 15 individuals/groups provided comments, with some siting support for building design, public plazas and replacing the parking lot, while others expressed concerns about requiring bird-friendly design, building height, traffic congestion, and construction impacts.

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

Official Plan designation

The site is located within the Traditional Mainstreet designation along Preston Street with the balance of the site within the Mixed-Use Centre designation as shown on Schedule B of the City's Official Plan.

Other applicable policies and guidelines

The [Preston-Carling District Secondary Plan](#) in Volume 2a of the Official Plan applies. Within this plan, Schedule A – Land Use Character Areas, currently designates the frontages of Preston Street and Beech Street as Mainstreet, Aberdeen Street as Mixed-Use Centre, and Rochester Street as Rochester Corridor. Schedule B – Height and Tower Location, currently identifies a maximum of six-storeys along Preston Street and Beech Street, nine-storeys for majority of the site mid-block and along Aberdeen Street, and up to 18-storeys along Rochester Street. Schedule C – Public Realm Plan, identifies the perimeter of the site for streetscape tree planting and shows the site as providing a new park / public square through development.

The [Urban Design Guidelines for Transit-Oriented Development](#) apply as the site is within 600 metres of a Rapid Transit Station (Carling O-Train Station). The guidelines aim to provide a mix of uses and densities that complement both transit users and the local community; ensure that the built form is designed and orientated to facilitate and encourage transit use; manage the safe circulation of pedestrians, cyclists, vehicles and parking; and create quality public spaces that provide direct, convenient, safe and attractive access to transit.

Also applicable to the site are the [Urban Design Guidelines for High-Rise Housing](#). Particularly relevant to the proposal are the guidelines specific to building orientation, human-scale, building mass, active at-grade uses, public realm, tower separation and floor-plate size.

The portion of the site along Preston Street is subject the [Urban Design Guidelines for Development along Traditional Mainstreets](#). These guidelines encourage proposed development to design quality buildings, provide human scale, emphasize important corner sites, consider the rhythm and pattern of the existing or planned buildings on the street, and public interaction at-grade.

Urban Design Review Panel

The property is within a Design Priority Area and was subject to the Urban Design

Review Panel (UDRP) process. The applicant presented their proposal to the UDRP at a formal review meeting on June 5, 2020, which was open to the public.

The panel's recommendations from formal review are provided in Document 6.

The panel was successful in aiding in the implementation of the following:

- Providing direction for public realm improvements and street tree planting strategies that will be incorporated through Site Plan.
- Recommendations for building materiality and the design approach for each street frontage, as well as ideas to further break down the mass along Aberdeen Street.

Staff are confident that the recommendations contained within this report for the Official Plan and Zoning By-law amendments will result in good planning and setup a framework that is consistent with the key items that the panel flagged for further consideration. Final details on the design and public realm treatments will be determined through Site Plan Control.

Planning rationale

Official Plan (OP)

The front portion of the site along Preston Street is designated as Traditional Mainstreet (Section 3.6.3), a target area for intensification, and a designation which envisions some of the most significant development opportunities. Compact built forms emphasizing street level animation and pedestrian-friendly environments play a key role. A broad range of uses are typically permitted including retail and service commercial uses, offices, residential and institutional. Redevelopment and intensification are encouraged to optimize the use of land in a building format that defines the street edge and provides direct pedestrian access to the sidewalk. The building design incorporates a large public plaza at the corner of Preston Street and Beech Street which is framed by a three-storey portion of the building with ground-floor retail that includes active entrances and significant glazing. The design along Preston Street is consistent with the Traditional Mainstreet Policies.

The Mixed-Use Centre (3.6.2) designation applies to majority of the site. This designation recognizes strategic locations that can support the rapid-transit network and act as central nodes of activity. Mixed-use centres appropriately allow for the consideration of high-rise development and place an emphasis on permitting a broad

range of uses. Enhanced opportunities for walking, cycling and transit are encouraged through new development and transition in built form shall occur within the designated lands.

Section 2.2.2, Managing Growth, provides policy direction for intensification and acknowledges that denser development, including taller buildings, should be located in areas supported by transit priority networks and areas with a mix of uses. The Policy also notes that building heights and densities may be established through a Secondary Plan. Being located within the Preston-Carling district (Little Italy), the subject site has a broad range of access to a mix of uses and community amenities. It also located within walking distance of several transit priority corridors with good access to public transit, pedestrian and cycling infrastructure. The subject site is located in an intensification target area that supports height and density through mixed-use developments and promotes strong urban design with enhanced pedestrian environments.

Sections 2.5.1 and Section 4.11 of the Official Plan provides policy direction for designing Ottawa, urban design and compatibility.

Section 2.5.1 of the OP is broad in nature with design objectives such as defining quality spaces, ensuring safety and accessibility, respecting the character of the community, and sustainability. The building design incorporates a high standard of materiality and uses architecture and urban design to enhance articulation and breakdown the scale across the site. Despite having frontage on four streets, the design manages to maintain an active public realm around the full perimeter of the site and through design emphasizes and enhances the pedestrian experience. The proposal is an appropriate and welcomed addition (replacing surface parking) to the neighbourhood and fits within the variety of existing and permitted building heights in the immediate vicinity.

Section 4.11 of the OP references the compatibility of new buildings within their surroundings through setbacks, heights, transitions, colours and materials, orientation of entrances, and incorporating elements and details of common characteristics of the area. The proposed setbacks and built form transition between Rochester Street and Preston Street, inclusion of public plazas, and active frontage contribute to the compatibility of this development. Furthermore, taller buildings should be located around rapid transit, and a strong emphasis is placed on human-scale and pedestrian-oriented street environment through measures such as a podium design, which is generally two to six storeys and responds to the surrounding character - tower(s) are stepped back.

Tower design and separation is important to minimize wind and sun shadowing impacts as well as to maintain privacy and preserve public views and sky views.

The proposed amendments conform to the OP. The proposed mixed-use development concentrates height and density on a site within walking distance of two rapid transit stations (Carling and Gladstone) and transition has been designed in a manner consistent with the surrounding context, which is bookended by the Preston mainstreet and Booth Street complex. The site development significantly improves the public realm with the inclusion of two public plazas, new sidewalks with street trees and street furniture, as well active frontage and good connectivity.

Providing a mixed-use development, with retail at grade, on a site predominantly used as surface parking at present will help promote the vitality and liveability of this community. The proposed amendments support connectivity and demonstrate how the development will integrate with the wider community through a strong focus on walkability and connectivity. The site will be well integrated into a network of pathways and open spaces for pedestrian and cyclist connectivity to various destinations.

The recommended amendments provide an appropriate framework to ensure quality urban design with human-scaled podium designs, active frontages, tower separation, and built form principles in conformity with Policies 2.5.1 and 4.11. The building design incorporates building height in a sensitive manner and respond to key policies such the use of point towers on podiums, and a strong pedestrian realm with active frontages and a mix of uses where intensification can be accommodated and fit within the existing context and planned function.

Secondary Plan

The subject site is uniquely recognized in the Preston-Carling District Secondary Plan, in that it has four separate land use character area designations, and multiple permitted building heights across the site. Despite the requirement for an Official Plan Amendment to consider the proposed development, staff are of the opinion that the proposal still maintains the overall intent and goals of the Secondary Plan.

The Official Plan Amendment has the effect of maintaining the Preston Street frontage within the mainstreet designation, and the Rochester Street frontage within the Rochester Corridor designation but harmonizes the mid-block portion of the site by designated this area as Mixed-use Block, whereas the Beech Street frontage is currently Traditional Mainstreet. Given the quality of the proposal with the public realm treatment, public plazas and built form transition between Rochester Street and Preston

Street, the amendments will facilitate an appropriate built form while still respecting the overall intent of the Secondary Plan and OP.

In Section 4.1.3 (Mixed-Use Blocks), Policy 3, which is specific to this site encourages the provision of a major grocery store and publicly accessible parking as part of the development at this location. The proposed concept includes a full-size grocery store in the ground floor of the first phase of development. Also, it should be noted that of the approximate 240 non-residential parking spaces, the City's parking group and the owner are negotiating the ability to use approximately 170 spaces for public parking. Both these uses are supported in the Secondary Plan, and short-term parking is also supported by the OP for its role in supporting the needs of local businesses, residents, institutions and tourism destinations.

The development is also consistent with the criteria for considering high-rise buildings. The subject site has frontage on three streets, and the building design incorporates a podium with human scale features, such as generous setbacks and stepbacks at varying heights, and the street frontage is animated with active frontages, wide sidewalks, street trees and two public plazas. The 15-storey and 26-storey towers have small floor plates, and generous tower separation (28 metres). The design and strategic site location will also benefit from the surrounding view of Dow's Lake and City skyline.

Section 4.2.4, animated building edge, acknowledges the importance of the urban environment and creating edges that are safe and pedestrian friendly. Some key strategies to achieve this include continuous at grade retail and commercial frontage along Preston Street, maintaining an active frontage along Beech Street, and building orientation to the streets and public spaces. The development clearly demonstrates this condition and is consistent with the Policy.

Schedule C - Public Realm Plan, identifies the perimeter of the site for streetscape tree planting and shows the site as providing a new park / public square through development. Staff worked closely with the applicant and Parks Department and concluded that the overall best approach for this site was to incorporate significant public spaces, such as the two POPS, and use Parkland Dedication in the form of Cash-in-Lieu. This Secondary Plan allows for the entirety of Cash-in-lieu of Parkland to be used within the neighbourhood. Staff are satisfied with the POPS location and design and have incorporated a zoning provision respective to the size to ensure its requirement.

The proposed amendments to the secondary plan represent good planning by recognizing the importance of community-building and concentrating a range of uses, including services and amenities, within walking distance to rapid transit.

The amendments, which are predominantly focused on increasing the height, are consistent with Council-approved guidelines such as those for high-rise developments, transit-oriented developments and development traditional mainstreets. The relevant guidelines speak to encouraging development that is walkable with easy access to amenities and public transit and provides for built form transition, enhanced pedestrian realms such as wider sidewalks, active frontages, and quality urban design with tower separation and human-scale street-level design. The mixed-use development proposal supported by the recommended amendments helps achieve these important city-building objectives and intensification targets.

Official Plan Amendment

The department supports the proposed amendment to the Preston-Carling District Secondary Plan. In addition to concentrating density and a mix of uses near rapid transit, the recommended OPA provides for site-specific policies that ensure quality urban design and appropriate built form measures. Additionally, the development places a strong emphasis on active frontages, promoting connectivity and integration through improved public streets, open spaces and plazas. Collectively, the OPA and corresponding zoning details represents good planning that conforms with the broader Official Plan Policies and is consistent with the Provincial Policy Statement, 2014 and 2020.

Recommended Zoning Details

As detailed in Document 3, the proposed Zoning By-law amendments have the effect of rezoning majority of the site into a Mixed-use Centre zone (MC), which is consistent with the OP designation and general intent of the Secondary Plan. The rezoning also includes modifying Exception 884 with new provisions, and a new Schedule 'YYY' for setbacks and building height. The following summarizes the site-specific zoning provisions and planning rationale:

- Rezoning the portion of the site known as 450 Rochester Street to an MC zone is consistent with the OP designation and harmonizes the overall intent of the Secondary Plan which encourages a broad range of uses, and height and density that supports intensification in target area and is located within walking distance of two rapid transit stations (Carling and Gladstone).

- Section 93 (one lot for zoning purposes) is likely to apply to this development in any event, but the provision is explicitly being added in the Exception for clarity as Phase II of the development is anticipated for severance.
- The Zoning By-law does not yet recognize stacked bicycle parking systems for deficiencies such as the bicycle parking space dimension, but they have proven to be a successful means of adding more parking spaces while maintaining functionality and use. The recommended zoning provisions allows for the use a stacked system.
- The amount of non-residential parking provided is currently shown as providing 236 parking spaces. The intended use of these spaces is a combination of public parking garage and dedicated retail spaces. However, while it is anticipated the public parking component will have about 170 spaces, the specific breakdown is not yet determined. To ensure that there are no zoning deficiencies, the provision is to acknowledge the maximum amount of parking permitted for non-residential uses; 240 spaces. The Official Plan and Secondary Plan support the provision for short-term parking. It is also noted that this development is replacing a surface public parking lot with approximately 300 spaces.
- Projections, such as balconies and canopies, will be permitted in accordance in Section 65 (permitted projections). The reasoning for the provisions to ensure that the Schedule YYY, which defines the maximum building heights, does not limited projections to within the 'areas' only.
- Minimum setbacks along the street and tower separation are consistent with the Secondary Plan.
- It is common for mid-rise and high-rise developments to incorporate an indoor amenity room within the mechanical penthouse level of the buildings. Adding such spaces does not impact the overall mass and scale of the building.
- The application did not seek to amend the zoning along Preston Street, therefore the provisions from Exception 78 are being carried forward through Exception 884 for the portion of the site along Preston Street.
- The existing provisions of Exception 884 are specific to building height are being removed through this report. Staff support the proposed height as outlined throughout this report.

- The use of a holding symbol (-h) is a strategy encouraged, and supported by, the Preston-Carling District Secondary Plan.

Provincial Policy Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2014 and 2020 Provincial Policy Statements.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR

Councillor Catherine McKenney provided the following comment:

“This proposal represents a positive development of the historically underused site between Preston, Aberdeen, Rochester and Beech. A mixed-use residential and commercial project in this highly walkable neighbourhood is appropriate and encouraged development. I will be happy to see this surface parking lot developed with housing and retail to animate this currently vacant block within the busy and growing Little Italy neighbourhood.

The amount of parking proposed for this location is high. This site is highly walkable and is within 600 metres of the Carling LRT Station and the future Gladstone LRT Station. I do not agree that it necessary to provide this amount of parking in a pedestrian friendly area with efficient transit links.”

LEGAL IMPLICATIONS

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

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

ASSET MANAGEMENT IMPLICATIONS

There are no asset management implications associated with the recommendations of this report.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

The new building will be required to meet the accessibility criteria contained within the *Ontario Building Code*. While Site Plan applications do not approve interior spaces of buildings, the applicant has adequately demonstrated that the proposed building is accessible, including common entrances, corridors and amenity areas. Staff have no concerns about accessibility.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification
- Thriving Communities

APPLICATION PROCESS TIMELINE STATUS

The applications (Development Application Numbers: D01-01-19-0022, D02-02-19-0135) were not processed by the "On Time Decision Date" established for the processing of Official Plan Amendment and Zoning By-law amendment applications due the complexity of some review items and applicant scheduling for Urban Design Review Panel.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Details of Recommended Official Plan Amendment XX

Document 3 Details of Recommended Zoning

Document 4 Schedule YYY

Document 5 Consultation Details

Document 6 Urban Design Review Panel: Recommendations

CONCLUSION

The recommended Official Plan and Zoning By-law amendments result in the lands being designated for mixed-use development and increasing the maximum permitted building heights. For managing growth within Ottawa, the amendments directly respond to the Official Plan for concentrating a mix of uses in a mixed-use centre and provide for density and a range of activities within walking distance of quality public transit. The development animates all frontages, enhances the public realm and develops a large surface parking lot into a more complete community with a variety of services and amenities. The recommendations of this report promote a lively mix of uses intended to support a vibrant, healthy and desirable community. The amendments represent good planning, are consistent with the Provincial Policy Statement, conform to the Official Plan and are recommended for approval.

DISPOSITION

Legislative Services, Office of the City Clerk to notify the owner; applicant; Krista O'Brien, Program Manager, Tax Billing and Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.

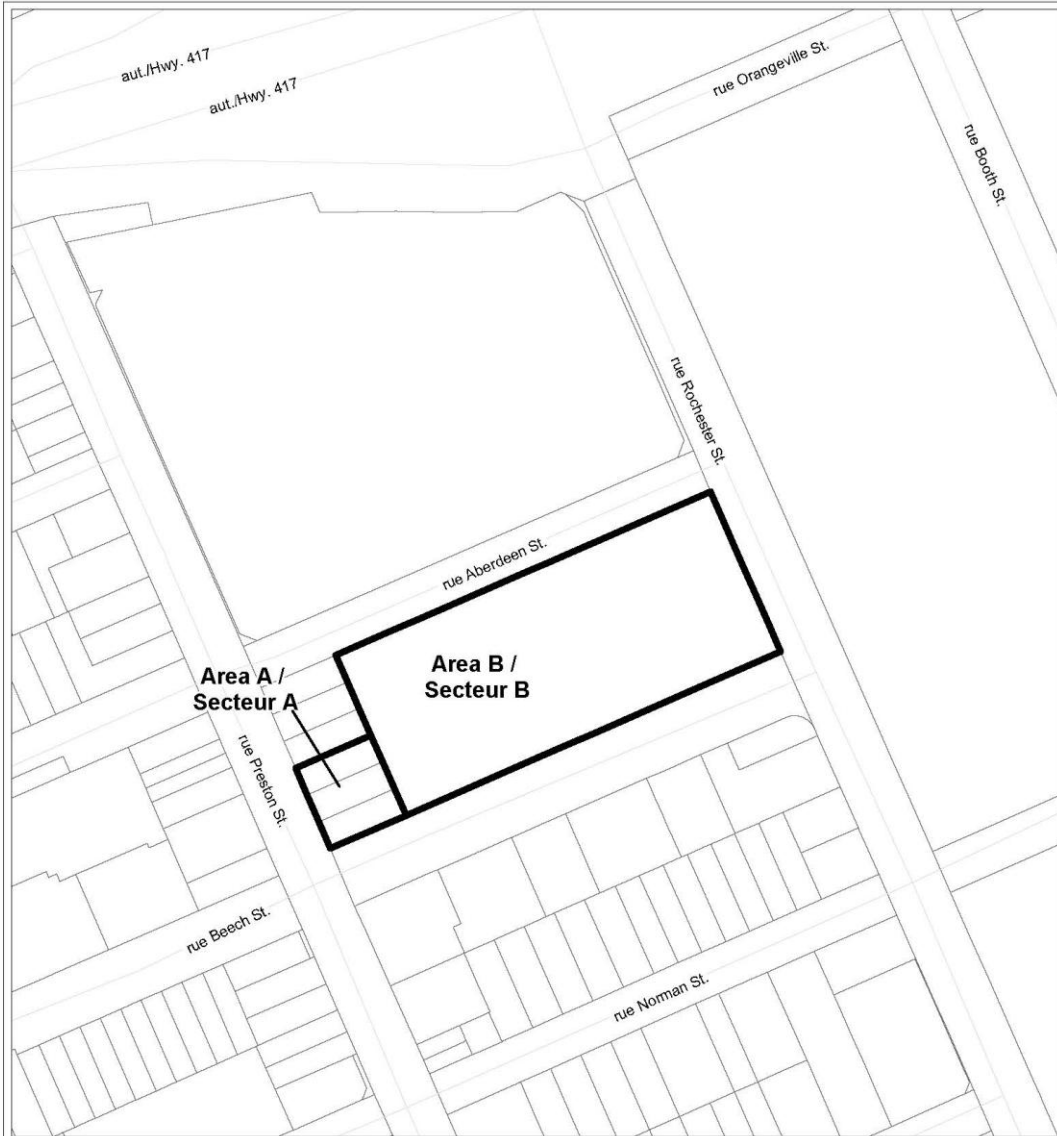
Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.


Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.

Document 1 – Location Map

For an interactive Zoning map of Ottawa visit geoOttawa.



		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-19-0135	20-0453-D	367, 369, 371 rue Preston Street 450 rue Rochester Street	
I:\COV2020\Zoning\Rochester_450		<div style="display: flex; align-items: center;"> <div style="border: 1px solid black; width: 20px; height: 10px; margin-right: 5px;"></div> <div> <p>Area A to be rezoned from TM[78] to TM[884] SYYY -h Le zonage du secteur A sera modifié de TM[78] à TM[884] SYYY -h</p> <p>Area B to be rezoned from R5B[884] to MC[884] SYYY -h Le zonage du secteur B sera modifié de R5B[884] à MC[884] SYYY -h</p> </div> </div>	
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REVISION / RÉVISION - 2020 / 06 / 04		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)	



Document 2 – Details of Recommended Official Plan Amendment

Official Plan Amendment XX to the

Official Plan for the

City of Ottawa

INDEX

THE STATEMENT OF COMPONENTS

PART A – THE PREAMBLE

Purpose

Location

Basis

Rationale

PART B – THE AMENDMENT

Introduction

Details of the Amendment

Implementation and Interpretation

PART C – THE APPENDIX

Schedule 1 and 2 of Amendment XX – Official Plan for the City of Ottawa

Statement of Components

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.

PART A – THE PREAMBLE

1. Purpose

The purpose of this amendment is to amend the Preston-Carling District Secondary Plan, specific to 450 Rochester Street, by re-designating a portion of the site into the mixed-use block designation and increasing the maximum permitted heights through new site-specific policies and amendments to the land use character and height and tower location schedules.

The summary of proposed amendments and changes to the Preston-Carling District Secondary Plan made through this amendment area as follows:

- a. Re-designate 450 Rochester Street as “mixed-use block” for the portion of site along Beech Street currently designated as “mainstreet”;
- b. Increase the maximum permitted building heights from nine-storeys and 18-storeys to allow maximum permitted building height designations of 15-storeys and 30-storeys respectively; and
- c. Add site-specific policies within the land use character policies to reflect the maximum permitted building heights and built form transition.

2. Location

The proposed Official Plan amendment includes changes only applicable to 450 Rochester Street. The subject lands are bound by Aberdeen Street to the north, Rochester Street to the east, and Beech Street the south. The western extent of the site abuts properties fronting Preston Street.

3. Basis

The amendment to the Official Plan was requested by the applicant to permit a mixed-use development generally consisting of retail at grade and residential portions with maximum heights of nine-storeys, 15-storeys and 26-storeys. The amendment facilitates promoting a range of uses and activities, and increased height and density in response to the proximity of the Carling and Gladstone O-Train stations, as well as the amenities of an established mixed-use neighbourhood.

4. Rationale

The proposed Official Plan amendment to the Secondary Plan represents good

planning as the amendments will allow for a mixed-use development that can support a lively mix of uses and density in a diverse neighbourhood and close proximity to rapid transit. Increasing building height and density with a mix of land uses is appropriate for the subject site and are designed in a manner that is consistent with the general policy framework of the Secondary Plan and Mixed-use Centre designation of the Official Plan. The development will achieve compatibility through human-scaled design at the podium levels with towers setback, and a variety of active frontages from residential to commercial as well as two public plazas along Beech Street at the corners of the site. The amendment is consistent with the Official Plan and represents quality city building and good planning.

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 Schedules constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

2. Details

The City of Ottawa Official Plan, Volume 2A, Preston-Carling District Secondary Plan, is hereby amended as follows:

- 2.1 by amending Schedule A – Land Use Character Areas, by re-designating the portion of 450 Rochester Street along Beech Street from “mainstreet” to “mixed-use block” as shown on Schedule 1 of this document.
- 2.2 by amending Schedule B – Height and Tower Location, to re-designate the eastern portion of 450 Rochester Street from “9-storeys” to “15-storeys” and amend the Rochester Street frontage from “18-storeys” to “30-storeys”. Additionally, add a “potential high-profile building location” in association with the proposed 15-storey building. Details as shown in Schedule 2 of this document.
- 2.3 by adding a new Policy in Section 4.1.2 (Rochester Corridor), as follows:
“Despite Section 4.1.2, Policy 1, high-rise mixed-use development up to a height of 26 storeys may be permitted along the west side of Rochester Street in the block between Aberdeen Street and Beech Street”
- 2.4 amend 4.1.3 (Mixed Use Blocks), as follows:
 - 2.4.1 delete the text of Policy 2, “Mid-rise mixed-use development up to a height of nine storeys may be permitted at the surface parking area located west of Rochester Street, north of Beech Street, and south of Aberdeen Street”

and replace it with

“Mid-rise and high-rise mixed-use development consisting of heights up to nine storeys and fifteen storeys may be permitted at the surface parking area located west of Rochester Street, north of

Beech Street, and south of Aberdeen Street, in accordance with
Schedule B – Heights and Tower Location.”

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.

PART C – THE APPENDIX



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



Préparé par: Services de la planification, de l'infrastructure et du développement économique, SIG et Gestion des données

D01-01-19-0022 20-0442-A

I:\AA\Staff\Sheila\OPAs\2013\OPA 450 Rochester Map 1

01 / 05 / 2020

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Scale - N.T.S. / Echelle N.A.E.

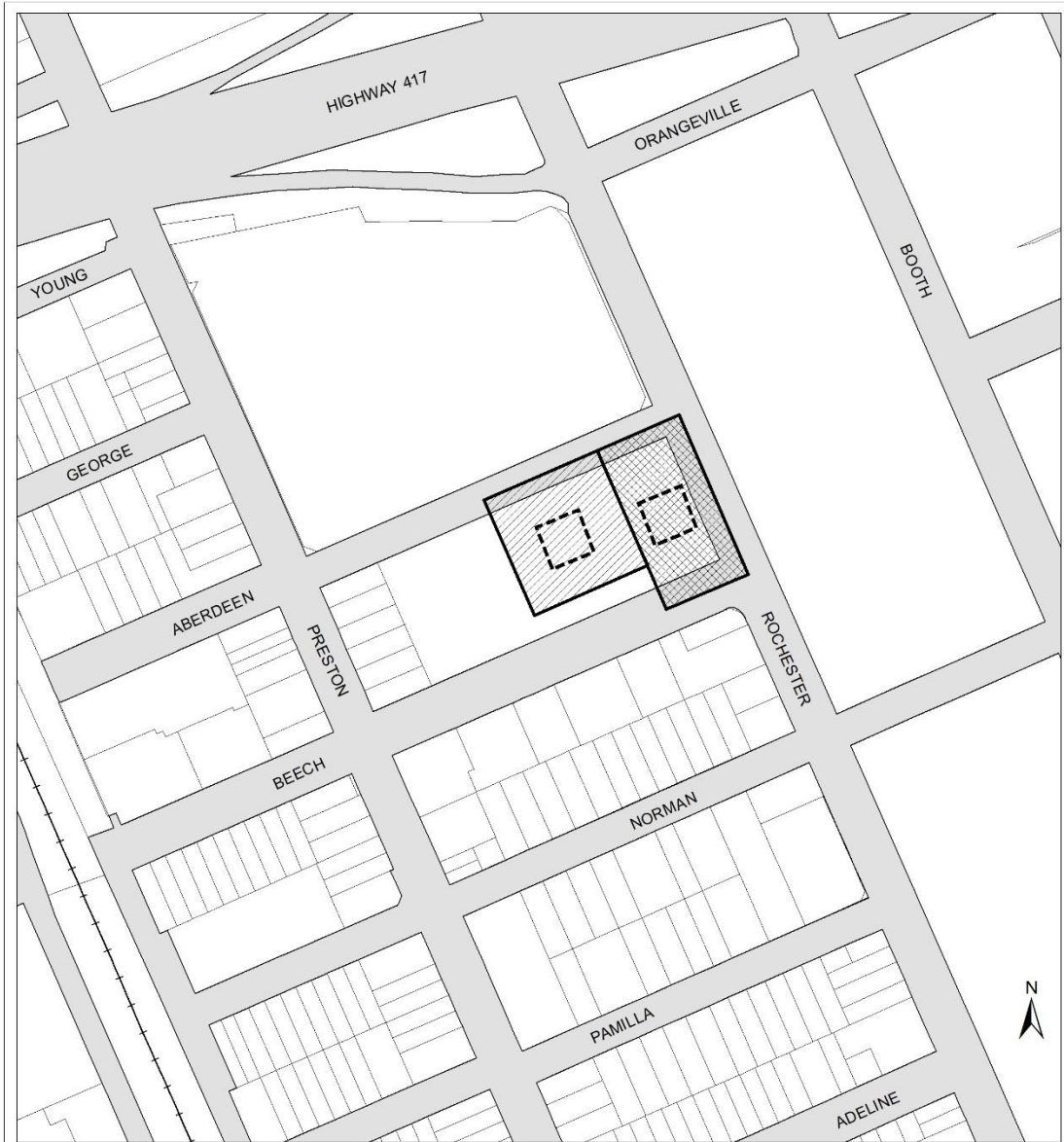
SCHEDULE 1 to AMENDMENT NO.
 to the OFFICIAL PLAN
 for the CITY OF OTTAWA
 Amending Schedule A -
 Land Use Character Areas

PRESTON-CARLING DISTRICT
 SECONDARY PLAN



LANDS REDESIGNATED FROM "MAIN STREET" TO "MIXED-USE BLOCKS"
 TERRAINS DONT LA DÉSIGNATION PASSERA DE "RUES PRINCIPALES" À "ÎLOTS D'UTILISATIONS POLYVALENTES"

ANNEXE 1 de L' AMENDMENT NO.
 au PLAN OFFICIEL
 de la VILLE D'OTTAWA
 Modifiant Annexe A -
 Secteurs à aspect unique
 SECTEUR PRESTON-CARLING
 PLAN SECONDAIRE



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



Préparé par: Services de la planification, de l'infrastructure et
 du développement économique,
 SIG et Gestion des données

D01-01-19-0022 20-0442-A

I:\AAS\Staff\Sheila\OPAs\2013\IOPA 430 Rochester Map2

01 / 05 / 2020

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**SCHEDULE 2 to
 AMENDMENT NO.**
 to the OFFICIAL PLAN
 for the CITY OF OTTAWA
 Amending Schedule B -
 Height and Tower Location

PRESTON-CARLING DISTRICT
 SECONDARY PLAN

 LANDS REDESIGNATED FROM MAXIMUM BUILDING HEIGHT "9 STOREYS" TO MAXIMUM BUILDING HEIGHT "15 STOREYS"
 TERRAINS DONT LA DÉSIGNATION PASSERA DE HAUTEURS MAXIMALES DES IMMEUBLES « 9 ÉTAGES » À HAUTEURS
 MAXIMALES DES IMMEUBLES « 15 ÉTAGES »

 LANDS REDESIGNATED FROM MAXIMUM BUILDING HEIGHT "18 STOREYS" TO MAXIMUM BUILDING HEIGHT "30 STOREYS"
 TERRAINS DONT LA DÉSIGNATION PASSERA DE HAUTEURS MAXIMALES DES IMMEUBLES « 18 ÉTAGES » À HAUTEURS
 MAXIMALES DES IMMEUBLES « 30 ÉTAGES »

 POTENTIAL HIGH PROFILE BUILDING LOCATION /
 EMPLACEMENT POSSIBLE D'UN BÂTIMENT DE GRANDE HAUTEUR

**ANNEXE 2 de
 L' AMENDMENT NO.**
 au PLAN OFFICIEL
 de la VILLE D'OTTAWA
 Modifiant Annexe B -
 Hauteur
 SECTEUR PRESTON-CARLING
 PLAN SECONDAIRE



Document 3 – Details of Recommended Zoning

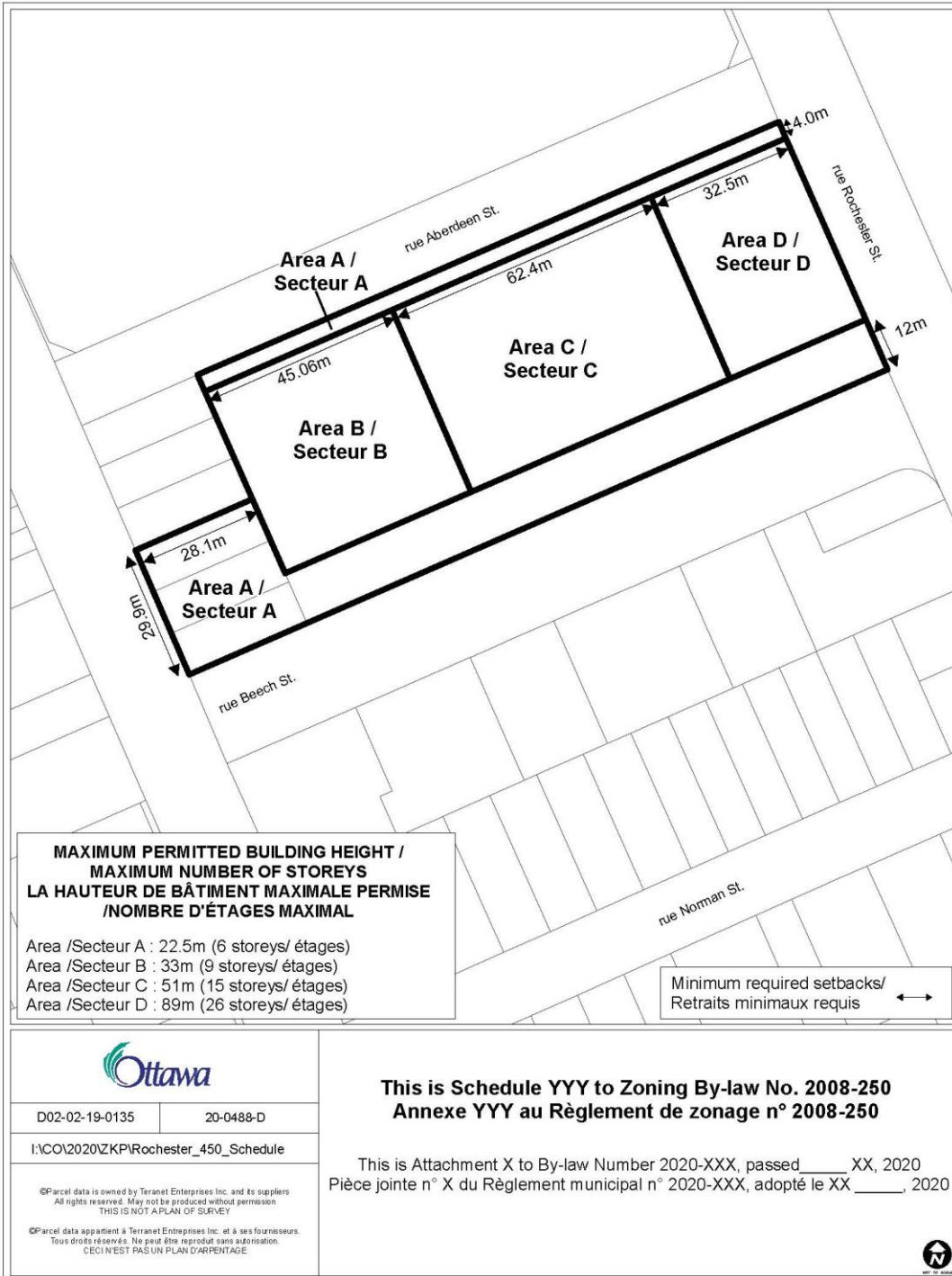
The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 367, 369 and 371 Preston Street, and 450 Rochester Street, are as follows:

1. Rezone the lands as shown on Document 1, as follows:
 - i. Rezone 367, 369 and 371 Preston Street from TM [78] to TM [884] SYYY -h
 - ii. Rezone 450 Rochester Street from R5B [884] to MC [884] SYYY -h
2. Amend Part 17, by adding a new Schedule “YYY”, as shown in Document 4.
3. Amend Section 239, Urban Exception 884, as follows:
 - i. In Column II, remove “R5B [884]” and add “TM [884] SYYY -h” and “MC [884] SYYY -h”
 - ii. In Column V, delete all the provisions and replace them with provisions similar in effect to the following:
 - a. Maximum permitted building heights as per Schedule ‘YYY’.
 - b. Properties subject to Urban Exception 884 are considered as one lot for zoning purposes.
 - c. Stacked bicycle parking systems are permitted, and such systems are exempt from the minimum bicycle parking space dimensions.
 - d. A maximum of 240 parking spaces may be used for any combination of parking for non-residential uses, including public parking garage.
 - e. Despite Schedule ‘YYY’, projections are permitted in accordance with Section 65.
 - f. Maximum combined Gross Floor Area within areas A, B, C, and D in Schedule YYY is 43,400 square metres.
 - g. Minimum tower separation: 23 metres.
 - h. Minimum setback from Rochester Street: 3.0 metres.
 - i. Minimum setback from Aberdeen Street: 2.0 metres.

- j. Indoor roof top amenity areas, including washroom(s), are permitted to project above the maximum height limits shown on Schedule YYY provided such spaces do not exceed a gross floor area of 150 square metres and a maximum height of 5.0 metres. Indoor amenity area limits permitted above the height limit apply individually to each of Areas B, C and D of Schedule YYY.
- k. Any portion of the site zoned TM [884] SYYY -h is subject to the following provisions:
 - i. lots 603 m² in area or greater must be developed as a mixed use, where the gross floor area dedicated to commercial uses must not exceed the gross floor area dedicated to residential uses
 - ii. the following uses are limited to locations above the ground floor: place of assembly, instructional facility, recreational and athletic facility
 - iii. despite Section 54, restaurant, full-service means a restaurant that sells, serves and prepares on-site food and beverages to patrons seated at tables, for consumption on the premises.
- l. The holding symbol may not be lifted until a Site Plan application is approved, including the execution of an agreement pursuant to Section 41 of the *Planning Act*, to the satisfaction of the General Manager, Planning, Infrastructure and Economic Development, and will satisfy the following:
 - i. Demonstrate the implementation of all policies of the Preston-Carling District Secondary Plan, including contributions to the public realm improvements outlined in the Public Realm and Mobility Study, possible municipal infrastructure improvements, and fulfilling obligations specified in the relevant policies and by-laws, as shown on approved plans or through conditions of approval;
 - ii. Provide for two Privately Owned Public Spaces (POPS) at the corners of Beech Street and Preston Street and Beech Street and Rochester Street, each a minimum 350 square metres in size;
 - iii. Majority of the building along Beech Street will provide a minimum setback of 3.0 metres;

- iv. Building design will incorporate various stepbacks at the podium level and above the 6th storey; and
- v. The surface parking lot and mid-block connection will incorporate high-quality design features and materiality to ensure a pedestrian-friendly treatment.
- m. Partial removal of the holding symbol may be considered to provide for phased development. The submission and approval of an application to lift the holding provisions on a phased basis may be considered provided the requirements for that development phase satisfy the requirements for the lifting of the holding zone specified above and that demonstrates how the phased development is consistent with and will advance achieving the overall development concept as set out in the Secondary Plan.
- n. Land uses legally existing prior to the date of Council approval are not subject to the holding symbol.

Document 4 – Schedule YYY



D02-02-19-0135 20-0488-D

I:\CO\2020\ZKP\Rochester_450_Schedule

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This is Schedule YYY to Zoning By-law No. 2008-250
 Annexe YYY au Règlement de zonage n° 2008-250

This is Attachment X to By-law Number 2020-XXX, passed ____ XX, 2020
 Pièce jointe n° X du Règlement municipal n° 2020-XXX, adopté le XX ____, 2020



Document 5 – Consultation Details

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

The applicant team and owner held a community information session on March 11, 2020. Councillor McKenney attended and comment sheets collected from the meeting were forwarded to staff for awareness. Staff did not attend.

During application review approximately 15 individuals/groups provided comments, with some siting support for building design, a grocery store, public plazas and replacing the parking lot, while others expressed concerns about requiring bird-friendly design, building height, traffic congestion, and construction impacts.

PUBLIC COMMENTS AND RESPONSES

The following summarizes, in no particular order, a list of comment topics and items raised by members of the public in response to the application:

Supportive Comments

- Multiple comments submitted supporting grocery store, and the provision for other retail stores.
- Well thought out building and hopefully the family-sized buildings are delivered, and that Phase II remains rental.
- Stepping down of the massing towards Preston is welcomed.
- Would be nice to see the 30-year old parking lot transformed into a liveable space.
- The plazas are nice but have lots of hard landscaping. Include more green spaces and not just trees in planters.
- Appreciate the attention to site layout, public spaces and streetscaping in this proposal. In particular, the placement of the buildings and loading docks are sensitive to light and noise considerations of residential neighbours.
- The parking area between Aberdeen and Beech on the east side of Phase 1 will be a welcome break in the buildings.

Response:

For the reasons outlined within the staff report, Planning Services recommends approval of the applications, and is of the opinion that the public reasons for support will come to fruition as development occurs.

Bird-friendly Design

- Hope this development will be designed following the bird-friendly CSA standards.
- Hundreds of thousands of birds, including species at risk and federally protected species are killed each year in Ottawa by collisions with glass. I hope that this new development can be bird-friendly and help establish a new standard of building in Ottawa.
- Require builders to use bird-friendly glass. The city has it in their control to do something to help preserve the environment and support the use of bird friendly glass and bird friendly building design.

Response:

The City is currently in the process of establishing Bird-Friendly Design Guidelines. While the guidelines are not in effect, nor is any enforceable regulation concerning bird-friendly designs, the matter has been discussed with the applicant, and opportunities to incorporate some bird-friendly measures, such as around the podium of the site and other key locations, will be reviewed further during Site Plan Control.

Building Height

- 26-storeys is excessively high. Stay in the teens for height rather than block the sky.
- the proposed plan to increase the height limitations to 26 and 15 storeys. These are, respectively, 45 per cent and 66 per cent increases over what is proposed in the Preston-Carling District Secondary Plan, developed in consultation with developers and the community.

Response:

The proposed building heights are consistent with the Official Plan and provide for appropriate built form transition between the context around Rochester Street and the

lowering of height as the development approaches Preston Street. The proposed height is compatible with the existing character and planned function for the neighbourhood.

Traffic

- Off- peak congestion on Aberdeen Street: main concern is about off-peak traffic congestion on Aberdeen Street. The proposed plan has a minimal setback in front of the proposed 15-storey residential building with a limited off-street drive/waiting area at the front doors.
- At present, this area is often congested by food and parcel delivery and passenger drop-off vehicles hovering along Aberdeen. This is compounded by vehicles exiting the commercial parking garage. Moving trucks and other large delivery vehicles often make it even more congested and dangerous for cars and pedestrians as they block a lane and obstruct clear vision along the street.
- Access to the Queensway on Rochester leads many cars to execute U-turns in the same area. Has the developer considered the possibility that drivers will use the parking lot between Phase 1 and Phase 2 for this purpose?
- The plans for the 450 Rochester site indicate the main door for the 15-storey tower almost across from the main door of the Adelaide. A parking garage exit, and drop-off/moving zone are close by and exit onto Aberdeen almost across from the Adelaide parking exit. Will this cause significant traffic back-ups and cars idling around the lobby areas and residential units?
- The streets in this neighbourhood are very narrow, and in the winter become difficult to navigate due to accumulated snow, parked cars and poor snow clearance. Today, Beech street was effectively reduced to a one-lane street, due to the snowbanks and parked cars. This development will bring densification and increased car traffic, further exacerbating the problems on already overcrowded, illegally-parked-on and narrow streets in this neighbourhood. And as you are well aware, there is lots of other proposed development in the surrounding neighbourhood that will further exacerbate this problem.

Response:

A Transportation Impact Assessment was submitted in support of the application, and through staff review no concerns were identified for the purpose of the Official Plan and Zoning By-law amendments.

Construction

- Is it possible to find out the extent of pile driving or other extreme noise activity that will be required for Phase 1, for example, the approximate number of days, time of day, and frequency/sounds levels? How is this phase managed in terms of pedestrian traffic? What is the expected impact on our building in terms of vibration? Are residents notified as to potential risks?

Response:

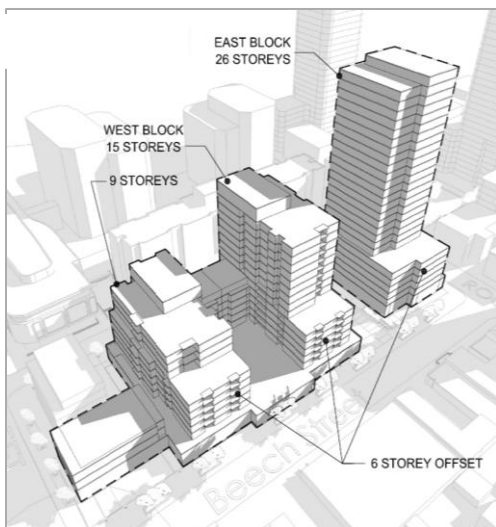
All construction activity will be subject to receiving building permits, and such activity must abide by municipal by-laws, such as the Noise By-law.

Community Organization Comments and Responses

At the time of writing this report, staff had not received any comments from a registered community group.

Document 6 – Urban Design Review Panel Recommendations

1) 450 ROCHESTER STREET AND 367, 369, 371 PRESTON STREET | Formal Review | Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control Application | Aberdeen-Preston Holdings Limited; Arnon; Hobin Architecture



Summary

- The Panel expressed strong support for this high-quality development, especially the building envelope, the architecture, and the tree planting strategy. Comments were generally directed towards strengthening the treatment of the public realm and refining the architecture.

Public Realm and Landscape Design

- Public and private space need to work well together to create as much public realm as possible. Consider that post COVID-19, even more room may be needed in the public realm.
- The Panel recommends refining the design of the Aberdeen Street public realm to provide a clearer and more consistent pedestrian pathway on public property towards the Booth Street Complex.
 - The planting bed is not the recommended approach, as it would reduce potential space for sidewalk and make the space less accessible.
 - The proposed curb geometry is also problematic in this regard.

- Reconsider the location of the vents at the corners of the woonerf, or at the very least shift them to align with the edge of the buildings.
- Consider a more consistent landscape treatment throughout the development. On Beech Street, move the four trees in front of the pharmacy and the food store to the street edge to align with the others and improve their chance of growing large.
- The corner plaza on Preston Street is a great addition to the development. It is recommended that the local community be involved in its programming (and the programming of the spill-over space) to ensure its success. Ensure that the quality and location of traffic lights and hydro poles do not detract from the quality of the space.
- The corner plaza on Preston must be designed to read as a true public space and not seating for a restaurant. It must be open to the public realm.
- The woonerf style street design is excellent, however consider making it a one-way street, at least south of the garage access.

Building Design

- The Panel expressed general support for the proposed built form and the architecture, particularly the stepped massing approach and the expression of the base.
- The design and materiality of the brick podium is quite handsome, however the soffit at the corner of Preston and Beech needs improvement.
- The Panel recommends recessing the lobby and residential entrance or the entire seven-storey link approximately 3m further back than the towers in the Aberdeen Street elevation. This will free-up more space for pedestrians in the public realm and help with the articulation of the streetwall.
- The heritage buildings in the Booth Street Complex have a particular aesthetic that could be captured in this development. Consider mirroring a similar materiality into the base of the Rochester elevation rather than have red brick on the upper floors.
- Look for additional opportunities to tie the brick on the upper levels visually to the base by drawing the brick down in places to connect the two. Avoid the effect of having brick float on a glass base.

- The Panel recommends exploring the possibility of breaking the Preston façade down into two parts to better fit the traditional rhythm and scale of the Street and that the upper floors be stepped back to make the retail scale more legible. An elevation study and comparison with the urban fabric of the block to the south should be undertaken to help guide these changes.
- Reconsider the location of the access to the public parking and food store on Beech Street or have them recessed and absorbed into the food store to allow for more space in the public realm.
- The one-bedroom units located at the inside corners of the U-shaped building and problematic and will have little access to light. It is recommended that these units be repurposed as storage or consolidated with other units.
- Staggering units on either side of the courtyard space may help to minimize privacy issues between units directly facing each other.
- The tower rooftop elements will need to be carefully designed, as they will be visible from the highway.
- Consider integrating green roofs in the areas that are not designated for amenity space that would encourage a microclimate.