

# NOVATECH

Engineers, Planners & Landscape Architects

## Engineering

Land / Site  
Development  
Municipal  
Infrastructure  
Environmental /  
Water Resources  
Traffic /  
Transportation  
Structural  
Recreational

## Planning

Land / Site  
Development  
Planning Application  
Management  
Municipal Planning  
Documents &  
Studies  
Expert Witness  
(OMB)  
Wireless Industry

## Landscape Architecture

Urban Design &  
Streetscapes  
Open Space, Parks &  
Recreation Planning  
Community &  
Residential  
Developments  
Commercial &  
Institutional Sites  
Environmental  
Restoration



## 261, 269, 277 King Edward Avenue & 260 Murray Street Application for Site Plan Control Planning Rationale

Engineering excellence. Planning precision. Inspired landscapes.

Planning Rationale  
261, 269, 277 King Edward Avenue & 260 Murray Street  
Application for Site Plan Control

Prepared by:

**NOVATECH**  
Suite 200, 240 Michael Cowpland Drive  
Ottawa, Ontario  
K2M 1P6

April 11, 2016

Novatech File: 112078  
Ref: R-2016-038

April 11, 2016

City of Ottawa  
Planning and Growth Management Department  
110 Laurier Avenue West  
Ottawa, Ontario  
K1P 1J1

**Attention: Erin O'Connell, Planner  
Development Review, Inner Urban**

**Reference: 261, 269, 277 King Edward Avenue & 260 Murray Street  
Application for Site Plan Control  
Our File No.: 112078**

---

The following Planning Rationale has been prepared in support of a Site Plan Control application for the proposed redevelopment of the property at 261, 269, 277 King Edward Avenue & 260 Murray Street. The proposal is for the development of a six-storey mixed-use building, with retail at grade and residential dwelling units above.

Based on the findings of this Planning Rationale, the proposed site plan conforms to the policies of the City of Ottawa Official Plan, meets the general intent of the City's Comprehensive Zoning By-law, responds to the Urban Design Guidelines for Development Along Traditional Mainstreets, and represents good land use planning.

If you have any questions, please feel free to contact the undersigned.

Yours truly,

**NOVATECH**



Cynthia Jacques  
Planner

# Table of Contents

<b>1.0 INTRODUCTION &amp; CONTEXT .....</b>	<b>1</b>
1.1 PURPOSE .....	1
1.2 SITE DESCRIPTION AND LOCATION .....	1
1.3 SURROUNDING USES.....	2
<b>2.0 DEVELOPMENT PROPOSAL.....</b>	<b>4</b>
<b>3.0 PLANNING POLICY AND REGULATORY FRAMEWORK .....</b>	<b>7</b>
3.1 CITY OF OTTAWA OFFICIAL PLAN.....	7
3.1.1 <i>Traditional Mainstreet Designation</i> .....	7
3.1.2 <i>Review of Development Applications</i> .....	8
3.2 URBAN DESIGN GUIDELINES FOR DEVELOPMENT ALONG TRADITIONAL MAINSTREETS..	17
3.3 ZONING BY-LAW 2008-250 .....	19
<b>4.0 SUMMARY.....</b>	<b>22</b>
 <b>Appendices</b>	
Appendix A: Proposed Site Plan.....	23

## 1.0 INTRODUCTION & CONTEXT

### 1.1 Purpose

Novatech has prepared this Planning Rationale in support of an application for Site Plan Control to facilitate the redevelopment of the properties located at 261, 269, 277 King Edward Avenue and 260 Murray Street (the “Subject Property”), in the City of Ottawa. The owner proposes to redevelop the site with a six-storey mixed-use building, with retail space at grade and residential dwelling units above.

This Planning Rationale will demonstrate how the proposed development:

- conforms to the policies of the City of Ottawa Official Plan (2013 Update);
- complies with the general intent and purpose of the Zoning By-law 2008-250; and
- has regard to the City’s Urban Design Guidelines for Development along Traditional Mainstreets.

### 1.2 Site Description and Location

The Subject Property is located on the east side of King Edward Avenue, between Murray Street and Clarence Street, in the Lowertown neighbourhood (Figure 1). The lands that make up the Subject Property are legally described as Part of Lots B and 7 North Clarence Street (Formerly Parry Street) on Registered Plan 43586, in the City of Ottawa. The lands are municipally known as 261, 269, 277 King Edward Avenue and 260 Murray Street. The irregularly shaped lot is 1,262.3 m<sup>2</sup> (0.12 ha) in size, with 46.32 metres of frontage on King Edward Avenue. The Subject Property also has 20.22 metres of frontage on Clarence Street and 10.06 metres of frontage on Murray Street.

Figure 1. View of the Subject Property



The Subject Property is currently vacant. The site was formerly occupied by several low-rise residential use buildings, which had been unoccupied for some time. In August 2014, the City granted approval for the demolition of the buildings, and they were demolished shortly thereafter.

### **1.3 Surrounding Uses**

King Edward Avenue in the vicinity of the Subject Property is generally characterized by low-rise residential buildings, institutional and office uses, and a small number of commercial uses. To the west of the Subject Property, across King Edward Avenue, is a mix of residential, institutional and commercial uses including the Shepherds of Good Hope and a three-and-a-half storey residential use building constructed in the early 2000s at 260 King Edward Avenue. Low-rise residential use buildings primarily characterize the area to the east of the site. A two-and-a-half storey residential building on Clarence Street and a two-storey residential building on Murray Street occupy the properties immediately to the east of the Subject Property.

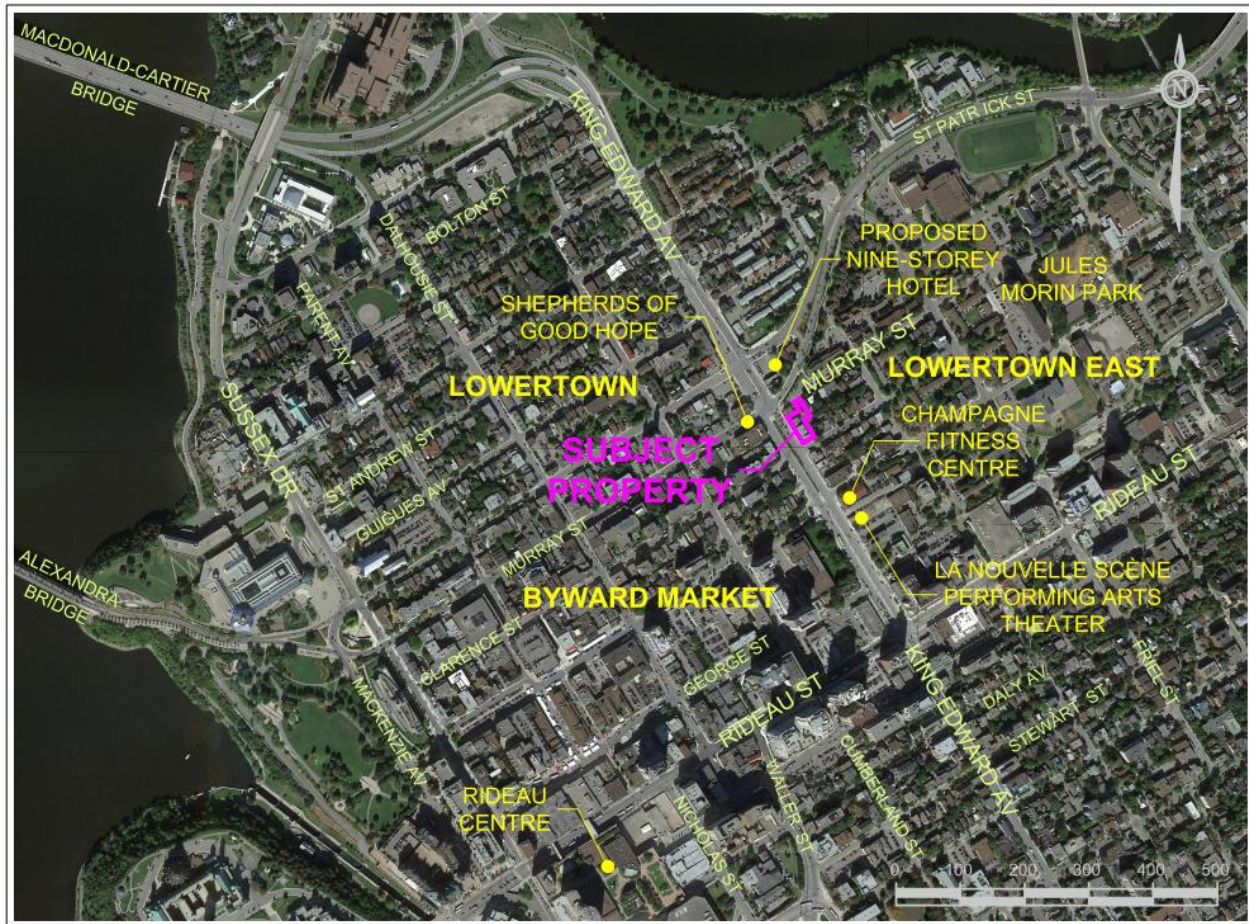
Located to the north of the Subject Property, at the south-east corner of the intersection of Murray Street and King Edward Avenue, is a two-storey residential use building. Zoning for the development of a nine-storey hotel was recently approved by Council for the property at 364 St. Patrick, just north of the Subject Property in the island formed by King Edward Avenue, Murray Street and St. Patrick Street.

To the south of the Subject Property, there are primarily two and three-storey residential buildings. There are several non-residential uses along King Edward Avenue south of York Street, including the City's Champagne Fitness Centre, La Nouvelle Scène francophone performing arts theater, and federal office buildings. Rideau Street is approximately 350 metres to the south of the subject site (within five minutes walking distance), and features a range of service and commercial uses.

Revitalization of King Edward Avenue is underway, supported by the recent roadway landscaping improvements, the introduction of public art, and the rezoning of the corridor from Rideau Street to Bruyère Street to encourage the redevelopment of King Edward Avenue as a vibrant Traditional Mainstreet. The reconstruction of La Nouvelle-Scene theatre and the proposed development of a nine-storey hotel along the corridor are signs of renewed development interest in the portion of King Edward Avenue north of Rideau Street.

Figure 2 provides a view of the Subject Property in context with the surrounding uses and neighbourhoods.

**Figure 2. View of the Subject Property and Surrounding Context**



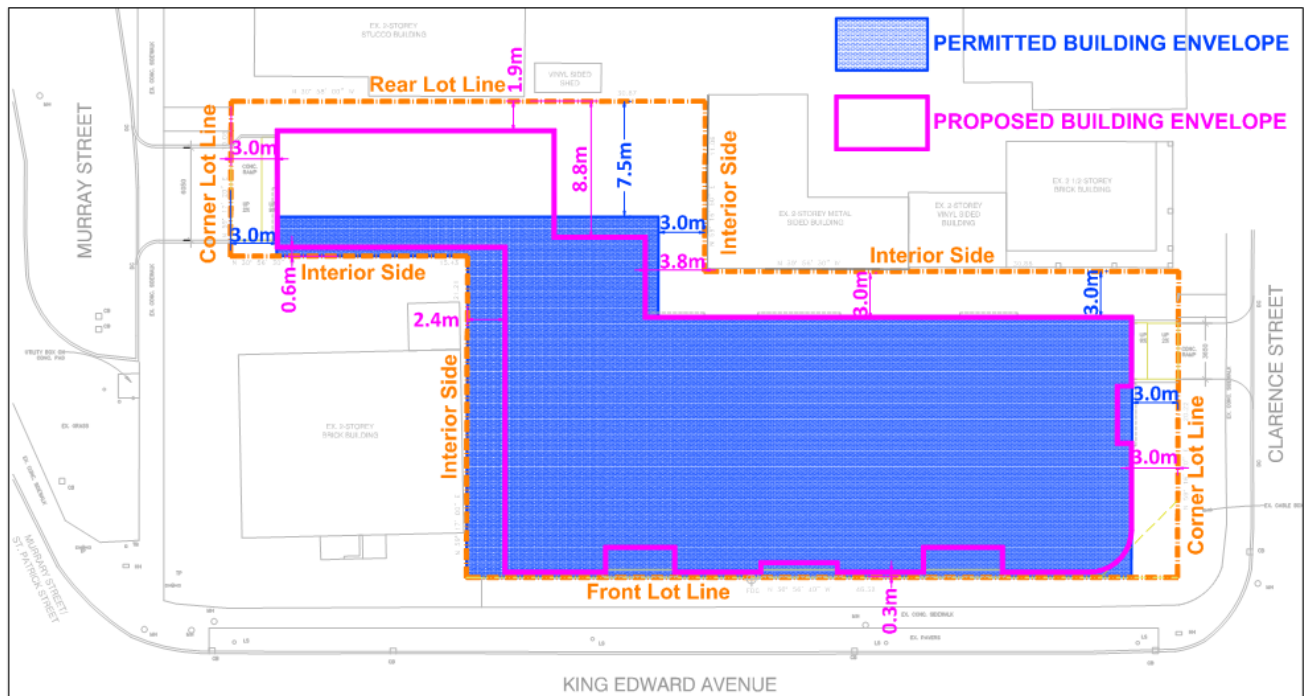
The Subject Property is accessible by all modes of transportation. It is located within walking distance to many neighbourhood services in the Lowertown and By-ward Market neighbourhoods, as well as along Rideau Street. The proposed six-storey mixed-use development appropriately contributes to the intensification of the King Edward Avenue Traditional Mainstreet, an intensification target area identified in the Official Plan (Mainstreets). The redevelopment also introduces a new retail use opportunity and a range of residential dwelling unit sizes to the area. The proposed development will positively contribute to the revitalization of King Edward Avenue, and the realization of the planned Traditional Mainstreet function of the corridor.

## 2.0 DEVELOPMENT PROPOSAL

In keeping with the intent of the Traditional Mainstreet designation and zoning for this portion of King Edward Avenue, the owner proposes to redevelop the Subject Property with a mixed-use building that includes retail at grade and residential units above. The proposal incorporates a six-storey built form along King Edward Avenue to achieve the City’s vision for the designated Traditional Mainstreet corridor. The development steps down to a four-storey bay along Murray Street, to ensure integration with the low-rise character of the side street. The proposed site plan is included as Appendix A of this Planning Rationale. A 0.31-metre road widening is required along the King Edward Avenue frontage of the property to protect a right-of-way of 20 metres from the centreline of the road, in accordance with the right-of-way protection set out in Annex 1 of the Official Plan.

Figure 3 illustrates the lot line interpretation for the site (based on the City’s Zoning By-law) and the building envelope that is permitted as-of-right under the current site zoning. As permitted on Traditional Mainstreets, a minimal building setback is provided for the first four storeys along King Edward Avenue to enhance the relationship between the building and the public realm. A 3-metre corner side yard setback is provided for the first four storeys on Clarence Street, as well as for the four-storey bay on Murray Street. The fifth and sixth storeys for the six-storey portion of the building are setback an additional 2 metres from the first four storeys along King Edward Avenue and Clarence Street. These setbacks and step backs establish a strong four-storey podium along King Edward Avenue, Murray Street and Clarence Street, maintaining a human scale at street level and integrating the proposed development with the scale of existing buildings along the side streets.

**Figure 3. Lot Line Interpretation & Permitted Building Envelope**





Given the configuration and location of the Subject Property, the rear lot line is the most easterly property line that is perpendicular to Murray Street. The TM zone requires a 7.5-metre setback from the rear lot line. As the Subject Property has only 10.06 metres of frontage along Murray Street, the provision of a 7.5-metre rear setback would prohibit the possibility of providing building frontage along Murray Street (Figure 3). Development of the site with a building that fully complies with the permitted building envelope would result in a gap in the streetscape along Murray Street.

The proposed four-storey built form on the northerly portion of the site maintains the established pattern of building frontages on Murray Street, and ties the proposed development into the low-rise character of the residential neighbourhood to the east of the Subject Property. The proposed 1.9-metre setback between the rear lot line and the four-storey portion of the building on Murray Street replicates the interior side yard setback condition of properties fronting on to Murray Street. The 8.85-metre setback proposed between the building and the southerly third of the rear lot line exceeds the 7.5-metre rear yard setback requirement, and creates an intimate rear yard amenity space for the building residents.

The proposed mixed-use building includes ground-floor retail space that is 420 m<sup>2</sup> in size. A total of 31 rental residential dwelling units are proposed to be located on the second through sixth floors of the building. The development will feature a mix of one and two-bedroom units of different sizes to appeal to a variety of potential tenants. The proposal includes a total of 13 one-bedroom units ranging in size from 646 to 836 square feet, and 18 two-bedroom units ranging in size from 819 to 1,304 square feet. The development provides an outdoor communal amenity area (225 m<sup>2</sup> in size) at the rear of the building for the building residents to enjoy. Balconies for the residential units also provide private outdoor amenity space for the building residents.

The primary pedestrian access for building residents is on King Edward Avenue. Parking for the development is provided in a two-level underground parking garage, which will include a total of 30 vehicle parking spaces. The first level of the underground garage accessed from Clarence Street will provide a total of 10 parking spaces, four (4) visitor parking spaces and six (6) parking spaces for the ground-floor retail component. The second level of underground parking with access off Murray Street will provide 20 spaces for the building residents.

A total of 18 bicycle parking spaces are provided for the proposed development, in keeping with the requirements set out in the Zoning By-law. Six (6) bicycle parking spaces are located at the rear of the property for building residents. Level one of the underground parking garage provides an additional twelve (12) bicycle parking spaces, ten (10) for building residents and two (2) for the ground-floor retail component of the building.

The proposed redevelopment will create a strong statement at the intersection of King Edward Avenue and Clarence Street, revitalizing the currently vacant and underutilized site. The proposed mixed-use development will bring new retail and residential uses to the area, in keeping with the intent of the Traditional Mainstreet designation. The introduction of retail at grade will animate the streetscape and enhance the pedestrian-oriented nature of King Edward Avenue. The substantial glazing on the ground floor façade along King Edward Avenue

enhances the relationship between the development and the public realm. Additional details on the building design are provided in later sections in this Planning Rationale and in the Urban Design Brief prepared by KWC Architects Inc.

To proceed with the six-storey mixed-use development, Site Plan approval is required. An application for minor variances through the Committee of Adjustment will also be required to address the proposed rear yard setback to allow for building frontage along Murray Street. A few additional minor variances may be required for the proposed development, as determined through the Site Plan review process.

### 3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

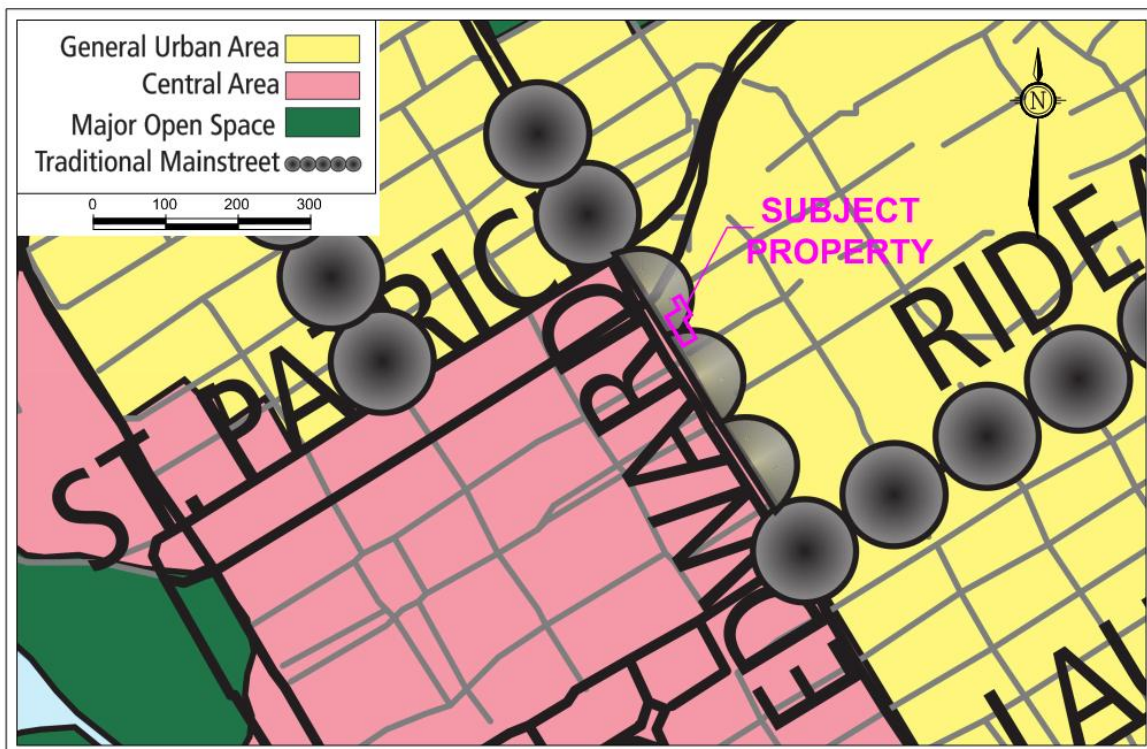
#### 3.1 City of Ottawa Official Plan

The City of Ottawa undertook a comprehensive review of the Official Plan in 2013, as required every five years under Section 26 of the *Planning Act*. Official Plan Amendment #150 was adopted by City Council on December 11, 2013. The Official Plan Amendment was approved by the Ministry of Municipal Affairs and Housing on April 24, 2014. While OPA #150 is under appeal, the annotated online version of the City of Ottawa Official Plan showing the changes proposed by Amendment #150 is used for reference for the purposes of this Planning Rationale.

##### 3.1.1 Traditional Mainstreet Designation

The Subject Property is located on King Edward Avenue, which is a designated ‘Traditional Mainstreet’ between Rideau Street and Bruyère Street on Schedule B *Urban Policy Plan* of the City of Ottawa Official Plan (Figure 4). Section 3.6.3 *Mainstreets* of the Official Plan indicates that: “The Mainstreet designations identify streets that offer **significant opportunities for intensification through medium-density and mixed-use development**, along streets that are *Transit Priority Corridors* or are well-served by transit.”

Figure 4. Excerpt from City of Ottawa Official Plan, Schedule B



Section 3.6.3 *Mainstreets* of the Official Plan indicates that:

*Mainstreets having pre-1945 characteristics are designated as Traditional Mainstreets. Typically, they are set within a tightly-knit urban fabric, with buildings that are small-scale, with narrow frontages set close to the street. The development pattern, mix of uses, contiguous storefronts and density create an interesting pedestrian environment and support the use of transit. Residential uses are often located on the upper floors.*

The proposed redevelopment of the Subject Property with a six-storey building, incorporating retail at grade and residential units above, is consistent with the policies and the vision set out for Traditional Mainstreets in the 2013 Official Plan. The proposed development realizes the opportunity for mid-rise, mixed-use intensification along King Edward Avenue, which is well served by public transit and is located in proximity to a range of services and commercial uses. The proposed redevelopment of the Subject Property will further support public transit and active modes of transportation along King Edward Avenue. The development will enhance the pedestrian environment along King Edward Avenue, framing the street edge and introducing new retail store frontage.

Policy 12 in Section 3.6.3 *Mainstreets* of the 2013 Official Plan Update indicates: “*This Plan supports mid-rise building heights up to six storeys on Traditional Mainstreets*”. The proposed six-storey building is in keeping with the scale of built form permitted and encouraged along designated Traditional Mainstreets, such as King Edward Avenue.

The redevelopment plan for the Subject Property contributes to the transformation of King Edward Avenue into a more vibrant Traditional Mainstreet. The proposal is consistent with the Official Plan policies for development along Traditional Mainstreets.

### **3.1.2 Review of Development Applications**

Section 4.0 of the Official Plan outlines policies related to review of development applications, to ensure that new development meets the objectives of the Official Plan. The following section demonstrates how the proposed redevelopment of the Subject Property conforms to the policies in Section 4.1 through 4.11 of the 2013 Official Plan.

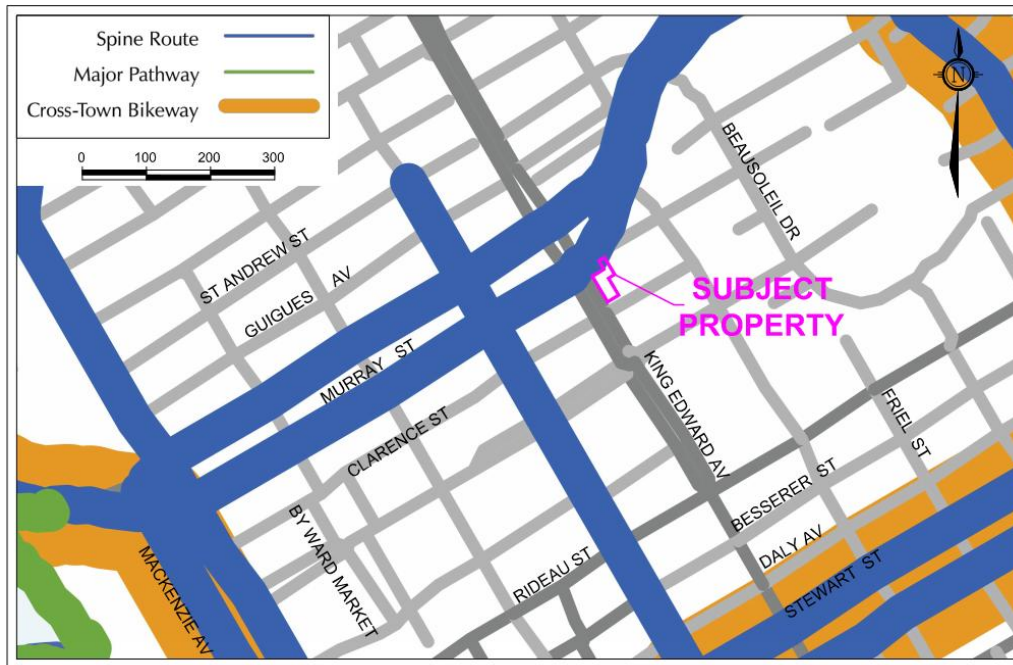
Relating to Section 4.1 (*Site-Specific Policies and Secondary Policy Plans*), the Subject Property is not subject to any Site-Specific Policies or a Secondary Policy Plan in Volume 2 of the Official Plan;

Relating to Section 4.2 (*Adjacent to Land-Use Designations*), the Subject Property is not adjacent to any areas of natural or scientific interest;

Relating to Section 4.3 (*Walking, Cycling, Transit, Road and Parking Lots*), the Subject Property is accessible by various modes of transportation, including walking, cycling, public transit, and motorized vehicle. The site is within easy walking distance to transit, shops and services along

Rideau Street, King Edward Avenue, and within the Lowertown and Byward Market neighbourhoods. Murray and St. Patrick Streets are identified as a Spine Route cycling routes on Schedule C *Primary Urban Cycling Network* of the 2013 Official Plan (Figure 5).

**Figure 5. Excerpt from City of Ottawa Official Plan, Schedule C**



King Edward Avenue and Murray/St. Patrick Street are identified as a Transit Priority Corridors on Schedule D *Rapid Transit and Transit Priority Network* of the 2013 Official Plan (Figure 6). There is a bus stop located at the intersection of King Edward and Murray/St. Patrick Streets, which is serviced by bus route 1 (South Keys / Ottawa-Rockcliffe). Rideau Street, which is within a short walking distance from the site, is well served by several bus routes and will be served by Light Rail Transit (Rideau Station of the Confederation Line) in the near future. Schedule F *Central Area / Inner City Road Network* of the 2013 Official Plan identifies King Edward Avenue, Murray Street and St. Patrick Street as Existing Arterial Roads (Figure 7). The Transportation Overview (dated April 8, 2016) prepared by Novatech demonstrates that the proposed development can be accommodated by the existing transportation infrastructure and services;

Figure 6. Excerpt from City of Ottawa Official Plan, Schedule D

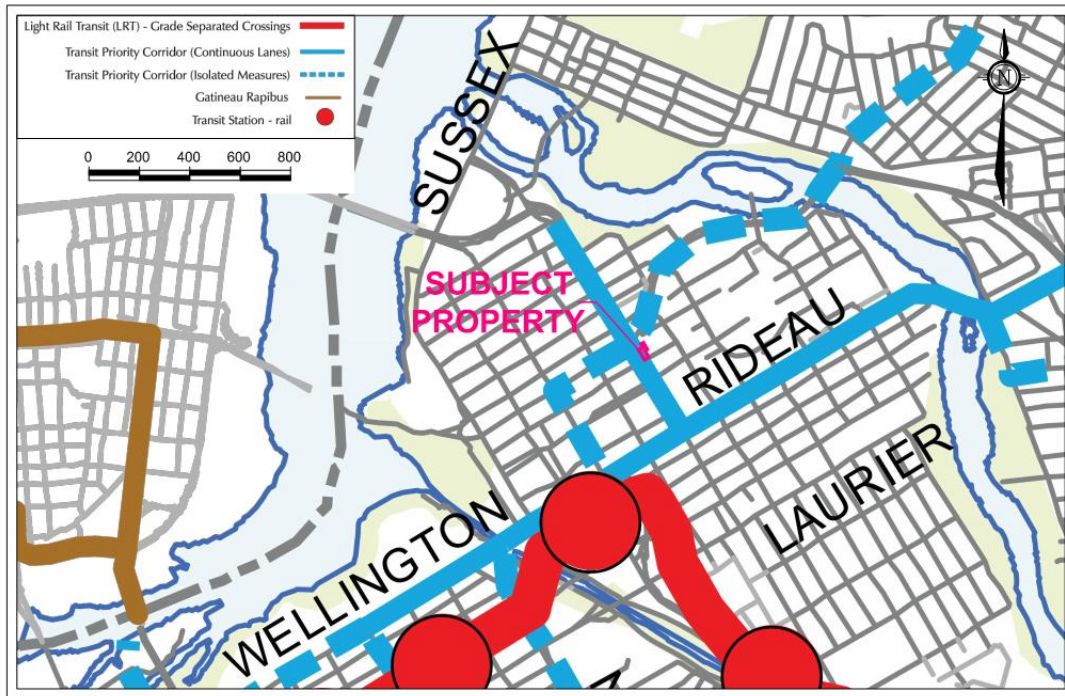
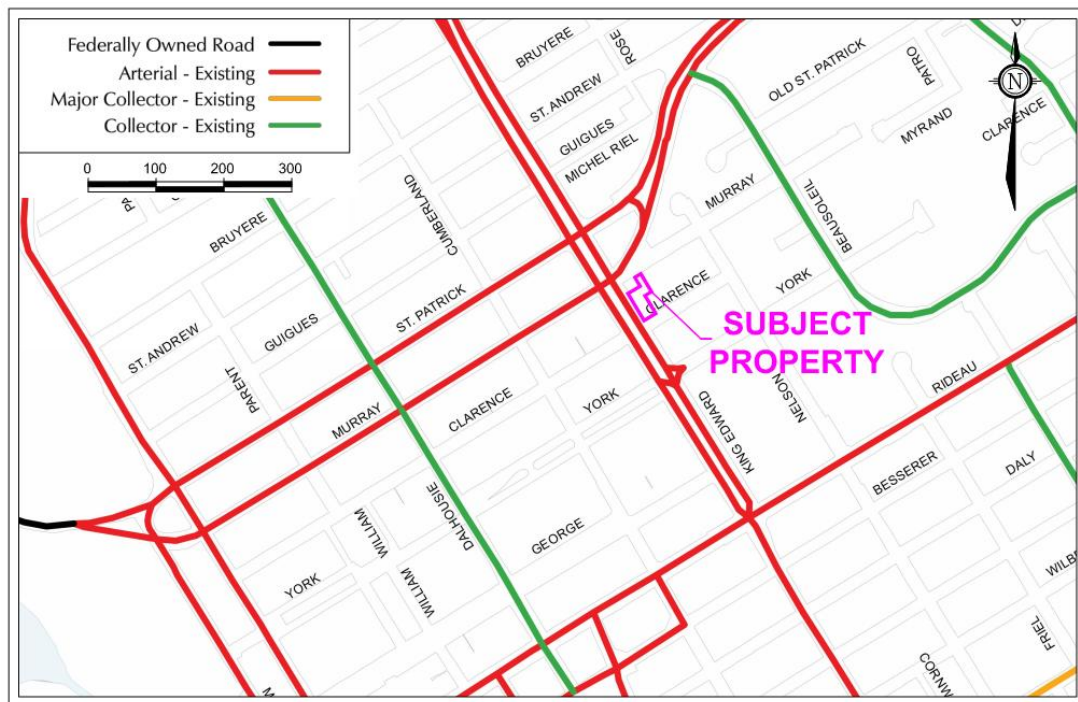


Figure 7. Excerpt from City of Ottawa Official Plan, Schedule F



Relating to Section 4.4 (*Water and Wastewater Servicing*), the Subject Property is serviced by municipal water and wastewater services. As demonstrated by the Site Servicing and Stormwater Management Design Brief prepared by Stantec (dated April 4, 2016), the existing water and wastewater infrastructure services can accommodate the proposed mixed-use development for the Subject Property;

Relating to Section 4.5 (*Housing*), the proposal for the Subject Property includes 31 new rental residential dwelling units, introducing a range of one and two-bedroom units to the area;

Relating to Section 4.6 (*Cultural Heritage Resources*), the properties to the east of the Subject Property on Clarence Street are subject to the Heritage Overlay provisions set out in Section 60 of the City's Zoning By-law. The properties along Clarence Street and the Subject Property are not designated under Part IV of the *Ontario Heritage Act*, nor are they located within a Heritage Conservation District designated under Part V of the Act.

King Edward Avenue is identified as a Scenic Entry Route on Schedule I *Scenic Entry Routes – Urban* of the Official Plan. To contribute to the evolution of a pleasing streetscape along King Edward Avenue, in keeping with the policies in Section 4.6.4 of the Official Plan, the development includes street trees, a well-articulated building facade and locates access to the underground parking on side streets;

Relating to Section 4.7 (*Environmental Protection*), there are no environmental features on or in proximity to the Subject Property. As the site is currently vacant, there is no potential for habitat for the endangered chimney swift on the Subject Property;

Relating to Section 4.8 (*Protection of Health and Safety*), the Subject Property is not affected by constraints identified on Schedule K *Environmental Constraints* of the Official Plan, such as flood plains, wellhead protection or unstable soils. In keeping with Section 4.8.3 and 4.8.4 of the Official Plan, Paterson Group Inc. completed a Geotechnical Study (dated October 15, 2015) and Phase I Environmental Site Assessment (ESA) (dated September 3, 2015) for the Subject Property. Paterson Group Inc. found that “*from a geotechnical perspective, the subject site is satisfactory for the proposed development*”. The Phase I ESA confirmed that there are no areas of potential environmental concern on the Subject Property, and concluded that a Phase II ESA is not required.

In keeping with Section 4.8.7 of the Official Plan, Novatech prepared a Noise Impact Assessment Report (dated April 11, 2016), which assesses the environmental impact of noise on the proposed development and recommends noise attenuation measures.

The Subject Property is suitable for the proposed development;

Relating to Section 4.9 (*Energy Conservation Through Design*), the proposed development maximizes the opportunity for frontage and south-facing windows along Clarence Street. The landscape design for the proposed development, as illustrated on the Landscape Plan prepared by Novatech (dated March 31, 2016), includes areas of permeable surface (artificial turf and clear stone) to promote the natural infiltration of stormwater. Street trees proposed along King

Edward Avenue will help to provide shade from afternoon sun for the first couple of floors of the building. The proposed tree species (Redmond Linden) also have low watering requirements;

Relating to Section 4.10 (*Greenspace Requirements*), the City may request parkland contribution in the form of cash-in-lieu of parkland, as the Subject Property is not sufficient size to provide adequate parkland on site.

Section 4.11 of the City’s 2013 Official Plan Update sets out policies related to urban design and compatibility of new development with the surrounding community. In accordance with Policy 1 in Section 4.11 *Urban Design and Compatible Development* of the Official Plan, KWC Architects Inc. has prepared an Urban Design Brief for the proposed redevelopment of the Subject Property. The Brief summarizes the design merits of the proposed development, and assesses the project’s compatibility with the surrounding uses. While Official Plan policies related to urban design and compatibility are addressed in greater detail in the Urban Design Brief, a summary of how the proposed development responds to the relevant policies in Section 4.11 of the 2013 Official Plan is provided below.

**Views**

Policy 3 in Section 4.11 of the 2013 Official Plan requires the protection of views of Parliament Hill from two locations at the Beechwood Cemetery: the Tommy Douglas Memorial and Poet’s Hill. The purpose of this policy is to ensure that new buildings or structures do not obstruct or visually mar the view of the Parliament Buildings from the Beechwood Cemetery. The view shed area is identified in Annex 12 of the Official Plan.

The northerly portion of the Subject Property is located within the view shed area identified in Annex 12 of the Official Plan (Figure 8). No part of the proposed building (including rooftop projections) can project above the view shed to ensure the protection of views of Parliament.

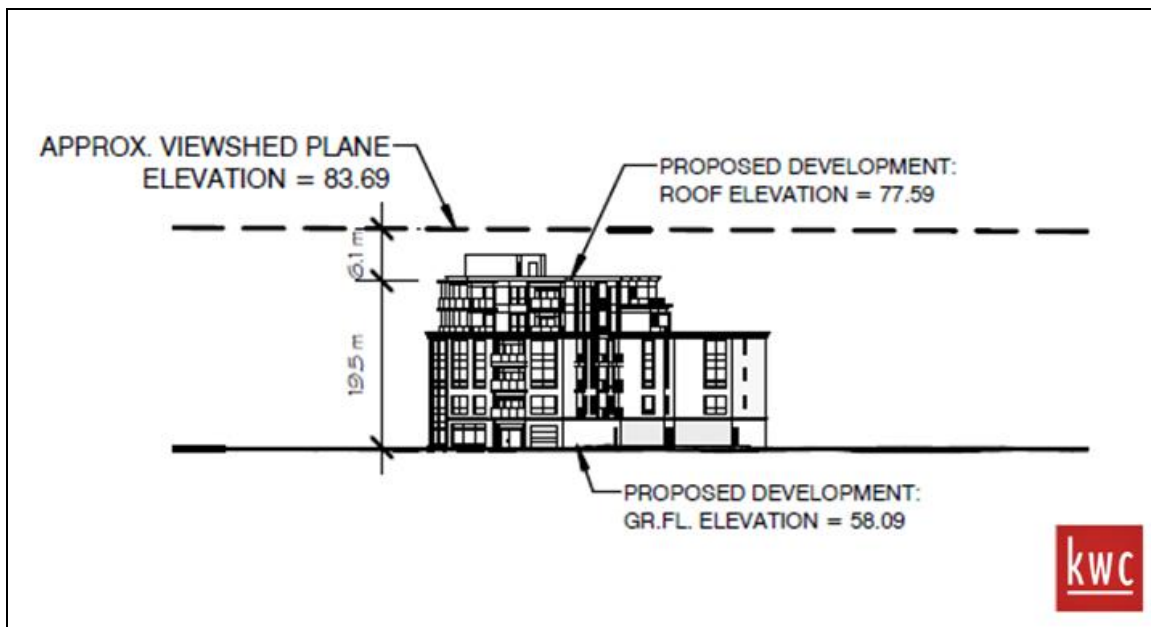
**Figure 8. Official Plan Annex 12 - Beechwood/Parliament View Shed**





The design of the proposed development ensures that no part of the building encroaches into the protected view shed. Figure 9 provides an illustration of the view shed analysis conducted by KWC Architects Inc. for the proposed development, confirming that the view shed is protected. The proposed development is consistent with Policy 3 in Section 4.11 of the Official Plan.

**Figure 9. View Shed Analysis for the Proposed Development**



In addition to protecting views of the Parliament Buildings from the Beechwood Cemetery, the redevelopment of the Subject Property will enhance views along the King Edward Avenue corridor. The redevelopment of an underutilized site with a vibrant, mixed-use development will enhance and contribute to the animation of the streetscape along King Edward Avenue.

### Building Design

Section 4.11 of the 2013 Official Plan includes policies related to building design, intended to ensure the compatibility of new buildings with their surroundings. Policy 5 in Section 4.11 requires that proponents of new development demonstrate how the design of the proposed building *“fits with the existing desirable character and planned function of the surrounding area”*. This policy relates to various design elements, including: setbacks; building height and transition; the articulation of building façades and roofline; features such as windows, doors and projections; and choice of building materials.

In keeping with Policy 5 of Section 4.11 of the Official Plan, the design of the proposed development realizes the planned function of King Edward Avenue as a Traditional Mainstreet, while *“fitting”* in with the existing character of the surrounding area. The proposed building respects the front and corner side yard setback requirements of the Traditional Mainstreet zone,

and ties in well with the setbacks of the abutting existing buildings. At a height of six-storeys, the proposed development conforms to the building height on Traditional Mainstreets, as set out in the Mainstreet policies in Section 3.6.3 of the Official Plan. The development transitions down to a four-storey built form along Murray Street, which ties in with and complements the low-rise streetscape on Murray Street. The choice of building materials, particularly the red brick, echoes the materials of various existing buildings in the surrounding area.

The articulation of the building façades, through the introduction of architectural features such as alcoves and balconies, the fenestration pattern and variation in building materials, results in a design that breaks up the building façade and adds visual interest. This design approach creates the appearance of smaller, narrower buildings along the King Edward Avenue property frontage, which has the effect of replicating the pattern of smaller buildings and lots that once existed on the site along King Edward Avenue. The proposed cornice along the top of the fourth storey creates a strong definition for the four-storey podium, integrating the development with the low-profile development to the east and ensuring a pedestrian-scale along the street. The substantial glazing on the ground floor façade along King Edward Avenue enhances the relationship between the development and the public realm.

In keeping with Policy 6a in Section 4.11 of the Official Plan, the principal building façades and entrances are oriented toward public streets, ensuring a strong relationship between the building and the street. The main entrance for the residential component of the building is located on King Edward Avenue. An entrance for the ground floor retail space is located on Clarence Street. The substantial glazing on the ground floor of the proposed building ensures high visibility for the retail space and reinforces the pedestrian-oriented nature of the Traditional Mainstreet, as set out in Policy 6b of Section 4.11.

### **Massing and Scale**

Policies 9 through 12 in Section 4.11 of the 2013 Official Plan relate to the massing and scale of proposed development, and emphasize the importance of providing transition between areas of different development intensity to ensure integration. The proposed building incorporates a 2-metre step back for upper floors along Clarence Street and steps down to a four-storey bay on Murray Street, to tie in to the low-rise character of the residential area to the east of the site. This also helps to integrate the development with the existing building at the corner of King Edward and Murray Street. The fifth and sixth storeys are stepped back from the rear lot line, in keeping with the intent of the angular plane requirement from the rear lot line for the Traditional Mainstreet zone. This creates a stepped building profile along the rear of the property, transitioning from the six-storey portion of the proposed building along King Edward Avenue down to the existing low-rise residential neighbourhood to the east. The incorporation of a four-storey podium along all three street frontages emphasizes the low-rise character of the surrounding area, and further ties the proposed building into the surrounding context. The change in materials for the top two storeys of the building also provides a visual transition, and offers lightness to the upper floors.

In accordance with Policy 10 in Section 4.11 of the 2013 Official Plan, the Site Plan application for the redevelopment of the Subject Property includes a Sun/Shadow Study (dated April 7,

2016) prepared by KWC Architects Inc. and a Qualitative Pedestrian Level Wind Assessment (dated March 11, 2016) prepared by Gradient Wind Engineering Inc.. The purpose of these studies is to evaluate the potential impacts of the proposed redevelopment on adjacent properties and pedestrian areas. The results of the Wind Assessment prepared by Gradient Wind Engineering Inc. conclude that the grade-level wind conditions following the proposed redevelopment of the subject site are suitable for the intended uses year-round, without the need for mitigation. The Sun/Shadow Study prepared by KWC Architects Inc. compares shadow patterns for the building envelope that is permitted as-of-right under the current zoning with the shadow patterns for the proposed development. Comparison of the results indicates that there is only a marginal difference between the shadow patterns of the permitted building envelope and the proposed, at the north end of the site at a few of the time examined. The proposed development will not result in any undue, adverse impact on the surrounding properties.

The proposed development is consistent with the planned function of King Edward Avenue as a Traditional Mainstreet. At a height of six storeys, the building will integrate well with the evolving streetscape along King Edward Avenue, including the nine-storey hotel proposed in the block immediately to the north of the Subject Property. The proposed mid-rise development is fitting for the redevelopment of the site.

### **Outdoor Amenity Areas**

Policies 15 and 16 in Section 4.11 of the 2013 Official Plan relate to outdoor amenity areas of the proposed and existing development. Policy 15 requires new development to respect the outdoor amenity area of neighbouring properties. The proposed balconies on the east elevation of the building are primarily recessed, to minimize the potential for overlook onto the outdoor amenity space of the existing residential area to the east. Terracing of the fifth and sixth storeys from the rear property line, and the transition down to a four-storey bay along Murray Street, help to minimize the potential for shadowing and overlook onto the outdoor amenity areas of adjacent properties. The elevations of the proposed building immediately abutting the remaining property at the corner of King Edward and Murray Street do not include any balconies, respecting the privacy of the outdoor terrace at the rear of this property.

Policy 16 in Section 4.11 requires the provision of well-designed private and communal amenity areas for the building residents in new mixed-use developments. The unique shape of the Subject Property and the proposed building create an intimate outdoor amenity space at the rear of the property, for the enjoyment of building residents. This outdoor communal space incorporates a sizeable gathering area with high-quality artificial turf landscaping, and walkways leading to the public streets. The proposed outdoor communal amenity area is a total of 225 m<sup>2</sup> in size, well exceeding the requirement set out in the Zoning By-law (93 m<sup>2</sup>). Private balconies for the residential units also provide for private outdoor amenity space.

### **Design Priority Areas**

The City has identified Traditional Mainstreets as Design Priority Areas. The Subject Property is located on the portion of King Edward Avenue designated as a Traditional Mainstreet in the Official Plan. Policy 18 in Section 4.11 of the 2013 Official Plan includes a series of criteria for

new development in Design Priority Areas. A description of how the proposed development meets these criteria is provided below.

In keeping with Policy 18a, the ground floor of the building features a taller floor-to-floor height (3.5 metres as compared to 3.2 metres for the upper residential floors), to accommodate non-residential uses and ensure future flexibility. The proposed development locates building façades parallel to the street, consistent with Policy 18b. As called for in Policy 18c, the development includes substantial glazing at grade to allow for views into the building, ensuring visibility for the ground-floor retail space. Consistent with Policies 18 d and f, physical step backs in the building height along the street and from the rear property line, as well as the step down to a four-storey mass on Murray Street, create a terraced effect and help to minimize potential impacts on adjacent properties. The articulation of the building façades through the introduction of alcoves and balconies, the fenestration pattern and variation in building materials, creates the appearance of narrower buildings along King Edward Avenue to break up the overall massing of the building.

Policy 19 in Section 4.11 of the Official Plan relates to the portion of the development that affects the public realm. The proposed redevelopment incorporates public realm improvements through the provision of planting beds and street trees along King Edward Avenue, as illustrated on the Landscape Plan prepared by Novatech (dated March 31, 2016). The articulated design of the King Edward Avenue building façade creates a pleasant interface with the public realm. The location of the primary building entrance and substantial glazing on King Edward Avenue further enhance the relationship between the building and the street. Consistent with Policy 20 in Section 4.11, the proposed building massing defines an intimate outdoor amenity space at the rear of the property for the building residents.

The proposed redevelopment of the site is subject to review by the City's Urban Design Review Panel, as part of the development review process. The Urban Design Brief prepared by KWC Architects Inc. provides additional design details for the proposed mixed-use development.

### 3.2 Urban Design Guidelines for Development Along Traditional Mainstreets

The City has developed Urban Design Guidelines for Development Along Traditional Mainstreets, which were approved by City Council on May 24, 2006. The Guidelines seek to provide direction and strategies related to the design of buildings along designated Traditional Mainstreets, to achieve the following objectives:

- *To promote development that will enhance and reinforce the recognized or planned scale and character of the street*
- *To promote development that is compatible with, and complements its surroundings*
- *To achieve high-quality built form and strengthen building continuity along Traditional Mainstreets*
- *To foster compact, pedestrian-oriented development linked to street level amenities*
- *To accommodate a broad range of uses including retail, services, commercial uses, offices, residential and institutional uses where one can live, shop and access amenities*

The design of the proposed mixed-use development responds to several of the objectives and guidelines set out in the City's Urban Design Guidelines for Development Along Traditional Mainstreets, as summarized below.

The proposed building incorporates architectural features such as alcoves and balconies, as well as variations in building materials, which add dimension and interest to the building façades along the street (Guideline 4). The retail space on the ground floor of the building benefits from substantial glazing abutting the street, ensuring high transparency and visibility (Guideline 11). The proposed development achieves a human scale at the street level and allows light to reach the sidewalk by stepping back the fifth and sixth storeys, establishing a four-storey podium along all three street frontages (Guideline 12).

The development locates the residential units on the second to sixth floors of the building, above the street level. The Noise Impact Assessment Report (dated April 11, 2016) prepared by Novatech identifies sound attenuation measures (e.g., window and wall type selection) to mitigate potential noise impacts for the residential units (Guideline 13). The primary entrance for the residential uses is located on King Edward Avenue, providing clear and direct access to the public street (Guideline 13 & 19).

As illustrated on the Landscape Plan prepared by Novatech (dated March 31, 2016), the proposed development includes planting beds and street trees along King Edward Avenue (Guideline 30). Access to the underground parking is located on the side streets, Murray Street and Clarence Street (Guideline 23). All garbage and recycling storage for the development are located within the building, ensuring that these elements are not visible from the street or adjacent uses (Guideline 38).

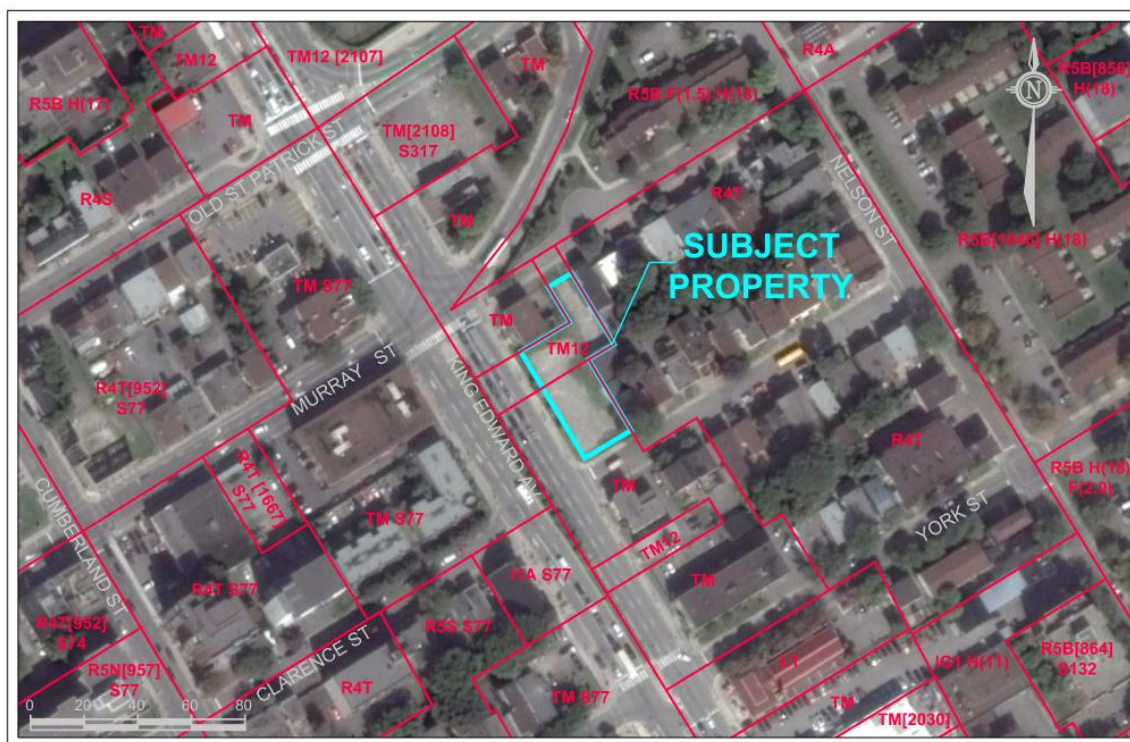
In keeping with the overall objectives of the City's Urban Design Guidelines for Development Along Traditional Mainstreets, the proposed development reinforces the planned function of King Edward Avenue as a Traditional Mainstreet. The ground floor retail space introduces additional amenities to King Edward Avenue, while the mix of residential unit types/sizes contributes to the range of housing options in the community. The well-articulated, compact building design enhances the relationship between the site and the public realm. The proposed development of the currently vacant site strengthens the building continuity along King Edward Avenue and revitalizes the streetscape. The proposal will make a positive contribution to the evolution of King Edward Avenue, as it continues to develop as a Traditional Mainstreet.

### 3.3 Zoning By-law 2008-250

As illustrated in Figure 10, the southerly portion of the Subject Property is zoned Traditional Mainstreet (TM) and northerly portion is zoned Traditional Mainstreet, Subzone 12 (TM12). The purpose of the Traditional Mainstreet 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.*

**Figure 3. Excerpt from City of Ottawa Zoning By-law 2008-250**



The current site zoning permits a range of residential and non-residential uses, including various types of commercial uses and dwelling units located within a mixed-use building. The TM and TM12 zones permit the proposed uses.

The proposed development for the Subject Property generally complies with the relevant provisions of the City’s Zoning By-law. An application to the Committee of Adjustment for minor variances will be required, particularly to address the proposed setback for a portion of the rear yard to allow for building frontage on Murray Street (as discussed in Section 2.0 and illustrated in Figure 3 of this Planning Rationale).

Table 1 summarizes relevant zoning performance standards for the site, and the standards provided by the proposed development. Red text identifies areas of non-compliance. The specific required variances will be determined through the Site Plan Control process, and addressed in a separate application to the Committee of Adjustment.

**Table 1. Zoning Review Summary**

PERFORMANCE STANDARD	BY-LAW REQUIREMENT	PROVIDED
<b>TRADITIONAL MAINSTREET ZONE REQUIREMENTS (SECTION 197)</b>		
Front yard setback (King Edward)	<ul style="list-style-type: none"> <li>• 1<sup>st</sup> four storeys = Max. 2m</li> <li>• Above 4<sup>th</sup> storey = Min. 2m more than setback of 1<sup>st</sup> four storeys</li> </ul>	<ul style="list-style-type: none"> <li>• 1<sup>st</sup> - 4<sup>th</sup> storeys = 0.3 m</li> <li>• 5<sup>th</sup> - 6<sup>th</sup> storeys = 2.3 m</li> </ul>
Interior side yard setback	<ul style="list-style-type: none"> <li>• Abutting residential zone = Min. 3m</li> <li>• Other cases = Max. 3m</li> </ul>	<ul style="list-style-type: none"> <li>• Abutting residential zone= 3.0 m, 3.8 m</li> <li>• Other cases = 0.6 m, 2.4 m</li> </ul>
Corner side yard setback (Clarence & Murray)	<ul style="list-style-type: none"> <li>• 1<sup>st</sup> four storeys = Min. 3 m</li> <li>• Above 4<sup>th</sup> storey = Min. 2 m more than setback of 1<sup>st</sup> four storeys</li> </ul>	<ul style="list-style-type: none"> <li>• 1<sup>st</sup> - 4<sup>th</sup> storeys:                             <ul style="list-style-type: none"> <li>- Clarence St. = 3.0 m</li> <li>- Murray St. = 3.0 m</li> </ul> </li> <li>• 5<sup>th</sup> - 6<sup>th</sup> storeys:                             <ul style="list-style-type: none"> <li>- Clarence St. = 5.0 m</li> <li>- Murray St. = N/A</li> </ul> </li> </ul>
Rear yard setback	<ul style="list-style-type: none"> <li>• Abutting residential zone = Min. 7.5 m</li> </ul>	<ul style="list-style-type: none"> <li>• <b>1.9 m for portion near Murray St.</b></li> </ul>
Building height	<ul style="list-style-type: none"> <li>• Max. 20 m, but no more than 6 storeys</li> <li>• 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 15 m from a point 7.5m from the rear lot line, projecting upwards toward the front lot line</li> </ul>	<ul style="list-style-type: none"> <li>• 6 storeys (19.5m) &amp; <b>4 storey bay (13.1m) on Murray St.</b></li> <li>• <b>Portion of cornice projects 1.2m into angular plane</b></li> </ul>
Landscaped area	<ul style="list-style-type: none"> <li>• Abutting a residential zone: 3m, may be reduced to 1 m where a minimum 1.4 m high opaque fence is provided</li> </ul>	<ul style="list-style-type: none"> <li>• 1.9m &amp; 3.0m landscape area (soft + hard) with 1.4m high fence</li> </ul>
Glazing along King Edward	<ul style="list-style-type: none"> <li>• 50%</li> </ul>	<ul style="list-style-type: none"> <li>• 56%</li> </ul>
<b>PARKING &amp; LOADING PROVISIONS (SECTIONS 100 - 113)</b>		
Residential parking	0.5 spaces/dwelling unit x 31 units = 16 spaces	20 spaces
Visitors' parking	0.2 spaces/unit (over 12 units) = 4 spaces	4 spaces
Parking for ground floor commercial in TM zone	$(0 \text{ spaces}/1^{\text{st}} 150 \text{ m}^2) + (2.5 \text{ spaces}/100\text{m}^2 \text{ over } 1^{\text{st}} 150\text{m}^2)$ $= [(420\text{m}^2 - 150\text{m}^2) \times (2.5 \text{ spaces}/100\text{m}^2)]$ = 7 spaces	<b>6 spaces</b>



PERFORMANCE STANDARD (CONT'D)	BY-LAW REQUIREMENT (CONT'D)	REQUESTED (CONT'D)
Driveway Width	<ul style="list-style-type: none"> <li>• In TM zone:                             <ul style="list-style-type: none"> <li>- Min. 3.0 m leading to less than 20 spaces</li> <li>- Min. 6.0 m leading to 20 or more spaces</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Clarence St. = 3.6m</li> <li>• Murray St. = 6.0m</li> </ul>
Aisle Width	6.7 m (two-way traffic)	<ul style="list-style-type: none"> <li>• 6.7 m</li> </ul>
Bicycle parking	<ul style="list-style-type: none"> <li>• Residential: 0.5 spaces/D.U. = 16 spaces</li> <li>• Retail: 1 space/250m<sup>2</sup> retail = 2 spaces</li> <li>• Total = 18 spaces</li> </ul>	18 spaces
Bicycle parking space dimensions	<ul style="list-style-type: none"> <li>• Vertical: Length = 1.5m; Width = 0.5m</li> <li>• Horizontal: Length = 1.8m; Width = 0.6m</li> </ul>	1.8m x 0.6m (Horizontal)
Bicycle parking aisle width	<ul style="list-style-type: none"> <li>• Min. 1.5m</li> </ul>	1.5m
Loading Space	In TM Zone, no loading space required for each retail use with a GFA < 1,000 m <sup>2</sup> (0 required)	0 loading spaces
<b>AMENITY AREA (SECTION 137)</b>		
Amenity Area	<ul style="list-style-type: none"> <li>• Total (6 m<sup>2</sup> / d.u.) = 186 m<sup>2</sup></li> <li>• Communal (50% of total) = 93 m<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>• Total = 477 m<sup>2</sup></li> <li>• Communal = 225 m<sup>2</sup></li> <li>• Private = 252 m<sup>2</sup></li> </ul>

## **4.0 SUMMARY**

This report has been prepared in support of an application for Site Plan Control to permit the redevelopment of the properties at 261, 269, 277 King Edward Avenue and 260 Murray Street. The proposal is to construct a six-storey, mixed-use building with retail space at grade and rental residential units on the second to sixth storeys.

The redevelopment plan conforms to the policies of the 2013 Official Plan, which encourage intensification along Traditional Mainstreets, an identified intensification target area. The proposal is consistent with the policies set out for designated Traditional Mainstreets, as well as the policies related to urban design and compatibility. The design of the proposed mixed-use development minimizes potential conflicts with adjacent land uses.

The proposed six-storey mixed-use development has regard to the City's Urban Design Guidelines for Development Along Traditional Mainstreets. The development reinforces the planned function of King Edward Avenue as a Traditional Mainstreet, by contributing to the mix of uses in the area and enhancing the streetscape along King Edward Avenue. The proposed redevelopment strengthens the building continuity along King Edward Avenue, and revitalizes a vacant and underutilized site.

The proposed mixed-use building is in keeping with the general intent of the Traditional Mainstreet Zone, which aims to accommodate a broad range of uses including retail and residential uses. The development contributes to the realization of the planned function of King Edward Avenue as a Traditional Mainstreet. The terraced building profile ensures a human scale along the street and provides an appropriate transition to the surrounding context.

The proposed development will revitalize the currently underutilized Subject Property, which spans nearly a complete block on the east side of King Edward Avenue. The development will play an important part in the transformation of King Edward Avenue into a vibrant Traditional Mainstreet.

Appendix A:  
Proposed Site Plan

**ZONING REVIEW & STATISTICS**

MUNICIPALITY: OTTAWA  
 MUNICIPAL ADDRESS: 275 KING EDWARD AVENUE  
 REGISTERED OWNER: CLAUDE LAUZON GROUP LTD.  
 LOT AREA = 1,262.3 sq.m. (13,587 sq.ft.) (0.31 acres)

**ZONING ANALYSIS**  
 OTTAWA  
 ZONING BY-LAW 2008-250  
 ZONE: TM1 / TM2  
 PROPOSED USE: 6-STORY MIXED-USE DEVELOPMENT

BUILDING AREAS	(SQ M.)	(SQ FT.)
<b>ABOVE GRADE</b>		
GROUND FLOOR	837	8,910
SECOND FLOOR	817	8,793
THIRD FLOOR	817	8,793
FOURTH FLOOR	817	8,793
FIFTH FLOOR	817	8,793
SIXTH FLOOR	568	6,092
TOTAL (ABOVE GRADE)	4,435	47,371
<b>PARKING (BELOW GRADE)</b>		
PARKING LEVEL 1	1,024	1,023
PARKING LEVEL 2	1,024	1,023
TOTAL (BELOW GRADE)	2,048	2,046
TOTAL GROSS FLOOR AREA	6,483	47,371

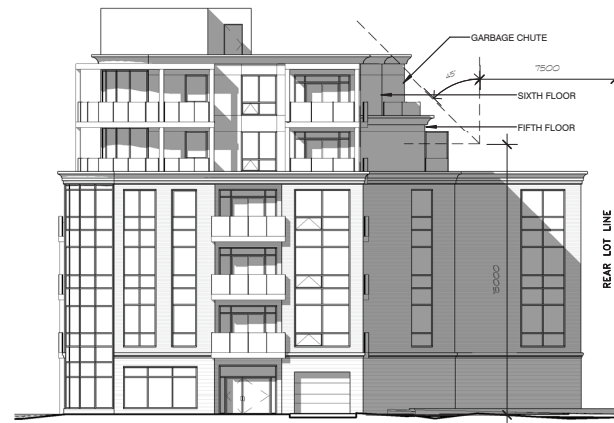
**APARTMENT UNIT STATS**

	1-BEDROOM UNITS	2-BEDROOM UNITS	TOTAL UNIT COUNTS
2nd FLOOR	3	4	7
3rd FLOOR	3	4	7
4th FLOOR	3	4	7
5th FLOOR	2	3	5
6th FLOOR	2	3	5
TOTAL	13	18	31

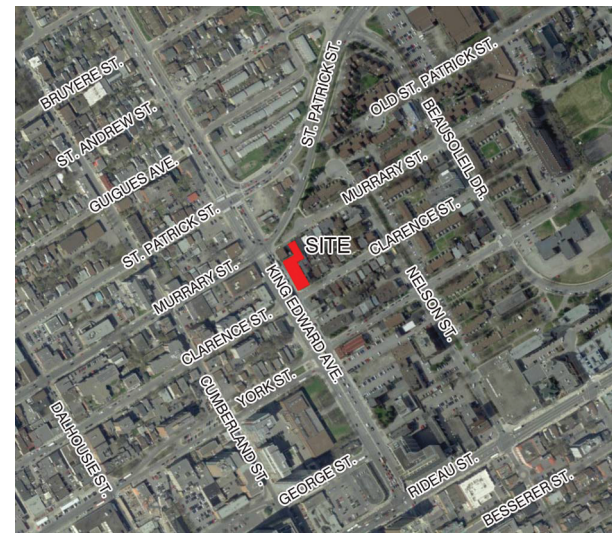
**AMENITY AREA NOTES**

**REQUIRED AREA**  
 31 UNITS @ 6 sq.m./UNIT = 186 sq.m.  
 COMMUNAL - 50% OF TOTAL = 93 sq.m.

**PROVIDED AREA**  
 COMMUNAL AREA  
 REAR YARD  
 PRIVATE (BALCONIES)  
 TOTAL  
 2,417 SQ.FT (225 SQ.M.)  
 2,717 SQ.FT (252 SQ.M.)  
 5,134 SQ.FT (477 SQ.M.)



**3 SOUTH ELEVATION**  
 A100 SCALE 1:192



**1 LOCATION PLAN**  
 A100 SCALE N.T.S.

**LEGAL DESCRIPTION:**

**PART OF LOTS B and 7  
 NORTH CLARENCE STREET  
 (FORMERLY PARRY STREET)  
 REGISTERED PLAN 43586**

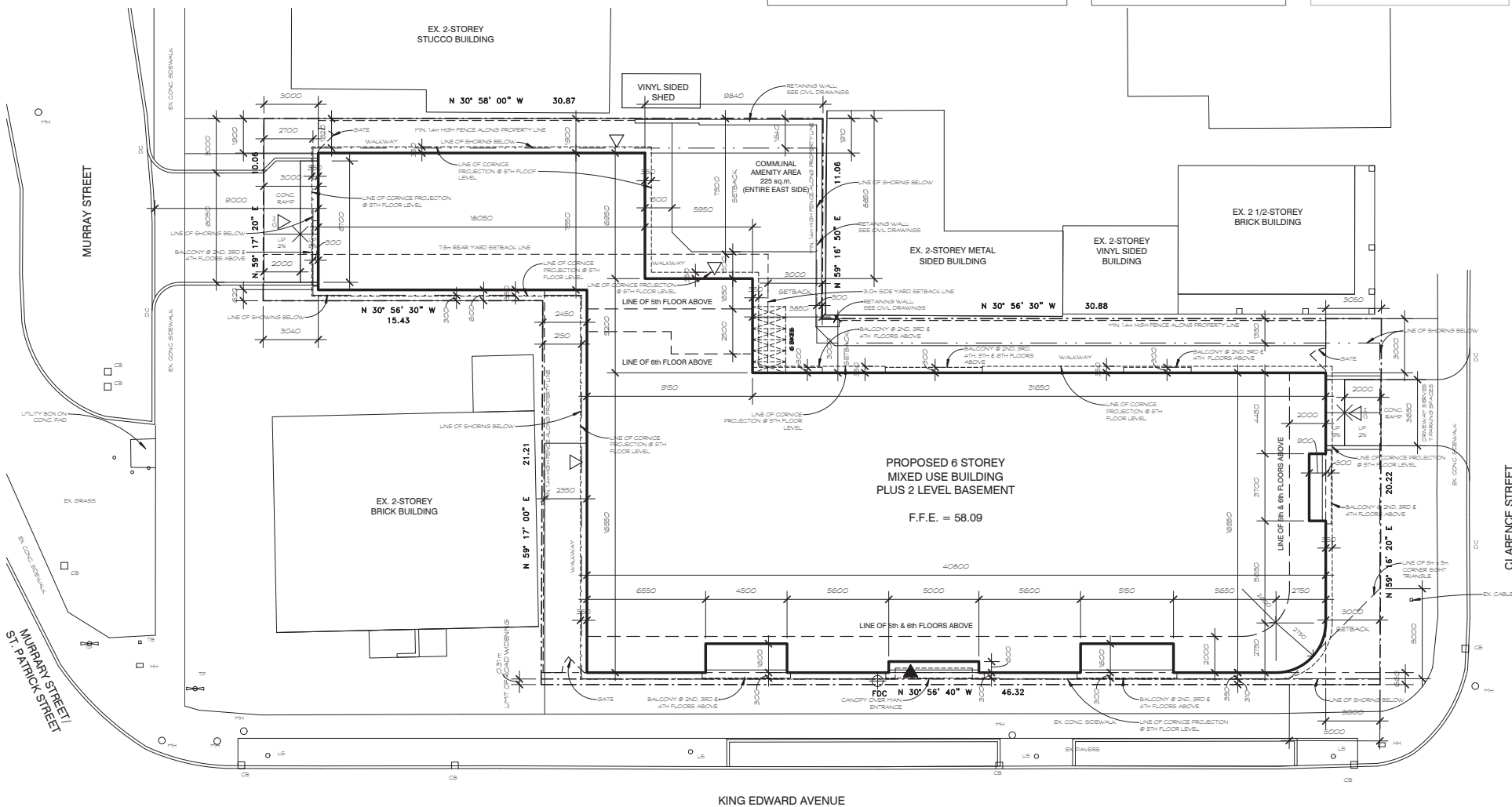
CITY OF OTTAWA

PREPARED BY  
**ANNIS, O'SULLIVAN, VOLLEBEKK LTD.**  
 SEPTEMBER 9, 2014

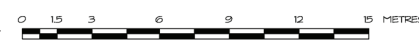
**LEGEND**

- CB = CATCH BASIN
- DC = DEPRESSIONED CURB
- FH = FIRE HYDRANT
- FDC = FIRE DEPARTMENT CONNECTION
- HH = HAND HOLE
- LS = LIGHT STANDARD
- MH = MAN HOLE
- TB = TRAFFIC BOX
- TP = TRAFFIC LIGHT POST
- ▲ = PRINCIPAL ENTRANCE
- △ = EXIT DOOR
- △/OH = OVERHEAD DOOR
- △/W = WITH NUMBERS, DENOTES REVISION

PERFORMANCE STANDARD	BY-LAW REQUIREMENT	PROVIDED
<b>TRADITIONAL MAINSTREET ZONE REQUIREMENTS (SECTION 197)</b>		
Front yard setback (King Edward)	<ul style="list-style-type: none"> <li>1<sup>st</sup> - 4<sup>th</sup> storeys = Max. 2m</li> <li>Above 4<sup>th</sup> storey = Min. 2m more than setback of 1<sup>st</sup> four storeys</li> </ul>	<ul style="list-style-type: none"> <li>1<sup>st</sup> - 4<sup>th</sup> storeys = 0.3 m</li> <li>5<sup>th</sup> - 6<sup>th</sup> storeys = 2.3 m</li> </ul>
Interior side yard setback	<ul style="list-style-type: none"> <li>Abutting residential zone = Min. 3m</li> <li>Other cases = Max. 3m</li> </ul>	<ul style="list-style-type: none"> <li>Abutting residential zone = 3.0 m, 3.8 m</li> <li>Other cases = 0.6 m, 2.4 m</li> </ul>
Corner side yard setback (Clarence & Murray)	<ul style="list-style-type: none"> <li>1<sup>st</sup> - 4<sup>th</sup> storeys = Min. 3 m</li> <li>Above 4<sup>th</sup> storey = Min. 2 m more than setback of 1<sup>st</sup> four storeys</li> </ul>	<ul style="list-style-type: none"> <li>1<sup>st</sup> - 4<sup>th</sup> storeys: - Clarence St. = 3.0 m - Murray St. = 3.0 m</li> <li>5<sup>th</sup> - 6<sup>th</sup> storeys: - Clarence St. = 5.0 m - Murray St. = N/A</li> </ul>
Rear yard setback	<ul style="list-style-type: none"> <li>Abutting residential zone = Min. 7.5 m</li> </ul>	<ul style="list-style-type: none"> <li>1.9 m for portion near Murray St.</li> </ul>
Building height	<ul style="list-style-type: none"> <li>Max. 20 m, but no more than 6 storeys</li> <li>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 15 m from a point 7.5m from the rear lot line, projecting upwards towards the front lot line.</li> </ul>	<ul style="list-style-type: none"> <li>6 storeys (19.5m) &amp; 4 storey bay (13.1m) on Murray St.</li> <li>Portion of cornice projects 1.2m into angular plane</li> </ul>
Landscaped area	<ul style="list-style-type: none"> <li>Abutting a residential zone: 5m, may be reduced to 1 m where a minimum 1.4 m high opaque fence is provided</li> </ul>	<ul style="list-style-type: none"> <li>1.9m &amp; 3.0m landscape area (soft + hard) with 1.4m high fence</li> </ul>
Glazing along King Edward	<ul style="list-style-type: none"> <li>50%</li> </ul>	<ul style="list-style-type: none"> <li>56%</li> </ul>
<b>PARKING &amp; LOADING REQUIREMENTS (SECTION 198)</b>		
Residential parking	0.5 spaces/unit with 31 units = 16 spaces	20 spaces
Visitors' parking	0.2 spaces/unit (over 12 units) = 4 spaces	4 spaces
Parking for around food commercial in TM zone	<ul style="list-style-type: none"> <li>(0 spaces/1<sup>st</sup> 150 m<sup>2</sup>) + (2.5 spaces/100m<sup>2</sup> over 1<sup>st</sup> 150m<sup>2</sup>) = (420m<sup>2</sup> - 150m<sup>2</sup>) x (2.5 spaces/100m<sup>2</sup>) = 7 spaces</li> </ul>	6 spaces
Driveway Width	<ul style="list-style-type: none"> <li>In TM zone: - Min. 3.0 m leading to less than 20 spaces - Min. 6.0 m leading to 20 or more spaces</li> </ul>	<ul style="list-style-type: none"> <li>Clarence St. = 3.6m</li> <li>Murray St. = 6.0m</li> </ul>
Aisle Width	6.7 m (two-way traffic)	6.7 m
Bicycle parking	<ul style="list-style-type: none"> <li>Residential: 0.5 spaces/D.U. = 16 spaces</li> <li>Retail: 1 space/250m<sup>2</sup> retail = 2 spaces</li> <li>Total = 18 spaces</li> </ul>	18 spaces
Bicycle parking space dimensions	<ul style="list-style-type: none"> <li>Vertical: Length = 1.5m; Width = 0.5m</li> <li>Horizontal: Length = 1.8m; Width = 0.6m</li> </ul>	1.8m x 0.6m (Horizontal)
Bicycle parking aisle width	Min. 1.5m	1.5m
Loading Space	In TM zone, no loading space required for each retail use with a GFA < 1,000 m <sup>2</sup> (0 required)	0 loading spaces
<b>AMENITY AREA (SECTION 137)</b>		
Amenity Area	<ul style="list-style-type: none"> <li>Total (6 m<sup>2</sup> / d.u.) = 186 m<sup>2</sup></li> <li>Communal (50% of total) = 93 m<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>Total = 477 m<sup>2</sup></li> <li>Communal = 225 m<sup>2</sup></li> <li>Private = 252 m<sup>2</sup></li> </ul>



**2 SITE PLAN**  
 A100 SCALE 1:150



**Registered Owner:**  
**CLAUDE LAUZON GROUP LTD**  
 274 DALHOUSIE STREET  
 OTTAWA, ONTARIO, K1N 7E6  
 Tel: (613) 241-1600 x224  
 Fax: (613) 241-1600  
 e-mail: lise@claudelauziongroup.ca

**Project Manager:**  
**CLAUDE LAUZON GROUP LTD**  
 274 DALHOUSIE STREET  
 OTTAWA, ONTARIO, K1N 7E6  
 Tel: (613) 241-1600  
 Fax: (613) 241-1600  
 e-mail: mperan@claudelauziongroup.ca

**Planning Consultant:**  
**NOVATECH ENGINEERS, PLANNERS & LANDSCAPE ARCHITECTS**  
 740 MICHAEL COWLAND DRIVE, SUITE 700  
 OTTAWA, ONTARIO K2M 1P6  
 Tel: (613) 254-9643 x 308  
 Fax: (613) 254-5867  
 e-mail: cjacques@novatech-eng.com

**Civil Engineer:**  
**STANTEC CONSULTING LTD.**  
 1131 CLYDE AVENUE, SUITE 400  
 OTTAWA, ONTARIO  
 Tel: (613) 722-4420  
 Fax: (613) 722-4420  
 e-mail: (613) 722-4420

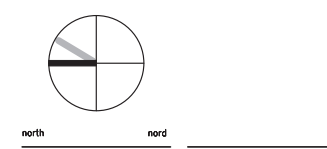
**Geotechnical Engineer:**  
**INSPECSOL INC.**  
 179 COLONNIDE ROAD, SUITE 400  
 NEPEAN ONTARIO K2E 7J4  
 Tel: (613) 727-0895  
 Fax: (613) 727-0581  
 e-mail: (613) 727-0581

**Landscape Architect:**  
**NOVATECH ENGINEERS, PLANNERS & LANDSCAPE ARCHITECTS**  
 740 MICHAEL COWLAND DRIVE, SUITE 700  
 OTTAWA, ONTARIO K2M 1P6  
 Tel: (613) 254-9643  
 Fax: (613) 254-5867  
 e-mail: (613) 254-5867

**Surveyor:**  
**ANNIS, O'SULLIVAN, VOLLEBEKK LTD.**  
 14 CONCOURSE GATE, SUITE 500  
 OTTAWA, ONTARIO K2E 7S6  
 Tel: (613) 727-0850  
 Fax: (613) 727-1079  
 e-mail: (613) 727-1079

**NOTES:**  
 Contractor shall check and verify all dimensions on site and report any discrepancies to the Architect before proceeding.

no.	revision	date



363 Parkdale Avenue, Suite 201  
 Ottawa Ontario Canada K1V 4B4

**KWC ARCHITECTS INC.**

PHONE (613) 238-2117  
 (613) 238-6595  
 FAX (613) 238-2117  
 E-MAIL kwc@kwc-arch.com

detail no.	1	détail no.
sheet no.	A1	feuille no.

**MIXED-USE BUILDING**

275 KING EDWARD AVE.  
 OTTAWA, ON.

designed by concep. par	TB/LK	approved by approuvé par	
drawn by dessiné par	AK	project no. no. de projet	1611 LKA
date	07 APRIL 2016	scale	as noted
drawing / dessin			

**SITE PLAN**

revision  
révision

sheet no.  
no. de feuille

**A100**

plot scale 1:1

SHEET SIZE: ARCH D (24"x36")