

**Report to/Rapport au :**

**Planning Committee  
Comité de l'urbanisme**

**and Council / et au Conseil**

**June 12, 2012  
12 juin 2012**

**Submitted by/Soumis par : Nancy Schepers, Deputy City Manager/Directrice  
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Somerset (14)

Ref N°: ACS2012-PAI-PGM-0165

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**SUBJECT: ZONING - 486 AND 500 PRESTON STREET**

**OBJET: ZONAGE – 486 ET 500, RUE PRESTON**

**REPORT RECOMMENDATIONS**

**That the Planning Committee recommend Council**

- 1. Approve an amendment to the Zoning By-law 2008-250 to change the zoning of 486 and 488 Preston Street from TM[86] Traditional Mainstreet, Exception 86 to a new Traditional Mainstreet zone with an exception and schedule (TM[XXXX] SXXX), as detailed in Documents 2 and 3 and shown in Document 1;**
- 2. Approve an amendment to the Zoning By-law 2008-250 to change the zoning of 490 and 500 Preston Street from TM[86] F(6.5) H(67) Traditional Mainstreet with an exception to a new Traditional Mainstreet zone with an exception and schedule (T M[XXXX] SXXX), as detailed in Documents 2 and 3 and as shown in Document 1; and**
- 3. That a holding symbol be added to the new TM[XXXX] SXXX zone requiring the Owner to enter into a related Site Plan agreement with the City, which**

shall include the requirement to provide funding for community benefits, before the holding may be lifted.

### **RECOMMANDATIONS DU RAPPORT**

**Que le Comité de l'urbanisme recommande au Conseil**

1. **d'approuver une modification au Règlement de zonage 2008-250 afin de faire passer le zonage des 486 et 488, rue Preston de TM[86] (Zone de rue principale traditionnelle dotée d'une exception 86) à une nouvelle Zone de rue principale dotée d'une exception et assortie d'une annexe, comme l'expliquent en détail les documents 2 et 3 et comme le montre le document 1;**
2. **d'approuver une modification au Règlement de zonage 2008-250 afin de faire passer le zonage des 490 et 500, rue Preston de TM[86] F(6.5) H(67) (Zone de rue principale traditionnelle dotée d'une exception) à une nouvelle Zone de rue principale traditionnelle dotée d'une exception et assortie d'une annexe, comme l'expliquent en détail les documents 2 et 3 et comme le montre le document 1; et**
3. **qu'un symbole d'aménagement différé soit ajouté à cette nouvelle zone TM[XXXX] SXXX, exigeant que le propriétaire conclue avec la Ville une entente connexe visant la réglementation du plan d'implantation et comprenant la condition qu'il finance des avantages pour la collectivité.**

### **EXECUTIVE SUMMARY**

The subject application is for the re-zoning of the properties located at 486 to 500 Preston Street, which is at the northwest corner of Preston Street and Sidney Street in "Little Italy" one block north of Carling Avenue. The southerly two-thirds of the site is currently zoned TM[86]F(6.5)H(67) and the northerly third is TM[86]. Both zones allow for a mix of commercial and residential uses, with the southerly portion allowing for a maximum building height of 67 metres and 20 metres to the north, and the southerly portion having a maximum floor space index (FSI) of 6.5 compared with no FSI standard for the northerly portion.

The recommended zoning amendment will permit a building with a maximum height of 95.5 metres to accommodate a 30-storey mixed retail-residential building, which reflects a revision to applicant's original request for a re-zoning to permit a 36-storey building with a height of 113 metres. The rezoning now also includes one additional lot on the north side as compared to the initial submission. The proposed re-zoning reduces the required set-backs along Sidney Street, and the rear of the property as part of a specific minimum yards and heights schedule. The proposed re-zoning also reduces commercial parking and combines it with residential visitors parking, addresses the location of commercial uses and outdoor patios, and limits some balcony projections.

The recommended re-zoning has been evaluated in terms of the City's Official Plan (OP), the Preston Champagne Secondary Plan and the City's Urban Design Guidelines for High-Rise Housing. Any specific development proposal for the property will also be subject to more detailed review through the Site Plan Control approval process. The rezoning is considered to be in keeping with the fundamental Guiding Principles and Objectives of the OP, particularly those dealing with Development in Harmony with the Environment, a Focus on Walking, Cycling and Transit, Complete Communities, and Fiscal Responsibility.

The proposed re-zoning upholds the key components of the Strategic Approach of the OP. In particular, the application has been considered in terms of the intent of Section 2 to achieve substantial intensification in designated growth areas including Mainstreets and Mixed-Use Centres. The policy intents of Section 2.4.1 of the OP, in conjunction with related sections of Section 4.11, for achieving good design and development that is complementary to the surrounding existing and planned built environment have been thoroughly applied to the application, including use of a peer-review workshop. The proposed redevelopment satisfies the intent of intensification and design policies of the OP.

The subject property is designated Traditional Mainstreet on Schedule B, but its proximity, and the cross-reference in the Preston Champagne Secondary Plan to the adjacent Mixed-Use Centre designation, make it important to carefully consider the Mixed-Use Centre policies as well. The Preston Champagne Secondary Plan policies also parallel those of the Traditional Mainstreet. The recommended rezoning addresses the policies of the Traditional Mainstreet, while recognizing the intent of the adjacent Mixed-Use Centre and the transit centered growth node emerging around the Carling transit station very close by. The related development will provide for uses at grade to animate the mainstreet and enhance the pedestrian environment while adding over 200 new residential units to this important growth location. A contribution of funds from the applicant to local community facilities is also included in the recommendations. The proposed redevelopment satisfies the intent of Mainstreet and Mixed-Use Centre policies of the OP.

There was public response to the circulation of the initial re-zoning proposal for a 36 storey building, including three community groups, all responses were in opposition, except one individual in support. Opposition focused on the building height, parking concerns, community compatibility, lack of compliance with the intent of the goals for "Little Italy", and a failure to follow the preliminary findings of the Community Design Plan underway for the area. The current proposal and the recommendations for approval have been evaluated as per the existing policies for the area, including those that pertain to the concerns raised by the public. The Department believes the proposed re-zoning is in keeping with the overall intent of the OP and the Preston Champagne Secondary plan and merits approval.

## **RÉSUMÉ**

La demande concerne la modification de zonage des propriétés situées aux 486 et 500, rue Preston, à l'angle nord-ouest formé par le croisement des rues Preston et Sidney, dans la « Petite Italie », à un pâté de maisons au nord de l'avenue Carling. Le zonage des deux tiers sud de l'emplacement est actuellement TM[86]F(6.5)H(67) et celui du tiers nord est TM[86]. Ces deux zonages permettent une variété d'utilisations commerciales et résidentielles, des hauteurs maximales de bâtiment de 67 mètres et de 20 mètres étant autorisées au nord. La partie sud permet un rapport plancher-sol (RPS) maximal de 6,5 tandis que la partie nord n'est assujettie à aucune norme de RPS.

La modification de zonage recommandée permettra la présence d'un bâtiment d'une hauteur maximale de 95,5 mètres et ainsi la construction d'un immeuble polyvalent commercial et résidentiel de 30 étages, compte tenu d'une révision faite à la demande originale du requérant, qui souhaitait construire un immeuble de 36 étages d'une hauteur de 113 mètres. La modification de zonage vise maintenant un lot supplémentaire du côté nord, qui n'était pas inclus dans la demande initiale. Le zonage proposé réduit les retraits donnant sur la rue Sidney et à l'arrière de la propriété, en vertu d'une annexe spécifique sur les superficies de cour et les hauteurs minimales. La modification de zonage entraîne une réduction de la superficie de l'aire de stationnement commercial, combine celle-ci à l'aire de stationnement pour visiteurs, réglemente l'emplacement des utilisations commerciales et des terrasses extérieures, et limite la projection de certains balcons.

La modification de zonage recommandée a été évaluée au regard des dispositions du Plan officiel (PO) de la Ville, du plan secondaire de Preston Champagne et des Lignes directrices d'esthétique urbaine pour les habitations de grande hauteur. Toute demande spécifique d'aménagement de la propriété fera par ailleurs l'objet d'un examen plus détaillé, dans le cadre du processus d'approbation du plan d'implantation. La modification de zonage est considérée conforme aux principes directeurs et aux objectifs du PO, en particulier ceux ayant trait aux aménagements en harmonie avec l'environnement, à la priorité à la marche à pied, au vélo et au transport en commun, aux collectivités complètes et à la responsabilité financière.

La modification de zonage proposée confirme les éléments clés de l'approche stratégique du PO. Plus précisément, la demande a été examinée par rapport aux objectifs de la Section 2, dans le but d'atteindre une densification considérable dans les secteurs de croissance désignés, notamment les rues principales et les centres polyvalents. Les dispositions des politiques de la Section 2.4.1 du PO, conjuguées aux articles pertinents de la Section 4.11, ont trait à la conception et aux aménagements adéquats qui complètent le milieu bâti environnant existant et planifié. Elles ont été appliquées complètement à la demande, notamment en ce qui concerne l'organisation d'un atelier d'examen par les pairs. Le réaménagement proposé répond aux objectifs de densification et aux politiques de conception du PO.

La propriété visée par la demande est désignée rue principale traditionnelle dans l'annexe B, mais sa proximité avec le centre polyvalent adjacent et le renvoi fait à ce

sujet dans le plan secondaire de Preston Champagne justifient d'examiner attentivement les politiques relatives aux centres polyvalents. Les politiques du plan secondaire de Preston Champagne trouvent également leur équivalent dans celles s'appliquant aux rues principales traditionnelles. La modification de zonage recommandée vise les politiques sur les rues principales traditionnelles tout en reconnaissant la proximité du centre polyvalent adjacent et du nœud de croissance axé sur le transport en commun apparaissant autour de la station Carling, située à proximité immédiate. L'aménagement permettra en rez-de-chaussée des utilisations qui animeront la rue principale et qui mettront en valeur l'environnement piétonnier, tout en ajoutant plus de 200 nouvelles unités d'habitation dans ce secteur important de croissance. La contribution financière du requérant aux installations communautaires locales fait également partie des recommandations. Le réaménagement proposé répond aux objectifs des politiques du PO s'appliquant aux rues principales et aux centres polyvalents.

Les membres du public ont réagi, notamment trois groupes communautaires, en s'opposant tous, à l'exception d'une personne, à la diffusion de la demande initiale de modification de zonage visant à construire un immeuble de 36 étages. L'opposition manifestée concernait la hauteur de l'immeuble, le stationnement, la compatibilité du projet dans la collectivité, le manque de conformité aux objectifs fixés dans la « Petite Italie » et le manque de prise en compte des conclusions préliminaires du Plan de conception communautaire en cours d'élaboration pour ce secteur. La demande actuelle et les recommandations en vue de son approbation ont été évaluées au regard des politiques existantes s'appliquant au secteur, y compris celles ayant trait aux préoccupations soulevées par les membres du public. Le Service estime que la modification de zonage proposée est conforme aux objectifs globaux du PO et du plan secondaire de Preston Champagne, et qu'elle devrait être approuvée.

## **BACKGROUND**

The subject property, 486 to 500 Preston Street, is located at the northwest corner of the intersection of Preston Street and Sidney Street. The property includes three of the four original lots on the west side of the block of Preston Street between Sidney Street and Adeline Street. The site is just north of the gateway arch demarcating "Little Italy".

The 1389.82 m<sup>2</sup> site is currently occupied by a surface parking lot (and a temporary sales trailer) and on the north side, by a single dwelling. To the north along both sides of Preston Street is a mix of one to two-and-a-half-storeys mixed residential and commercial structures making up the southerly segment of "Little Italy". To the west facing Sidney Street are a seven-storey residential building with commercial uses at grade, and a surface parking lot for a car dealership. Low-profile residential uses are to the northwest. To the south and southwest is a one-storey bank, parking area and a car dealership. Adjacent to the west of the car dealership is the Carling O-Train station. Directly across Preston Street to the east are two and three-storeys commercial, automotive, and religious uses. The nearby northeast corner of Preston Street and Carling Avenue is a vacant former gas station site, for which a tall building application has been received.

### Purpose of Zoning Amendment

The applicant has submitted a zoning by-law amendment application to modify the performance standards of the current zoning in order to allow the development of a 30-storey, mixed-use building including four floors of under-ground parking, ground and second floor commercial uses, and residential units above up to the 30<sup>th</sup> floor.

### Existing Zoning

The southerly portion of the site is currently zoned TM[86]F(6.5)H(67), which allows the lot to be developed as a mixed-use building and may include such commercial uses as bank, hotel, office retail store or community centre, and "where the gross floor area (GFA) dedicated to commercial uses must not exceed the GFA dedicated to residential uses". The zone has a Floor-Space Index (FSI) of 6.5 and a maximum height of 67 metres. The northerly portion of the property is also zoned TM[86], which provides for the same mix of uses, has a standard TM zone height limit of 20 metres, and has no FSI provisions. The existing zoning requires residential parking at a rate of 0.5 spaces per dwelling unit, visitor parking of 0.2 spaces per dwelling unit and commercial parking at 2.5 spaces per 100 square metres of GFA. The "86" exception requires that lots 603 square metres in area or greater must be developed as a mixed-use building, with the commercial use area not exceeding the residential; limits some uses to above the ground floor; and, modifies the definition of a full service restaurant to include a food preparation requirement.

### Proposed Zoning

The recommended re-zoning replaces the two existing zones by creating one new TM exception zone. The new zone will facilitate re-development of the site and will allow a new maximum building height of 95.5 metres, which will accommodate the proposed 30-storey mixed-use building. The proposed zoning provisions establish building heights and set-backs, merged parking requirements for commercial and residential visitors, driveway widths, commercial use location requirements, and limitations on permitted projections as described in Document 2. The proposed re-zoning is also a holding zone requiring the approval of a related site plan and contributions to community facilities, prior to the lifting of the holding symbol.

## **DISCUSSION**

The recommendations of this report are considered to be in keeping with the intent of Provincial Policy Statement, and of the City's OP for transit-oriented intensification and compatible development.

### Provincial Policy Statement

The Provincial Policy Statement (PPS) policies for "Building Stronger Communities," under policy 1.1.1. call for: "promoting efficient development and land use patterns

which sustain the financial well-being of the Province and municipalities over the long term”; and, “accommodating an appropriate range and mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space uses to meet long-term needs”. Section 1.1.3.2 dealing with Settlement Areas indicates that land use patterns within settlement areas are to provide for: “densities and a mix of land uses which efficiently use land and resources,” and that are “appropriate for and efficiently use, the *infrastructure* and *public service facilities* which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion.”

The PPS policies pertaining to Housing in section 1.4.3 instruct Planning authorities, such as the City, to “provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents of the *regional market area* by permitting and facilitating “all forms of housing required to meet the social, health and well-being requirements of current and future residents, including *special needs* requirements” as well as “all forms of *residential intensification* and *redevelopment* in accordance with policy 1.1.3.3”. Section 1.4.3 also calls for “directing the development of new housing towards locations where appropriate levels of *infrastructure* and *public service facilities* are or will be available to support current and projected needs”; and for “promoting densities for new housing which efficiently use land, resources, *infrastructure* and *public service facilities*, and support the use of alternative transportation modes and public transit in areas where it exists or is to be developed.” The PPS policies for Energy and Air Quality also support the integration of transit and significant developments using a form of compact nodes and corridors.

Section 1.6 of the PPS further stresses the need to make efficient use of all forms of infrastructure including water and sewer systems. Transportation policy 1.6.5.4. indicates that: “a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support the development of viable choices and plans for public transit and other alternative transportation modes, including commuter rail and bus.”

The PPS addresses the need to support long-term economic prosperity. Under Policy 1.7.1. b. the PPS states that long-term economic prosperity should be supported by “maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets”.

The recommended re-zoning is considered to be in keeping with the Provincial Policy Statement by promoting efficient use of land and existing infrastructure for the development of an alternate form of housing and commercial development as part of a node focused on existing and future rapid transit. This approach to redevelopment is supportive of the long-term prosperity of the community and a form of City building in keeping with the PPS policies for energy and air quality.

## Official Plan

The OP is fundamentally based on a set of “seven principles and accompanying objectives” that “are equally important and must be balanced when making decisions.”

The recommendations of this report embrace the Guiding Principles of the OP and numerous of the related objectives. The development facilitated by the rezoning represents a form of compatible residential and commercial intensification that promotes and supports good transit, pedestrian and cycling systems, efficient use of servicing infrastructure and the increased use and enhancement of recreational and leisure facilities. Collectively these benefits contribute to a sustainable development of the City and help build complete communities. The development afforded by the re-zoning will establish a stronger delineation to an important community, “Little Italy” that brings cultural diversity to the city, while bringing more residents and visual focus to the gateway area linking an important community to the Dow’s Lake precinct of the national capital. The report recommendations reflect an awareness and appropriate adjustment to the changing residential aspirations of the community evolving over recent years, while upholding the overall intent of the guiding principles and intent of the OP.

### Strategic Approach

The OP Section 2, Strategic Approach for “Managing Growth” calls for directing growth “to the urban area where services already exist or where they can be provided efficiently”, and that in the urban area growth should “be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.” The Strategic Approach for “Creating Liveable Communities” indicates that “Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people’s everyday needs, including schools, community facilities, parks, a variety of housing, and places to work and shop.” The recommended rezoning will facilitate greater flexibility in built form for realizing residential and commercial development within 150 metres of a rapid transit station and a major pathway system, in keeping with the intent of the Strategic Approach. As well, the associated community benefits contribution required through the related site plan agreement is anticipated to provide for: (1) a contribution to the Social Housing Reserve; (2) landscaping of the east side of the mixed-use pathway along the O-Train corridor; and (3) new play equipment for McCann Park on Norman Street.

Section 2.2.2 of the OP pertaining to managing growth speaks of the nodes around transit stations commenting that: “These concentrations act as mini downtowns, seeking to take full advantage of the volume of transit riders that pass through by providing complementary high density, high rise employment and residential development opportunities. Land uses around stations should serve as both origins and destinations of trips. This Plan encourages areas around major transit stations to develop as compact, walkable, mixed-use developments with densities that support transit use in both directions in which the line runs throughout the day.” The OP indicates that: “Consequently, within the designated urban area, growth will be directed to locations with significant development potential, specifically those designated as Central Area, Mixed-Use Centres, Employment Areas, Enterprise Areas, Developing Communities and Mainstreets. These areas include locations that are centred on the rapid-transit network, major roads, busy commercial streets.” The subject property is situated within a Traditional Mainstreet area, with most of the immediately surrounding lands designated Mixed-Use Centre, and within about 150 metres from a rapid transit



station. Carling Station currently has O-Train service that is scheduled to increase to eight minute frequency in 2014. This station is also in Phase 2 of the Council-approved LRT Plan as part of the upgrade of the O-Train line to twin-track service targeted to be in place by 2031. Providing for increased density at this location is in keeping with the Strategic Direction to promote intensification in nodes around rapid-transit stations.

The OP directs that “the quality of the built environment is a significant cornerstone of intensification. Well-designed public spaces and buildings are considered to be critical factors in achieving compatibility”. The OP Policy states that: “all intensification will occur in accordance with the provisions of Section 2.5.1, Urban Design and Compatibility, and 4.11, Urban Design and Compatibility”, which are discussed subsequently in this report.

### Mainstreets

The subject property and the lands along both sides of Preston Street adjacent and to the north are designated Traditional Mainstreet on Schedule B – Urban Policy Plan of the OP. The property immediately across Sidney Street to the south is designated Arterial Mainstreet and all of the nearby surrounding area to the east and west is designated Mixed-Use Centre.

The OP indicates that: “the Mainstreet designation in this Plan identifies streets that offer some of the most significant opportunities in the city for intensification through more compact forms of development, a lively mix of uses and a pedestrian-friendly environment.” The plan continues by stating that: “Mainstreets are at different stages of development. Each of these streets displays its own distinctive character depending largely upon the period during which it developed. They typically perform a dual role of providing adjoining neighbourhoods with a range of daily goods and services and, because they traverse many communities, they also provide more specialized functions that serve the needs of others living beyond the borders of any one neighbourhood. The policies acknowledge this diversity and provide for change and renewal that takes into account the character of the street and adjacent areas.” The plan “encourages intensification along Mainstreets.” The subject property has the distinction of being at the confluence of three significant OP land use designations (Traditional Main Street, Arterial Mainstreet, and Mixed-Use Centre), all of which are intended to support substantial intensification of various forms. Moreover, the site is served by a rapid transit station within 150 metres. Recommendations to facilitate increased density at this location are consistent with the intent of the OP policies for these designations.

The OP characterizes Traditional Mainstreets as those “generally developed prior to 1945” and “typically set within a tightly knit urban fabric, with buildings that are often small-scale, with narrow frontages and set close to and addressing the street, resulting in a more pedestrian-oriented and transit friendly environment.” The Plan describes Arterial Mainstreets as those “generally developed after 1945” and that “typically present an urban fabric of larger lots, larger buildings, varied setbacks, lower densities and a more automobile-oriented environment,” as is the case with the properties nearby to the south and southeast along Carling Avenue. The plan goes on to describe a

hybrid condition where there are “stretches of Traditional Mainstreets that do not entirely reflect the above-noted pre-war vintage description. These inner suburban areas, built in the 1950s and 1960s, display a blend of Traditional and Arterial Mainstreet characteristics. For these areas, this Plan promotes redevelopment in a fashion that locates buildings close to the street and is more pedestrian-oriented.” The open parking lot constituting the southerly portion of the subject property has this blended condition as does the property directly east across Preston Street occupied by a newer church.

The OP indicates that “The common feature of all Mainstreets is their function as a mixed-use corridor with the ability to provide a wide range of goods and services for neighbouring communities and beyond.” The OP states that the intention is “that intensification continue to focus on nodes and corridors (Mixed-Use Centres and Mainstreets) to support the public transit system, to create an essential community focus, to allow for minimum travel and to minimize disruption in existing stable neighbourhoods.” The recommendations of this report are in keeping with this intent by facilitating increased density in a Mainstreet area constituting part of a node very close to a rapid transit station and exhibiting some transitional characteristics to the Arterial Mainstreet designation along Carling Avenue. The anticipated change facilitated by the recommended re-zoning will also bring limited disruption to the surrounding neighbourhood.

Policy 1 under Mainstreets states that Traditional Mainstreets “are planned as compact, mixed-use, pedestrian-oriented streets that provide for access by foot, cycle, transit and automobile” and that “Both Traditional and Arterial Mainstreets will fulfill and take advantage of their multi-modal transportation corridor function.” The proposed rezoning, which allows for increased density on the property while assuring appropriate setbacks to ensure the opportunity to achieve pedestrian-oriented streetscapes serving a mixed-use building, is in keeping with Policy 1.

The designation of the subject property as a Traditional Mainstreet is verified by Policy 2, which states “the boundary of the Traditional and Arterial Mainstreet designation is flexible depending on site circumstance and lot configuration, but generally applies to those properties fronting on the road so designated.”

Policy 3 indicates that “a broad range of uses is permitted on Traditional and Arterial Mainstreets, including retail and service commercial uses, offices, residential and institutional uses. Uses may be mixed in individual buildings or occur side by side in separate buildings.” The proposed re-zoning upholds this Policy by continuing to allow a range of retail, commercial and residential uses.

Mainstreet Policy 7 states in part that “on Traditional Mainstreets surface parking will not be permitted between the building and the street. The location of surface parking will avoid interruption of building continuity along the Traditional Mainstreet street frontage and will minimize impacts on pedestrians.” About two-thirds of the subject property is currently an open surface parking lot and the redevelopment related to the rezoning will eliminate surface parking.

Policy 8 states that “redevelopment and infill are encouraged on Traditional and Arterial Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge and provides direct pedestrian access to the sidewalk.” The recommended rezoning encourages the desired street edge conditions through continued requirement for commercial uses at grade and building set-backs supportive of the pedestrian environment. Policy 8 states further that “any proposal for infill or redevelopment will be evaluated in light of the objectives of this Plan.” The fundamental objectives of the plan are provided in support of the “Guiding Principles” in section 1.3 of the plan as addressed in the foregoing discussion; moreover, the recommended re-zoning is considered to be in keeping with the intent of the Guiding principles and the pertinent objectives.

Policy 8 also states that “this Plan supports building heights up to six-storeys on Traditional Mainstreets and up to nine stories on Arterial Mainstreets. Greater building heights may be considered in accordance with policies 7 through 13 of s.4.11.” As discussed subsequently the recommended re-zoning is considered to be in keeping with the intent of policies 7 through 13 of section 4.11. Providing further guidance for the consideration of greater building heights, Policy 8 states under sub-section b: “The proposed building height conforms with prevailing building heights or provides a transition between existing buildings.” Under subsection “c” it states “the development fosters the creation of a community focus where the proposal is on a corner lot, or at a gateway location or at a location where there are opportunities to support transit at a transit stop or station.”

The OP instructs that a comprehensive review of the Plan is to be used in evaluating development proposals. In addition to the Mainstreet policies, there is a consistent theme in the OP to relate proposed development to the existing and *planned* built environment that will derive from the application of the OP policies. The subject property is at the convergence of a Traditional Mainstreet with an Arterial Mainstreet addressed by Policy 8, and within 150 metres of an existing rapid transit station and served by two arterial roadways, all surrounded by a Mixed-Use Centre and adjacent to the gateway between “Little Italy” and the Dows’ Lake realm. These locational characteristics are all consistent with the OP intent for the primary focal points of intensification. Thus, it is concluded that the planned built environment embraces buildings of similar magnitude to the 30-storeys facilitated by the recommended re-zoning and that the rezoning is consistent with the anticipated range of prevailing building heights aligned with the meaning of Policy 8b, and with the context of the overall Plan. The proposed redevelopment will also help establish an area of community focus and support the adjacent gateway function to “Little Italy”, as per Policy 8.c.

Subsection 8.d provides for increased height on a Mainstreet where “the development incorporates facilities, services or matters as set out in Section 5.2.1 with respect to the authorization of increases in height and density that, in the opinion of the City, significantly advance the vision for Mainstreets”. Recommendation 3 provides for a future contribution of funds towards (1) Social Housing Reserve; (2) landscaping of the east side of the mixed-use pathway along the O-Train corridor; and, (3) new play

equipment for McCann Park on Norman Street, in keeping with the provisions of Section 5.2.1. In addition, through revisions to the original concept plan, the applicant is providing an open plaza space at the corner of Preston Street and Sidney Street.

Policy 8.e speaks of allowing for increased height “where the application of the provisions of Section 2.5.1 and Section 4.11 determine that additional height is appropriate.” Sections 2.5.1 and 4.11 are discussed subsequently.

In discussing means to achieve the vision for Mainstreets, Policy 11 indicates that “changes within the public environment as well as within the abutting private property environment may be necessary. The function and design of a road may influence the nature of land use along it and changes to the street may be necessary in order to facilitate a more intense, pedestrian-oriented form of development adjacent to it. Where the City is proposing public works within a Mainstreet’s right-of-way, it will consider changes such as the institution of on-street parking, improvements to the pedestrian and cycling environment, streetscape enhancements, lane reductions and measures to enhance transit ridership in the area.” It is intended that the related Site Plan Control application, which as per Recommendation 4 must be approved before the holding symbol is removed, will, in collaboration with the applicant, bring forward proposals to further enhance the pedestrian environment along Preston Street through potential lane modifications furthering the recent improvements made by the City. As well, consideration will be given to improvements to the Sydney Street environment commensurate with creating an enticing pedestrian realm connecting directly to the nearby Carling rapid transit station.

Policy 2 states under subsection “f” that: “In order to demonstrate its commitment to development on Mainstreets, the City will consider them to be priority locations for considering: the use of techniques such as increased height and density provisions.” The recommended rezoning is in keeping with this Policy by allowing for an increase in maximum building height from 20 and 67 metres in the two existing zones to 95.5 metres, and a potential increase in density of approximately 165 per cent.

#### Mixed-Use Centre

Much of the land surrounding the subject property is designated Mixed-Use Centre on Schedule B of the OP. The property is also within the area of the Preston-Champagne Secondary Plan (PCSP), which is discussed in more detail later below. The PCSP designates the property as “Main Street Corridor” and indicates that the City will: “Require low to medium profile, human scale, mixed-use buildings in keeping with a Main Street theme as outlined in Ottawa Official Plan, Sections 2.5.1 and 3.6.2”. Section 2.5.1 is discussed later below; 3.6.2 is the section of the OP policies pertaining to the Mixed-Use Centre designation on Schedule B. At the time of the approval of the Preston Champagne Secondary Plan there were no specific OP policies pertaining to “Mainstreets”, as the “Mainstreet” designation was not yet included in the OP. Therefore, at the time, OP policies for Mixed-Use Centres provided a complementary Policy framework to apply contextual and qualitative policies in the evaluation of

development in the “Main Street Corridor” area of the PCSP. This relationship to the Mixed-Use Centre Policy remains applicable.

The OP indicates that: “the Mixed-Use Centre designation in this Plan applies to areas that have been identified as strategic locations on the rapid-transit network and lie adjacent to major roads. They act as focal points of activity, both within their respective communities and within the larger municipal structure. Mixed-Use Centres constitute a critical element in the City's growth management strategy and represent opportunities for substantial growth.” The high profile high density mixed-use development fostered by the recommended re-zoning is compatible with the objectives and vision for a Mixed-Use Centre described in the OP.

The OP states that: “Mixed-Use Centres will ultimately develop as “good places” in their own right as components of complete neighbourhoods. They should contain development that is both locally and regionally oriented.” The development proposal related to the re-zoning will initiate the creation of a “good place” linking the Preston Main Street environment through an evolving mixed-use node focused on a rapid transit station. The additional building height will signal the location and edge of a changing urban environment and a different “place” from the primary Traditional Mainstreet area of Preston Street, while also establishing a strong gateway between the mainstreet environment and the evolving mixed-use node.

Factors important for successful Mixed-Use Centres are similar to those for Mainstreets in the OP, which states that: “by virtue of careful attention to design, orientation and a mix of uses, development in Mixed-Use Centres will contribute to the diversity of land use in the immediate area and foster the creation of vibrant centres of activity.” The Mixed-Use discussion in the OP states: “It is the intent of this Plan that intensification continue to focus on nodes and corridors (Mixed-Use Centres and Mainstreets) to support the public transit system, to create an essential community focus, to allow for minimum travel and to minimize disruption in existing stable neighbourhoods.”

The OP policies for Mixed-Use Centres call for highest densities to be within 400 metres of a rapid transit station and require “residential uses in the form of apartments and other multiples at a medium and/or high density”. Policy 10.f. states that: “in order to demonstrate its commitment to development within Mixed-Use Centres, the City will consider them to be priority locations for considering: the use of techniques such as increased height and density provisions.”

The recommended rezoning to facilitate increased height and density is in keeping with the intent of the Mixed-Use Centre designation of the lands abutting the property, and consistent with the reference, via the PCSP, to the Mixed-Use Centre OP policies as well as the Mainstreet policies discussed above, to give guidance for the planning of the subject property. The related redevelopment will be a well designed mixed-use building, adding vibrancy to the area by bringing in new residents and providing pedestrian oriented uses along the street, just 150 metres from a rapid transit station, in keeping with the Policy intent.

Mixed-Use Centre Policy 3 indicates that: “Mixed-use Centres should be characterized by a broad variety of uses in accordance with Policy 6a below. The City will encourage transit-supportive land uses, such as offices, retail uses, entertainment uses, services (such as restaurants), high- and medium-density residential uses and mixed-use development containing combinations of the foregoing.” The proposed re-zoning facilitates a high-density mixed-use development. Policy 6a leads to development evaluation as per Sections 2.5.1 and 4.11, which are discussed later. Policy 6b speaks of providing for a range of housing options; the building fostered by the proposed rezoning will add a type of high-rise residential environment not yet available in the area.

The OP calls for Community Design Plans (CDP) for Mixed-Use Centres and preparation of a CDP for the area has been initiated. The OP goes on to say that development is generally permitted prior to the approval of a CDP subject to the policies applicable to a Mixed-Use Centre being satisfied. Information and assessments made to date in pursuit of the CDP for the area have informed the derivation of the Departmental recommendations of this report to ensure that the development will achieve the overall objectives of the OP for Mixed-Use Centres

Policy 7 indicates that: “the zoning by-law and community design plans will,” under subsection “g”, “provide for the potential for shared parking arrangements among uses that peak at different time periods;” and under “h”, “allow for the potential redevelopment of surface parking areas.” The rezoning for the proposed redevelopment provides for a pool of visitor and commercial parking at a reduced rate reflective of the close proximity to the Carling rapid transit station. The redevelopment also will remove an existing surface parking lot.

Policy 8 indicates that "Mixed-Use Centres will enhance opportunities for walking, cycling and transit and in particular: will have regard for the provisions of Section 4.3 regarding the potential to reduce parking requirements". The development associated with the proposed rezoning will facilitate an improved pedestrian system along Preston Street and Sidney Street, potentially contribute to an enhanced pedestrian environment leading to the Carling rapid transit station, and provide a funding contribution toward improvements to the multi-purpose pathway system running beside to the O-Train corridor. The recommended rezoning reduces visitor and commercial parking requirements in keeping with objectives to emphasize non-auto modes close to rapid transit stations in keeping with the intent of Policy 8.

Policy 11 states that "existing developments in Mixed-Use Centres that do not exhibit the characteristics planned for such areas shall be encouraged to redevelop over time in a manner that is more compact, dense, and transit-oriented. For such developments, the use of flexible zoning controls, reduced parking requirements, and other incentives may be considered on a case-by-case basis to assist in facilitating redevelopment that better meets the objectives for Mixed-Use Centres." The proposed re-zoning maintains the intent of Policy 11 by encouraging the use of partially vacant land within 150 metres of a transit station, applying reduced parking requirements, and allowing increased building heights.

## Urban Design and Compatibility and Community Design

In addressing the importance of urban design, Section 2.5.1. speaks of how “as the City grows and changes over time, design of (buildings, landscapes and adjacent public spaces) should work together to complement or enhance the unique aspects of a community’s history, landscape and its culture”. The OP suggests that “encouraging good urban design and quality and innovative architecture can also stimulate the creation of lively community places with distinctive character that will attract people and investment to the City.” The proposed rezoning will facilitate a design where the building design, especially the four-storey podium, and the resultant adjacent public streetscape spaces complement Ottawa’s “Little Italy” and set the stage for the emergence of new and lively places marrying the mainstreet area to a new significant mixed-use node that complements the nearby open-space realm of Dow’s Lake.

Section 2.5.1, Urban Design and Compatibility and Community Design, of the OP’s Strategic Approach indicates that: “In general terms, compatible development means development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties.” The OP establishes a set of design objectives and principles to be considered in evaluating development proposals. Design Objective 1 calls for enhancing “the sense of community by creating and maintaining places with their own distinct identity.” The proposed rezoning with an increased building height will help create a distinctive place consistent with the development of an important intensification node and the merging of a main street site with an evolving mixed-use centre reflective of a major urban place and the evolving context of the setting.

Design Objective 2 seeks to “define quality public and private spaces through development”. In keeping with the principles supporting Objective 2, the proposed redevelopment pursuant to the rezoning will help “define and connect public and private spaces”, encourage continuous street frontages with a small plaza created at the intersection, address the relationship between buildings and the street as a public space, and help meet the needs of pedestrians. The proposed re-zoning provisions will also be conducive to a built form that creates places that are visible, safe, and accessible, and are easy to get to, in keeping with Objective 3.

Design Objective 4 calls for ensuring that “new development respects the character of existing areas.” The design principles supporting Objective 4 indicate that new development should “complement and enliven the surroundings,” but “allow the built form to evolve through architectural style and innovation” and “complement the massing patterns, rhythm, character, and context.” The proposed re-zoning, through the added permitted height and density will help enliven the surroundings, while the new height limits and specific set back provisions will foster different architecture, in keeping with the anticipated larger built form characteristics of this portion of the emerging node focusing on a rapid transit station and Mixed-Use Centre context. This is also consistent with the principles of Objective 5 anticipating a “more compact urban form,” providing

the “flexibility for buildings and spaces to adapt to a variety of possible uses in response to changing social, economic and technological conditions,” and recognizing “that buildings and site development will exhibit different characteristics as they evolve over time.”

Design Objective 7 is to “maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.” The proposed rezoning will help facilitate more intense development in a Mixed-Use Centre context while controlling building form to minimize solar loss from a large scale structure. Additionally, the proposed rezoning will facilitate more efficient use of a vacant site close to rapid transit and on a major pedestrian route, thereby promoting transit, walking and cycling as priority transportation modes.

The subject property is in a Design Priority Area and the OP indicates that “all private developments within and adjacent to the public realm will be reviewed for their contribution to an enhanced pedestrian environment and their response to the distinct character and unique opportunities of the area. The public realm/domain refers to all of those private and publicly owned spaces and places which are freely available to the public to see and use.” The OP further states that in Design Priority Areas, “creative and enhanced design measures and amenities such as: wider sidewalks, shade trees, enhanced pedestrian surfaces, compact development, quality architecture and façade treatments, entrance features, will be used to encourage greater pedestrian use and increased social interaction.” The related development proposal provides for a compact development with widened tree-lined sidewalks, a significant entrance feature that enhances the public realm and related use proposals that will foster pedestrian use and interaction. The proposed rezoning is consistent with the OP intent for a design priority area.

Section 4.11 also sets out policies for evaluating development applications.

Policy 1 of Section 4.11 states that: “When evaluating compatibility of development applications, the City will have regard for the policies of the site’s land use designation, and all applicable Community Design Plans, Secondary Plans, or site specific policies, Council-approved design guidelines, Provincial Environmental Assessments, and functional design plans for capital projects, as well as the Design Objectives and Principles in Section 2.5.1, and the preceding policies in Sections 4.1 through 4.10.” The proposed development has been evaluated vis-à-vis the major objectives and policies of the OP and in particular the policies for Traditional Mainstreets, the Preston Champagne Secondary Plan and the policies for Mixed-Use Centres in conjunction with the PCSP, and the Urban Design Guidelines for High-Rise Housing, which will be considered in more detail through the site plan control process.

Policy 2 sets out specific criteria for evaluating development compatibility as discussed below, with a clarification that: “the measures of compatibility will vary depending on the use proposed and the planning context. Hence, in any given situation individual criteria may not apply and/or may be evaluated and weighted on the basis of site circumstances.”



- a. Traffic: “Roads should adequately serve the development, with sufficient capacity to accommodate the anticipated traffic generated. Generally development that has the potential to generate significant amounts of vehicular traffic should be located on arterial or major collector roadways so as to minimize the potential for traffic infiltration on minor collector roadways and local streets.” The supporting traffic study related to the proposed development has been reviewed and the impact has been determined to be acceptable as discussed below.
- b. Vehicular Access: Vehicular access to the site will be via Sidney Street, less than 20 metres from Preston Street, an arterial roadway leading directly to a signalized intersection at Carling Avenue one block away. This will avoid the interruption of the mainstreet pedestrian environment. Site access will be considered in more detail through the related Site Plan Control application.
- c. Parking Requirements: “The development should have adequate on-site parking to minimize the potential for spillover parking on adjacent areas. A range of parking forms, including surface, decked, and underground, should be considered taking in account the area context and character. Opportunities to reduce parking requirements and promote increased usage of walking, cycling and transit will be pursued, where appropriate, particularly in the vicinity of transit stations or major transit stops in accordance with the provisions of Section 4.3.” The proposed rezoning includes parking provisions considered adequate for the needs of the proposed development while recognizing the opportunity to reduce some parking requirements and anticipate an increase in other modes, especially given the proximity of the site to a rapid transit station. All parking is to be underground.
- d. Outdoor Amenity Areas: “The development should respect the privacy of outdoor amenity areas of adjacent residential units and minimize any undesirable impacts through the siting and design of the buildings and the use of screening, lighting, landscaping or other mitigative design measures.” The development proposal related to the recommended rezoning is anticipated to have minimal impact on the outdoor amenity areas of adjacent residential units, and will be given further consideration through the related Site Plan Control application.
- e. Loading Areas, Service Areas, and Outdoor Storage: All loading and servicing areas proposed for the related redevelopment are inside the building out of public view and will be given further consideration as necessary through the related Site Plan Control application.
- f. Lighting: This will be given consideration through the related Site Plan Control application.
- g. Noise and Air Quality: There are no anticipated noise generation and air quality issues associated with the proposed rezoning. The mitigation of potential reflected noise from other sources will be considered through the related Site Plan Control application.

- h. Sunlight: “The development should minimize shadowing on adjacent properties, to the extent practicable, particularly on outdoor amenity areas, through the siting of buildings or other design measures.” The provisions of the recommended rezoning prescribing the maximum building mass generate a building on a north-south access, with a tower width of only 21 metres and have been established to help minimize the potential of sun-shadowing on surrounding properties to the extent practicable, while upholding the development intensification intent of the Mixed-Use Centre context of the OP.
- i. Microclimate: The development should be designed to minimize adverse effects related to wind, snow drifting, and temperature on adjacent properties. A wind and snow drifting study will be submitted with the related Site Plan Control application and to provide recommendations for mitigating winter effects, which will be pursued through the site plan control application.
- j. Supporting Neighbourhood Services: “The development should contribute to or be adequately served by existing or proposed services and amenities such as health facilities, schools, parks and leisure areas. Where the proposed development itself is to contribute such services and amenities, they should be of a scale appropriate to the needs and character of the area”. There are a variety of retail and personal service businesses within the immediate area, as well as major parks and a regional hospital nearby. As per Recommendation 3 as result of approval of this application contributions will be made to park, pathway landscaping in the neighbourhood and to affordable housing funding.

Policy 3 indicates that through the application of design consideration “the importance of each principle will be evaluated and weighted according to the specific circumstances under consideration and that: “the Design Considerations, set out in Annex 3, offer some ways in which the Design Objectives and Principles might be realized.” The Policy continues: “while all Design Objectives and Principles must be considered, not all elements will apply in all cases and not all will apply with equal importance. The City will work with the proponent and will consult with the community to best determine how the design framework will be implemented in the local context.” The subject proposal has benefited from a preliminary consultation with the City’s Design Review Panel and a special peer-lead urban design discussion/workshop, including the basic considerations found in Annex 3, such as the consideration of the proposal in a wider community urban design context. Formal Design Review Panel evaluation will be concluded through the Site Plan Control process. The standard public consultation process for the re-zoning applications has been applied and will also apply through the site plan process. The Departmental evaluation has also benefited from public input to-date gleaned through the ongoing CDP preparation process for the area.

Policy 4 states that: “buildings, structures and landscaping will be used to clearly define public spaces, such as streets” and that in intensification areas, such as the Bayview/ Preston Street area, “development will be in the form of continuous building frontages that frame the street edge and support a more pedestrian-friendly environment.”

Policy 4 goes on to say that “new buildings must either be properly integrated into their existing building fabric, or help create a new building fabric.” The recommended rezoning provides for a building to help define the edge of Preston Street with a base podium set back to allow for sufficient sidewalk space to merge with the recently improved Preston streetscape, while allowing for a more quelled pedestrian environment to emerge along Sidney Street leading in front of existing residential development and potentially to the Carling transit station. The podium segment will provide integration with the existing and planned building fabric leading to the north along Preston Street, while the tower will anticipate a new building fabric evolving in the around the transit centered node and adjacent Mixed-Use Centre.

Policy 5 indicates that “the City will work with development proponents to achieve the Design Objectives and Principles of this Plan through means such as the coordination and development of capital improvements within the public realm with development and redevelopment activities on adjacent properties in the private realm.” Through the provisions of Recommendation 3 and the related site plan application, design improvements to the adjacent streetscapes and other neighbourhood facilities, such as McCann Park and the nearby north-south multi-purpose pathway, may be achieved.

### **Building Profile**

Policy 8 pertaining to building profile indicates that high-rise buildings (10-storeys or more) may be considered on Traditional Mainstreets, provided that all other policies of this Plan have been met and if the site is consistent with any of the following circumstances:

- a. “Within areas characterized by high-rise buildings that have direct access to an arterial road, or;
- b. Within 600 metres of a rapid transit station as identified on Schedule D, or;
- c. Where a community design plan, secondary plan, or other similar Council-approved planning document identifies locations suitable for the creation of a community focus on a strategic corner lot, or at a gateway location or on a terminating site to strategic view, or a site that frames important open spaces, or at a location where there are significant opportunities to support transit at a transit stop or station by providing a pedestrian and transit-oriented mix of uses and activities, or;
- d. Within areas identified for high-rise buildings where these building profiles are already permitted in the Zoning By-law approved by Council, or;
- e. Within areas where a built form transition as described in Policy 12 below is appropriate.”

The recommended re-zoning is considered to be in keeping with the overall intent of the collective body of OP policies. The subject property has direct access to an arterial road and the planned function and built environment of the adjacent mixed-use node will be dominated by high-rise buildings; and the existing zoning on the site already permits a high-rise building, although lower than that now proposed. The site is well within 600 metres of a rapid transit station and will provide for transit supportive uses by a gateway to the “Little Italy” community. High rise buildings are already permitted on adjacent

sites. The related development proposal facilitated by the re-zoning provides for lower podium design elements that establish a built form transition, and provides for a built form at a human scale along Preston and Sidney Streets.

### Building Profile and Compatibility

Policy 11 of Section 4.11 pertaining to Building Profile and Compatibility states that: “a high-rise building will be considered both as an example of architecture in its own right and as an element of urban design sitting within a wider context. In this regard, the City will consider proposals submitted for High-Rise buildings in light of the following measures:

- a. How the scale, massing and height of the proposed development relates to adjoining buildings and the existing and planned context for the surrounding area in which it is located;
- b. How the proposal enhances existing or creates new views, vistas and landmarks;
- c. The effect on the skyline of the design of the top of the building;
- d. The quality of architecture and urban design, particularly as expressed in Council-approved design guidelines; and
- e. How the proposal enhances the public realm, including contribution to and interaction with its surroundings at street level (e.g. the provision of publicly accessible landscaped area, amenity space and pedestrian respite areas, street trees public art, active land use frontages, legible entrances and views to the street, canopies, awnings and colonnades for continuous weather protection).”

The building facilitated by the recommended re-zoning will be in keeping with the built form envisaged at the adjacent mixed-use node centered at the Carling rapid transit station, and will contribute to demarcating this node in the urban landscape. The building design, including the top, will be further evaluated through the site plan process in terms of the Design Guidelines for High-Rise Residential Buildings and the advisory comments provided by the City’s Urban Design Review Panel. In keeping with the Policy for building compatibility, the proposed redevelopment includes commercial spaces oriented directly to the Preston Street sidewalk, and an entrance plaza which may be overlooked by a second storey restaurant patio and bring a pleasing pedestrian place and experience to the important corner location at the Preston/Sidney Streets intersection.

### Building Transitions

Policy 12 of Section 4.11 pertaining to building transitions deals with the need to provide transitions between taller buildings and “an area characterized by a lower built form”, and that it is “an important urban design consideration, particularly in association with intensification.” The Policy states that: “Transitions in built form will serve to link proposed development with both planned, as well as existing uses, thereby

acknowledging that the planned function of an area as established through Council-approved documents such as a secondary plan, a CDP or the Zoning By-law, may anticipate a future state that differs from the existing situation.” Transitions measures may include:

- a. “Incremental changes in building height (e.g. angular planes or stepping building profile up or down);
- b. Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high profile development or incorporating podiums along a Mainstreet);
- c. Character (e.g. scale and rhythm, exterior treatment, use of colour and complementary building finishes);
- d. Architectural design (e.g. the use of angular planes, cornice lines); and
- e. Building setbacks.”

The provisions of the recommended rezoning include: incremental changes in building height using setbacks progressing away from the adjacent streets and properties to the north and west, the delineation of a narrower east-west tower profile, and the inclusion of a podium along the Preston Mainstreet to help diminish the perceived mass from the pedestrian realm of the mainstreet and the surrounding mixed-use community. The podium design elements defining bays and the cornice delineations reflect the rhythm and planned height of the adjacent mainstreet development prevalent to the north along Preston Street.

In summary, pertaining to the OP policies regarding land use designations, design and compatibility, the recommended re-zoning will facilitate a development that engages the overall intent of the OP policies for achieving compatible intensification along a Mainstreet recognizing the Policy objectives for a significant emerging Mixed-Use Centre node focused on a rapid transit station.

#### Infrastructure

The OP policies of Subsection 4.4 Water and Wastewater Servicing require adequate services for new development. The site is adequately served by water, and storm and sanitary sewer lines to facilitate the potential development afforded by the recommended rezoning.

#### Transportation

The rezoning is in keeping with OP objectives for development within 400 metres of a transit station. A Community Transportation Study was undertaken in relation to the proposed development, and included other proposed developments in the area. The analysis of trips in the study assumes a modal split consistent with the City’s Transportation Master Plan (TMP) objective. The resultant traffic generated by the proposed development at 500 Preston Street was not considered to be problematic. The study has been reviewed by City staff transportation engineering groups and deemed acceptable.

## Preston – Champagne Secondary Plan

The introduction to the Preston-Champagne Secondary Plan (PCSP) states that “Reference must be made to both the Ottawa Official Plan and the Secondary Policy Plan for complete guidance on specific sites in Preston-Champagne.” Thus, the interpretation of the policies and guidelines of the PCSP must be couched in the overall Policy context provided by the OP as discussed above.

The Vision section of the PCSP proposes that “in the future, the Preston-Champagne area will continue to be a diverse inner city neighbourhood, containing a mix of residential, office, retail, and light industrial employment uses.” In considering the Southwest Quadrant, which contains the subject property, the PCSP vision states that: “medium and high profile employment uses will continue to develop along Carling Avenue and immediately south of the Queensway and east of Preston Street. A transition to low and medium profile residential uses and neighbourhood commercial uses on Preston Street will occur from these higher profile employment uses”. The Vision goes on to say that: “Preston Street will be the unique pedestrian-oriented community focus for the Preston-Champagne area, providing street level retail, ethnic restaurants, cultural facilities and residential uses. Low to medium profile mixed-use buildings with upper floor residential and ground floor commercial will be encouraged to provide a vibrant, secure 18-hour community that provides a full range of neighbourhood services.”

The PCSP designation for the subject property is “Main Street Corridor (Preston Street)”; and the policies for this designation state that:

“City Council shall promote Preston Street as the community and cultural focus and the main shopping street of the Preston-Champagne area. City Council shall therefore:

- i. Require continuous, pedestrian-oriented uses at grade;
- ii. Encourage residential or other appropriate uses above the street level;
- iii. Encourage uses which are vibrant and/or promote an ethnic theme and evening activity, such as specialty stores, restaurants, and entertainment uses;” and
- iv. “Require low to medium profile, human scale, mixed-use buildings in keeping with a Main Street theme as outlined in Ottawa Official Plan, Sections 2.5.1 and 3.6.2;”

The recommended rezoning provides for a high profile mixed-use building closer to the Carling Avenue oriented properties that are immediately adjacent across Sidney Street and then stepping down to a low profile podium oriented to Preston Street. Commercial uses at grade will provide pedestrian animation and will be oriented to the street while residential uses will exist above. The podium design is intended to embrace the primary design characteristics of the existing Preston Street building facades to the north. As discussed earlier, the recommended re-zoning is in keeping with the OP intent of Sections 2.5.1 and 3.6.2 pertaining to Urban Design and Compatibility and Community Design, pertaining to Mixed-Use Centres, and with the OP policies for Mainstreets. The redevelopment facilitated by the re-zoning is considered consistent with the PCSP Vision, Objectives and Policies for Preston Street.

The adjacent properties to the northwest are designated “Residential Low Profile” and to the southwest are designated “Employment Offices Medium and High Profile” in the PCSP. The recommended re-zoning provides for a low profile podium leading to the north and a high profile component to the south. The built form and mix of uses to be permitted under the proposed zoning is considered complementary to the adjacent uses anticipated by the PCSP designations of nearby lands.

The Urban Design Concept within the PCSP indicates that: “City Council shall support the concepts for improved pedestrian/green space linkages, focal points at entry nodes (Somerset Street and Carling Avenue), streetscape renewal and expansion of park space.” The proposed re-zoning and related redevelopment will lead to improved pedestrian environments along Preston and Sidney Streets, and through the provisions of Recommendation 3 improvements to a local park and the nearby north-south multi-purpose pathway adjacent to the east side of the O-Train corridor.

The PCSP recognizes a “Secondary Employment Centre focused on Carling/Champagne Avenue,” which is nearby to the southwest of the subject property, and in keeping with the OP is now considered, as a Mixed-Use Centre, to also focus on the Carling transit station and much of the adjacent property. The Policy for the Secondary Employment Centre goes on to say that, “a mix of office and ancillary retail and service uses is encouraged. Residential uses, within and adjacent to the Centre, are important to provide an appropriate transition to and integration with the existing residential community to the north and west.” The recommended re-zoning does provide for residential and retail uses adjacent to this area and will help promote integration with the community to the north.

### Recommendation 3, Community Facilities Contributions

The applicant will be required, as per Recommendation 3, to make a contribution toward facilities to serve the surrounding community based on a percentage of the increase in the development potential stemming from the recommended zoning amendment. The increase in development potential is estimated at approximately 165 per cent. The ward councillor, Councillor Holmes, has indicated that in consultation with the local community to date, the targeted community facility improvements to benefit the use of contributions from the development should be: 1) Social Housing Reserve; (2) landscaping of the east side of the mixed-use pathway along the O-Train corridor; and (3) new play equipment for McCann Park on Norman Street.

### Urban Design Guidelines for High-Rise Housing

The subject application has been evaluated in terms of the basic concepts of the Urban Design Guidelines for High-Rise Housing. The proposal is considered to be in keeping with the urban context guidelines for integration in an established urban fabric to the north and with a transitional fabric to the south. The proposal addresses the guidelines for built form pertaining to orientation and the potential relationships to existing and future buildings, and to the scale and mass of built form elements as they relate to the street and site context. The guidelines for pedestrians and the public realm have also

been applied in dealing with the siting of the building, set-backs and maximizing the potential to enhance and animate the pedestrian environments of Preston and Sidney Streets.

As part of the review of the application, in keeping with the guidelines, the position of the tower portion of the building has been modified to achieve a minimum set-back of ten metres to the north. As well, the tower portion was stepped back from the top of the podium three metres along Preston Street and two metres along Sidney Street to help address guidelines for reducing the perception of building mass from the street and those dealing with potential mitigation of wind effects generated by high buildings. Parking for the building, originally proposed for the podium above the ground-floor retail space, is now to be underground. The Urban Design Guidelines for High-Rise Housing will be applied in more detail through the site plan control approval process required for any significant development of the site.

### Summary

The recommended re-zoning fosters an alternative built form, which will help realize more potential development in keeping with the emerging mixed-use node context of the subject property, while maintaining the planning intent for a unique location within a Traditional Mainstreet. The related redevelopment will enhance the southerly end of Preston Street providing for uses animating the street and bringing more residential units to the community at a location very close to existing rapid transit station within a Mixed-use Centre designation. The recommended rezoning upholds the OP urban design objectives and will establish provisions to ensure compatibility with the surrounding community. The recommended rezoning is in keeping with the policies of the OP, including the Preston/Champagne Secondary Plan, and merits approval.

### Details of Proposed Zoning

The details and draft schedule of the recommended zoning amendment, as set out in Documents 1, 2 and 3, implement the changes required to allow for the proposed related development concept to proceed in conjunction with required Site Plan Control and Building Permit applications.

### Concurrent Application

A formal application is anticipated for Site Plan Control Approval for the related proposed mixed-use development within the next two to three months.

### **RURAL IMPLICATIONS**

There are no rural implications associated with this report.



## **CONSULTATION**

Notice of this application was carried out in accordance with the City's Public Notification and Consultation Policy. A summary and staff responses to comments received regarding the application are contained in Document 4. There was public response to the circulation of the initial re-zoning proposal for a 36 storey building, including three community groups, all responses were in opposition, except one individual in support. There were 19 responses from the general public and the community groups that responded were the Dalhousie Community Association, the Preston Street Business Improvement Area, and the Civic Hospital Neighbourhood Association. Opposition from all groups focused on the building height, parking concerns, community compatibility, lack of compliance with the intent of the goals for "Little Italy", and a failure to follow the preliminary findings of the Community Design Plan underway for the area. The current proposal and the recommendations for approval have been evaluated as per the existing policies for the area, including those that pertain to the concerns raised by the public. The Department believes the proposed re-zoning is in keeping with the overall intent of the OP and the Preston Champagne Secondary Plan and merits approval.

## **COMMENTS BY THE WARD COUNCILLOR**

Diane Holmes

City Councillor – Somerset Ward

1. I am strongly opposed to the increase in building height from the previously approved 67 metres to the requested 113 metres. This is in a 'Traditional Main street' zone which has designated heights of four to six-storeys, and the proposed building is excessively tall for its site and setting. If approved it would seriously damage the small-shop character of Preston Street/Little Italy.
2. The five-storeys parking podium is an overbearing element on the street, which does not provide the animation and pedestrian interaction that we want to see here. There is a need for a mid-side podium along Preston Street, with the highrise massing set to the rear of the property, such as at Sakto's Preston Square development.
3. The suggested 'community benefits' such as space for a cultural centre are insufficient to mitigate the negative impact of this development, which is too large for the site.

### Response to Councillor's Comments

1. The application has been revised to reduce the total building height to 95.5 metres and 30 storeys primarily by placing all the parking underground. The proposal is considered to be consistent with the intent of the Official Plan policies for a Traditional Mainstreet and the Preston-Champagne Secondary Plan, which requires consideration of the OP policies for Mixed-Use Centres.

Mixed-Use centre policies support development of high-rise buildings close to rapid transit stations such as the nearby Carling O-Train station.

2. The recommended rezoning also requires the provision of set-backs of the proposed tower from the podium façade along Sidney Street and Preston Street to help address the existing and envisioned Traditional Mainstreet built environment to the north.
3. Recommendation 3 addresses the application of City policies promoting contributions towards community facilities, which will be finalized through a future Site Plan Control application, as per the provisions of the recommended zoning holding provision. The cultural centre is no longer part of the proposal.

### **LEGAL IMPLICATIONS**

If the amendment is carried and an appeal is brought before the Ontario Municipal Board, it is anticipated that a hearing on the matter would take approximately 5 days and could be conducted with internal staff resources. If the amendment is not carried, and an appeal is brought, the estimate for the hearing time would remain the same, but an external planner, traffic engineer and architect would be required. The estimated cost of retaining external expert witnesses would be in the range of \$100,000-\$125,000. If the amendment is not carried, written reasons will have to be provided.

### **RISK MANAGEMENT IMPLICATIONS**

There are no risk management implications associated with this report.

### **FINANCIAL IMPLICATIONS**

If the amendment is carried and an appeal is brought before the Ontario Municipal Board, staff resources would be utilized to defend Council's position. In the event the amendment is not carried, an external planner, traffic engineer and architect would need to be retained at an estimated cost of \$100,000 to \$125,000. Funds are not available from within existing resources and the expense would impact Planning and Growth Management's 2012 operating status. The value and type of the community benefits to be provided by the applicant is unknown at this time; the finalized amount will be included in the Site Plan Agreement, once confirmed. Any funds would be held in specific community-benefit reserves until required to deliver the benefit.

### **ACCESSIBILITY IMPACTS**

Any building constructed on the property, including the redevelopment facilitated by the recommended re-zoning, will be required to meet all accessibility criteria of the Ontario Building Code. The rezoning will also provide an increase in the potential number of residential units that can be constructed close to a rapid transit station providing accessible public transit service.

### **ENVIRONMENTAL IMPLICATIONS**

The recommended re-zoning provides for a greater intensification close to an existing rapid-transit station and thus may help promote increased transit use and the resultant reduction automobile use and related “greenhouse” gases. The resulting redevelopment will make more efficient use of built infrastructure.

### **TECHNOLOGY IMPLICATIONS**

There are no technology implications associated with this report.

### **TERM OF COUNCIL PRIORITIES**

The recommended rezoning will facilitate redevelopment in keeping with the “TM2 – Maximize density in and around transit stations” Term of Council priority.

### **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 revisions made to address the complexity of the issues associated with urban design.

### **SUPPORTING DOCUMENTATION**

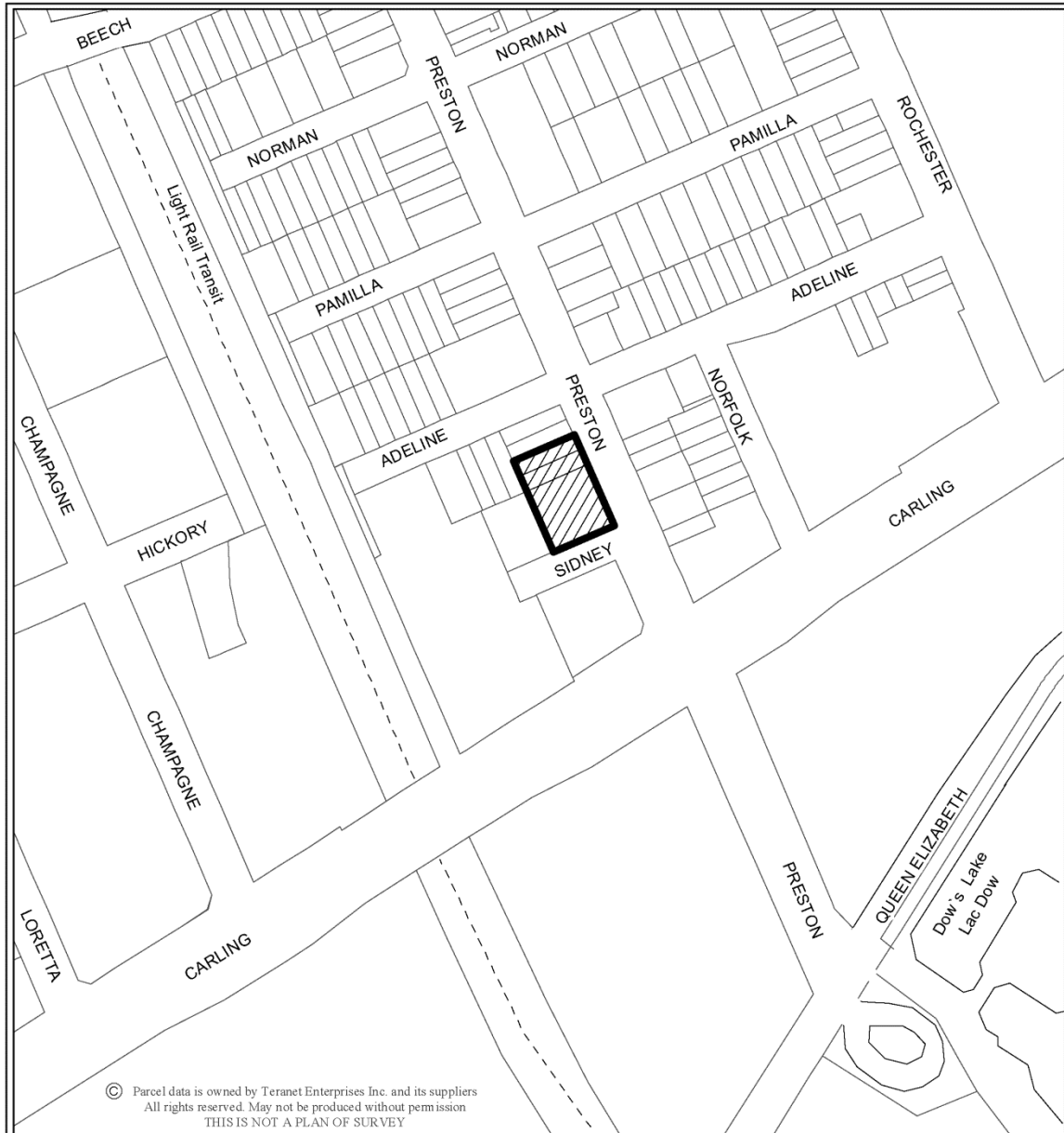
- Document 1 Location Map
- Document 2 Details of Recommended Zoning
- Document 3 Heights and Set-Backs Schedule
- Document 4 Consultation Details
- Document 5 Development Concept

### **DISPOSITION**


City Clerk and Solicitor Department, Legislative Services to notify the owner: Mastercraft Starwood, 188 Eglinton Ave. East, Toronto, ON, M4P 2X7, applicant: T. Fobert, Fotenn Consultants, 233 McLeod St. Ottawa, K2P 0ZP, OttawaScene Canada Signs, 1565 Chatelain Avenue, Ottawa, ON K1Z 8B5, Ghislain Lamarche, Program Manager, Assessment, Financial Services Branch (Mail Code: 26-76) of City Council’s decision.


Planning and Growth Management to prepare the implementing by-law, forward to Legal Services and undertake the statutory notification.

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



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 Produced by Infrastructure Services and Community Sustainability Produit par le Services d'infrastructure et Viabilité des collectivités	
D02-02-11-0057	11-0975-C
I:\CO\2011\ZoningKey \ Preston500	
2012 / 03 / 29	
REVISION DATE DE RÉVISION	



**Location Map / Plan de révision**  
**Zoning Key Plan / Schéma de zonage**  
**486,488,490 and 500 PRESTON STREET**

Échelle  
 N.T.S.  
 Mètres



Scale  
 N.T.S.  
 Metres

**DETAILS OF RECOMMENDED ZONING**

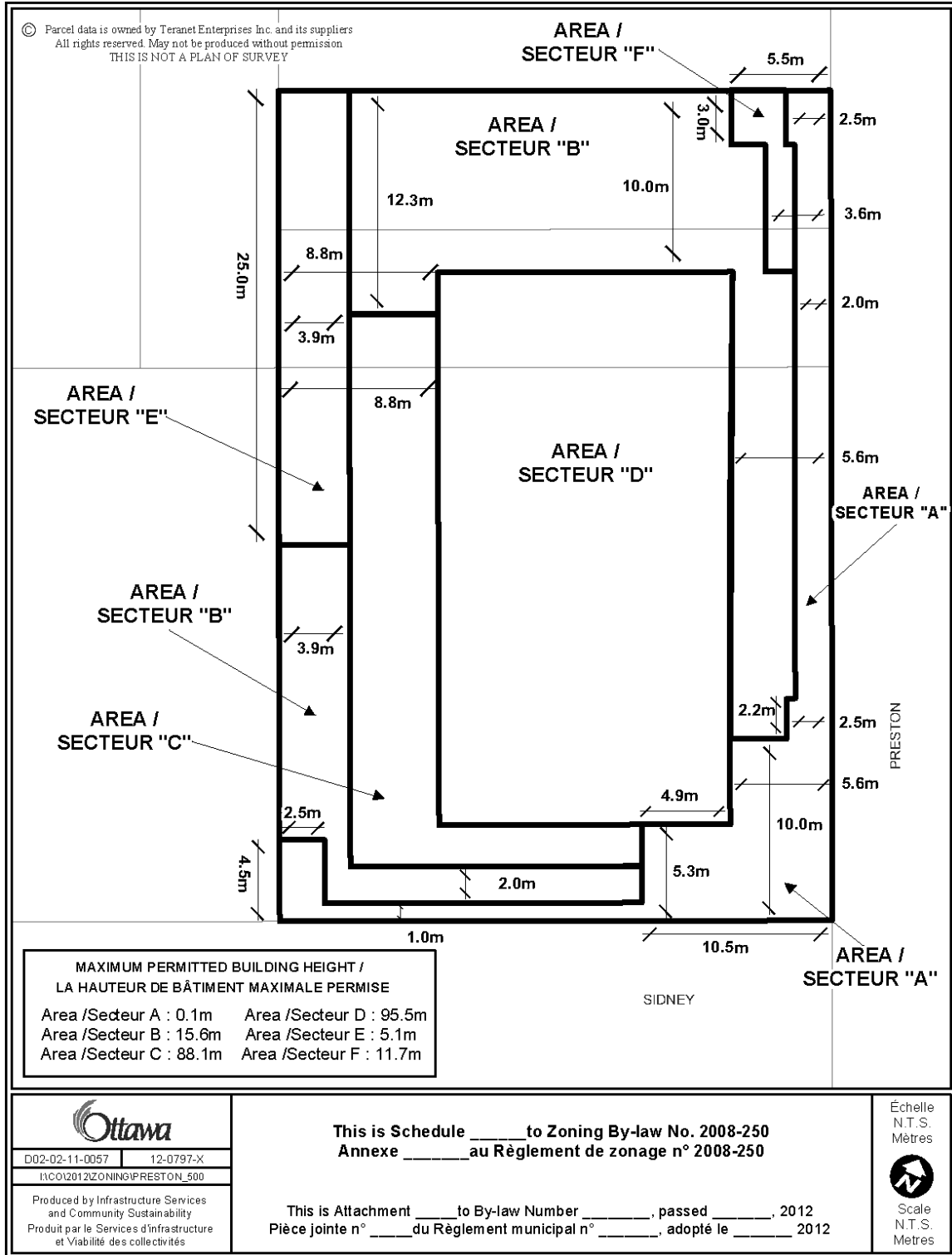
DOCUMENT 2

Proposed Changes to the Comprehensive Zoning By-law**DETAILS OF RECOMMENDED ZONING**Proposed Changes to the Comprehensive Zoning By-law 2008-250

500 Preston Street

1. **Rezone the subject land from TM[86] F(6.5) H(67) and TM[86], to TM [XXXX]SXXX-h.**
2. **Amend Part 17, Schedules by adding Document 3 as a new schedule.**
3. **Add a new exception to Section 239 Urban Exceptions including provisions similar in effect to the following:**
  - a. In Column IV the text:
    - “- all uses except existing uses until the holding symbol is removed”
  - b. In Column V the text:
    - a. The minimum width of an aisle or driveway is 6.0 metres, however any part of an aisle that is not required to access a parking space may be reduced to 3.0 metres provided it is only for one-way traffic.
    - b. Minimum required number of parking spaces for non-residential uses is 1.0 space per 100 square metres of gross floor area.
    - c. Residential visitor parking shall be provided at a rate of 0.083 per dwelling unit beyond the first 12 units.
    - d. Notwithstanding Clause 100(1)(a), all required and provided visitor and non-residential parking spaces shall not be set aside exclusively for the related land use, and instead must be available for use by both residential uses as visitor parking, and as parking for non-residential uses.
    - e. All of the provisions of exception 86 as set out in Column III and V apply, except for the definition of a restaurant
    - f. The provisions of Table 197(c) through (g) inclusive do not apply and sub-section 197(4) does not apply.
    - g. All minimum yards and maximum building heights are as per Schedule XXX.
    - h. Permitted projections are not subject to the height provisions of Sch. XXX
    - i. Notwithstanding section 85 a commercial patio is allowed up to a maximum height of 13.5 metres.
    - j. There is no required landscape buffer from an adjacent residential zone.

- k. Balconies are not allowed to project into Areas A and B on Schedule XXX from that part of a building greater than 15.6 metres in height, facing Preston Street and located in Area D on Schedule XXX.
- l. No permitted projections are allowed within 1.0 metre of the lot line abutting Sidney Street.
- m. Only non-residential uses are permitted at a height of less than 7.0 metres above the ground floor within 13.5 metres measured at a right angle from the lot line abutting Preston Street for a distance of 13.8 metres measured from the intersection of the front and corner side lot line.
- n. The holding symbol may not be removed until such time as the owner has entered into a Site Plan agreement with the City, which shall contain a requirement for the provision of funds for community benefits based on additional potential development permitted by the Zoning amendment. And said site plan agreement shall require that a minimum of 50 per cent of the required funds shall be paid prior to the issuance of a building permit.



**CONSULTATION DETAILS**

DOCUMENT 4

## NOTIFICATION AND CONSULTATION PROCESS

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

## SUMMARY OF PUBLIC INPUT

## COMMUNITY ORGANIZATION COMMENTS

Dalhousie Community Association Comments

“The Dalhousie Community Association (DCA) has discussed this project, met with the proponents, and unanimously agreed that it is objectionable on numerous grounds.

Firstly, the City is supposed to plan for its future using an OP, supported by lower level plans. Neither the OP nor the CDP for the area call for high rises at the south end of Preston Street. Indeed, the zoning for the Carling and O-Train corridors was recently revised by the City as part of the CDP. And the CDP itself is still ongoing, a work in progress. Surely the correct planning procedure would be for the developer to request an amendment to the OP or similar neighbourhood wide rezoning if they desire to promote a “Vancouver style” collection of tall condo towers. Instead, they are asking for a one-off rezoning, which will unleash speculation frenzy in this area. Lacking a persuasive case for spot rezoning, the City must maintain its current zoning for the area and entertain rezoning only through its normal neighbourhood planning procedures.

Second, the proposal for a 35-storeys tower built right up to the very edges of the sidewalk with no setbacks (indeed, the proponent calls for his building to overhang the public sidewalk) is totally contradictory to the Traditional Mainstreet designation in the OP and zoning, as well as the intent and letter of the on-going Bayview-Carling CDP. What is the purpose of gathering the citizens and land owners and planners together for multi-year planning processes if everything can be overturned based on the lobbying of a single developer? (Recall too that this site was spot rezoned from six to 20+ stories just a few years ago). The City has seen numerous challenges to its planning process in recent years. Public confidence has been shaken about the validity of the strategic planning process and its results. Approving such a drastic challenge to the planning process will further destroy the City’s reputation.

We have not yet found a planner to support the idea that a 350’ wall rising straight up from the sidewalk edge constitutes good mainstreet development.

Third, the proposal for the tallest building in Ottawa needs to be assessed in a neighbourhood context, not just as a one-site anomaly. What will the impact of this -- and other -- tall buildings be on the pedestrian environment, sidewalk patios, and two-storeys traditional homes immediately adjacent the site? What will be the impact of these buildings on on-street parking for the restaurant trade? We note that the balconies



of the proposed Soho Italia building extend to within 12” of the lot line; how then will adjacent lots be developable? Note that this community association is not opposed to high rise developments per se. We support intensification, especially along transit corridors, and for the conversion of brownfields to urban mixed-use spaces. Just because Starwood is a late-comer to the Ottawa condo market does not mean the city must inappropriately upzone lands or trash its neighborhood plans for the developer. Neighborhoods last forever, developers come and go. Will Council go for short-term buzz or leave a legacy of long-term vital neighborhoods?

Fourth, the City’s intensification goals can be reached by building within its current planned growth areas. The proposed 35-storeys tower is merely the equivalent of 3 eight to ten-storeys mid-rise buildings, which are much more compatible with their neighbors and for which there is an abundance of appropriate lands. We question why the developer wants to build such a huge building on such a small lot in an area not zoned for that.

We urge our City to show resilience and support for the OP strategic and neighborhood planning processes. This development proposal by Starwood is very high profile. It will be watched closely. The proponent’s planning rationale is sufficiently broad as to be applicable to any and every current and future rapid transit corridor. While approval of this Soho Italia project will not establish a de jure precedent for intensification, it will certainly be a de facto one.

The City’s decision will send a clear message to citizens, associations, and developers. Does the City jump to rezone at the behest of developers, or does it plan for a rational city that works for all citizens?

Send this project back to the drawing boards. A better building is desirable and viable.

Eric Darwin  
President”

#### Response to Dalhousie Community Association Comments

The OP allows for zoning by-law amendments in areas intended to have CDP if a CDP is not yet in place provided that the re-zoning is considered to be in keeping with the overall intent of the OP objectives and policies. The merits of the subject application have been thoroughly evaluated vis-a-vis the intent of the OP and it is considered to merit approval.

The development proposal has been reduced in height from 35-storeys to 30-storeys. The design has been substantially improved to place all parking underground, to provide commercial uses at ground level facing Preston Street with a corner oriented mini-plaza, and with set-backs of the upper tower on a lower four-storeys podium-base, including a ten metre setback to the north toward the existing residential community. Information and assessments made to date in pursuit of the CDP for the area have informed the derivation of the Departmental recommendations of this report to ensure

that the development will achieve the overall objectives of the OP for Mixed-Use Centres.

The development facilitated by the proposed re-zoning has been evaluated and revised in keeping with the OP policies for compatible development and the Design Guidelines for High-Rise Residential buildings and will be further refined as appropriate through the site plan control approval process.

The revised development proposal is considered to be in keeping with the intent of the City's intensification policies for a Mainstreet within the context of an emerging transit centred mixed-use node as per the policies of the OP and the Preston Champagne Secondary Plan.

### Civic Hospital Neighbourhood Association Comments

"I am writing on behalf of the Civic Hospital Neighbourhood Association (CHNA) to comment on the development that is proposed for 500 Preston Street.

While the proposed development at 500 Preston Street lies just outside the boundaries of the CHNA, it will undoubtedly and significantly affect our neighbourhood. The CHNA represents about 2000 homeowners and tenants in an area bounded by Highway 417 to the North, Carling Avenue to the South, Island Park to the West and the O-Train line to the East.

The CHNA shares the concerns of the Dalhousie Community Association (DCA), the organization representing residents on and near 500 Preston Street. We agree with the DCA's position that having a 350 foot wall rising straight up from the sidewalk is not good mainstreet development. The CHNA also agrees that there is no compelling reason to support one-off spot rezoning. The City should maintain its current zoning for the area and only rezone through normal neighborhood planning procedures.

Like the DCA, we hope that the City does not engage in ad hoc rezoning at the behest of developers but follows rational plans based on input from the citizens and taxpayers of Ottawa.

Additionally, the CHNA has traffic concerns. We believe that the proposed development at 500 Preston Street will further exacerbate traffic issues within our neighbourhood. Our community is already suffering from increased volume, speed and noise from car traffic. We are currently attempting to manage the implications of intensification along the O-Train corridor as it affects our area. This new development will only add to the congestion and subsequent flow-through traffic at key choke points like Preston Street and Carling Avenue, Sherwood Drive and Parkdale Avenue and the Highway 417 on-ramps. We would like to encourage the City to obtain funding from Mastercraft Starwood for a traffic study of the area if the development at 500 Preston Street proceeds."

## Response to Civic Hospital Neighbourhood Association Comments

The proposed re-zoning is considered to be in keeping with the OP intent for Mainstreets and compatible intensification near a rapid transit station. The Carling rapid transit station is within approximately 150 metres of the subject site. A supportive traffic study was submitted along with the application and has been reviewed and accepted by City transportation staff.

## Preston Street Business Improvement Area Comments

“We are writing to voice our strong objections to the proposal for Soho Italia at 490 to 500 Preston Street.

To give you some background on this particular site, let me explain the process of consultation, community involvement, and volunteer time that has gone into the current plan for Preston Street.

Preston Street is zoned a Traditional Main Street. The above property was subject to a six-storeys height restriction. Three years ago, the property owners applied for a zoning amendment that would allow them to build four commercial storeys on Preston Street, and a very narrow additional 14-storeys residential tower at the west side of the sight. The plans were circulated to residents and the Preston BIA along with shadow studies, and a great deal of back-up documentation.

Because the structure along Preston Street was presented as being within the TM zoning, the Preston Street BIA did not object. The Community Association did object, and the development was taken to the OMB, where it was allowed. When the project came back to Planning for the subsequent re-zoning, the project was not shrink-wrapped, resulting in the entire property being up-zoned to 22-storeys. We feel duped, and that the City Planning Department was in error, and that there should have been a new circulation done prior to UP zoning the entire site. We feel that the City Planning Department was not acting in good faith, and either through a lack of thoroughness, or other, has saddled our Traditional Main Street with a precedent-setting density that is completely contrary to the Preston Champagne secondary plan.

Now the developers want an additional 23-storeys, for a tower that covers lot line to lot line, without set-back, and the balconies will overhang the sidewalk. This is completely contrary to the pedestrian –friendly design for Preston Street that was arrived at through decades of publicly funded studies, design plans, and thousands of hours of volunteer time spent in public consultations. Further, if this is approved, it will set a precedent that will begin a march of towers along Preston Street, and result in the demise of Little Italy.

We are being told that densification is demanded due to the proximity to the O-Train Station. We are in support of densification, but with a sensible look at the whole area, not on a site by site basis. All of Carling Avenue will have high density development; the O-Train Corridor from Carling Avenue to Albert Street will have high density

development, when the federal campus between Rochester Street and LeBreton is redeveloped, we anticipate that it will have high density. The Le Breton Flats will have high density. We are agreed with all of these areas as appropriate for high density development. What the City of Ottawa Planning Department needs to take into consideration, is what main streets will serve the residents of these dense developments? Where will these urban dwellers go to do their shopping, meet their neighbours, drop off their dry cleaning, take in a play, or have a bite to eat? The natural location is Preston Street with its wide boulevards, and sunny patios. If we allow the march of high-rises along Preston Street, it will destroy the pedestrian experience, making Preston Street as inhospitable to foot traffic as Albert Street is dark, cold and windy.

As for the proposal for this particular tower, as well as the height and density, we also object to the placement of Parking on the first five floors, disconnecting the tower dwellers from the street, and there is not sufficient parking being provided on site.

Parking is an ongoing issue in this area; supply does not come close to meeting demand. Residents moving into homes that do not provide parking are surprised to learn that on-street parking is very limited, and that parking enforcement is rabid. This development could truly provide a community benefit by providing 1.25 parking spots per unit, and this should be done with the current up zoning at 22-storeys.

In March of 2011, the Executive of our Board of Directors met with Mayor Watson, Councillor Holmes, John Moser, and Alain Migueles and we made it very clear that we have a vision and a plan for Preston Street that has been arrived at after decades of consultations and compromises amongst the stakeholder groups. That vision for Preston Street which has already begun to bear fruit in the recent beautification includes the Traditional Mainstreet Zoning, and medium density for redevelopments along our street.

I am pasting in the "Planning Principles" that were approved by the Board of Directors of the Preston Street BIA for your consideration, and future planning decisions.

We would like to be notified of any meetings that may be held where this proposal will be discussed.

### **Planning Principles for Preston Street**

A study and redevelopment plan was commissioned by the City and done by Commonwealth Historic Resource Management ten years ago. The Board and the Resident's Association have been following the recommendations of this plan in the redevelopment of Little Italy. If Preston Street is to survive as "Little Italy", a place where Italian Canadians come to feel proud of their accomplishments and other visitors come to learn and appreciate the Italian culture, we must protect the following design principles:

1. The scale of buildings, the pedestrian friendliness and intimacy of the street are important elements to enforce and the small main street scale and character be

maintained. Therefore, the four-storeys and six-storeys zoning **must be strictly adhered to.**

2. Parking has been identified as important to the viability of the businesses and the adjacent residential neighbourhoods. Therefore, all attempts must be made to supply adequate parking. .75 parking spots per residential unit and parking to comply with the retail use requirement must be provided on the site. Any redevelopment of commercial parking lots must replace the parking that is being lost by the re-development of the site. No on-street parking should be lost due to new construction.
3. The upgrading of pedestrian amenities is a key objective of the streetscape plan to encourage residents and visitors to the street to walk between Dows Lake and Lebreton Flats. Therefore, setbacks of four feet from the property line should be provided on all new construction to provide for landscaping.
4. The Carling Bayview Community Design Plan must be completed, and become a secondary plan of the OP, before any more site plans are approved.
5. The Imperial Oil lot and CIBC properties provide an opportunity for public amenity space which compliments their gateway location. "It is recommended that the zoning on these properties be reviewed and amendments proposed to ensure that pedestrian amenity space is added. The north end should also be considered a gateway." All attempts must be made to prevent the tranquility and natural beauty of Dows Lake and the Experimental Farm from being completely severed from Preston Street. Landscaping should be extended right to the Queen Elizabeth Driveway. A gateway treatment should be established for Albert Street.
6. The residential property north of Somerset Street and the dead end streets from Carling Avenue to Albert Street contribute to strengthening the village feel. All attempts must be made to retain these residential zones and absolutely no commercial activity should be allowed (i.e.: no backyard patios, art galleries, music studios, retail of any kind). The focus must be on attracting customers to Preston Street as the main commercial district, and taking the pressure off of the residents on the cross streets.
7. We view Preston Street as a pedestrian friendly traditional mainstreet that serves the needs of the local population. Elgin Street and The By-Ward Market have experienced rapid growth in the bar and club scene becoming known as entertainment districts which increase crime and drug activity and have a negative impact on residents. We want to avoid these issues on Preston Street.

The existing zoning does not allow for bars and clubs. We must be consistent in enforcing this, and objecting to any bar or night club development.

- A. A bar's principle business is selling alcohol, and they may have an open area for dancing and live music. A restaurant's primary objective is to sell meals, and must have a full, functioning kitchen. These criteria must be considered when distinguishing between a bar or restaurant, and approving licensing.
- B. When a commercial location applies for an occupancy permit as a takeout restaurant, there are no requirements to provide parking, washrooms, etc. The City must make it clear and enforce that if the business converts to a sit-down dining room, and/or subsequently applies for a liquor license, the City will ensure that parking, washrooms and other requirements of the zoning compliance must be met.

All of these planning principles are critical to the survival of Little Italy as a cultural village within the City of Ottawa. For these reasons we must strictly enforce:

1. The four and six-storeys zoning
2. Parking
3. Landscaping and setbacks
4. Carling Bayview Community Design plan must be completed.
5. Patios are not to infringe on residential properties.
6. Gateway features (Carling Avenue, Gladstone, Somerset and Albert Streets)
7. No bars
8. Take-out vs. full-serve
9. Our residential zones

These recommendations have been approved by the Board, and a meeting with our Ward Councillor, The City Planner and the Mayor is being arranged to make them aware of the BIA's position."

#### Response to Preston Street Business Improvement Area Comments

The revised development proposal is considered to be in keeping with the City's intent for compatible intensification along a Mainstreet within the context of an emerging transit centred mixed-use node as per the policies of the OP and the Preston Champagne Secondary Plan. The Carling rapid transit station is within approximately 150 metres of the subject site. The OP allows for Zoning By-law amendments in areas intended to have CDP if a CDP is not yet in place provided that the re-zoning is considered to be in keeping with the overall intent of the OP objectives and policies. A supportive traffic study was submitted along with the application and has been reviewed and accepted by City transportation staff. The related development proposal includes

40 per cent more residential unit parking than required by the zoning by-law, and although the commercial parking rate is reduced in keeping with OP policies for developments near transit stations, a blending of commercial and residential visitors parking requirements will potentially provide extra commercial parking. The merits of the subject application have been thoroughly evaluated vis-a-vis the intent of the OP and it is considered to merit approval.

### General Public Comments

The comments provided by the general public are summarized below along with the staff response.

1. Comment: The proposed 35 to 42-storeys building is too tall, perhaps the highest in the entire city and the site is already zoned for 20-storeys. The added over-look potential from the proposed tower will cause a loss of privacy in backyards. There should be a stepping down to the surrounding lower buildings in the community. The setbacks from the sidewalk are inadequate, and the height and the above ground parking will not be in keeping with character and cultural heritage of Little Italy. The design is totally contrary to the OP designation as a Traditional Mainstreet. Eight to ten-storeys buildings would provide for intensification and be much more compatible with the neighbourhood. Why build a tower on Preston Street when the City's planned growth areas already meet intensification goals? The building over-sized for such a small lot and will take away from all the good work recently done by the City to make Preston Street so pedestrian friendly. A twenty-storeys building with commercial space at grade would be more appropriate to the neighbourhood. The building will detract from the gateway to Little Italy and dwarf the sign.

Response: The development proposal has been reduced in height from 35-storeys to 30-storeys. The added height is not considered to cause any significant increase in loss of privacy as most additional units will be further away from adjacent properties. The design has been substantially improved to place all parking underground, to provide commercial uses at ground level facing Preston Street with a corner oriented mini-plaza, and with set-backs of the upper tower on a lower four-storeys podium-base, including a ten metre setback to the north toward the existing residential community. The proposed re-zoning is considered to be in keeping with the OP intent for Mainstreets and intensification near a rapid transit station.

2. Comment: The building will cause too much shadowing of adjacent properties, including during prime business hours along Preston Street, including on the patios. The loss of light will cause increases to heating bills and have a negative impact on the many gardens in Little Italy. The tower will cause wind-tunnel effects.

Response: The building has a north-south linear orientation to reduce the potential impacts of shadows to the extent practicable as per the policies of the OP. Wind analysis will be required as part of the related site plan application.

3. Comment: There is already a parking problem and traffic congestion in the area and the new building will just make it worse. Perhaps a large new parking lot will allow other surface parking lots to redevelop and remove some parking from the streets.

Response: The related development proposal includes 40 per cent more residential unit parking than required by the zoning by-law, and although the commercial parking rate is reduced in keeping with OP policies for developments near transit stations, a blending of commercial and residential visitors parking requirements will potentially provide extra commercial parking. A supportive traffic study was submitted along with the application and has been reviewed and accepted by City transportation staff.

4. Comment: There will be disruptive construction traffic and blasting when this project is built.

Response: Any development constructed on the property will be subject to City and Provincial regulations governing construction activities, including controls pertaining to blasting if required.

5. Comment: Such a large building and concentration and crowding of people could be a problem for police and fire services.

Response: No unusual requirements of police or fire services are anticipated due to the related development and the area will benefit from increased passive surveillance provided by additional residents in the area.

6. Comment: The project will set a precedent for other developments in the area, and the City will have little choice but to allow other similar projects to follow.

Response: the proposed re-zoning is considered to be in keeping with the intent of the OP policies for intensification and Mainstreets, and has been judged on its own merits just as would any other re-zoning application in the area.

7. Comment: The project will bring increased population to the area which may lead to more community activity outside of business hours and hopefully to the development of services such as grocery stores now missing from the community. The project should not be allowed to proceed unless there is a requirement to provide a grocery store.

Response: The proposal will increase the size of the local market population and provides for increased commercial space along Preston Street, but the limited size of the site is not conducive to the provision of a grocery store.

## **ADVISORY COMMITTEE COMMENTS**

There were no comments from advisory committees.