

FOTENN

1531 STITTSVILLE MAIN STREET – MINOR ZONING BY-LAW AMENDMENT AND SITE PLAN CONTROL



February 01, 2019

Planning Rationale

Zoning By-law
Amendment and Site
Plan Control



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Fotenn Consultants Inc., acting as agents Huntington Properties ('Huntington'), is pleased to submit the enclosed Zoning By-law Amendment and Site Plan Control Applications for the property known municipally as 1531 Stittsville Main Street in the City of Ottawa. Huntington intends to develop the lands as mixed-use residential and commercial development, continuing and completing the existing planned unit development to the north of the property.

The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework, and determine if the development is appropriate for the site and compatible with adjacent development and the surrounding community. As well, the Rationale examines how the proposed development achieves the City's relevant urban design and compatibility objectives in order to determine if the development is appropriate for the subject property. Huntington Properties wishes to re-develop the site and construct a four (4) storey mixed-use building that includes 44 dwelling units and commercial spaces along the ground floor adjacent to Stittsville Mainstreet. Huntington also intends to develop a block of seven (7) townhouse units along the rear of the property, between the existing condominium and the proposed development.

2.0 SURROUNDING AREA AND SITE CONTEXT

2.1 Subject Property

The subject property, 1531 Stittsville Main Street is located on the south-east corner of Stittsville Main Street and Orville Street. The subject property is irregular in shape, and located within the Stittsville Neighbourhood of the City of Ottawa. The subject property is 1,612m² in area, with a frontage of approximately 64m along Stittsville Main Street and 45m along Orville Street.



Figure 1: Subject Property Location

The subject property is located within the Stittsville Main Street Design Priority Corridor, and within the boundaries of the Stittsville Main Street Secondary Plan and Community Design Plan. The corridor is defined as a Traditional Mainstreet in the Official Plan. The Stittsville Main Street corridor is unique in the sense that most of Ottawa's other Traditional Mainstreets appear in dense urban areas. The corridor features a more village-like built form with residential, commercial and some remnant industrial uses. The stated purpose of the plans is to create a village-like context that is sympathetic to the varying uses, lot sizes and lot fabric in the area.

The following identifies the land uses that surround the site:

- / **North:** The lands directly to the north of the subject properties consist of Orville Street. Beyond the street, there are commercial buildings, along with Village Square Park.
- / **East:** The lands directly to the east of the subject properties consist of a three-storey townhouse condominium complex developed by Huntington Properties. Beyond this is the Pretty Street Community Centre and, further along is a residential subdivision, consisting mainly of single-detached low-rise residential dwelling units.

- / **South:** The lands directly to the south of the subject site consist of various one to two storey commercial establishments, such as a barber shop or a dental office. Further south are various other commercial, residential and remnant industrial uses.
- / **West:** Located directly west of the subject properties is Stittsville Main Street, a Traditional Mainstreet as designated by the Official Plan. Further West is a Trophy Store, along with a restaurant and an RV Dealer. Beyond these uses is a residential subdivision, also characterised by single-detached and low-rise residential dwelling units.



Figure 2: Subject Property and Surrounding Amenities

2.2 Road, Transit and Cycling Network



Figure 3: Schedule 'E' of the City of Ottawa Official Plan (Subject property identified)

The subject property is well-served by the existing road network. As shown above, the subject property fronts onto an Existing Arterial. These roads are designed to carry large volumes of traffic over long distances. In addition, the subject properties are located in closed proximity to Abbott Street, a Major Collector; and, in proximity to other various Collector Routes.



Figure 4: OC Transpo Network (taken from OC Transpo Transit Map)

As shown above, the subject property is located in close proximity to public transit routes along Stittsville Main Street. Existing bus transit offers efficient transit services north and south along Stittsville Main Street, and east and west along Abbott Street.

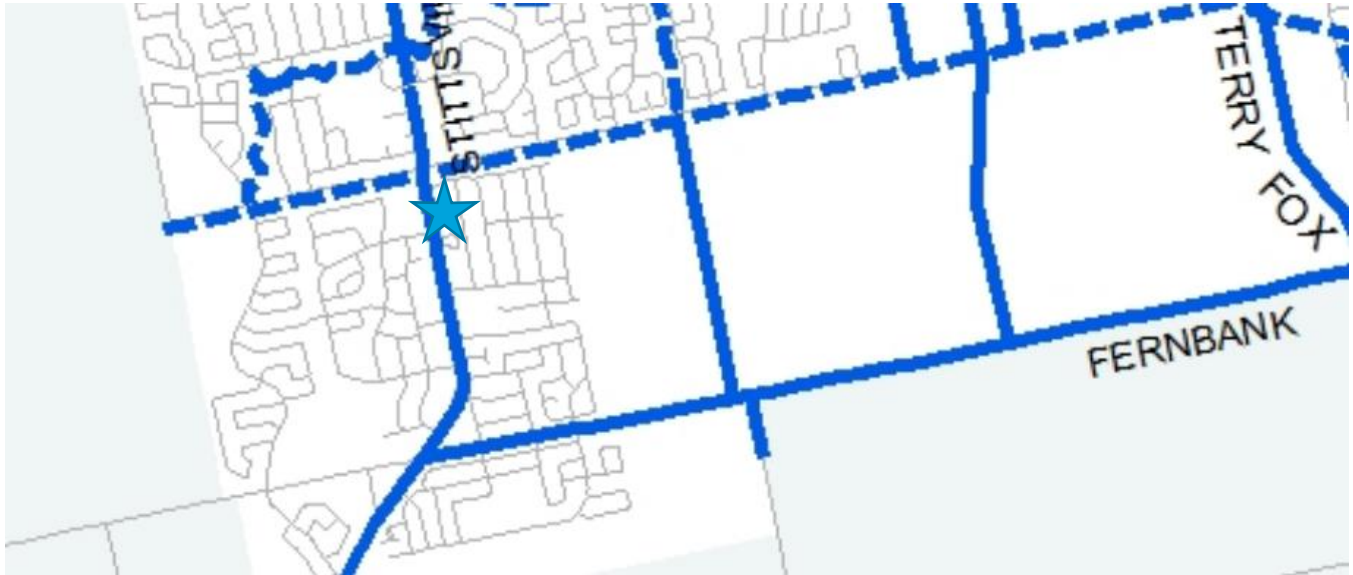


Figure 5: Schedule 'C' of the City of Ottawa Official Plan (Urban Cycling Network)

As shown in Figure 5 above, the subject property is well-served by the Urban Cycling Network with access to several on-road cycling routes with City-wide connections, along with access to the off-road cycling route, the Canada trail.

3.0 DEVELOPMENT PROPOSAL

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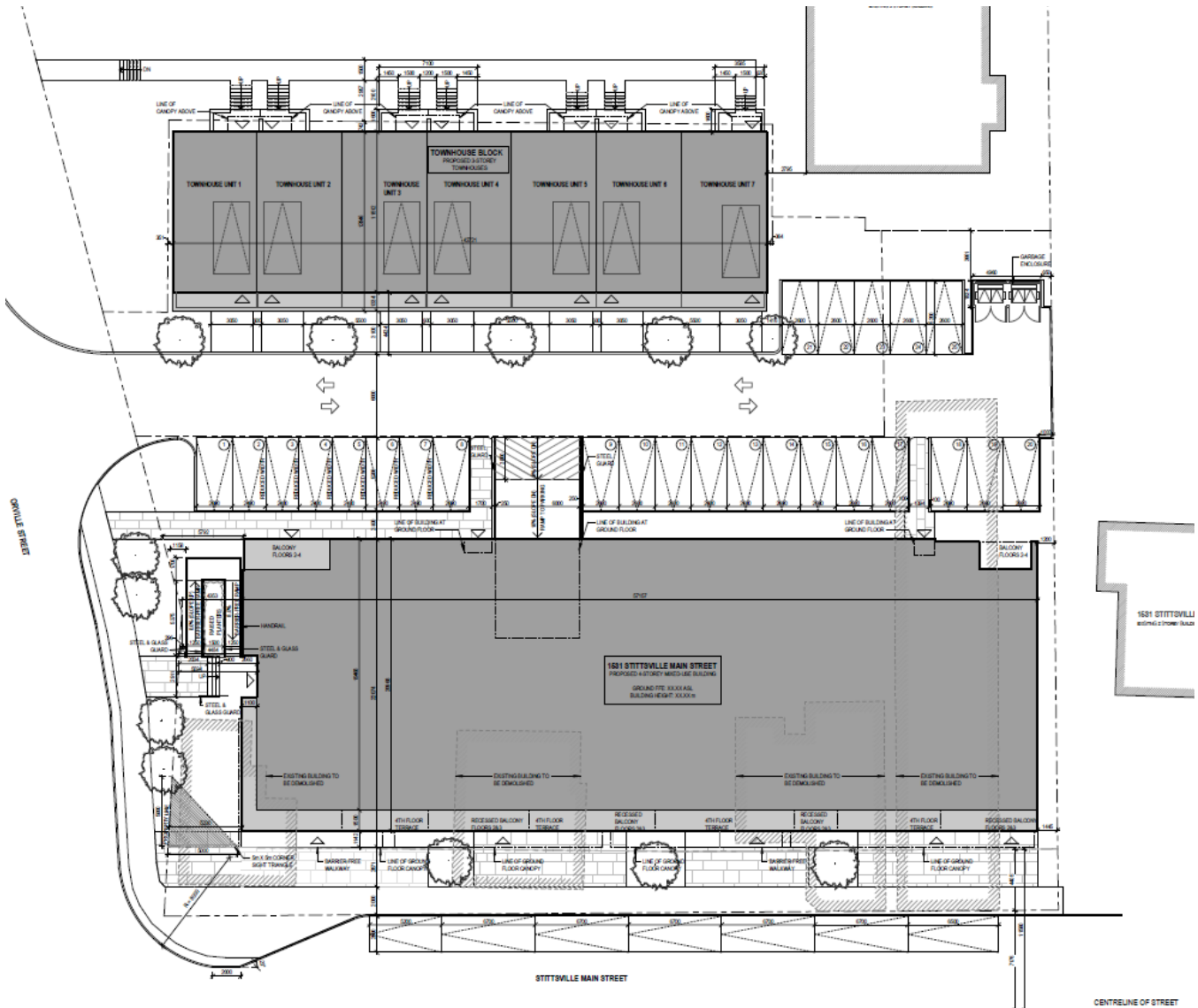


Figure 6: Site Plan for 1531 Stittsville Main Street

Huntington Properties has submitted a Site Plan Control and Zoning By-law Amendment application to permit the development of a 4-storey mixed-use building on the subject property. The mixed-use building will be comprised of commercial units on the ground floor and 44 residential units above. The Planned Unit Development will also include a block of townhouses at the rear of the site.

The proposed development consists of a 4,461.6-square metre, four (4) storey building with commercial units on the ground floor, and three (3) floors of residential units above. The building will include a mix of one (1) and two (2) bedroom apartments with rooftop amenity space. The building supports and will contribute to an active frontage along Stittsville Main Street, with glazing and articulation of the building façade, and the potential for small commercial patio spaces, while the 4th floor will be stepped back 1.8m from the building edge to diminish any impacts to the streetscape and maintain an enjoyable pedestrian environment.

The proposed mixed-use building features a separate apartment entry away from Stittsville Main Street along Orville St. The separate entrance will allow the street frontage along Stittsville Main Street to be continuous and occupied by active commercial units, whereas the entrance for the apartment, located away from the street will provide greater privacy for residents, as well as ease of access from visitor parking, and located away from the Mainstreet as to not disrupt traffic, transit and pedestrian activity. The mixed-use building that is oriented to Stittsville Mainstreet is designed to share a surface driveway that will run between it and the row of 2.5 storey townhouses to the rear. This driveway will provide access to driveways and garages for the townhouse units while leading to one level of below-grade parking for the residents of the mixed-use building. Additional visitor and retail surface parking spaces are located at the rear of the site as well as others that are proposed as on-street parking in front of the development as shown on the Site Plan. The proposed on-street parking will require the existing bus stop to be shifted just north of Orville where the existing buildings would have to be redeveloped in order to accommodate on street parking.

The proposed orientation and design of the building and overall site is consistent with the intent of the Mainstreet designation, ensuring that there is an active street edge along with compact-mixed use developments.



Figure 7: North Elevation of the Mixed Use Building



Figure 8: South Elevation of Mixed Use Building

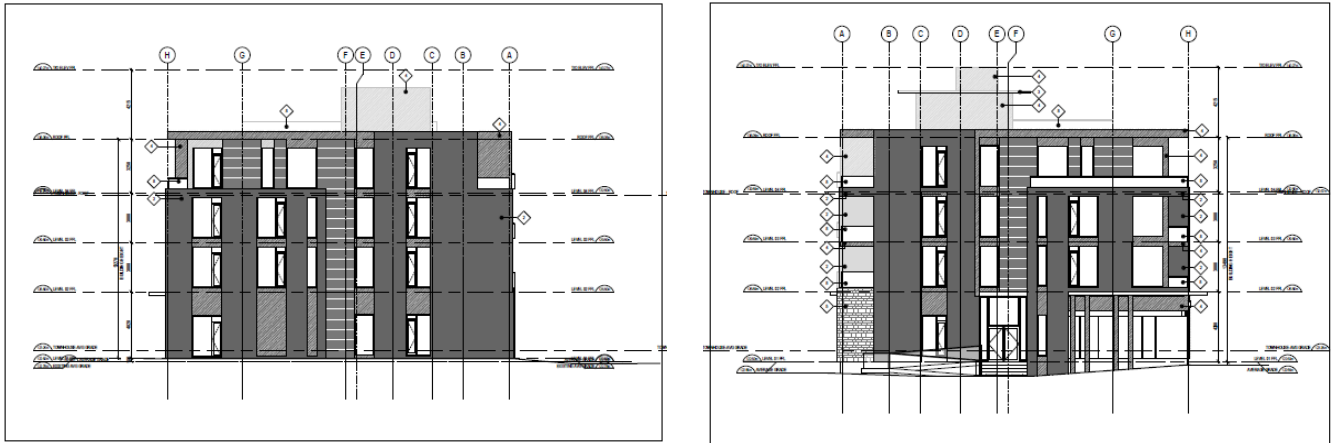


Figure 9: East (left) and West (right) Elevations



Figure 10: North Elevation of Townhouses



Figure 11: South Elevation of Townhouses

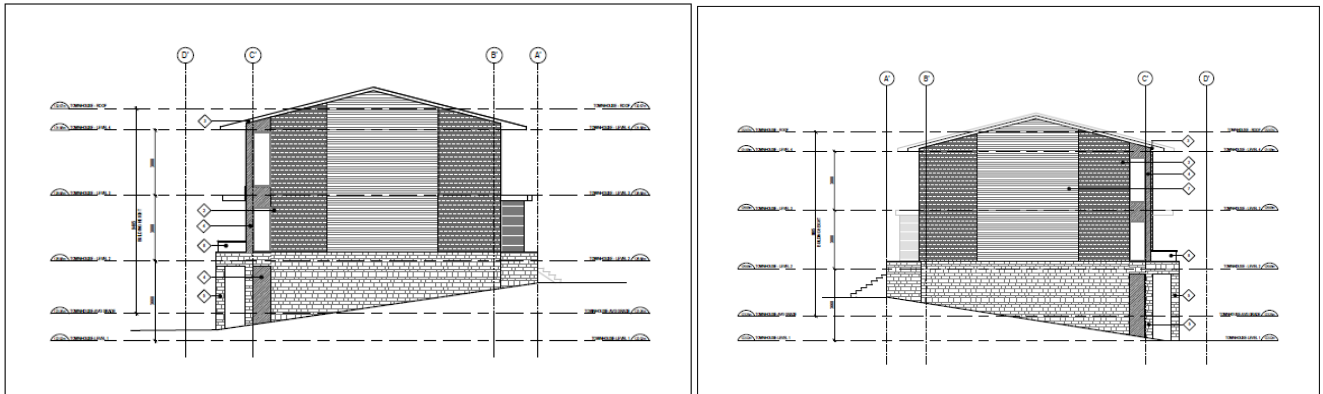


Figure 12: East (left) and West (right) Elevations of Townhouse

4.0 DESIGN BRIEF



Figure 13: View of development looking south from the street level

The Design Brief has been prepared in conjunction with the Planning Rationale to help illustrate how the development will work with its existing and planned context, improve its surroundings and also to demonstrate how the proposal supports the overall goals of the Official Plan and the relevant design guidelines. The following design analysis has a dual function: to assist the owners in substantiating the design justification in support of the proposal, and to assist staff and the public in the review of the proposal.

Section 2.5.1 of the City of Ottawa Official Plan, provides high-level policy direction on Urban Design and Compatibility. Generally speaking, urban design deals with details relating to how buildings, landscapes and adjacent public spaces look and function together. There are various design objectives to meet and to apply to all new designs and these considerations act as a stimulus for the development proponent to further the City's design objectives.

Built form was identified as a key design consideration by the City of Ottawa and, therefore, the proponent has responded by integrating the following design objective and principles of Section 2.5.1., including:

- / To create distinctive places and to appreciate local identity in patterns of development, landscape and culture;
- / To reflect a thorough and sensitive understanding of place, context and setting;
- / The recognition that every building is part of a greater whole that contributes to the overall coherency of the urban fabric;
- / To encourage a continuity of street frontage by infilling empty spaces between buildings and the building and the street edge;
- / To address the relationship between buildings and between buildings and the street;
- / The integration of the new development to complement and enliven the surroundings;
- / To complement the massing patterns, rhythm, character, and context;
- / To achieve a more compact urban form over time; and
- / To maximize opportunities for sustainable modes of transportation, including walking, cycling and transit;

As noted in the City's Official Plan, there are many ways to achieve the design policies, objectives and principles in the Plan. The following provides a design analysis and narrative on how the proposed mid-rise infill building has been shaped in response to the local context and the existing site conditions.



Figure 14: Render of the Proposed Development from the corner of Orville Street and Stittsville Main Street

4.1 Building Transition and Massing



Figure 15: Render of Proposed Development from Orville Street

The proposed building's massing has been shaped to respect the surrounding context and planned function of the area as a Traditional Mainstreet. The proposed building's height is four (4) storeys with appropriate

stepbacks at the fourth story to reduce any impacts to the streetscape as a result of the building height. The building includes balconies from the 2nd to the 4th storeys to create articulation along the building face.

The massing and design of the building is sensitive relative to the residential building west of the building and the residential neighbourhood surrounding the building, the lower-profile nature of the building reinforces the Traditional Mainstreet while the three (3) storey townhouses along the rear of the property provide transition between the building and neighbouring homes, making use of the grade change at the rear of the lot. Privacy issues have been addressed through adequate landscaping and in the design of the balconies. The balconies are all designed to not be intrusive to abutting dwelling units, as well as provide adequate noise mitigation for dwelling units facing Stittsville Main Street.

The front façade of the building along Stittsville Main Street features entrances to commercial units, whereas the entrance to the residential uses is located along Orville Street. The east side of the façade, along the private road includes an access for the underground parking and surface parking spaces, along with terraces for the ground floor units and a second residential entrance.



Figure 16: Render of development shown from the opposite side of Stittsville Main Street to demonstrate building mass and transition

4.2 Streetscape and Public Realm

4.2.1 Streetscape



Figure 17: View of development looking north along Stittsville Main Street

The proposed development includes improvements along the public right-of-way, improving the Stittsville Main Street public realm. The landscaping along the public realm will enhance the sidewalk by providing a wider and more attractive sidewalk with active commercial entrances with generous glazing will create a more enjoyable pedestrian realm. The building's articulation also provides visual interest at both the street-level and from a distance, while also providing shelter to pedestrians from inclement weather.

Further greening along Orville Street will contribute to an improved streetscape, enhancing the pedestrian realm along the right-of-way. The design of the access/egress to parking garage has been located away from the Traditional Mainstreet, avoiding any interruptions in the active frontage, creating a more appealing pedestrian environment with less opportunity for pedestrian/vehicular conflicts.

4.2.2 Relationship to the Public Realm



Figure 18: Render of the development's Public Realm at-grade

The development maintains a low-profile built form that responds directly to the pedestrian experience at-grade, reinforcing the policy direction and goals of the Traditional Mainstreet designation. The relationship with the public realm is further supported through the building step-back at the 4th storey, assuring the building height respects the scale of the area. The fenestration included throughout the building, but particularly at-grade, reinforces 'eyes on the street' and safety for pedestrians moving through the area. The building has been designed to reinforce the street-edge, but to also contribute to the character of the area by using red-brick materials similar to surrounding building, while maintaining a modern feel to the building.

Overall, the building responds to the existing context of the public realm as well as surrounding properties and reinforce the goals of the Traditional Mainstreet designation by animating Stittsville Main Street, filling a vacant and underutilized lot. The design along Orville Street will contribute to a low-impact streetscape to transition into the residential neighbourhood. The townhouses at the rear of the property will further enhance the private road and provide a separation between the condominium adjacent to the site and the development along Stittsville Main Street.

4.2.3 Materiality

With regards to materiality, the building is primarily composed of red brick, with dark grey and light grey fibre cement paneling articulation, metal siding accents, cedar accents along the 4th floor and glazing on store-fronts and as a balcony guard railing. The façade along Stittsville Main Street is heavily fenestrated to create a positive relationship between the building and the streetscape.

The building aesthetic is softened through the inclusion of street trees along the frontage. Small planters are also incorporated along the building edge at the ground floor. This will further soften the building edges while

providing a contrast to the proposed materials. The use of cedar along the fourth floor and through the building articulation reinforces the modern feel of the building, while employing natural materials and softening the look of the brick and cement.

4.2.4 Landscaping

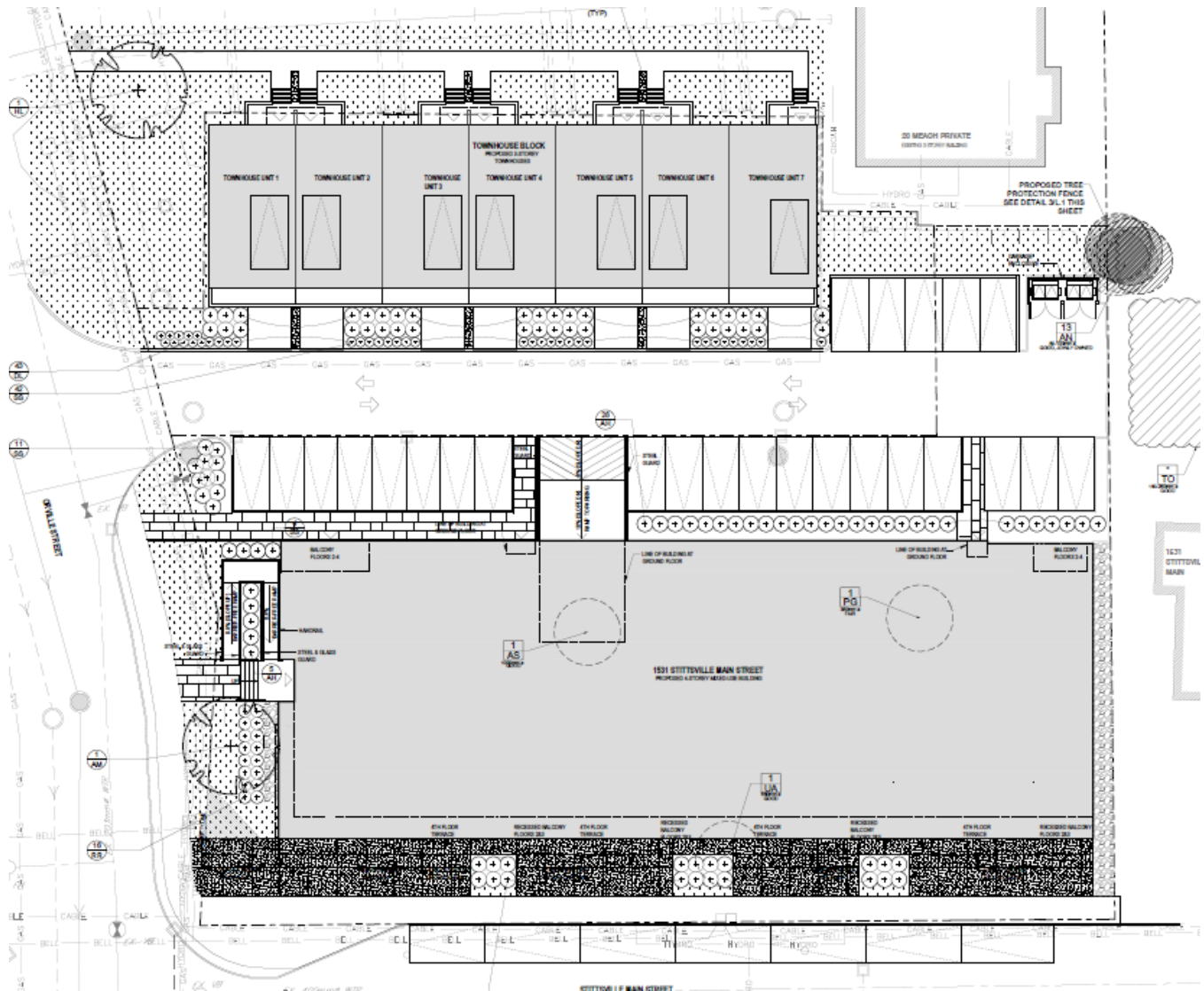


Figure 19: Landscape Plan for 1531 Stittsville Main Street

As shown on the Landscape Plan, landscaping will be included along Stittsville Main Street and Orville Street. The addition of trees and shrubs will ensure separation and privacy between the abutting properties and the townhouses or parking area. Landscaping will be included along the east side of the building, near the entrance of the residential lobby to act as natural gateway and provide visual interest. Adequate landscaping will also be provided between the surface parking and the ground floor units along the east side of the building.

POLICY AND REGULATORY FRAMEWORK

5.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act in April 2014. It provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS emphasizes the intensification of built-up areas in order to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomical expansion. To achieve this goal, planning authorities must identify and promote opportunities for intensification and redevelopment [Policy 1.1.3.3]. In addition, the proposed development meets the following Provincial Policy interests:

- / Promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term [1.1.1 (a)];
- / Accommodates an appropriate range and mix of residential, employment, recreational and open space uses to meet long-term need [1.1.1 (b)];
- / Promotes cost-effective development standards to minimize land consumption and servicing costs [1.1.1 (e)];
- / Improves accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society [1.1.1 (f)];
- / Proposes a land use pattern within a settlement area that has densities and a mix of uses which efficiently use land and resources and that is appropriate for, and efficiently uses, the infrastructure and public service facilities which are planned or available [1.1.3.2 (a)]; and,
- / Identifies and promotes an opportunity for intensification and redevelopment [1.1.3.3].

The proposed development is consistent with the policies of the Provincial Policy Statement. It proposes an efficient, cost-effective pattern of development, capitalizes on an intensification opportunity within the City, and anticipates future needs of the community in which it is located. This site possesses significant development potential in an area where infrastructure and public service facilities are available and have capacity.

5.2 City of Ottawa Official Plan (2003, as amended)

The City of Ottawa Official Plan is composed of eight sections, each addressing a different aspect of the planned function of the City as a whole. Section 2 of the Official Plan provides Strategic Directions for growth and development within the City.

Ottawa’s population is projected to grow by up to 30 percent by 2031. The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. In other words, the City is striving to create ‘complete’ communities in which residents do not need to drive for everyday activities and where jobs, shopping, recreation and social activities lie within walking or cycling distance.

More specifically, the Official Plan pursues strategic directions in four key areas, two of which are relevant to the proposal:

1. Managing Growth
 - a) The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently, including development on previously underutilized lots;

- b) Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.

2. Creating Liveable Communities

- a) The City will provide opportunities to increase the supply of affordable housing throughout the rural and urban areas;
- b) 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;
- c) Attention to design will help create attractive communities where buildings, open space, and transportation work well together.

These strategic directions are developed further in the policies of Section 2.2 (Managing Growth) and 2.5 (Building Liveable Communities), as discussed below.

5.2.1 Section 2.2.2 – Managing Growth within the Urban Areas

The City anticipates that approximately ninety (90) percent of the growth in population, jobs and housing will be accommodated within the General Urban Area. The City aims to direct growth to locations with significant development potential, specifically those designated as Mainstreets and ensures that a high-quality built environment is compatible with the existing and planned urban context. Furthermore, this section of the Official Plan ensures that areas subject to intensification promotes environmentally focused developments that encourage a healthy lifestyle through walkability and accessibility.

The policies in Section 2.2.2 deal specifically with the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit and other infrastructure. Consequently, it is the intent of the Plan that intensification continues to focus on nodes and corridors including Mainstreets, which are to act as primary service corridors, meeting places, and residences that support the public transit system, to create a community focus that allows for minimized travel times and minimized disruption to existing stable low-profile neighbourhoods.

The City of Ottawa Official Plan policies supports residential intensification of a property that results in a net increase in residential units, including:

- / Redevelopment of Brownfield sites;
- / The development of underutilized lots within previously developed areas;
- / Infill development; and
- / The conversion of existing industrial buildings for residential uses.

The Official Plan policies of Section 2.2.2 deal specifically with the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit and other infrastructure. Overall, the proposed development conforms to the policies set out in Section 2.2.2 of the Official Plan as site's location in proximity of a large number of amenities and transit supports this infill opportunity.

The proposed use conforms to the intent of the policies set out in Section 2.2.2 of the Official Plan by contributing to a mix of housing types and tenures to target areas of intensification. Furthermore, the proposed use is located on an underutilized lot on a Traditional Mainstreet and is intending to develop a compact building form that promotes and enhances the walkability of the Traditional Mainstreet while enhancing the community character, helping transition the built form on Stittsville Main Street.

5.2.2 Section 2.5.1 – Building Liveable Communities: Urban Design and Compatibility

Various design objectives are outlined in Section 2.5.1 to guide development. The following objectives and principles are the most relevant to the proposed development:

- / To enhance the sense of community by creating and maintaining places with their own distinct identity;
- / To define quality public and private spaces through development;
- / To create places that are safe, accessible and are easy to get to, and move through;
- / To ensure that new development respects the character of existing areas; and,
- / To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

The surrounding area is defined by a mix of uses, the proposed mixed-use building will contribute to the streetscape along Stittsville Main Street, while the townhouse development will provide a transition between the latter and the residential development at the rear of the site. By developing this site along Stittsville Main Street, the development defines the public space, and contributes to the maturation of Stittsville Main Street as a more compact and diverse Mainstreet, accommodating for future growth. The proposal conforms to the urban design objectives, respects the existing character of the area, while simultaneously enhancing the street at the pedestrian level and defining the street edge.

5.2.3 Section 3.6.3 – Land Use Designation

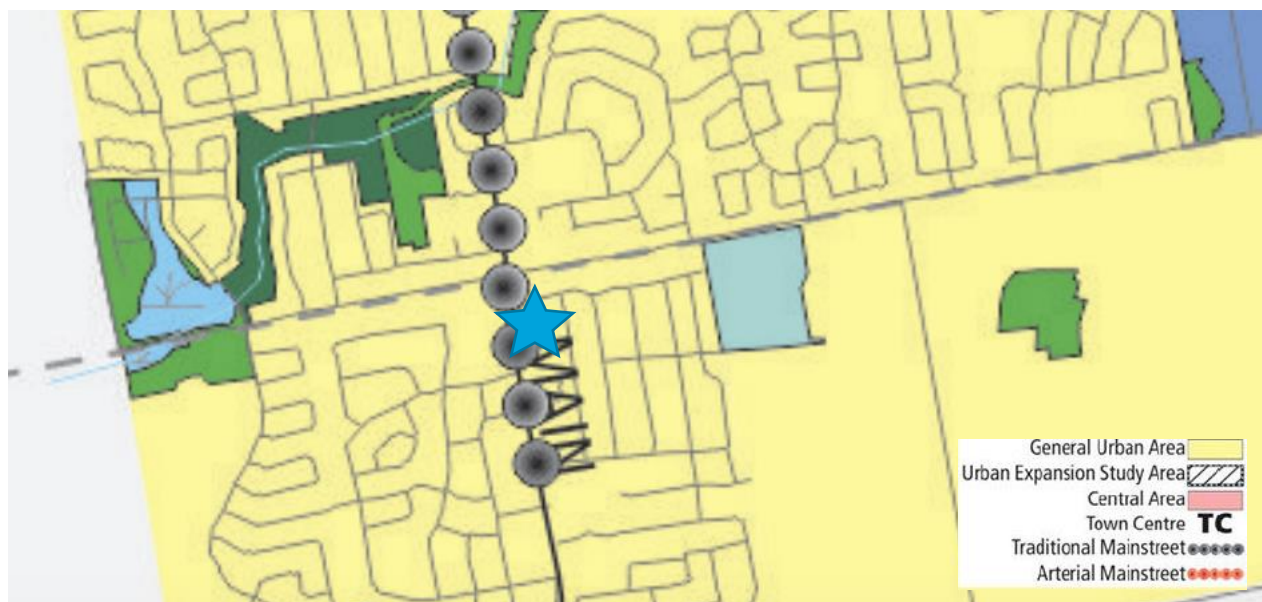


Figure 20: Schedule 'B' of the City of Ottawa Official Plan

The subject property is designated as Traditional Mainstreet on Schedule B – Urban Policy Plan. The Official Plan identifies the Mainstreet designation as streets that offer some of the most significant opportunities in the City for compact and pedestrian oriented forms of intensification. Mainstreets are identified as performing a dual role of providing adjoining neighbourhoods with a range of daily goods and services, while also serving the needs of others living beyond the neighbourhood boundaries.

The Stittsville Main Street corridor is unique in the sense that most of Ottawa's Traditional Mainstreets appear in dense urban areas, the corridor features a more village-like built form with residential, commercial and some remnant industrial uses. Some parts of the corridor resemble a more suburban form of development with large-format retail and street-front parking that would normally be found on an Arterial Mainstreet.

In light of the changing nature of the Official Plan due to settlements from OPA 150, as of December 15th, the following policies of the Mainstreet designation apply to the development:

Policy 5 outlines a broad range of uses permitted on Traditional Mainstreets including retail and service commercial, office and residential uses. The policy promotes that these uses can be mixed in individual buildings.

Policy 9 limits the use of surface parking adjacent to the street to avoid interrupting the continuity of the street edge, and specifically infill should ameliorate the pedestrian environment.

Redevelopment and infill are encouraged on Traditional Mainstreets as outlined in **Policy 10** to optimize the use of land through intensification in a building format that defines the street edge and provides direct pedestrian access to the sidewalk. The plan supports mid-rise building heights along Traditional Mainstreets, while requiring a minimum height of two (2) storeys, unless specified by a Secondary Plan (**Policy 11**).

Policy 15 notes that any new construction of buildings, structures or modifications, alterations and additions to existing buildings or structure along a Stittsville Main Street frontage shall be evaluated in the context of the existing Stittsville Main Street Master Plans and Urban Design Guidelines.

The proposed development is consistent with the policies set out in the Traditional Mainstreet designation. Once developed, the subject property will accommodate a range of uses permitted by the Official Plan designation. Further, the proposal will redevelop and infill an existing underutilized property to better define the street edge and introduce pedestrian-oriented commercial uses with an active entrance and a generous amount of glazing along facing the public street. At four stories, the proposed development is well within the building height limit of six (6) storeys and is taller than the minimum requirement of two (2) storeys. The four (4) storey height along Stittsville Main Street will complement the existing streetscape and encourage greater opportunities for redevelopment.

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of residential infill and intensification. Similar to Section 2.5.1 of the Official Plan, Section 4.11 outlines a set of criteria that can be used to objectively measure the compatibility of a development proposal. The development can be evaluated in the following ways:

Compatibility Criteria	Proposed Development
Traffic	A Transportation Impact Assessment was prepared by Parsons at the time of the original application. The report analysed the existing conditions, including roadways, intersections, driveways, pedestrian and cycling facilities, transit services, existing volumes of traffic & collision records and other relevant information.
Vehicular Access	Direct vehicular access to the subject property parking is located along Orville Street, more specifically off a private lane, Midnight Private. The lane will provide

	access to the underground parking lot, surface parking spaces and the townhouse dwellings.
Parking Requirements	Based on the 44 residential units, the proposed residential development requires 44 residential parking spaces and 9 visitor parking spaces, along with 9 parking spaces for the retail portion of the site, totalling 62 parking spaces. The proposal is providing 62 parking spots, meeting the By-law requirements.
Outdoor Amenity Areas	<p>The proposed development is not anticipated to generate any adverse impacts on adjacent outdoor amenity areas. The balconies along the rear of the building are set back from the property line to mitigate any noise impacts</p> <p>The outdoor amenity area on the rooftop has been designed to reduce issues of overlook towards the residential communities, while providing privacy from the street to the residents.</p>
Loading Areas, Service Areas and Outdoor Storage	The residential and commercial uses do not require a loading or service area. Outdoor storage is not proposed as part of this application. The building's service area is located at the basement level, and, a garbage/recycling area is located on the first floor of the building and is accessible by the residents and tenants of the commercial unit.
Lighting	Lighting will be designed and installed to provide a safe and secure environment while meeting the City's requirements and ensuing no undue adverse impacts on adjacent properties.
Noise and Air Quality	In terms of air quality, the proposed development is not expected to have any adverse effects on adjacent sensitive land uses.
Sunlight	As discussed in previous sections of this Report, there are no significant sun shadow impacts anticipated as a result of the proposed development as the height is within the permitted limits of the existing Zoning By-law and the development abuts roads on two sides and open space to the rear.
Microclimate	No significant microclimate impacts are anticipated as a result of the proposed development.
Supporting Neighbourhood Services	<p>The proposed development is in close proximity to a range of existing parks and community amenities and services including community centres, elementary schools, and secondary schools.</p> <p>The location of the subject property makes it ideal for infill development, serving to strengthen existing neighbourhood services while potentially offering new ones.</p>

Policy 4 of Section 4.11 promotes the use of buildings and landscaping to clearly define public spaces, while also contributing to a continuous building frontage to help frame the street edge and support a more pedestrian-friendly environment. The proposed development will infill a gap in the streetscape caused by underutilized properties. As a result, the proposal will properly define the street-edge with high quality design.

The proposed development conforms to the City of Ottawa Official Plan and the policies therein. It meets the goals of the Traditional Mainstreet land use designation, adds infill housing that relates to existing

community character, contributes to a liveable community, and is designed to be compatible with its surroundings.

5.3 City of Ottawa Official Plan Amendment 150

In 2013, the City of Ottawa reviewed its Official Plan which resulted in numerous changes to policy references and to land use designations. Ottawa City Council adopted Official Plan Amendment (OPA) 150 to implement the changes in December 2013. The amendment was approved by the Ministry of Municipal Affairs and Housing (MMAH) in April 2014, with on-going appeals. While some appeals have been settled, some are still outstanding. For the purposes of this Planning Rationale, the policies of the City of Ottawa Official Plan 2003 (Consolidated May 2013) have been reviewed and analyzed for the proposed development, as discussed above. The above analysis includes the amended policies that are in full force and effect.

As of December 15th 2018, many of the policies of OPA 150 have been settled and integrated into the Official Plan. The following discusses the changes that have not been integrated into the current Official Plan and are still under appeal.

While Section 2.5.1 remains relatively unchanged in OPA 150 except to provide more flexibility in how its objective are addressed, Section 4.11 has been modified with revised compatibility criteria.

These new objectives are listed and discussed in the following table:

Compatibility Criteria	Proposed Development
Views	The low-rise nature of the proposed development will not impact any protected views.
Building Design	<p>The proposed development is providing an enhanced streetscape along Stittsville Main Street. The architectural articulation and stepbacks to the building façade helps to create visual interest and an appropriate building transition to the various built forms of the neighbourhood. The facade of the building has been designed to an appropriate height standard. Further, the building design at street level will improve the pedestrian realm and promote an active frontage along the Traditional Mainstreet.</p> <p>Architectural treatments such materiality, colours, projections have been carefully chosen to be compatible with its surroundings while contributing to high-quality design.</p>
Massing and Scale	<p>The proposed four (4) storey building is consistent with the planned function of the Traditional Mainstreet and the goals of the Secondary Plan. As noted throughout the report, the proposal provides an enhanced streetscape to this section of Stittsville Main Street, supported by the neighbouring developments.</p> <p>The proposed development is designed for appropriate transition from a more built-up Traditional Mainstreet to a stable low-rise community.</p>
Outdoor Amenity Areas	The provided terraces and balconies are sensitively located to mitigate issues of overlook and privacy. Amenity areas for residents are being provided in balconies and rooftop patio.

Design Priority Areas	The site is located along the Stittsville Main Street Traditional Mainstreet Design Priority Area. The proposal has been designed to meet high design standards while helping to define and improve this section of Main Street. The proposal has consulted with the Urban Design Review Panel as part of the application process, on September 6 th , 2019.
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While Section 2.5.1 remains largely unchanged in OPA 150 except to provide more flexibility in how its objectives are addressed, Section 4.11 has been significantly modified. As such, the above table assesses the proposed development with regards to the relevant policies of the revised Section 4.11.

5.4 Stittsville Main Street Secondary Plan and Community Design Plan

The Stittsville Main Street Secondary Plan is to be utilized to implement the Community Design Plan (CDP) by providing a framework for change that will see this area develop towards the vision that the community desires while meeting the planning objectives of the City's Official Plan. The plans focus on Stittsville Main Street, and the study area is bound by Neil Avenue on the north end and Bell Street on the south end. The study area also includes intersecting streets, such as Carp Road on the north, and Abbott Street, in the centre of the historic village.

As noted previously, the corridor is identified as a Traditional Mainstreet in Schedule B of the Official Plan; however it does not exhibit many of the prewar urban main street patterns of the majority of other streets so designated in the city. The community's heritage as a rural village has created a main street that is unique to the community of Stittsville. Stittsville Main Street features a more dispersed village like built form arrangement of primarily residential type buildings, some of which have been converted to a variety of commercial uses. Institutional uses are also found along the corridor, including schools, and places of worship. There are a few civic buildings, including a library, post office and fire station. Some residential infill has occurred in the last two decades that is comprised primarily of townhouses or retirement homes.

The Secondary Plan and CDP identifies four distinct districts along the Stittsville Main Street corridor. The subject area is located in the Village Centre Precinct. The precincts can be described as follows:

- / Crossing Bridge Precinct: This precinct is comprised of larger-format retail sites, the plans aim to encourage more compact and pedestrian oriented building typologies in this area
- / Poole Creek Precinct: This precinct contains a mix of residential, parkland, school and retail uses.
- / Village Centre Precinct: This is the historic centre of the village. It is characterized by the remnant heritage buildings, many of which have been converted to commercial. The precinct has been identified as a target site for mixed-use development.
- / Southern Gateway Precinct: This precinct includes a number of vacant lots, and houses on deep lots, which have great potential for new mixed-use development.

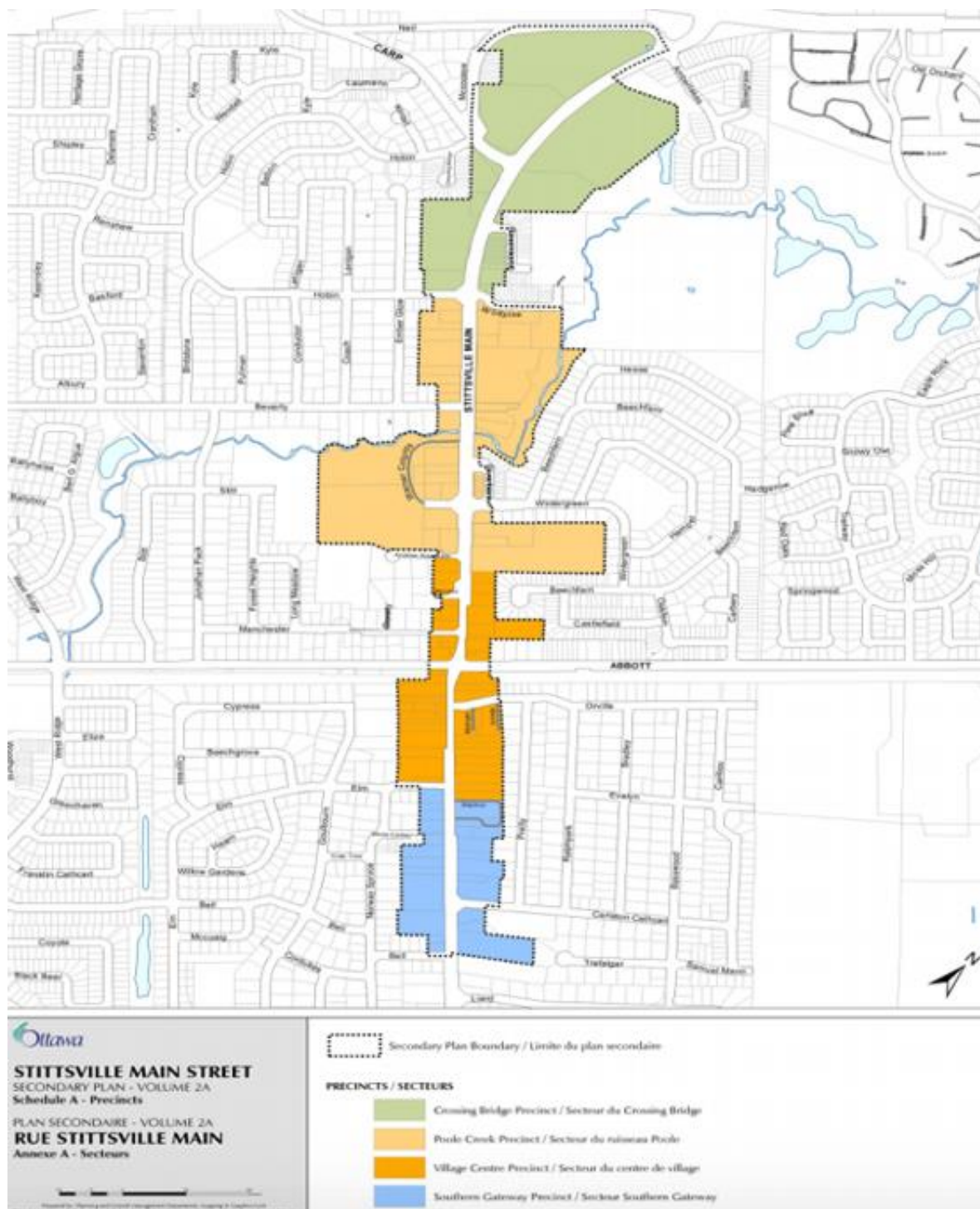


Figure 21: Stittsville Main Street Secondary Plan and CDP Precincts

More specifically, the Village Centre Precinct includes policy directions for the development of the area that pertain to the mixed use nature of the area. The CDP notes that the lots south of Abbott Street and the Trans Canada Trail are quite deep at 90 metres and of varied widths with a considerable potential for infill

development. In order to ensure that the design of new or renovated buildings integrate into the existing building fabric of the street and maintain village character, proponents shall demonstrate how the key elements of scale and detail from the traditional two (2) to three (3) storey buildings and the narrow lot sizes of the Stittsville Main Street corridor have been incorporated into the building design.

Within this precinct, the ROW will require 23m-wide protection, as noted in the Official Plan. A 23 metre right-of-way will allow for all necessary street elements while maintaining the character and pedestrian focused environment that have traditionally existed in the Village Centre.

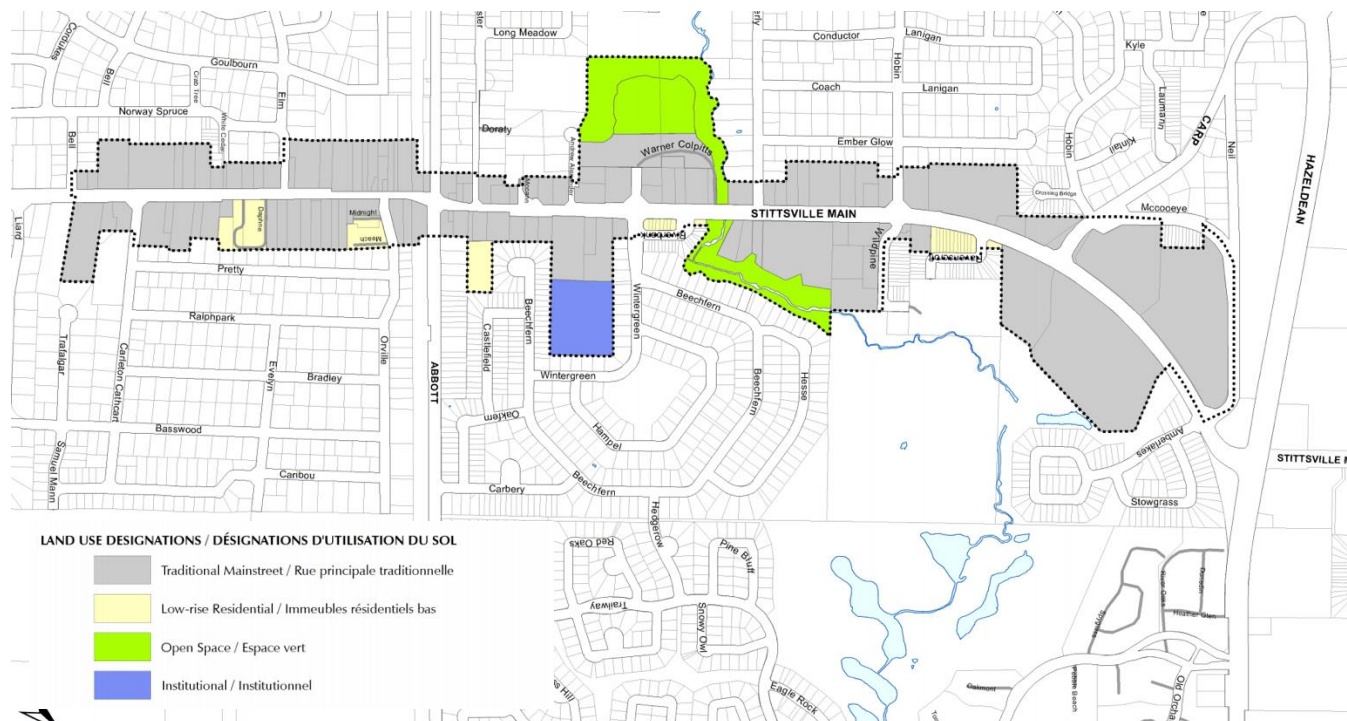


Figure 22: Land Use Designations for the Study Area

While the Secondary Plan has identified a variety of Land Use designations for the lands, the subject site is located in the Traditional Mainstreet Designation along with the Low-Rise Residential Designation at the rear where the townhouses are to be located.

The intent of the Traditional Mainstreet Designation is to modify the Official Plan's description of Traditional Mainstreet to meet the community fabric of Stittsville Main Street to accommodate the low profile of existing buildings and large lots. The designation has policies that help developments meet and achieve the land use, height, transition and urban design objectives of the Secondary Plan/CDP. As stated in the Secondary Plan:

- / Building heights are limited to four (4) storeys;
- / New buildings proposed to be directly abutting the intersection corners with Carp, Hobin, Beverly, Abbott, Orville, Elm and Carleton Cathcart roads shall have a minimum building height of 2 storeys and be articulated to enhance the street edge through ample glazing and street front access;
- / Buildings constructed directly adjacent to the front and/or corner lot line will have a setback of the front and/or corner side façade above 2 storeys in order to reduce the sense of overlooking height from the pedestrian viewpoint and to respect the existing built form of 1-3 storeys;

-
- / To provide an appropriate transition in height in the rear yard the implementing Zoning By-law shall require an angular plane to create building step backs above a building height of 2 storeys abutting a residential zone; and,
 - / New buildings shall have a built form that encloses and defines the street edge;
 - / All new buildings located directly adjacent to Stittsville Main Street shall orient the main entrance to face Stittsville Main Street.

With respect to land use, this designation aims to promote and enhance multi-modal transportation, and when new buildings are to be constructed, the ground floor is to be occupied by commercial uses, with residential uses to be located above.

The Low-Rise Residential designation is intended to recognize existing and developing residential land-uses located within the Stittsville Main Street Secondary Plan Study Area, permitting a range of residential uses. The rear of the site is part of an exception that limits the building height to four (4) storeys rather than the three (3) implemented in the plans.

The proposed development conforms to the policies set out in the Secondary Plan and CDP by meeting the design and development guidelines outlined in the respective plans. More specifically, design elements from the Village are incorporated into the modern elements through materiality and the retail uses at-grade. The Land Use policies of the Secondary Plan and CDP are met through the massing, size, scale and land uses of the proposed development.

The portion of the development along the Traditional Mainstreet portion of the site respects the maximum building heights, stepback, glazing, streetscape, and widening requirements. The new building has been designed with regard for architectural style that will enclose and define the street edge through high-quality design. The development respects the policies set out in the low-rise residential designated area, providing a permitted land use, within the height limit set out in the plans. The use of the private street to access the townhouses and residential uses is consistent with the patterns experienced in the Study Area.

5.5 Urban Design Guidelines for Development Along Traditional Mainstreets

The Urban Design Guidelines for Development along Traditional Mainstreets were approved by City Council in 2006 and were initiated to provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development along Traditional Mainstreets. Site specific context and conditions as well as Community Design Plans and other relevant planning studies were reviewed in conjunction with the following guidelines for all streets designated Traditional Mainstreet in the City of Ottawa's Official Plan. A high-level evaluation on how the guidelines have been applied to the proposed development is provided below:

- / Promotes development that will enhance and reinforce the recognized or planned scale and character of the street;
- / The development achieves high-quality built form and strengthens building continuity along the Traditional Mainstreet and complements its surroundings;
- / The uses proposed are supportive of transit;
- / The building has been aligned with the average setback of adjacent buildings to create a visually continuous streetscape;
- / Minor wall variations in the building setback and alignment provides added interest to the streetscape to provide space for activities adjacent to the sidewalk;

-
- / The development uses clear windows and doors, to make the pedestrian level façade of walls facing the street highly transparent, and locates active pedestrian-oriented uses at-grade;
 - / The upper floors of the development help to achieve a human scale and the building setback will allow more light on the sidewalks;
 - / Residential units are located above grade, providing shared entrances to residential units, which are clearly accessible from the street;
 - / A number of indoor and outdoor bicycle parking spaces will be offered to residents to encourage active transportation;
 - / Utility equipment is located out of view and on the rooftop; and,
 - / Garbage enclosures are located away from the street.

The proposed development is consistent with the above guidelines as the built form is in keeping with the planned scale and character of the Traditional Mainstreet. It is compatible with the surrounding uses as it is a mixed-use building with ground floor commercial uses, which fosters a more compact, pedestrian-oriented community. The building height and scale is similar to other buildings in the community and reflects the site's close proximity to transit and other amenities.

The proposed development generally meets the design direction provided in the Urban Design Guidelines for Development along Traditional Mainstreets.

5.6 City of Ottawa Comprehensive Zoning By-law 2008-250



Figure 23: Excerpt from geoOttawa showing the zoning of the subject property

The subject lands along Stittsville Main Street are currently zoned as Traditional Mainstreet, Subzone 9, Urban Exception 1736, Maximum Height of 15m (TM9 [1736] h(15)). The portion of the site along the rear, adjacent to the existing condominiums is zoned as Residential Fourth Density, Subzone Z, Urban Exception 1210 (R4Z[1210]). The exceptions were established in the subject zoning following the previous development proposal which ultimately resulting in the construction in the rear townhouses but nothing further. Given that the proposed development for the balance of these lands is now contemplated differently, a number of these very site specific performance standards need to be amended. Given that all of the proposed uses and buildings (including townhouses) are permitted within the TM zone, this application proposes to establish a TM 9 zone across the entirety of the subject lands and in the interest of simplicity and clarity, this section of the Rationale will identify which performance standards of the TM 9 exception 1736 zoning needs to be amended to accommodate the proposed development.

The purpose of a TM zone is to:

- / Accommodate a broad range of uses including retail, service commercial, office, residential and institutional uses, including mixed-use buildings but excluding auto-related uses, in areas designated Traditional Mainstreet in the Official Plan;
- / Foster and promote compact, mixed-use, pedestrian-oriented development; and
- / Impose development standards that will ensure that street continuity, scale and character is maintained, and that the uses are compatible and complement surrounding land uses.

The TM 9 Zone permits additional uses such as: bar, funeral home, parking lot, townhouse, stacked dwelling, planned unit development.

Furthermore, the TM9 zone specifies that:

- / A minimum of 50 per cent of the lot width within a distance of the front lot line equal to the required maximum front yard setback, must be occupied by building walls if the lot is less than 90 metres wide.
- / At least 80% windows and doors facing Stittsville Main Street consist of transparent glazing
- / No part of a building on a lot with a rear lot line abutting an R1, R2, R3 or R4 Zone may project above a 45 degree angular plane measured at a height of 7.5 metres from a point 10 metres from the rear lot line, projecting upwards towards the front lot line; and,
- / A retail use located on the ground floor of a building requires no parking spaces for the first 150 square metres of gross floor area and 2.5 per 100 square metres of gross floor area over 150 square metres.

Exception 1736 Notes that:

- The properties are considered one lot for zoning purposes
- Where a lot abuts Stittsville Main, residential uses are not permitted at grade, within 10m of the lot line
- Maximum front yard setback: 20m
- Minimum corner side yard setback : 0.44m
- A landscape buffer between a TM zone and a residential zone is not required

The exception that outlines where residential uses are not permitted at grade is only due to the right-of-way dedication. The right-of-way widening has been accounted for through the Site Plan design, avoiding any under adverse impacts from situating residential uses in close proximity to the street.

The purpose of the Zoning By-law Amendment is to seek relief from some of the zoning provisions currently in place, as well as extend the TM9 zoning to the entirety of the lot for development purposes. As such, the following zoning provisions apply to the development:

TM9 [1736] H(15) ZONING PROVISIONS:

Provision	Required	Provided	Requirement Fulfilled
Front Yard Setback	20m (max)	3m	Yes
Rear Yard Setback	10m (minimum)	0m	No
Interior Side Yard Setback	Does not apply – No Minimum Interior Side Yard Required		
Corner Side Yard Setback	0.44m (minimum) 3m Maximum	4.48m	No
Height Limit	15m– Min of 2 storeys at corner of Orville and Stittsville Main	15m	Yes
Parking Requirements	Commercial: 2.5/11m ² after the first 150m ² Required: 9 Spaces	9 Spaces	Yes
	Residential: 1 per dwelling unit Required: 44 Spaces	44 Spaces	Yes
	Visitor: 0.2 spaces per dwelling unit Required: 9 spaces	9 Spaces	Yes
	Residential: 0.5/unit	22 Spaces	Yes

Bicycle Parking Requirement	Required: 22 Spaces		
	Commercial: 1 space/250m ² Required: 2 Spaces	2 Spaces	Yes
Amenity Area Requirement	Total required Area: 6m ² /unit = 282 m ² Total Communal Area: 141m ²	Private Amenity Provided: 352m ² Roof Top Amenity Provided: 145m ²	Yes
Minimum Width of Landscaped Area	Does not apply as per exception		
Refuse Location	A garbage enclosure must be located at least three metres from any other lot line; and screened from view by an opaque screen with a minimum height of two metres	The garbage enclosure is located 1.8m from the interior side lot line The garbage enclosure will be screened from view	No
Permitted Projections	Can project 2m into the required yard, but cannot be closer than 1m from the property line	Balconies project 1.5m into the required front yard	Yes
Other	Where a lot abuts Stittsville Main, residential uses are not permitted at grade, within 10m of the lot line	Residential uses not located at-grade.	Yes

5.6.1 Proposed Zoning By-law Amendment

Based on the evaluation above, relief is required from certain provisions as a result of the lot configuration and current zoning. A site-specific exception and extension of the TM9 zone is requested to provide this relief in the following ways:

/ **TM9 Zoning Extension:**

Extending the TM9 zone allows the lot to develop the lot in a manner that meets the intent of the Traditional Mainstreet designation. This would ensure that the lot is developed consistently, as one lot and planned unit development rather than in various stages.

/ **Site Specific Exception:**

An amendment to the existing exception would permit a Townhouse use at the rear of the property along the boundary of the existing condominium dwellings, and provide consistent zoning requirements for the entirety of the lot.

Relief from the Zoning By-law Provisions:

/ Rear Yard Setback:

The requirements for a Rear Yard Setback under the TM9 zoning provisions required a setback of a minimum of 10m from the property line, while the development is providing 0m due to the townhouse dwellings at the rear of the site. The intent of the by-law is to ensure adequate separation distances between the neighbouring properties. It is our professional opinion that despite the requirements, the 0m rear yard setback is appropriate given the circumstances of the lot layout, as well as the use of the neighbouring properties. The existing R4 zoning permits and envisions the use of townhouses in this area of the lot, so the proposal does not introduce a new or undesirable use. However, as we are looking to extend the TM9 zoning, this relief is necessary for the development of the townhouses at the rear of the lot and will not create any undue adverse impacts to the residents and neighbours.

/ Corner Side Yard Setback:

The proposal meets the intent of the corner side yard setback requirement, despite being located farther than the maximum required distance. The intent of the zoning provision is to maintain a continuous street frontage along the Traditional Mainstreet in proximity to the street to maintain an enjoyable pedestrian environment. While the building could have been moved closer to the property line, it impeded on the development's ability to provide the barrier-free access on that portion of the site. The current placement of the building is best to facilitate the barrier-free access and could provide some space on the corner for sill-over patio area from the commercial unit, further animating the Traditional Mainstreet. The proposed distance from the property line is minor and will not impede on the development's ability to meet the intent of the Traditional Mainstreet Designation.

/ Refuse Location:

Outdoor refuse may not be located closer than 3m from any property line, and must be screened by an opaque fence. The deficiency is quite minor in nature, as the refuse collection bins will be located 1.8m from the south property line. While the refuse collection could have been moved to meet this provision, it would break up the parking along the rear of the property, which has been identified as being undesirable. Given that the refuse location will only be visible from the rear of the property and is located at the end of the parking lot, the visual impact of this to residents is quite low. The bins can also be adequately screened through the implementation of fences and hedges, resulting in minimal impacts to adjacent properties. As such, relief from the by-law is required to locate the refuse collection closer to the interior side lot line.

It is our professional opinion that extending the zoning requirements to the entire property and creating a new exception to modify the site specific zoning (TM9[XXXX]) will allow the property can be developed in a clearer and more comprehensive manner, while still meeting the general intent of the TM9 zoning provisions.

It is our professional land use planning opinion that the proposed Minor Zoning By-Law Amendment and Site Plan applications represent good planning and is in the public interest as follows:

- / The development proposal is consistent with the policies of the Provincial Policy Statement with respect to infill development within a settlement area. Specifically, the proposed development is located in established urban areas where services and infrastructure are readily available;
- / The proposed development conforms to the Official Plan policies, including the policies of the Traditional Mainstreet designation with the respect to residential infill;
- / The proposal complies with the City's compatibility criteria established in Section 2.5.2 and 4.11 of the Official Plan including, but not limited to, the provision of a strong and enhanced streetscape;
- / The proposal conforms to the new policy direction set out in the Official Plan Amendment No. 150 with regards to land use, building design and compatibility;
- / The proposed use and building design are contemplated in the Stittsville Mainstreet Secondary Plan and its consistent with the guidelines of the Stittsville Mainstreet Community Design Plan;
- / The proposed development maintains the intent of the Urban Design Guidelines for Traditional Mainstreets; and,
- / The proposed development meets the intent of the Zoning By-law, but requires relief to the rear and corner side yard requirements, the garbage enclosure, as well as an extensions of the TM9 zone to the rear of the property.

Overall, the proposal advances several key policy objectives at the Provincial and Municipal levels. Based on this analysis, the proposed development represents good planning and is in the public interest.

Sincerely,



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