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**FOTENN**

**THE  
PROPERTIES  
GROUP**



# Site Context: Aerial Looking South





# Site Context: Aerial Looking North East



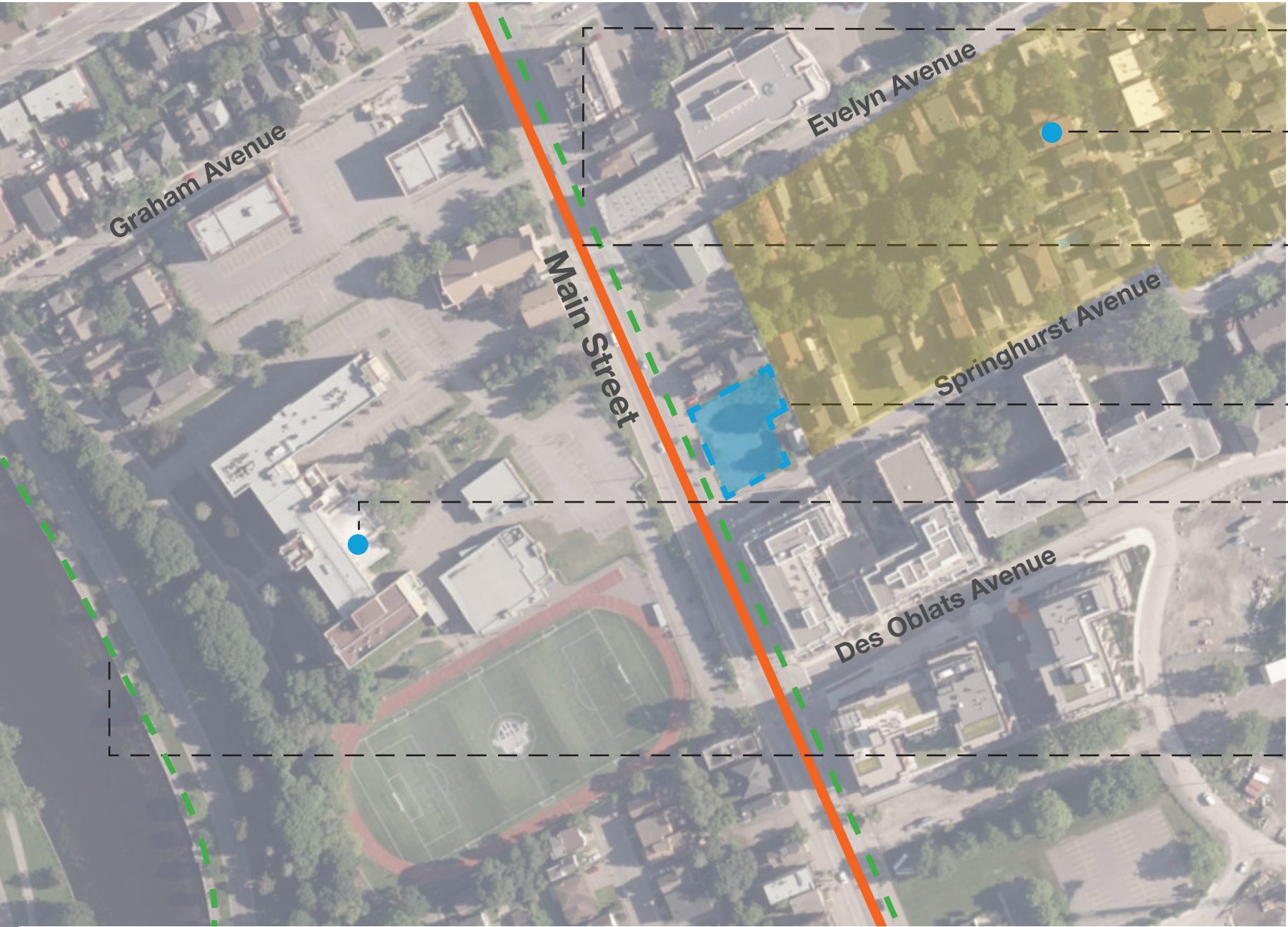


# Site Context: Aerial Looking West





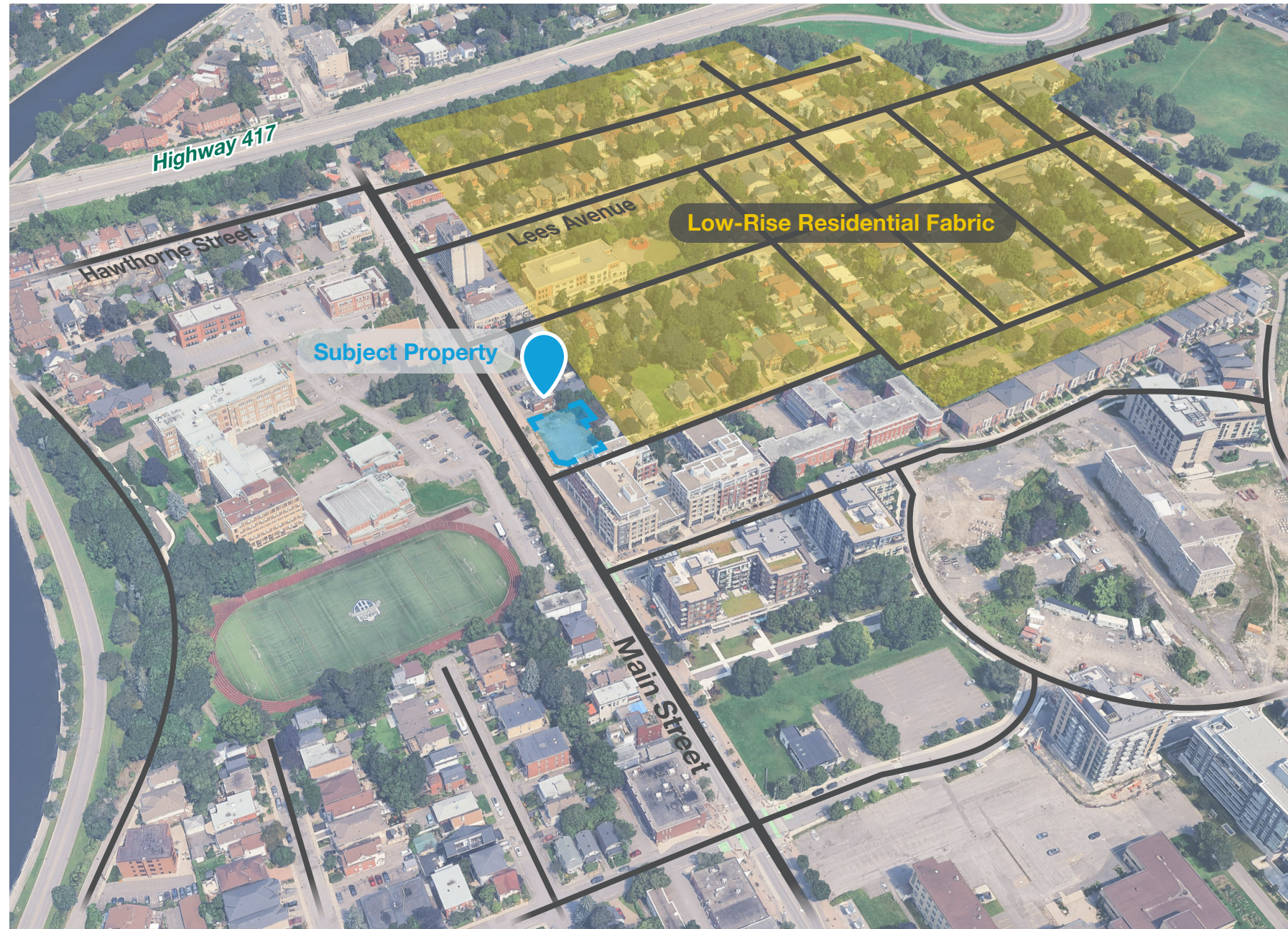
# Mobility Network



- Separated Bike Lane
- Low-Rise Residential Neighbourhood
- Arterial Road
- Subject Site
- Immaculata high School
- Colonel By Drive Pathway



# Urban Block Patterns and Characteristics



The area surrounding the subject site is characterized by the residential, institutional, and mixed-use areas along and abutting the Main Street corridor in the Old Ottawa East neighbourhood.

Block patterns in the Old Ottawa East neighbourhood differ significantly along this stretch of Main Street. To the north of the site, a regularized residential grid network extends east of Rosemere Avenue for four (4) blocks.

It is worth noting that the blocks on the east-side of Main Street, in which the subject property is sited, are nearly three times as deep as the residential blocks located to the east. This condition helps to create a spatial separation from the tighter-knit residential fabric to the east. The proposed development therefore largely interfaces with the interior of the block, and given the orientation of the residential area to the north-east, the impacts of shadowing is concentrated away from the adjacent rear yards presenting a more desirable condition in relation to the surrounding neighbourhood context.



# Urban Block Patterns and Characteristics



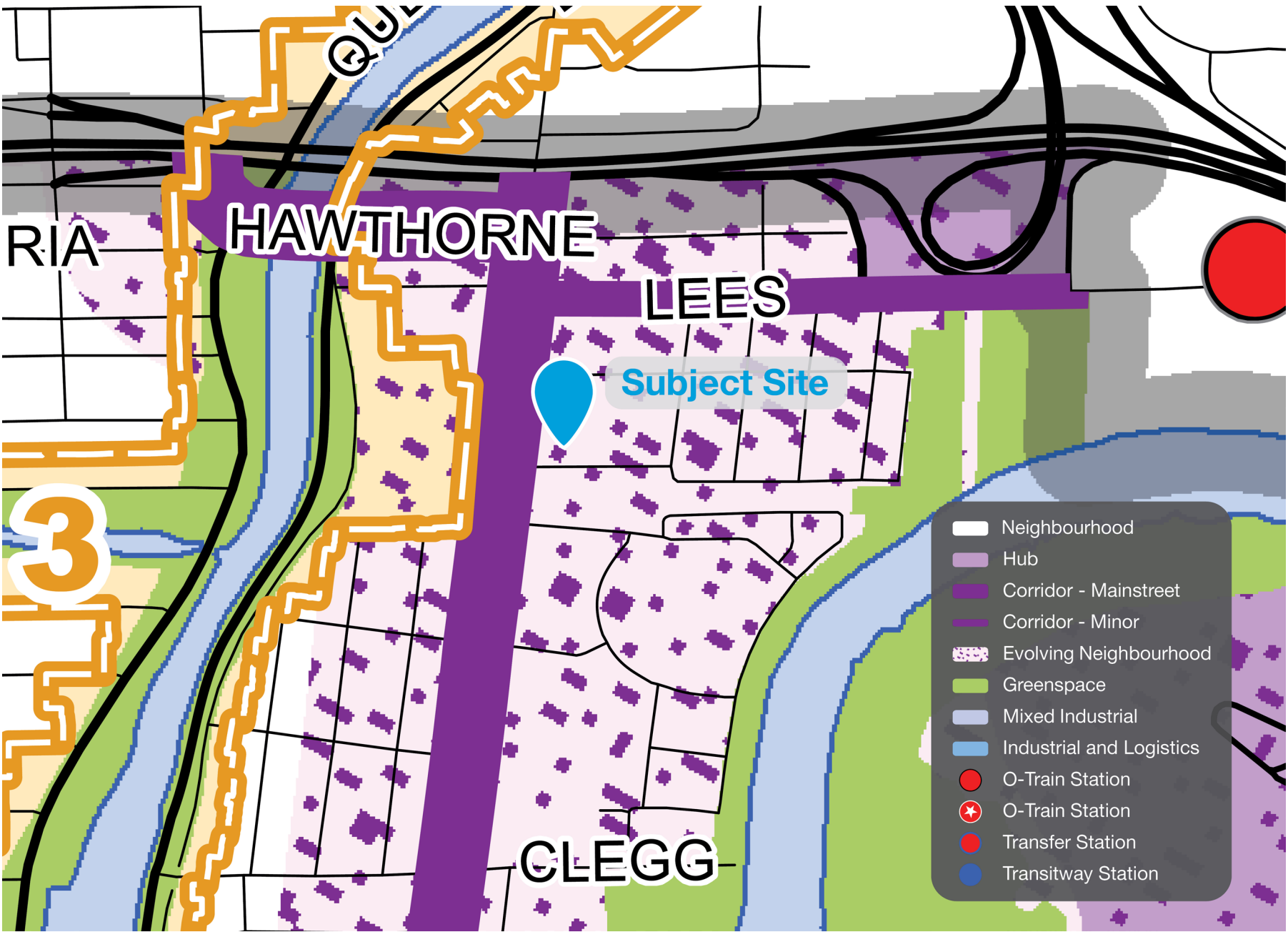
Directly to the south of the subject property is the Immaculata High School property which features the main school building, two (2) outbuildings, as well as the recreational facility to the south. This property represents a significant feature within the surrounding block structure, due to its size as well as its relatively stable developmental horizon.

The Greystone Village area to the southeast represents a cohesive development strategy and plan for the area. The properties along the east side of Main Street to the south represent the beginning of the project's build out, and setting the stage in terms of character for the continued development along the corridor.

The surrounding urban block patterns and character presents the opportunity to establish the proposed development along the Main Street corridor in a manner which respects the surrounding character and represents the anticipated built form along the Mainstreet Corridor.



# City of Ottawa Official Plan (2022)



## Inner Urban Transect & Mainstreet Corridor

The subject site is located within the Inner Urban Transect and is designated Mainstreet Corridor in the City of Ottawa Official Plan.

/ These areas are generally planned for mid- to high-density mixed-use development, subject to contextual factors and environmental constraints.

/ On streets with right-of-way widths less than 30 metres, building heights along Mainstreet Corridors are generally limited to nine (9) storeys except where a secondary plan specifies different heights.

/ Appropriate transition shall be achieved through a range of site design and building articulation, providing the anticipated densities while respecting the adjacent neighbourhood context.

**The proposed development complies with the direction and relevant policies of the City of Ottawa Official Plan.**



# Old Ottawa East Secondary Plan (2021)



## Policy Area 2 & Mainstreet Designation

The subject site is located within Policy Area 2 and is designated Mainstreet in the Old Ottawa East Secondary Plan.

- / The policies of this plan encourage the redevelopment of lands along Main Street in order to achieve the intensification targets established by the Official Plan.
- / Despite policies in the Official Plan which allow for greater building heights, no buildings within the Secondary Plan area shall exceed six (6) storeys or 20 metres in height.
- / Pedestrian-oriented streetscapes and at-grade commercial uses should be designed in order to support the further development of a 15-minute neighbourhood.

**The proposed development complies with the relevant policies of the Old Ottawa East Secondary Plan.**



# Comprehensive Zoning By-law (2008-250)



## Traditional Mainstreet, Subzone 7 Urban Exception 1839

- / Accommodating of a range of commercial and residential uses anticipated along urban mainstreets.
- / Maximum building height of 20 metres, and compliance with defined angular plane in relation to adjacent R3P zone to the rear.

## Urban Exception 1839

- / Parking garage is only permitted below-grade;
- / Office use not permitted on the ground floor;
- / Minimum front-yard setback: 2 metres; and,
- / Maximum front-yard setback: 3 metres.

## Minor Variance Decision (2019)

- / Minor variance to permit for a setback from the front lot line at the fifth floor and above, whereas the Zoning By-law requires a setback at and above the fourth floor.

**The proposed development adheres to all relevant provisions of the Zoning By-law.**

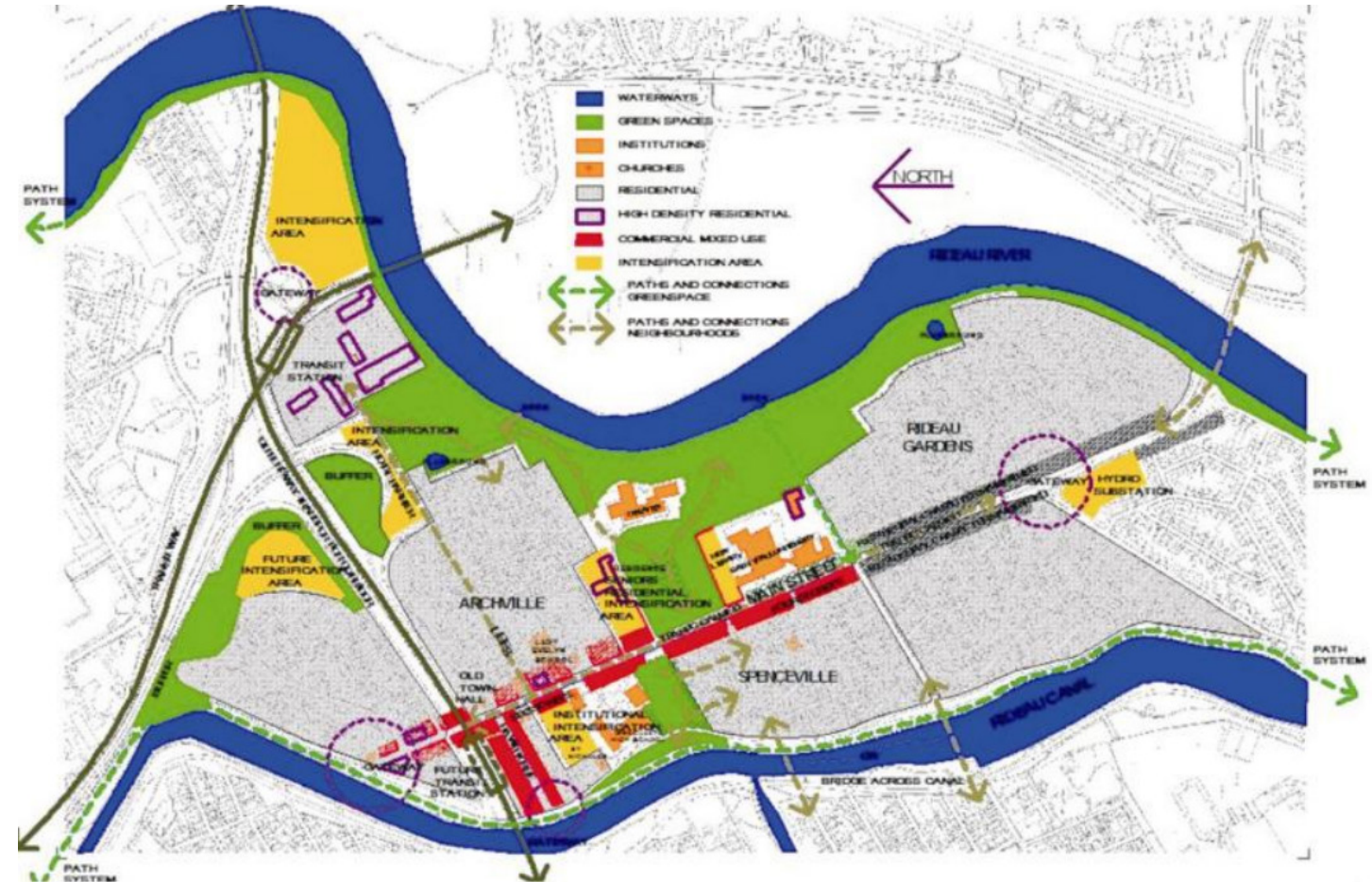


# Old Ottawa East Community Design Plan

The Old Ottawa East Community Design Plan (CDP) identifies various design guidelines which are desired for development in the community, and more specifically along Main Street.

The CDP establish several key elements desirable for new developments along Main Street, including street-oriented retail uses, fenestration and materiality which improve the pedestrian experience at-grade, and densities which help to achieve the targeted growth for the area.

**The proposed development represents a redevelopment opportunity along Main Street, capturing the intentions of the CDP through distinct design choice which hope to revitalize the subject site and contribute to the evolving Old Ottawa East Community.**





# Design Guidelines for Traditional Mainstreets

Urban Design Guidelines for Development along Traditional Mainstreets apply to all development with frontage along a Traditional Mainstreet, as described in the 2003 City of Ottawa Official Plan.

Traditional Mainstreets are generally characterized as post-1945 automobile-oriented streets with lower densities, larger buildings, varied setbacks, and single purpose commercial uses.

The guidelines address the contextual factors of development as they relate to the streetscape condition as well as the transition and adjacency to surrounding neighbourhood areas. Building design and streetscape elements such as building scale and massing, materiality, pedestrian and cycling infrastructure, and landscaping are important considerations emphasized by the guidelines.

The proposed development addresses many of the guidelines enclosed through various strategies and design choices as follows:

/ The building addresses the primary frontage along Main Street, while also emphasizing the corner condition through the inclusion of a patio at-grade;

/ The massing and scale of the proposed development is respectful of the adjacent neighbourhood condition to the rear, achieved through the inclusion of adequate setbacks, stepbacks, and landscaping at the rear of the lot;

/ The proposed development features a sensible building scale along the mainstreet which helps to ensure a pedestrian-oriented environment is achieved;

/ Active retail entrances are provided along the Main Street frontage in order to attract commercial activity and encourage pedestrian interaction with the site;

/ Attention has been paid towards the choice of materiality and fenestration patterns on the facade in order to create a welcoming interface in relation to both street frontages;

/ The limited parking provided on the site has been located in an underground parking garage, accessed via Springfield;

**The proposed development is consistent with the goal and objectives of the Urban Design Guidelines for Development along Traditional Mainstreets. The proposed development is in keeping with the planned scale and character of development along mainstreets through appropriate scale, materiality, and the transition to the adjacent low-rise neighbourhood area.**



# Responses to Urban Design Pre-Consultation Com-

**City Comment:**

Please provide a stepback above the first floor to continue the datum line along the street. Development along the street either incorporate a stepback or a stronger materiality change and articulation

**Applicant Response:**

Given the compact nature of the mid-rise built form, a stepback at the first floor would potentially compromise the respectful street wall created by the proposed building. A stepback has been provided at the fifth floor, helping to minimize the initial and verticality along the Main Street frontage.

**City Comment:**

The building corner at Main and Springhurst could be better addressed. The corner should have a stronger presence and relationship to the street.

**Applicant Response:**

The corner condition has been improved as part of the evolution of this project in order to emphasize the relationship between the building and the intersection of Main Street and Springhurst.

**City Comment:**

Please use building materials and colours found within the neighbourhood. New development in the neighbourhood is utilizing red and sand brick.

**Applicant Response:**

The neighbouring mid-rise building to the south features a range of materiality and colour choices which we hope to contrast with the proposed development. The range in colours and patterns will create an interesting urban street wall along mainstreet.

**City Comment:**

If the patio space at the corner cannot be designed without a retaining wall due to grade changes, rather than a glass wall, consider using a planted retaining wall. Using plant material could make the space more comfortable and attractive, and there is already very little vegetation on the site.

**Applicant Response:**

A retaining wall and planters have been integrated along the patio interface with the sidewalk.

**City Comment:**

Please consolidate the garage doors to one.

**Applicant Response:**

The garage door to the parking garage has been consolidated. The secondary garage door represents the access to the garbage room. This choice is door was made in order to allow for greater safety and functionality as it relates to building management.

**City Comment:**

Please find opportunities for more vegetated areas within the site. Can additional street trees be planted along Springhurst, could planters be included along Main? Please explore options.

**Applicant Response:**

Please refer to landscape sketch. Planters have been provided at the corner at-grade. Existing Street trees are provided along Main Street, and small trees are envisioned along the Springhurst Avenue frontage.



# Design Intent

## Introduction

The Properties Group has submitted a Site Plan Control application to permit the development of a 6-storey mixed-use building on the subject property. The mixed-use building will be comprised of commercial units on the ground floor and 58 residential units above.

## Design Intent

Appropriate massing and built form a key design consideration by the City of Ottawa and, therefore, the proponent has responded by integrating the following design objective and principles:

- 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;

## Complete Communities & Infill Development

The proposed building replaces a vacant lot along the Main Street. As a result, the development will improve the public realm along Main Street by creating an active street edge with a built form consistent with the City's policy directions. The proposal will support the neighbourhood by contributing to a wide mix of uses and acting as a transition towards the Corners on Main development as well as Greystone Village and other residential intensification projects along the Main Street Mainstreet Corridor.

## Public realm

The proposed development includes improvements along the public right-of-way, improving the Main Street public realm. The dedicated bike lane and trees between the sidewalk and the right of way are to be maintained. 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 Springhurst Avenue 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 Mainstreet, avoiding any interruptions in the active frontage, creating a more appealing pedestrian environment with less opportunity for pedestrian/vehicular conflicts.

The lower storeys along Main Street and Springhurst Avenue maintains a low-profile built form that responds directly to the pedestrian experience at-grade, reinforcing the policy direction and goals of the Official Plan designation.

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 complementing similar architectural styles employed by the future Greystone Village and Corners on Main.



# Design Intent (Cont.)

## Materiality

With regards to materiality, the building is primarily composed of grey stone, with brick articulation, metal siding accents and glazing on store-fronts and as a balcony guard railing. The façade along Main Street is heavily fenestrated to create a positive relationship between the building and the streetscape.

## Landscaping

The existing trees lining the bicycle lane will be retained in order to maintain a separation between modes of transportation. The addition of trees and shrubs at the rear of the property will ensure separation and privacy between the abutting properties and the building 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.

## Massing and Transition

The proposed building's massing has been shaped to respect and reflect the surrounding context and planned function of the area as a Mainstreet.

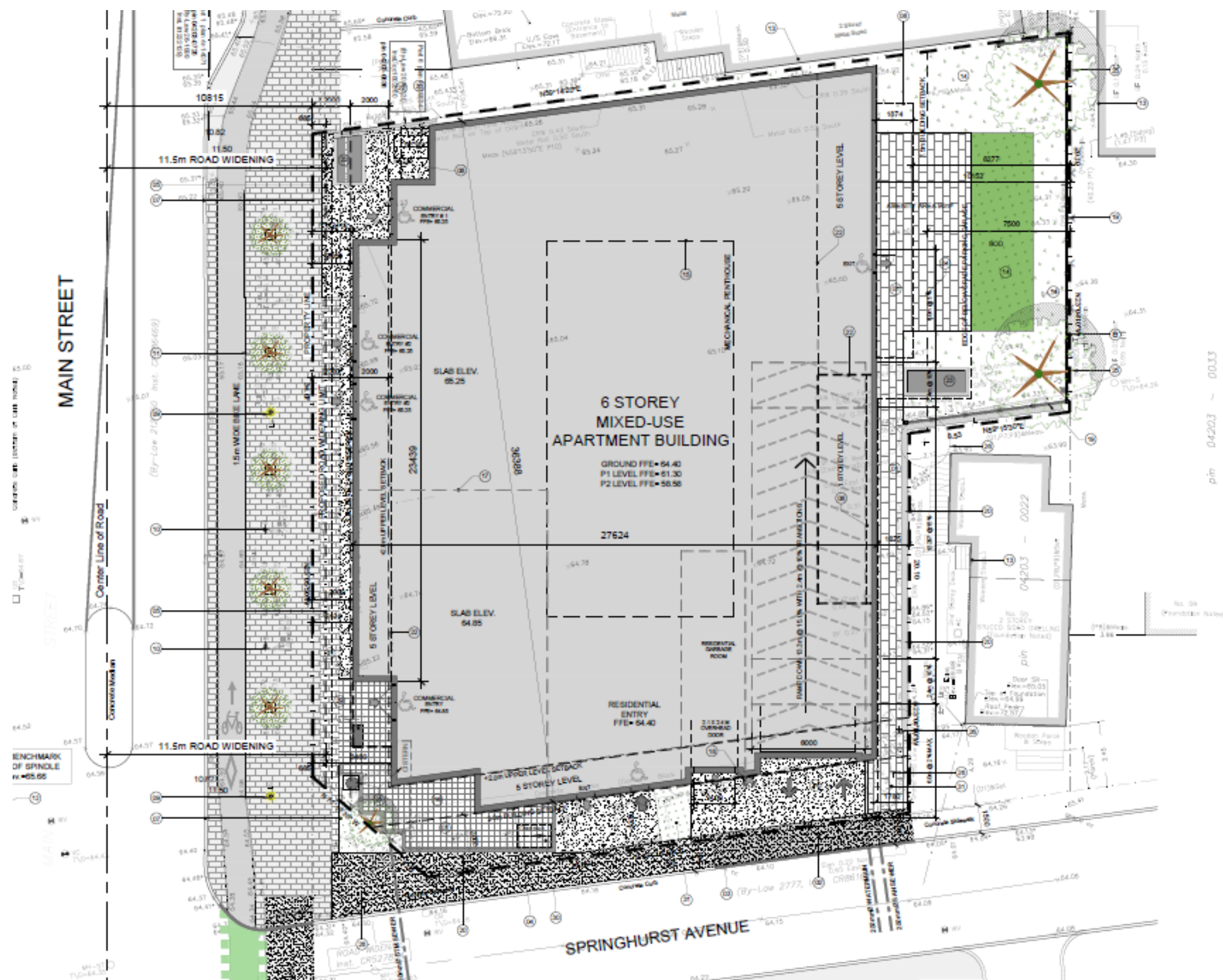
The massing and design of the building is sensitive relative to the residential building south of the building (Corners on Main) and the residential neighbourhood to the east of the building. Privacy issues have been addressed through adequate landscaping and in

the design of the balconies and amenity space. The balconies are all designed to not be intrusive to abutting dwelling units, as well as provide adequate noise mitigation for dwelling units facing Main Street. The rooftop amenity space has been stepped back from the east side of the building, providing more privacy to dwellings along Springhurst Avenue.

The front façade of the building along Main Street features entrances to the commercial units, whereas the entrance to the residential uses is located along Springhurst Avenue. The south side of the façade includes an access for the parking spaces, along with the entrance for the residential development. The east façade includes residential balconies and entrances to the parking spaces, as well as associated surface parking.

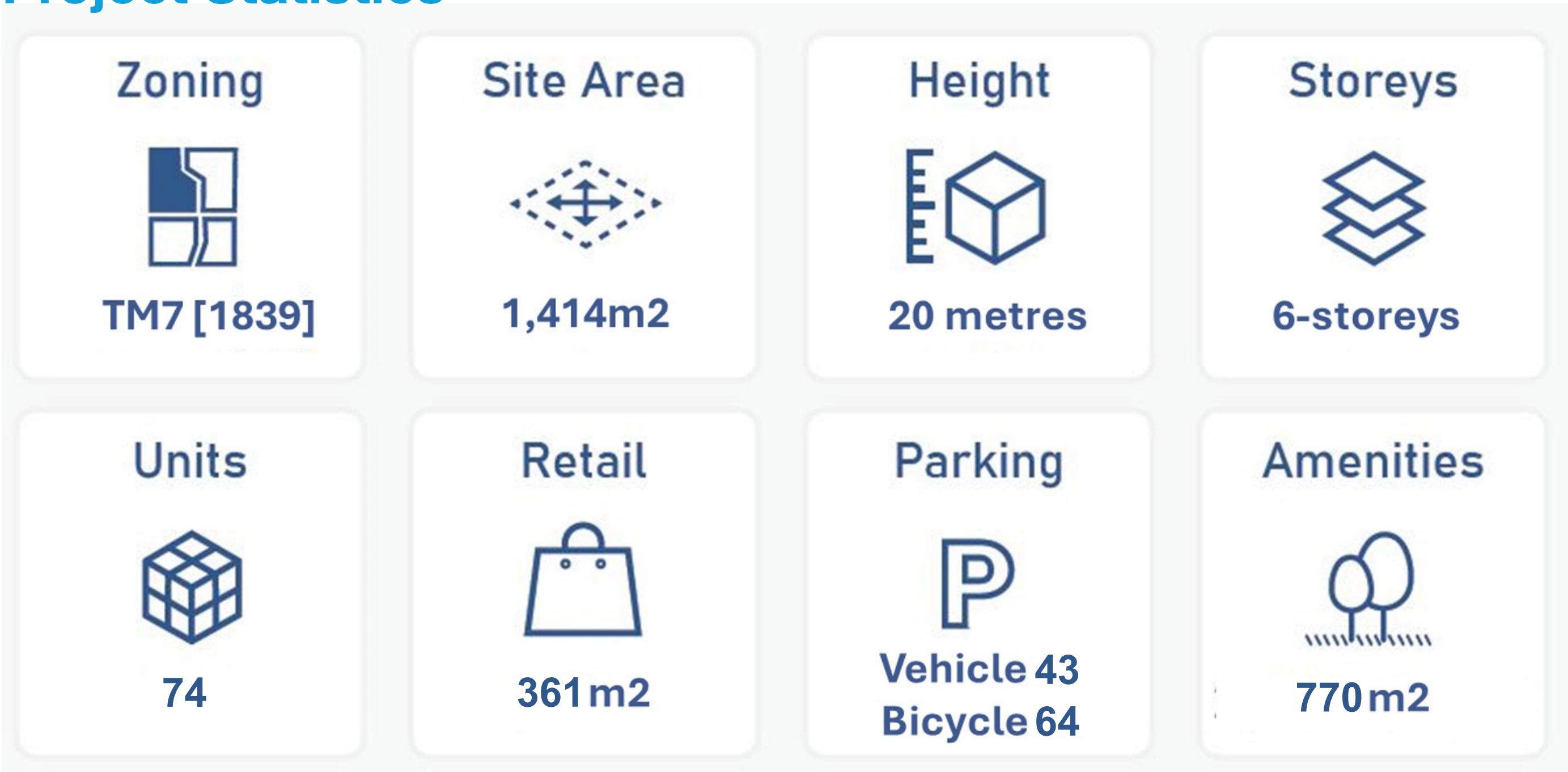


# Site Plan





# Project Statistics





# West Elevation





# East Elevation



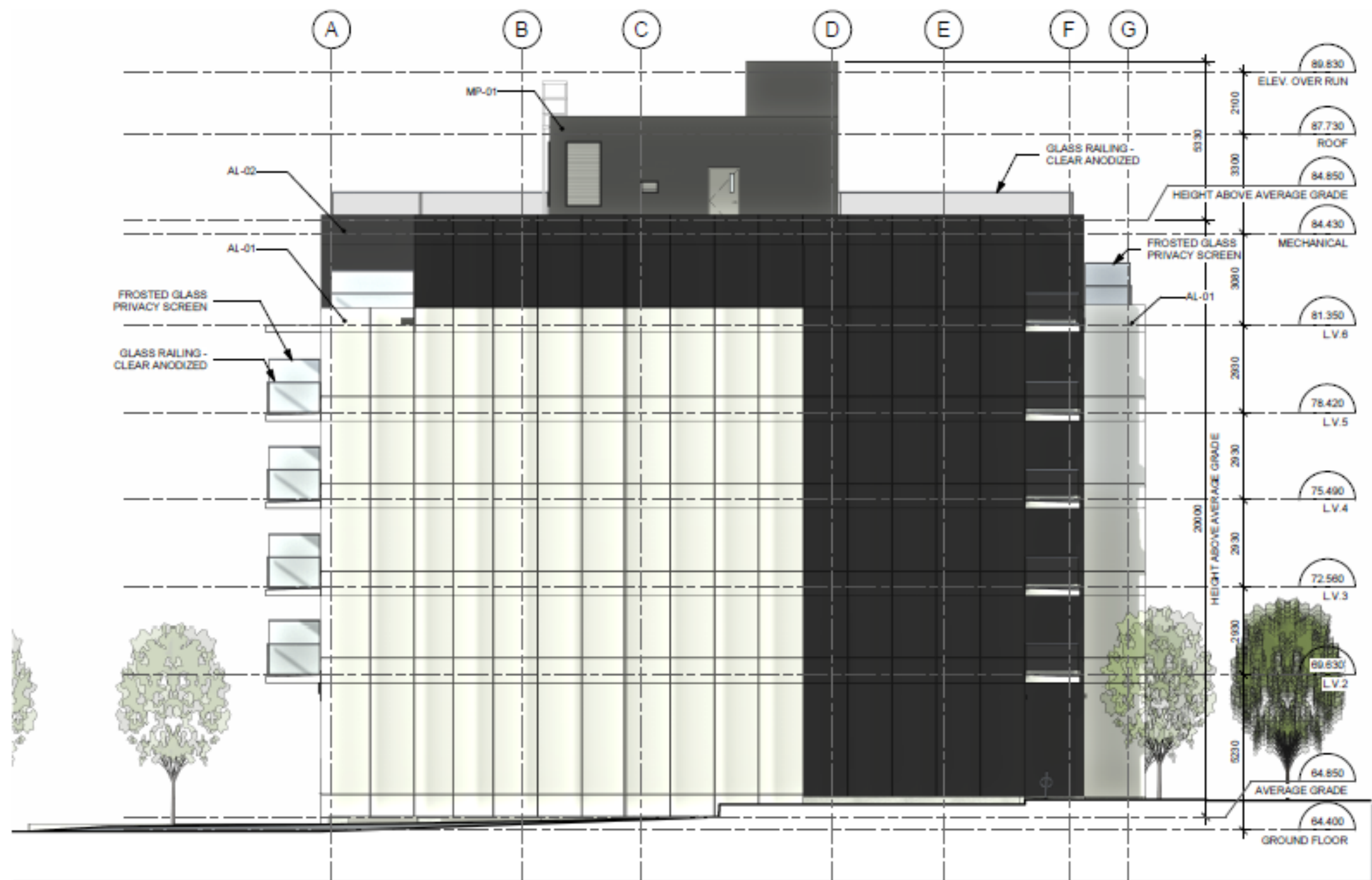


# North Elevation





# South Elevation





## Context Render from Main Street



## Context Render from Evelyn Avenue





## Context Render from Springhurst Ave



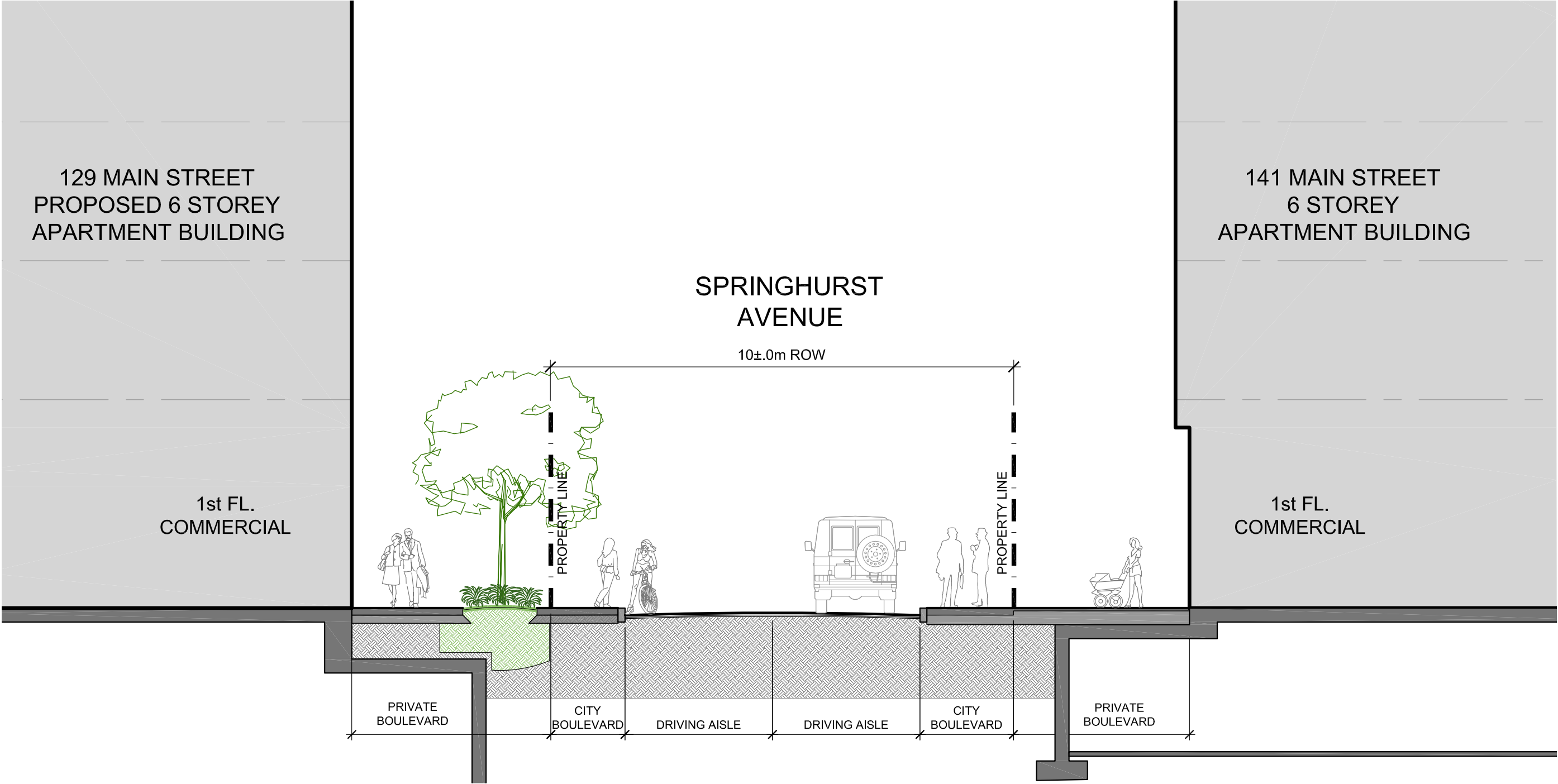


# Context Render from Main Street

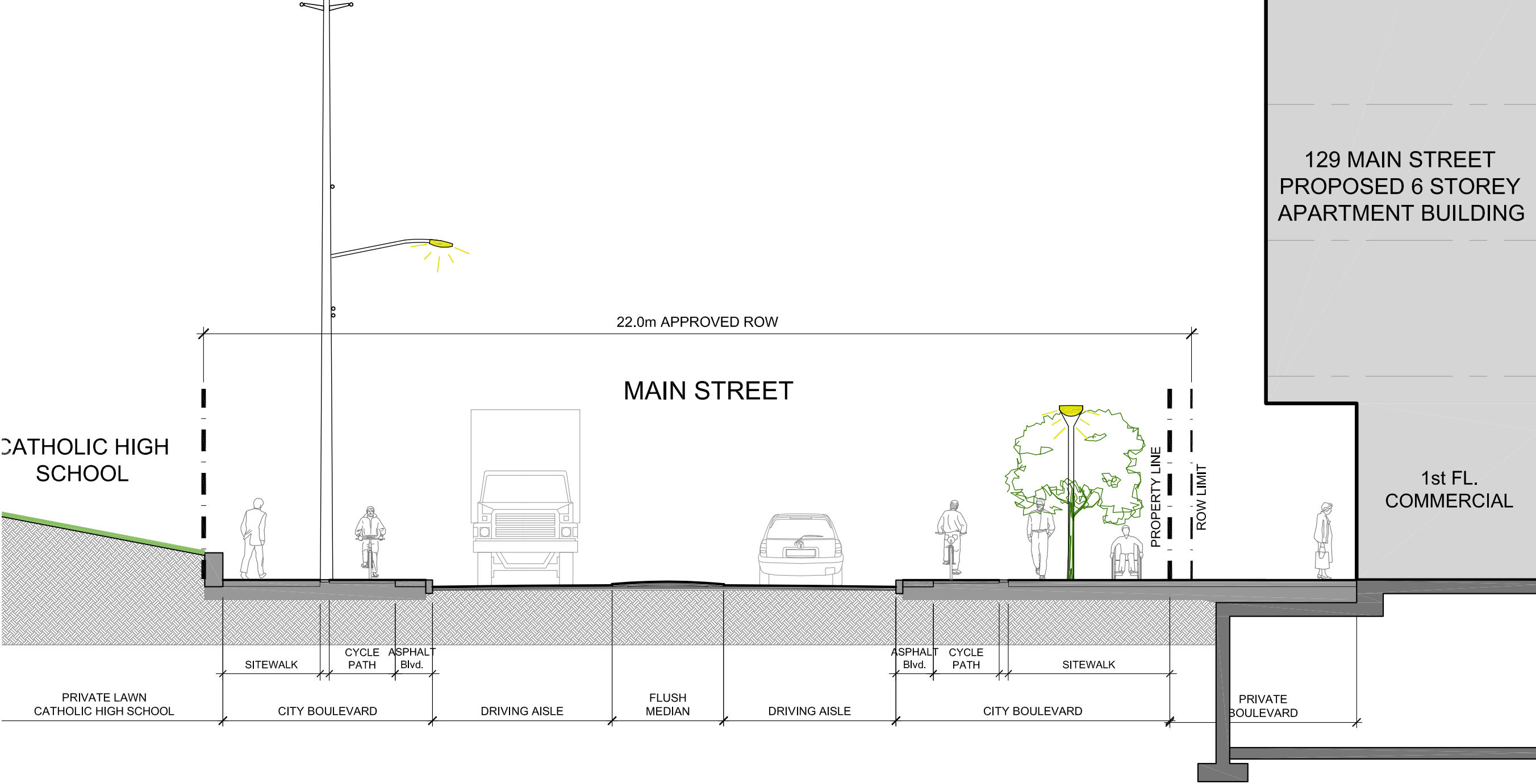




# Springhurst Avenue Cross-Section



# Main Street Cross-Section





# Bird Safe Design Guidelines

The project is still in the early stages of determining the detailed design approach, including bird safe design.

As the project evolves, the Bird-Safe Design Guidelines will be considered for the proposed development.

The development design will examine the applicability of the following guidelines:

/Reducing the transparency and reflectivity of glazing, including by avoiding large areas of undistinguished glazing, choosing lower-reflectivity glazing, choosing bird-safe glass or integrated protection measures (e.g., louvers, exterior-installed screens) for the first 16 metres of height.

/Eliminating design traps, such as interior courtyards framed by heavily glazed walls, or parallel/perpendicular glazing (e.g., glassed walkway, transparent glass railings, fully glazed corners).

/Minimizing other structural hazards, such as antennae, guy wires, and grates located below potential nesting sites or collision locations.

/Choosing landscaping that will not attract birds towards potential collision locations.

/Avoiding uplighting, light spill from exterior lighting, and light spillage from the interior of buildings.



# Sustainability Approach

The development represents the in-fill intensification of the underutilized/vacant site which will provide 58 new residential units, at-grade commercial space, and associated amenity space in a medium-density urban development.

The introduction of higher density residential development within the urban boundary will reduce the overall loss of open green space to development as part of a policy to discourage urban sprawl and avoid natural habitat loss. This will also reduce personal vehicle trips further improving the projects sustainability.

The decisions of the specifics of the sustainability approach here are in their initial stages, but a number of ideas are outlined below, and will be considered as the design evolves.

The proposed multi-unit development will consider emphasizing heating and servicing efficiencies and strive to integrate a comprehensive selection of sustainable design characteristics. In addition to the compact nature of the units, which inherently enhances energy efficiency, the project will explore numerous environmentally friendly features.

The use of larger windows can be complemented by the installation of triple-pane, argon-filled windows, providing superior insulation and noise reduction. This could not only enhance energy efficiency but also contribute to a more comfortable living environment.

High-efficiency furnaces, coupled with automated climate controls, could ensure optimized energy consumption throughout the year.

To achieve compliance with the efficiency benchmarks outlined in the building code, energy modeling will be conducted during the design development phase. This process will ensure that the building can meet the prescribed standards for optimal energy efficiencies.

Incorporating LED lighting fixtures throughout the development could also significantly reduce energy consumption and extend the lifespan of lighting systems, aligning with a commitment to long-term sustainability.

Water conservation fixtures could be selected, with low-flow toilets, sinks, and shower heads integrated into the design. This could not only reduce water consumption but also contribute to overall sustainability of water resources.

In the construction phase, a commitment to sustainable materials could be sought. Highly renewable products such as wood and wood-based materials could be selected for the structural system above grade. Locally sourced materials, if selected, can help in reducing transportation-related environmental costs. Low VOC materials and paints for interior finishes also contribute to improved indoor air quality.

Soft landscaping, featuring native plant life, will be strategically placed throughout the site to enhance biodiversity and ecological sustainability.

Overall, this multi-unit development will attempt to incorporate various elements of sustainable design, integrating various features that collectively contribute to environmental responsibility, energy efficiency, and the overall well-being of its residents.