

# WESTBORO CONNECTION A TOD PROJECT OVERVIEW



LIVE

139 Unit Apartment Building



WORK

114,500 SF of Class "A" Office Space



PLAY

34,500 SF of Class "A" Retail Space

# What is Transit Oriented Development?

## City of Ottawa OP Review – Section 7 TOD

“Transit-oriented development is development where all elements support transit ridership. Densities are high enough to make efficient use of transit and the area is designed to make it attractive and convenient to use.”

“...designing for transit-oriented development helps make communities more livable and convenient.”

“By increasing densities close to transit, there are enough people and jobs to support a good mix of local shops and services.”

“Its objective is to match the level of transit service with the level of density needed to make the most efficient use of that service. This means that light rail and bus rapid transit is surrounded by the highest densities in the city. “

# MCRAE AVENUE RE-DEVELOPMENT



## Overview

- One of a few large scale redevelopment opportunities in Westboro
- Westboro CDP & Secondary Plan define McRae as the link from Westboro Station & Western Parkway corridor to Richmond Road

# MCRAE AVENUE RE-DEVELOPMENT



## Challenges

- Industrial “wasteland” - land locked by a hydro corridor and low density residential.
- No commercial municipal address or access to the site for occupants and services
- Environmental remediation required
- No mechanism to gain access to hydro corridor – licensed to private entities
- No process or mechanisms to “enable” the planning policy to support development
- As of rights rendered the project not economically viable

# MCRAE AVENUE RE-DEVELOPMENT



## Opportunities

- Planning vision and rationale for the McRae Avenue through CDP and secondary plan
- Public and political support for redevelopment
- Mature neighbourhood where people wanted to work and to live

# MCRAE AVENUE RE-DEVELOPMENT



## VISION

- Create a truly Mixed-Use project that would “kick-start” the planning vision and policy for the neighbourhood
- Create a project that was economically feasible

# MCRAE AVENUE RE-DEVELOPMENT

## TRANSLATING VISION INTO REALITY – A TIMELINE

- First meeting between original partners – Local Family and BridgPort Nov 2010 – process begins
- Broccolini - constructor and partner in summer of 2012 and Fiera Capital in spring of 2014
- Total project value - \$102M
- Predevelopment budget was \$1.2M- with no guarantee of success.
- Alterna committed to lease of Head Office – RFP – summer of 2012 with Lease negotiated in Jan. 2013 – full 12 month landlord's condition required for various development approvals.
- Pythian lease completed in early 2014
- Project start date March 2014 with completion scheduled for late 2015.
- In between there were various levels of government approvals required, community meetings, agreements with neighbouring property owners and a \$1.2M remediation plan to execute.

# 319 McRAE –PHASE 1 OFFICE OVERVIEW



## HIGHLIGHTS

Number of Floors: 6

Building Size: 114,500 RSF

Floor Plate: 20,000 RSF

LEED Accreditation: Silver

Tenants: Alterna Savings & Credit Union, Pythian Group



# RETAIL OVERVIEW



## HIGHLIGHTS

Total Retail SF: 34,500 SF

Ceiling Height: 20' clear height

Tenants: Alterna Savings & Credit Union

# RESIDENTIAL OVERVIEW



## HIGHLIGHTS

Number of Units: 139

Studio Units: 8%

1 Bedroom Units: 60%

2 Bedroom Units: 32%

Rental Rates: \$900 to \$1,800

Building Amenities: Rooftop terrace, lounge, exercise facility

# BENEFITS OF TRANSIT ORIENTED DEVELOPMENT

## DEVELOPER

- ▶ Increased property values
- ▶ Lower parking requirement
- ▶ Increased demand from end users

## MUNICIPALITY

- ▶ Traffic congestion relief
- ▶ Creates activity nodes
- ▶ Economic development
- ▶ Increased transit ridership

## END USERS

- ▶ Accessibility to the city
- ▶ Cost savings
- ▶ Improved amenities
- ▶ Truly livable communities with a mix of employment, services and housing options

# THEORY VS. PRACTICE

**Our objective is to create meaningful and positive dialogue:**

## **Challenges**

- ▶ Currently policy framework is often in conflict and open to interpretation by all parties.
- ▶ In our view, the restrictive height argument is winning the day - often opposes good design.
- ▶ Incentives are only effective if the developer can rely on receiving the benefit
- ▶ Planning policy framework is evolving and needs to add clarity and consistency in approach
- ▶ Planning staff needs community and political leadership that will support the overall TOD strategy for the City and provide the proper incentives and tools to motivate and fast track development consistent with the policy framework.

# THEORY VS. PRACTICE

## Opportunities

- ▶ We are live - LRT is a reality!
- ▶ This is a catalyst for change in the evolution for our city
- ▶ As citizens, we are making an massive investment in the infrastructure of our city
- ▶ We need to have a multi-generational perspective as we engage in debate about development to support this investment
- ▶ **This should not be a debate about height!!!!**
- ▶ The discussion should be about good design and the best utilization of our collective investment in the City's transportation future to create vibrant, diverse and livable communities supported by our city's spine - our transit network.