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designing urban alternatives

November 7th, 2022

Development Review, Central
Planning, Real Estate and Economic Development Department
City of Ottawa
110 Laurier Avenue West,
Ottawa, Ontario, K1P 1J1

Re: Planning Rationale - 180 Main Street Site Plan Control & Zoning By-law Amendment

This brief will provide an overview of the proposed development and highlight the rationale for design choices and the appropriateness within the context of applicable planning policies. The proposed development aligns with the city's Official Plan and is appropriate and compatible with the surrounding area.

The proposed development is a 3 storey mixed use (commercial and residential) building with a ground floor restaurant and total of 5 dwelling units. No on-site parking is proposed.

The lot is 10.06m wide and 30.20m deep with a total area of 303.80sqm. It is legally described as Part 1 Plan of Part of Lot 4 in Block A on Registered Plan 102 with the City of Ottawa. The lot is zoned TM7[2182] and is in the General Urban Area subject to the Mature Neighbourhoods Overlay. This section of Main Street is also designated a Traditional Mainstreet subject to the Urban Design Guidelines for Development Along Traditional Mainstreets, and has Mainstreet Corridor designation under the new Official Plan. The site is subject to the Old Ottawa East Secondary Plan and the Old Ottawa East Community Design Plan.

Our client would like to build a mixed-use commercial and residential building that architecturally compliments the existing developments on the street and is sensitive to existing massing and built-form. The new development at 180 Main Street would be neighbouring and attached to an existing mixed-use building at 184 Main Street, which is also owned by our client and designed by RJH Architect in 2015. The existing building at 184 Main Street has a ground floor restaurant and units on the upper floors.





Image 1 – Existing Building at 184 Main (left) next to current 2 storey dwelling at 180 Main (right)

Image 1 above shows the existing building (184 Main Street on the left) next to the current 2 storey single dwelling (180 Main Street on the right). Image 2 below shows the full build-out of the proposed new development (180 Main Street on the right) attached to the existing building (184 Main Street on the left). After construction, it would almost have the appearance of being one building.



Image 2 – Proposed development at 180 Main (right) attached to the existing 184 Main (left)

The proposed building would contribute to the existing pattern of smaller rental units in the area, in combination with an attractive and welcoming ground floor restaurant, enhancing the walkability of the street. As a Traditional Mainstreet, Main Street will be enriched through the added density and commercial destination, which will help support other local businesses and public transit.

SITE CONTEXT

The site is located in Old Ottawa East, the fourth lot north of Hazel Street. It is located on a Traditional Mainstreet, in between two 3 storey developments that are also mixed-use commercial and residential.

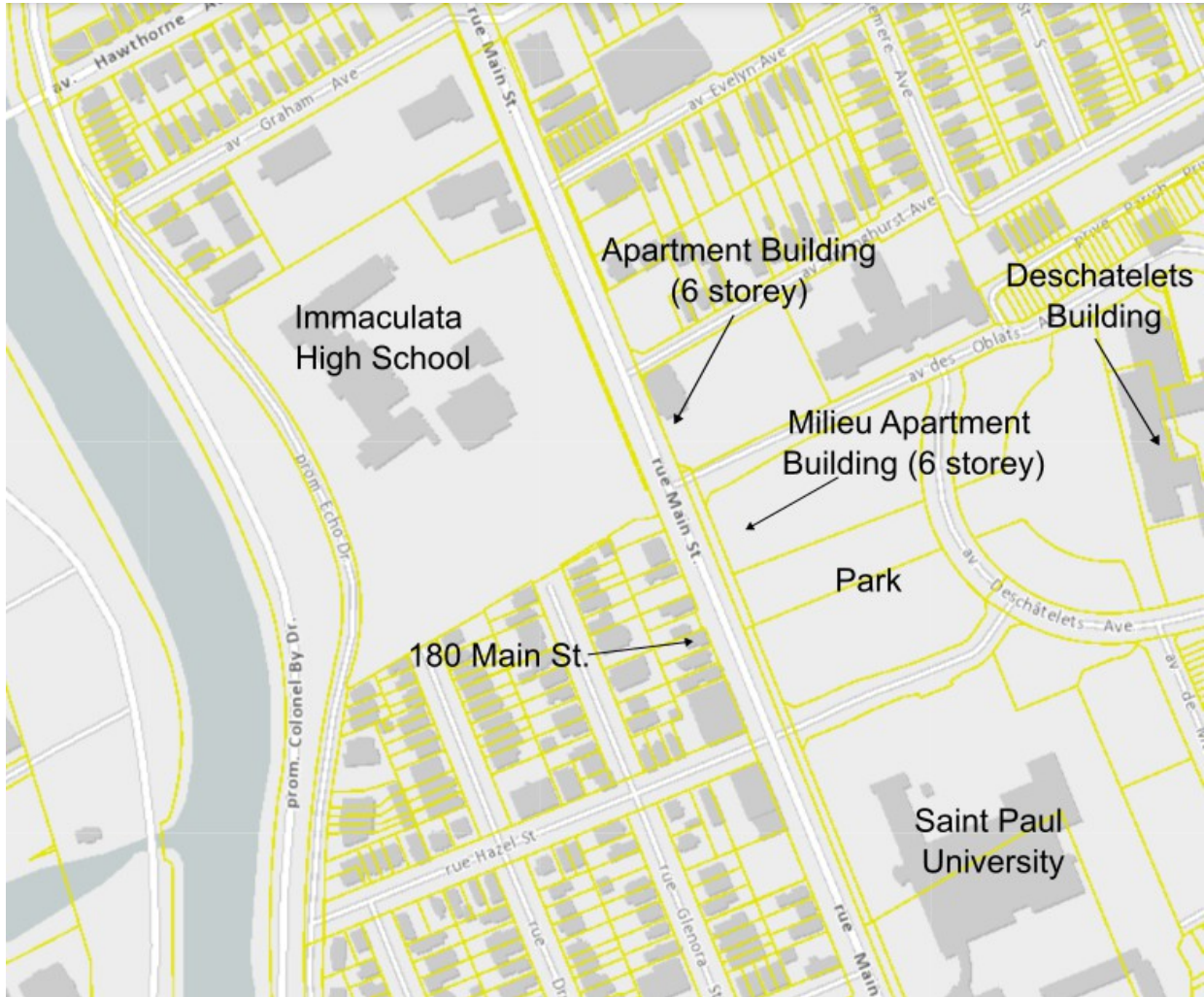


Image 3 – 180 Main St. property parcel in surrounding context as shown on Geo Ottawa





Image 4 – 3D aerial view of 180 Main St. in immediate surrounding context



Image 5 – wider 3D aerial view of 180 Main St. in surrounding context





Image 6.0 – 100m radius of 180 Main St. (views 1-3 correspond with images 6.1, 6.2, & 6.3 that follow)



Image 6.1 – view from the street looking at the existing building at 180 Main St.



Image 6.2 – view looking south down Main Street



Image 6.3 – view looking north down Main St.

The site is between two 3 storey mixed-use buildings with ground floor restaurants and upper floor residential units; Sula Wok (owned by the same client as the subject property) and Vespa Wine Bar. On the same block and adjacent are other commercial spaces including a pharmacy, physiotherapy and chiropractor clinics, and other restaurants and cafes. Across the street is Saint Paul University, as well as two large 6 storey apartment buildings with commercial ground floor space closer to Oblats Avenue. The site is also in proximity to Immaculata High School and the Ottawa Footy Sevens Arena. There is significant foot traffic occurring in this area composed of students, residents, and employees of many other nearby businesses. A new restaurant would also be serving residents of the abutting low-rise neighbourhood.

The most significant aspect of context here is that this is a genuinely walkable location where tenants could enjoy walking year-round to small shops, parks, services, and nearby public transit.

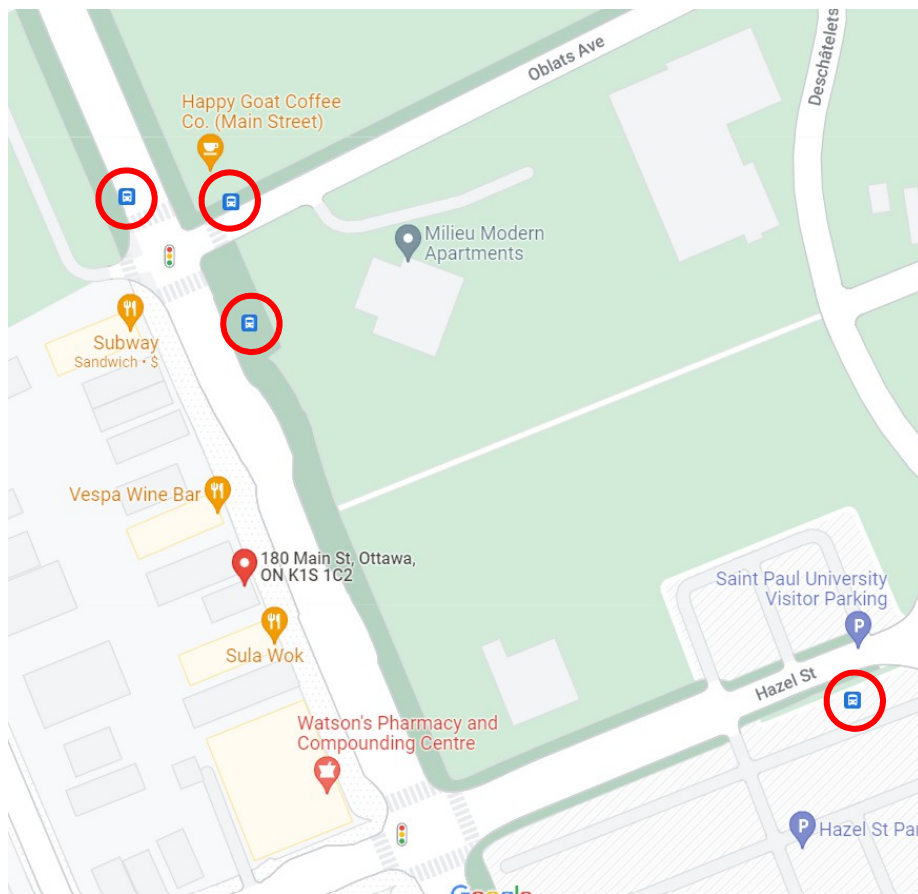


Image 7 – Bus stops in proximity to proposed development

The development site is well served by public transit. It is within 100m of four different bus stops. The site is 3 blocks east from Colonel By Drive, a key north-south route for vehicular and bicycle traffic (with a dedicated bike path). This area has a variety of other restaurants, shops, and services in walking distance. The site is also 400m from Springhurst Park and the Rideau River Trail Park.

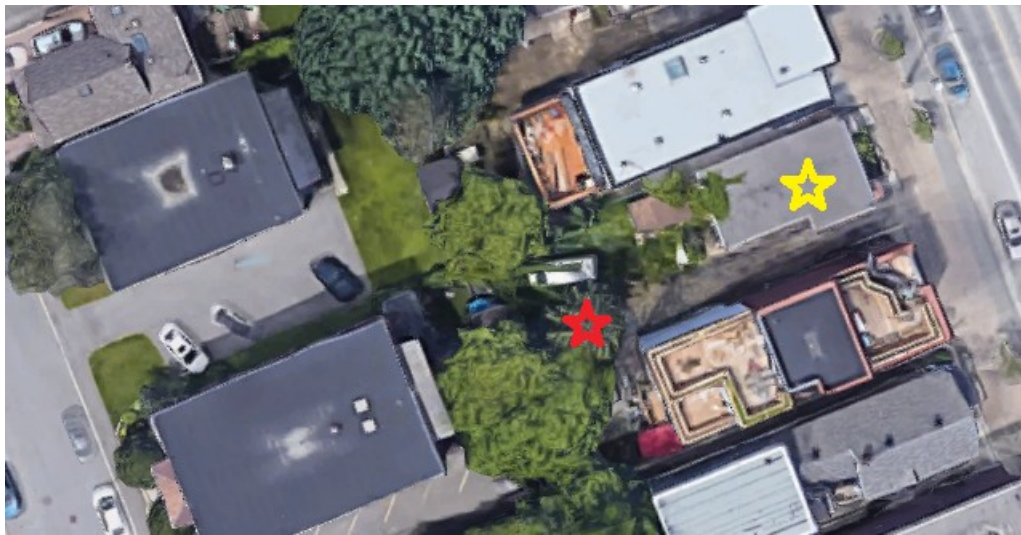


Image 8 – Aerial View of 180 Main St. Rear Yard Context

The rear yard of 180 Main Street and its abutting neighbours establish a green center of the block. There is currently one existing tree on the property, indicated by the red star in Image 8 above which must be removed as it is in the way of the building (see Image 9 Site Plan below). It should be noted that this tree would have had to be removed even without the proposed rear yard variance. However, in order to continue to contribute to tree canopy and the green center of the block, the client will plant a new tree in the rear yard that will not be in the way.

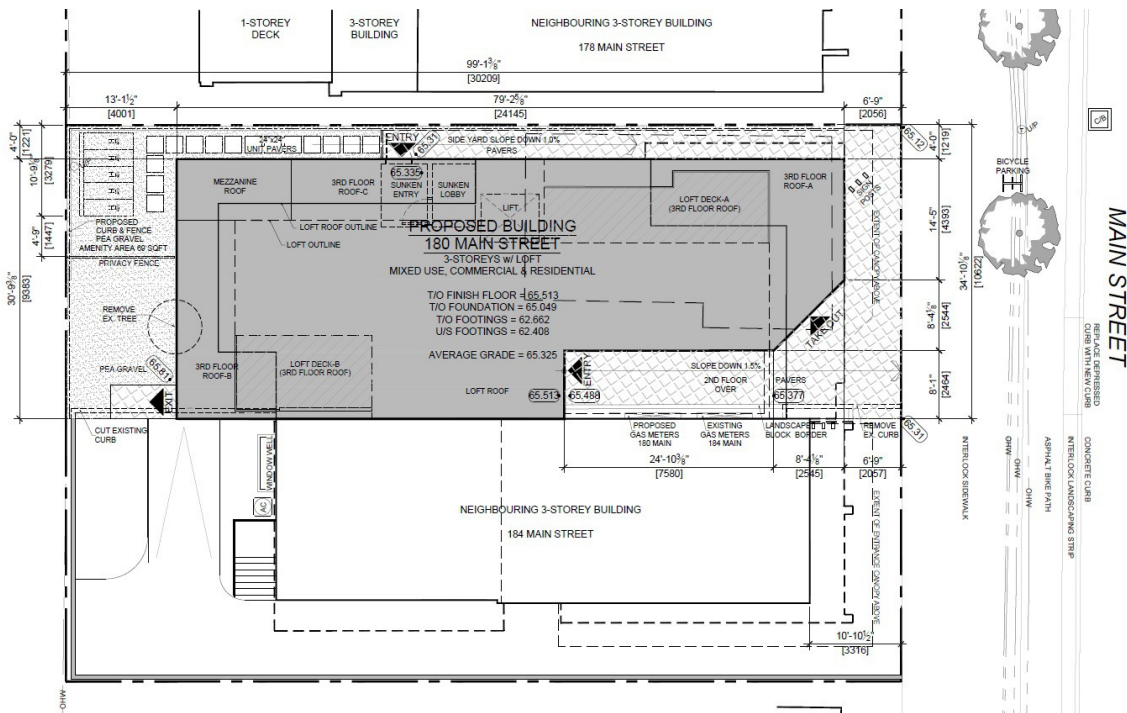


Image 9 – Site Plan of proposed development at 180 Main

DESIGN OVERVIEW

Our clients own and operate the Sula Wok restaurant at 184 Main St., and live on the upper floors with their family. They have an extensive planter garden on the roof terraces and produce edibles to garnish the food they serve. They rent 1 large residential unit at the rear of their property, and occupy the other. They have purchased 180 Main Street, immediately next door, in order to build a new restaurant space that is better suited to their evolving business model for Sula Wok. The new restaurant would have residential rental units above. The existing Sula Wok space at 184 Main would be renovated to house a different take-out food business, separate from Sula Wok.

The new building has been designed to match the existing 184 Main St. design. They are not identical, but would have the same materials and architectural features. The two buildings would join together with a fire wall, such that they are two buildings under building code, but look like one building.

The restaurant frontage has been designed to be eye catching at street level, with a service window angled to welcome north-bound pedestrians. The facade is glassy and allows a clear view of the kitchen (cooking and dumpling making). The main entrance is recessed down a linear space or 'outdoor room' that is reminiscent of an Asian urban lane way; wide and open to the street at the east end, narrowing to the glassy entrance at the west end, large windows on the north side allowing a full view of the kitchen and serving area, 'steam-punk' decorative plant wall on the south side with a row of small tables, and hanging decorative Asian umbrellas overhead. This 'lane way' will be eye catching, cozy and will become part of the Sula Wok brand. It will add diversity, creativity and visual delight to this Traditional Mainstreet. It will be a place to linger, to eat, to wait (if there are lunch-time line-ups) and to enjoy street life. Tables will spill out onto the sidewalk as well. After hours, this enclosed space (the 'lane way' entrance will be locked with a full height metal grill fence, such that the 'lane way' will remain fully visible to the street, but no longer accessible. See 3D views of the lane way below.



Image 10 – 3D View of restaurant urban lane way



Image 11 – 3D View of restaurant urban lane way

The residential entrance will be located on the north side of the building and accessed along a side walkway. The side yard would be 1.2m wide. The walkway would be decorated with a rhythm of vertical siding panels and well lit with way-finding lights and overhead pot lights. This entrance will be clearly signed and visually separate from Sula Wok, so that residents don't feel like they live at a restaurant. There is a diverse range of unit sizes proposed; one bachelor, two 1-bedrooms, one 1-bedroom plus sleeping loft, and one 2-bedroom plus sleeping loft.

Garbage will be stored in a dedicated garbage room, accessed by tenants and restaurant employees through a door on the north side, at a convenient distance from the main residential entrance. Garbage will be rolled from the shed to the curb on collection days. Sula Wok produces a small amount of garbage as they are an ecologically mindful business.

One bike parking space per dwelling unit will be provided in a locked and fenced-in area in the rear yard. A little less than half of the rear yard will be for the regular use of tenants to park bikes and enjoy planter gardening. The remaining area will be largely used (3 months of the year) as a visual extension of the restaurant seating area – a green oasis.

The rear yard is shaded by trees, that will be protected during construction. One existing tree will be removed as it is within the excavation area of the zoning envelope. A tree will be planted in the rear yard to ensure the longevity of the rear yard canopy. Many of the trees at the centre of this block are “weed-trees”. The addition of a Service Berry will add valued diversity and a more attractive tree canopy.

The rear yards along this block are varied in size, proportion and use. The proposed rear yard setback is 4m, allowing adequate ground floor interior space for the restaurant to function and for exit stairs from the rental units above.

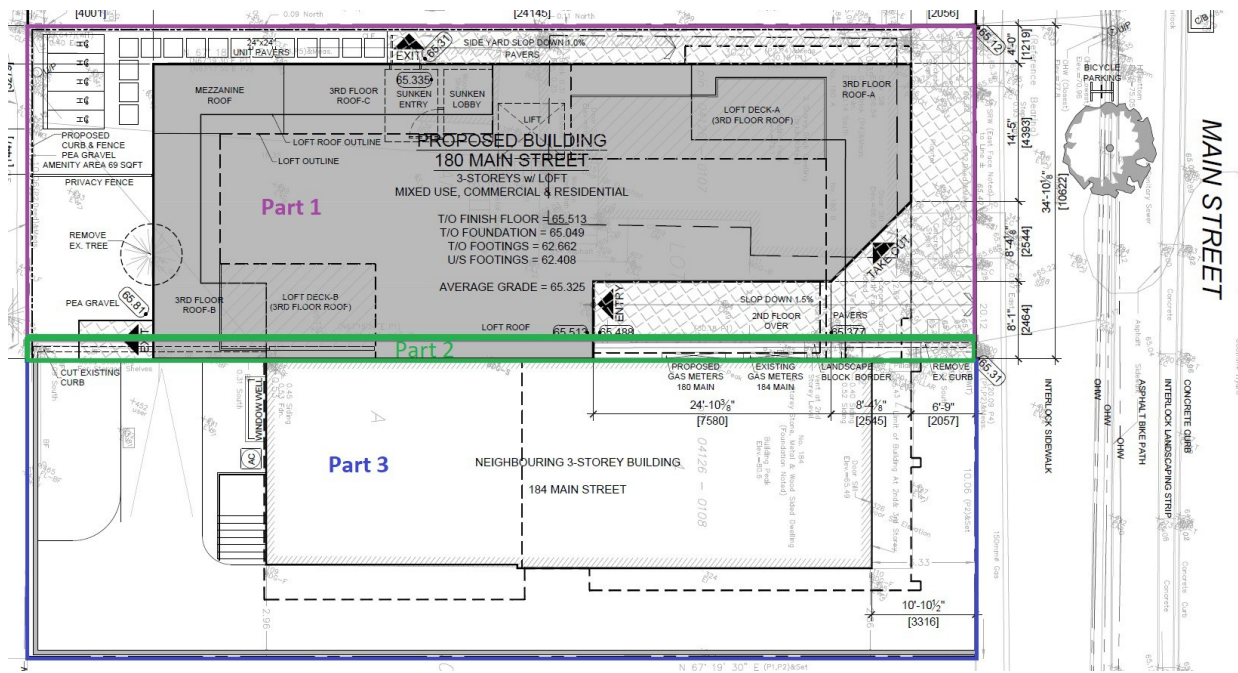


Image 12 – Proposed parts for future severance

The above diagram shows the severance parts for which an application will be submitted to the Committee of Adjustment once this Site Plan Application process is well underway. The proposed building at 180 Main Street would be constructed up to and touching the existing 184 Main Street. The new building would be largely on the property of 180 Main, but would extend 0.6m onto what is now the side yard of 184 Main. The future Part 2, outlined in green above, would be transferred in ownership from 184 Main to 180 Main, subject to an easement in favour of 184 Main. The easement would allow existing mechanical and service elements of 184 Main to remain in their present (side yard) locations. Easement rights will also be established over 184 Main to allow emergency exiting from the rear of 180 Main to the street.

All underground services would be separate except the Enbridge gas line, which would be shared coming in from the street onto the property of 180 Main Street, and then dividing to serve each building separately.

Sustainability

The proposed building would maximize the number of dwelling units (over a restaurant) within the cost effective form of a Part 9 wood framed building. This balance between affordability and infill housing is the 'sweet-spot' that is most important in climate sensitive infill development for Ottawa.

This new restaurant will add another walking destination to the neighbourhood, getting people out of their cars and onto the sidewalk.

PLANNING FRAMEWORK

Zoning

The proposal is not fully zoning compliant. A Zoning By-law Amendment application is attached to this Site Plan Application in order to adjust the following performance standards:

1	Required rear yard setback reduced from 7.5m to 4m	<i>The proposed rear yard is less than required by zoning, but matches the pattern of reduced rear yards in this block. See below section for further rationale.</i>
2	Percentage glazing required on the front ground floor facade (between average grade and 4.5m above average grade) reduced from 50% to 21.8%. The manner of calculating this percentage should be confirmed by city staff.	<i>This 50% requirement works well for fixed windows. The proposed windows function like garage doors and will be open 3 seasons during hours of operation. As a result this restaurant space will meet zoning intent for street animation and allowing a perceived connection between interior and sidewalk space.</i>
3	Rear Landscaped Buffer reduced from 1m to 0m to allow bike parking abutting the rear lot line. Interpretation by city staff will be necessary to determine wither this revision is necessary.	<i>A compliant buffer is proposed, however the bike parking is within this area -- an open rack on pea gravel. If the bike parking is not considered part of the 'landscaped buffer', this performance standard would have to be revised. The bike storage area is soft surfaced and appropriately organized to allow for efficient use, leaving space for container gardening and a picnic table. The back yard will be almost entirely under tree canopy.</i>
4	The bylaw requires that the facade facing the Main Street must include at least one active entrance serving each residential or non-residential use occupying any part of the ground floor. It is unclear wither this includes our residential use, which has exit stairs occupying part of the ground floor. It is also unclear wither the proposed restaurant entrance meets this standard, as it is in a portion of the facade that is recessed but still front facing. And the front most facade does not contain a door. <i>Continued next page</i>	<i>The proposal meets bylaw intent to have an active street frontage with an entrance to the ground floor use.</i>

	Interpretation by city staff will be necessary to confirm compliance.	
5	The bylaw requires no parking for a restaurant use less than 150sq.m. in gross floor area and located on the ground floor. The proposed ground floor restaurant has a gross floor area of 144sq.m. plus a mezzanine space for storage and food prep that is 340sq.m. The combined area is 175sq.m and exceeds this limit for no parking. Interpretation is required by city staff to established wither it is correct to include the mezzanine in this area calculation. If the mezzanine area is deemed to be part of the gross floor area of the ground floor, a reduction in required parking will be needed, as no parking is proposed.	<i>The proposal meets bylaw intent. If the mezzanine space were in the basement instead this would clearly be compliant.</i>

Rear Yard Setback Reduction

The rear yard is designed to provide a visual extension of the restaurant space, to allow safe and convenient bike parking for tenants, as well as a little planter garden for interested tenants. The proposed rear yard is less than required by zoning, but matches the pattern of reduced rear yards in this block. The rear tree canopy will be maintained and a tree planted to replace the one that will be cut. The rear facade has been sculpted to mitigate any impact on the northern neighbour, stepping in on the north side at the rear above the ground floor, and with corner windows to diminish the visual massing as viewed by the northern neighbour. The additional built area will allow for restaurant seating to support this thriving and unique restaurant. It will also allow for more generous rear facing units, more successfully meeting housing need. A wood board privacy fence and rear canopy tree will protect the privacy of rear neighbours.

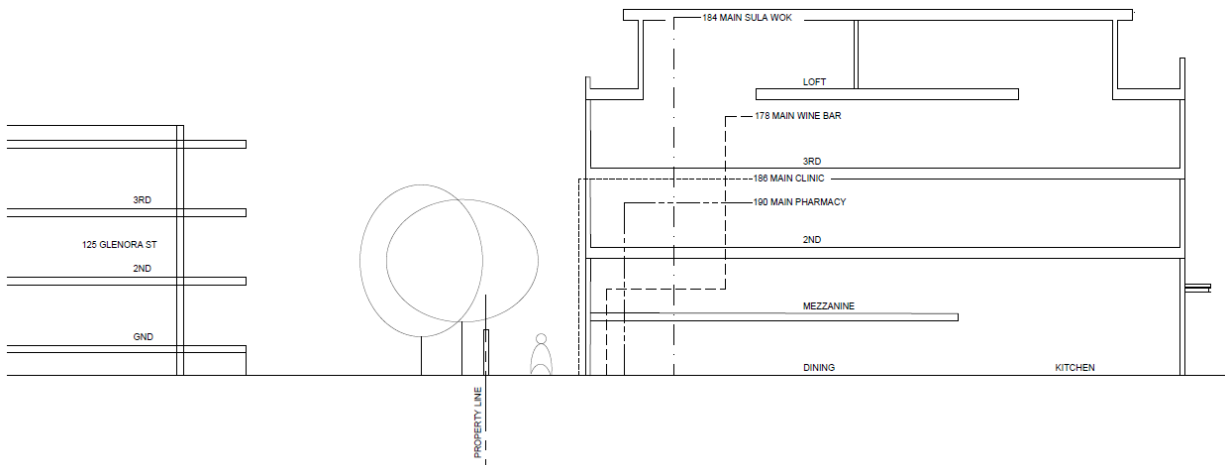


Image 13 – Site Section at Rear of 180 Main



Image 14 - 3D View of Rear looking north

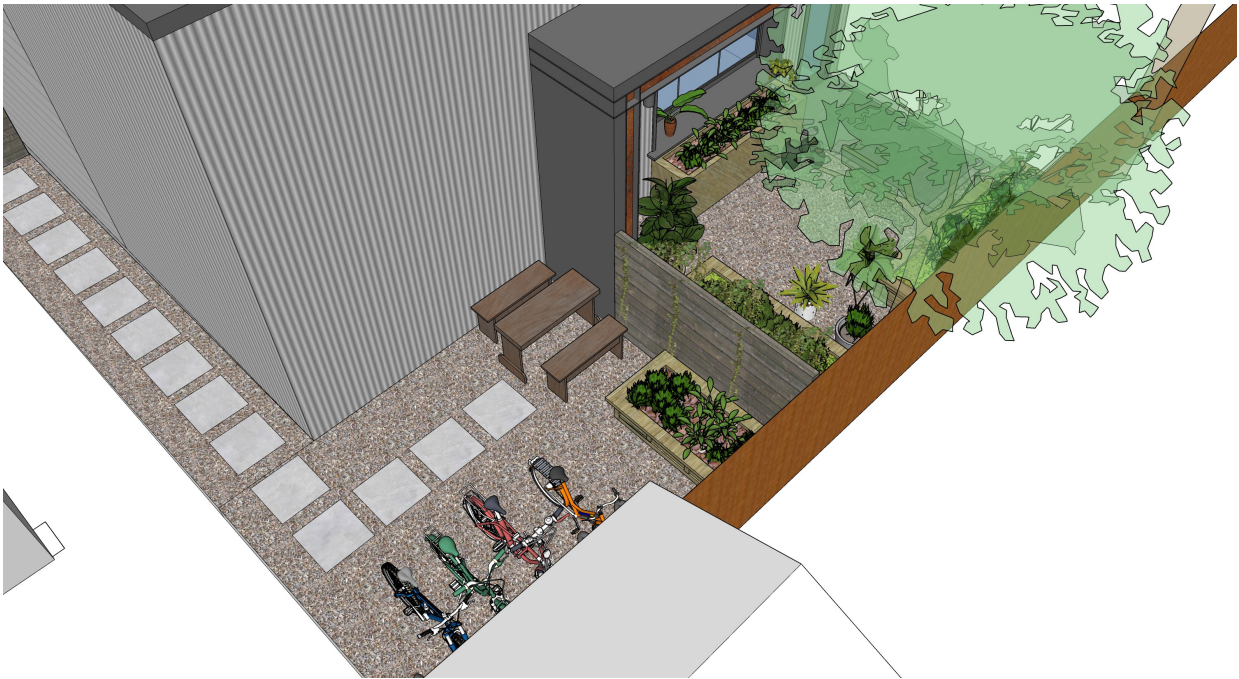


Image 15 - 3D View of Rear from above



PRE-APPLICATION CONSULTATION

On August 10th, we met with city planning staff along with our client and our client's site servicing engineer. The following were the planning and urban design comments from city staff included in the minutes from the meeting, as well as our response to these comments.

Comments from City Planning Staff	RJH Architect Responses
PLANNING	
Parking is not required for this proposal. Consider preserving the trees and provide amenity space in the rear yard in lieu of parking.	We are providing bike parking and some amenity space in the rear yard for tenants, as well as garden space that is visible from the restaurant. Most trees will be preserved. One tree will be removed as it is within the excavation area of the zoning envelope. One tree will be planted.
Will there be any shared services/functions between the two buildings? If so consider how these will be recognized on title - JUMA or easement etc.	There will be a JUMA and an easement to allow existing mechanical and service elements of 184 Main to remain in their present (side yard) locations. Another easement over 184 Main St will allow emergency exiting from the rear of 180 Main street to pass over 184 Main.
Amenity Space – where is it to be located?	Rooftop patios, some rear yard container gardening and a meeting room on the third floor.
Bicycle parking - where will it be provided?	Rear yard locked and fenced, 1 per du
Waste management - where will it be provided?	Garbage storage room accessed through a door on the building's north side (right elevation).
Residential unit entrance/access down the alley has the potential to create an unsafe resident experience. Could the ground floor be redesigned to bring the entrance closer to the street? Alternatively, consider design measures that would enhance safety of this entrance (e.g. lighting, wayfinding)	Residential unit entrance is accessed down the side yard. Night time knee level lighting plus pot lights that are light and movement sensitive. Neighbour has agreed that they don't want a fence between so it's an 8' wide space rather than a 4' wide space. Clear signage will be provided for way finding.
Trees in the rear yard. Consider design measures that protect the critical root zone of the larger trees on or abutting this site. There is currently a healthy landscape buffer between residential properties along the Glenora and Main St properties.	We will respect the critical root zones of the rear yard neighbour's trees, remove and replace the undesirable tree on our rear yard.
URBAN DESIGN	
This proposal does not run along or does not meet the threshold in one of the City's Design Priority Areas and need not attend the City's UDRP. Staff will be responsible for evaluating the proposal	Noted.



and providing design direction;	
Residential entrance from the street: The intent is to ensure active street frontages along public right-of-ways. We recommend illustrating how the building frontages will remain active and how the residential entrances will be clearly marked and visible from the street;	The proposal illustrates this clearly. Refer to Design Overview.
Rear yard setback: 3D massing of properties to the rear will help support your request to reduce the requirement. Perhaps a site section would illustrate this condition better? We currently do not recommend a reduction of this space as it is important for the residents and to support the green space in the middle of the block;	Refer to Rear Yard section.
Ground floor plan: We recommend this is provided to illustrate how you sort out all the conflicts and identify how you are accommodating the requirements for the residential component;	See Ground floor plan submitted.
Landscape plan: We recommend this is provided to illustrate how the rear yard will contribute to the neighbourhood/block green space;	See Landscape Plan submitted. The tree canopy at the centre of the block will be retained. The tree removed in the rear will be replaced.
TRANSPORTATION	
The proponent is to demonstrate the turning movements of the vehicles entering and exiting the parking lot and to ensure that the vehicles do not back out onto a busy arterial roadway.	There is no parking and no driveway for this proposal.
Main Street is designated as an Arterial road within the City's Official Plan with a ROW protection limit of 23.0 metres. The ROW protection limit and the offset distance (11.5 metres) are to be dimensioned from the existing centerline of pavement and shown on the drawings. The Certified Ontario Land Surveyor is to confirm the ROW protected limits and any portion that may fall within the private property to be conveyed to the City.	The Surveyor conducted further work to determine the requested information. The front property line is 12.7 metres from the centreline of the constructed road. See attached annotated image from Surveyor showing relationship to roadway centreline.
ROW interpretation – Land for a road widening will be taken equally from both sides of a road, measured from the centreline in existence at the time of the widening if required by the City. The centreline is a line running down the middle of a road surface, equidistant from both edges of the pavement. In determining the centreline, paved shoulders, bus lay-bys, auxiliary lanes, turning	The centreline from the setback is of no consequence to the proposed development. See attached annotated image from Surveyor showing relationship to roadway centreline.

lanes and other special circumstances are not included in the road surface.	
The purchaser, tenant or sub-lessee acknowledges the unit being rented/sold is not provided with any on-site parking and should a tenant/purchaser have a vehicle for which they wish to have parking that alternative and lawful arrangements will need to be made to accommodate their parking need at an alternative location. The Purchaser/Tenant also acknowledges that the availability and regulations governing on-street parking vary; that access to on-street parking, including through residential on-street parking permits issued by the City cannot be guaranteed now or in the future; and that a purchaser, tenant or sub-lessee intending to rely on on-street parking for their vehicle or vehicles does so at their own risk.	This notice will be put on the lease.
Ensure that potential tenants who are not assigned a parking space are aware that on street parking is not a viable option for tenants.	This notice will be put on the lease.
All underground and above ground building footprints and permanent walls need to be shown on the plan to confirm that any permanent structure does not extend either above or below into the existing property lines, and/or future road widening protection limits.	See Site Plan.
The consultant should review the sight distance to the access and any obstructions that may hinder the view of the driver.	There is no access.
The concrete sidewalks should be 2.0 metres in width and be continuous and depressed through the proposed access	The sidewalk exceeds 2m.
The closure of an existing private approach shall reinstate the sidewalk, shoulder, curb and boulevard to City standards.	Noted. See Site Plan.
The Owner acknowledges and agrees that all private accesses to Roads shall comply with the City's Private Approach By-Law being By-Law No. 2003-447	Noted.
Bicycle parking spaces are required as per Section 111 of the Ottawa Comprehensive Zoning By-law. Bicycle parking spaces should be located in safe, secure places near main entrances and preferably protected from the weather.	Bike parking spaces are in the rear yard, safe and secure, and near the main residential entrance.



<p>Should the property Owner wish to use a portion of the City’s road allowance for construction staging, prior to obtaining a building permit, the property Owner must obtain an approved Traffic Management Plan from the Manager, Traffic Management, Transportation Services Department. The city has the right for any reason to deny use of the Road Allowance and to amend the approved Traffic Management Plan as required.</p>	<p>Noted.</p>
<p>ADDITIONAL COMMENTS</p>	
<p>Any portion of the subject property which is intended to be used for permanent or temporary snow storage shall be as shown on the approved site plan and grading plan. Snow storage shall not interfere with approved grading and drainage patterns or servicing. Snow storage areas shall be setback from the property lines, foundations, fencing or landscaping a minimum of 1.5m. Snow storage areas shall not occupy driveways, aisles, required parking spaces or any portion of a road allowance. If snow is to be removed from the site please indicate this on the plan(s).</p>	<p>There will be no paved areas for cars and therefore small amounts of snow removal.</p>
<p>Any proposed light fixtures (both pole-mounted and wall mounted) must be part of the approved Site Plan. All external light fixtures must meet the criteria for Full Cut-off Classification as recognized by the Illuminating Engineering Society of North America (IESNA or IES), and must result in minimal light spillage onto adjacent properties (as a guideline, 0.5 fc is normally the maximum allowable spillage). In order to satisfy these criteria, the please provide the City with a Site Lighting Plan, and Certification (Statement) Letter from an acceptable professional engineer stating that the design is compliant.</p>	<p>All outdoor lighting will be down-lighting and will meet standards and criteria.</p>

THE OFFICIAL PLANS

The new City of Ottawa Official Plan (“the adopted Official Plan”) was adopted by Ottawa City Council on November 24, 2021. It is noted that at the time this document was prepared, the adopted Official Plan has not received approval from the Province of Ontario’s Ministry of Municipal Affairs and Housing.

In-force Official Plan

The in-force City of Ottawa Official Plan was adopted by City Council on May 14, 2003 and modified by the Minister of Municipal Affairs on November 10, 2003. The Subject Property is designated a Traditional Main Street within the General Urban Area on Schedule B of the in-force City of Ottawa Official Plan.

Section 3.6.1., Policy 1 of the OP states: *General Urban Area areas are designated on Schedule B. The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.*

Section 3.6.1., Policy 5 of the OP states: *The City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. The predominant form of development and intensification will be semi-detached and other ground-oriented multiple unit housing. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:*

a. Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces; b. Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area.

The proposed development will provide a variety of dwelling types in a ground-oriented multiple unit building which matches the character of it's immediate neighbour and compliments other buildings on the street with compatible size and complimentary materials. The proposed reduction in rear yard is compatible with the mix of rear yard setbacks along this block and allows more space for new dwelling units.

Section 3.6.3., Policy 10 of the OP states: *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 with active frontages that provide direct pedestrian access to the sidewalk.*

The proposed development is on a small lot, along a street edge that is redeveloping to a 3 storey height. Greater heights are not financially or practically viable on these small lots. Within these contextual limitations, this development would provide the maximum residential intensification. This small walking shopping destination is commercially viable with steady tenancies, however an increase in foot traffic and local customers would allow business owners to provide more and better services and products. Intensification in this location will be immediately beneficial to this shopping street. Maximizing infill potential through appropriate rear yard variations to setback requirements will benefit this street.

Section 2.5.1 states: *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. It 'fits well' within its physical context and 'works well' among those functions that surround it.*

The proposed development will fit well, matching it's neighbour's facade articulation and the scale of development along the street. It will also fit well in the rear yard context; preserving and enhancing tree canopy along the back lot line, and set back generally in keeping with the mix of setbacks existing on this block.

Section 3.3.4 Designing Ottawa

Design Objective 1

To enhance the sense of community by creating and maintaining places with their own distinct identity.

This development will enhance the existing and growing identity of this Traditional Mainstreet by adding and extending the continuous shop frontages, and by inserting a particularly dynamic and interesting street edge outdoor dining space.

Design Objective 2

To define quality public and private spaces through development.

The proposed restaurant will have quality materials and spaces, including beautifully designed indoor, outdoor and sidewalk seating areas, that dynamically transition public to private spaces.

Design Objective 3

To create places that are safe, accessible and are easy to get to, and move through.

The restaurant will be fully accessible and designed for easy pedestrian flow to the front service window, and to the interior buffet and checkout, with seating conveniently beyond. The 2nd and 3rd floor dwelling units will have elevator access.

Design Objective 4

To ensure that new development respects the character of existing areas.

The building is designed to match the materials and architectural features of it's immediate neighbour.

New Official Plan

Section 6.2 of the New Official Plan deals with Corridors of which this site is designated as part of a “Mainstreet Corridor”. Section 6.2.2 seeks to *“recognize Mainstreet Corridors as having a different context and setting out policies to foster their development.”*

Clause 1 of Section 6.2.2 states:

“the zoning By-law may require active commercial or service uses on the ground floor, which include those that support cultural development in order to maintain, extend, or create a continuous stretch of active frontages along a Mainstreet.”

The proposed development will close a gap in the shop frontages along this section of Main Street, adding a culturally rich tenancy and a bright, colourful and decorated covered courtyard next to the sidewalk.

Clause 2(b) of Section 6.2.2 states:

“this Plan shall permit a mix of uses which support residential uses and the evolution of a neighbourhood towards 15-minute neighbourhoods. Development may include buildings with an internal mix of uses, but which remain predominantly residential.”

The proposed development is residential on the second and third storeys. The ground floor restaurant will allow the Sula Wok restaurant to remain on this main street but to expand. This restaurant is well loved and thriving. It is a walking shopping destination. It is the perfect example of the healthy evolution of commercial space within a 15-minute neighbourhood.

Old Ottawa East Community Design Plan

The Design Plan (2011) focuses on Main Street but is responsive to a vision of the community as a whole. The plan is meant to “provide a broad and integrated 20 year vision and guidance for the growth of the area.”

In one of the themes of the Plan (Theme 3 to Revitalize and Improve Commercial Main Street), it states an objective to *“promote mixed-use development, encourage infill of underutilized land, and maintain built form of Traditional Mainstreet.”*

The existing house on this site is very small and run down, and it breaks up the strip of shop fronts. By replacing it with a restaurant we will maintain and enhance the built form of the Traditional Mainstreet. By adding apartments above we will increase the clientele walking along this main street.

In Section 4.14 (Design Guidelines) Clause 1 states:

“With the move to a more intensely developed mixed-use form of development, the retail frontage will be clearly defined on the first floor with residential and offices above...”



The proposed ground floor retail and upper residential will extend this main street pattern.

Old Ottawa East Secondary Plan

The site is subject to the Old Ottawa East Secondary Plan, specifically Section 10.3.5 which covers the West Side of Main Street from Immaculata High School to Clegg Street.

Objective 1 of Section 10.3.5 states:

“Maintain and expand the healthy cluster of retail around the corner of Hazel Street and Main Street as it redevelops and converts to a mixed-use Traditional Mainstreet.”

The proposed development will close a gap in the shop frontages along this section of Main Street. Sula Wok is now and will continue to be an attraction on the street.

Urban Design Guidelines for Development along Traditional Mainstreets

There are five primary objectives of the guidelines.

Objective 2:

“To promote development that is compatible with, and complements its surroundings”

Objective 3:

“To achieve high-quality built form and strengthen building continuity along Traditional Mainstreets”

The proposed development will continue the architectural language and materials 184 Main Street, extending this building and its features to the north along Main Street. The materials are high-quality and both materials and form will add interest to the street. The entrance area will compliment the shop fronts along this strip with a space that is interesting, inviting and novel.

Guideline 6:

“Create attractive public and semi-public outdoor amenity spaces such as green spaces with trees, pocket parks, courtyards, outdoor cafes, seating and decorative pools or fountains.”

The entrance area will compliment the shop fronts along this strip with a space that is interesting, inviting and novel. This semi-public outdoor space will include tables, a view of the kitchen (and dumpling making), a steam-punk decorative wall, and a ceiling decorated with Asian umbrellas. It will be eye catching, comfortable and memorable.

Guideline 8:

“Design quality buildings that are rich in architectural detail and respect the rhythm and pattern of the existing or planned, buildings on the street, through the alignment of elements such as windows, front doors, cornice lines, and fascias, etc.”



The proposed building height fits well and closely aligns with neighbours. The materials and architectural features reflect those of the existing 184 Main, with fascias, projections, window's and door's heads and sills at the same heights.

Guideline 11:

“Use clear windows and doors, to make the pedestrian level facade of walls facing the street highly transparent, and locate active pedestrian-oriented uses at-grade.”

Guideline 17:

“Provide pedestrian weather protection such as colonnades, individual canopies, awnings and balconies.”

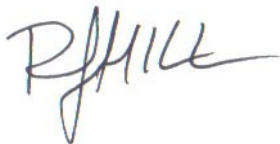
The ground floor facade has two over sized windows constructed in the manor of glass paneled overhead doors. Each window has a counter at it's base. These service windows will be used to serve customers 3 seasons of the year. They are fully transparent and will often stand open, attracting pedestrians who step up to order and purchase food.

CONCLUSION

The proposed development at 180 Main Street will provide 5 rental apartment units and a restaurant, with no parking, in a highly walkable neighbourhood in the City of Ottawa. This is an area in which the City wishes to expand an existing Traditional Mainstreet, and wishes to direct infill residential growth to help achieve intensification targets. The proposed development has been designed to meet the planning framework. It is consistent with the Official Plan. The intent of the zoning has been met, therefore the project can be built in accordance with the City's vision. The proposed building is a desirable contribution to this Main Street and will help to attract more pedestrian activity along the street.

If you require any further information, please call me at 613-853-2822.

Regards,



Rosaline Hill

BES, BArch, OAA, MRAIC

