

URBAN DESIGN REVIEW PANEL | **FORMAL SUBMISSION**



PROPOSED MIXED-USE DEVELOPMENT
275 KING EDWARD AVENUE

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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 m² (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 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.

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.

SITE AND NEIGHBOURHOOD CONTEXT

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.

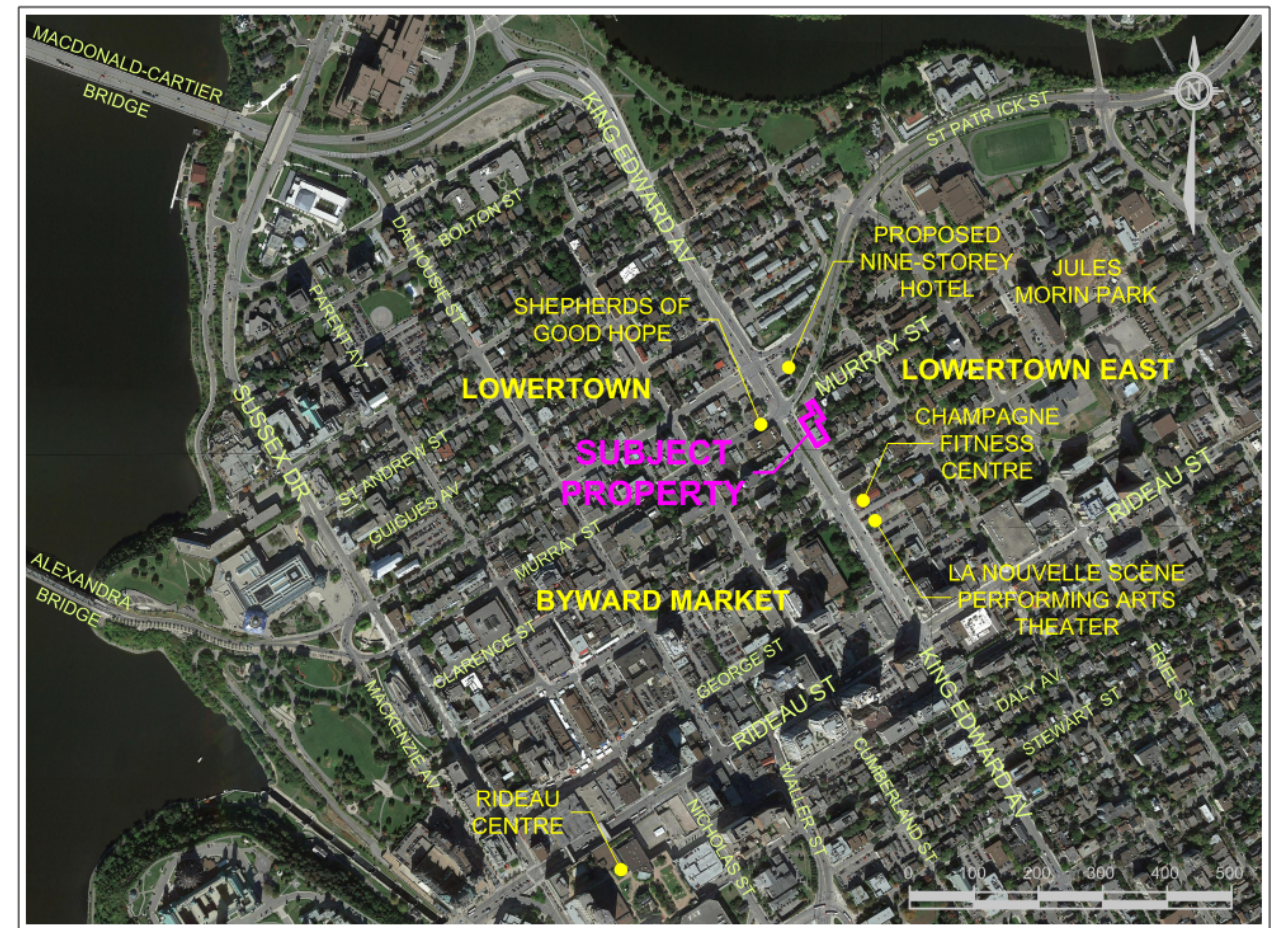
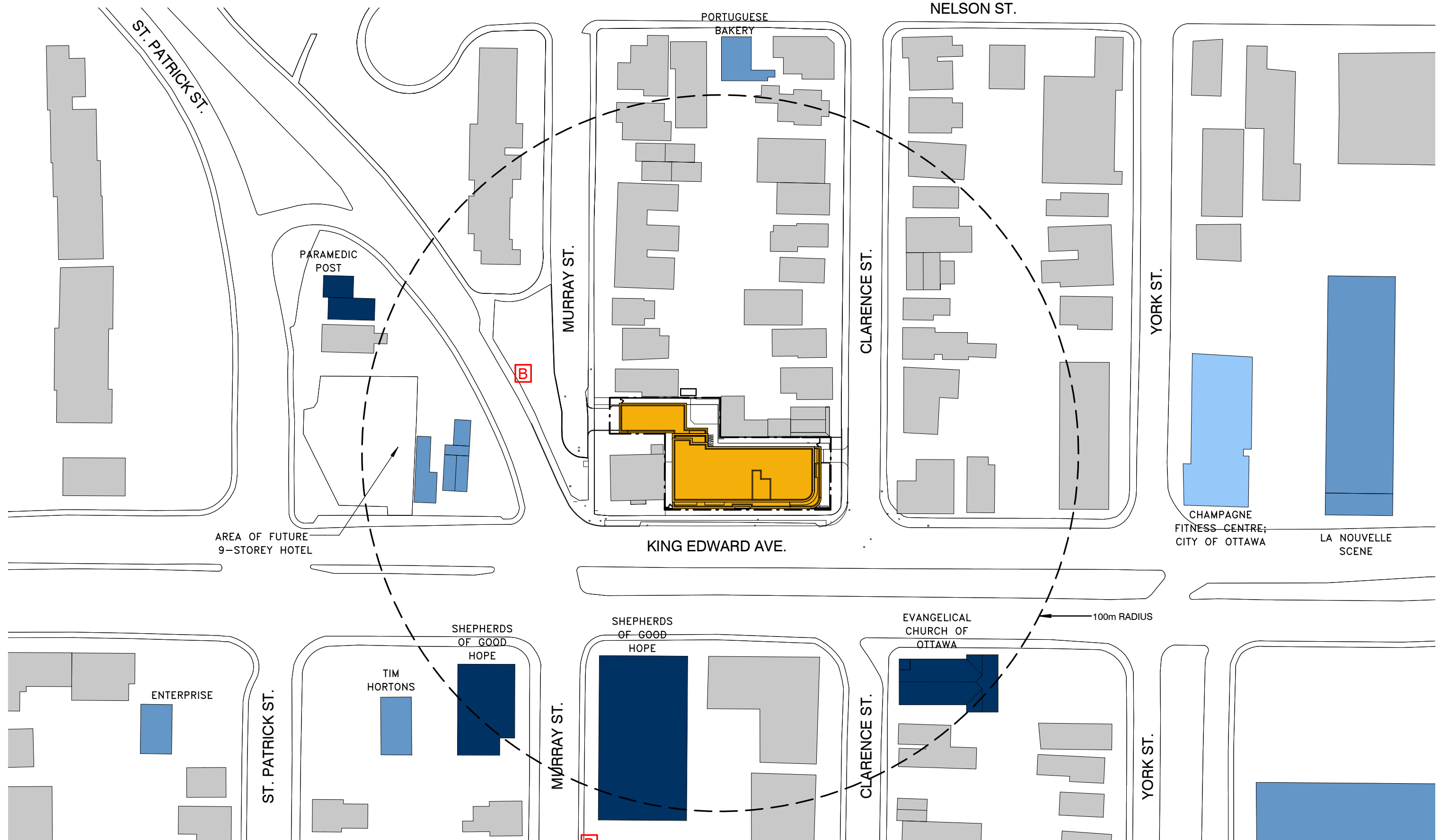


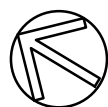
Figure 2: View of the Subject Property and Surrounding Context

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.



CONTEXT PLAN

SCALE: 1:1000



LEGEND:

- PROPOSED
- RESIDENTIAL
- COMMUNITY
- COMMERCIAL
- INSTITUTIONAL
- BUS STOP



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1. Looking South from Murray St.



2. Looking Northeast from corner of King Edward/Clarence



3. Looking East from corner of Kind Edward/Clarence



4. Looking Southwest from corner of King Edward/Murray

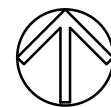


5. Looking Southwest from 275 King Edward



6. Looking South from corner of King Edward/Clarence

EXISTING SITE PHOTOS



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7. Looking East down Clarence



8. Looking East down Clarence



9. Looking North on Clarence



10. Looking East on Murray

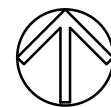


11. Looking Northeast down Murray



12. Looking West from corner of King Edward/Murray

EXISTING SITE PHOTOS



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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.

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 3). 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."

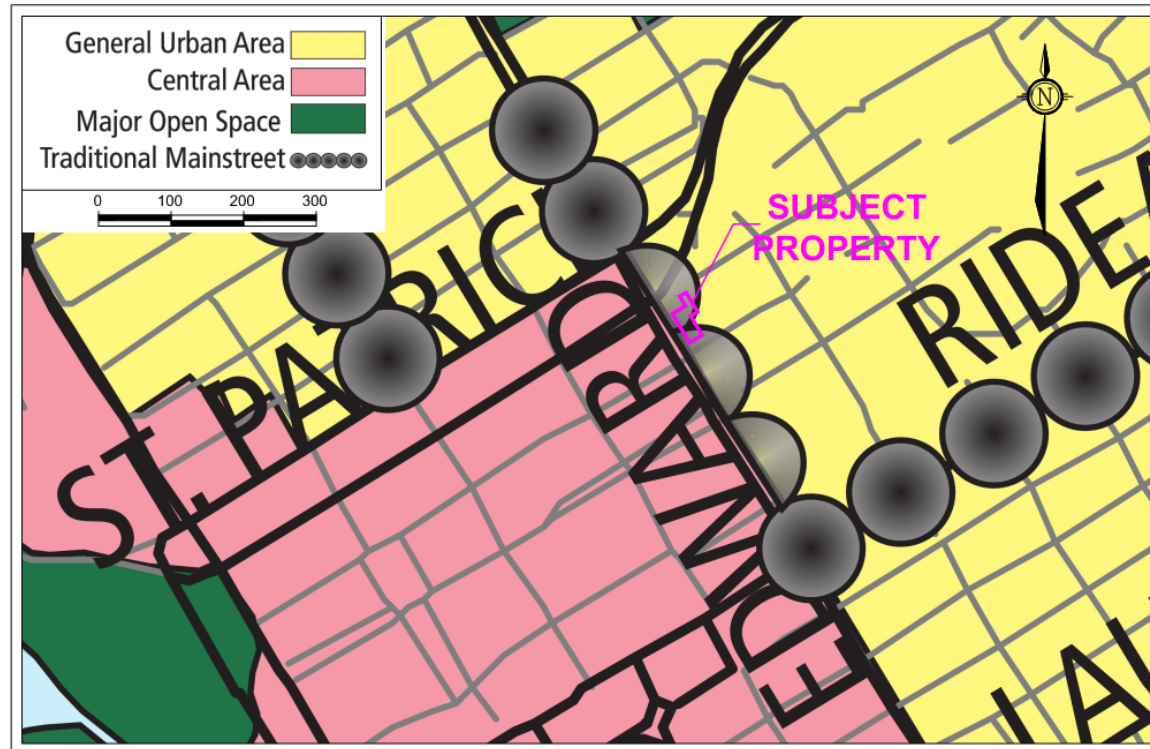


Figure 3: Excerpt from City of Ottawa Official Plan, Schedule B

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.

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.

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 (April, 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.

POLICY & DESIGN CONSIDERATIONS



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BRIEF OF PROPOSED DEVELOPMENT

The owner proposes to build a 6-storey mixed-use development on the 1,262 sq. m. property on the east side of King Edward Avenue, between Clarence and Murray Streets. The project program will include a retail ground floor, 31 rental apartments, and 2 levels of underground parking. For complete building statistics, see "Building Statistics" below.

At the ground floor, the principal entrance for the apartments will be located at mid-block, leading through a secure vestibule, to an elevator lobby served by 2 elevators. This core will be flanked on 3 sides by 420 sq. m. of commercial space that could be one tenant, but is subdividable into 3 with potential recessed entrances along King Edward Avenue and Clarence Street. Another potential retail entrance could be off the elevator lobby. Below-grade parking entrances are split between Clarence Street and Murray Street. The former leads to the first parking level, which will be dedicated to visitors and to the commercial tenants. The latter leads to the lower parking level for the apartment residents. There is secure bicycle parking in the back (east side) for use by residents, with additional bicycle parking indoors on P1 for both residents and retail tenants.

The Novatech landscape plan includes planting beds and street trees along King Edward Avenue which will enhance the streetscape and the public realm. The landscape design also provides for areas of permeable surface, including artificial turf and clear stone to promote the natural infiltration of stormwater. Concrete pavers define walkways and entrances. A 1.5-metre high wood privacy fence is provided along the perimeter of the eastern property line and abutting the property at the corner of King Edward Avenue and Murray Street, providing a secure rear yard space for the development.

The unique shape of the site and the proposed building create an intimate outdoor amenity space at the rear of the property for the enjoyment of the building residents. The outdoor communal space incorporates a sizable gathering area with high-quality artificial turf landscaping and walkways leading to the public streets. The proposed outdoor communal amenity area for the development is a total of 225 sq. m.

The access to the parking levels has been split between Clarence Street and Murray Street because, due to the tight dimensions of the width of the site, it proved impossible to achieve 2-way ramps to both parking levels from a single entry point. P1 will accommodate 10 parking spaces, which will be reserved for visitor and retail parking. The balance of P1 will provide residents' bicycle parking and storage lockers, and utility rooms. The second level below grade (P2), which will accommodate 20 cars, will be served by a 2-way ramp from Murray Street. This separation of accesses will distribute traffic between Clarence and Murray Streets.

Floors 2 through 4 will each have 7 apartment units, being 4, 2-bedroom units and 3, 1-bedroom units. The east wing fronting on Murray Street stops at the fourth floor. The fifth and sixth floors are set back 2 metres from King Edward Avenue and Clarence Street; the sixth floor is further set back on the east side to comply with the City's view plane requirement. Each of these floors has 5 apartment units, being 3, 2-bedroom units and 2, 1-bedroom units. Units on the 2nd through 4th floors have private recessed balconies with clear glass guardrails; the 5th floor units have outdoor balconies enclosed by clear glass guardrails on the roof of the 4th floor; 6th floor balconies repeat the sizes of the 5th floor balconies. The floor plan of each apartment has been designed to suit its location within the building, so each unit on any given floor is unique. 1-bedroom units range in size from 60 sq. m. to 77 sq. m.; 2-bedroom units range in size from 76 sq. m. to 121 sq. m.

DESIGN STATEMENT

The building has been designed to respond to the marketing need for modern rental apartments in the area, consistent with the constraints of the zoning by-law and a relatively narrow 20m lot. For the complete zoning review, see "Building Statistics and Zoning Review" below. The main mass of the building will be four storeys, reflecting the mass of two similar buildings across King Edward Avenue to the west. This expression will carry around the entire perimeter of the building. The main building material here will be masonry. The ground floor will be white decorative stone to provide low scale at street level; floors 2 through 4 will be traditional Rideau red brick. Fenestration along the ground floor will be as wide-open as possible for the benefit of the commercial space and passing pedestrian traffic. The main entrance and potential commercial entrances will be recessed and soffit-protected. The brick mass above will be lightened by strip curtainwall windows that will provide generous natural light to the apartments. White aluminum spandrel panels are used as accents to carry through main ground floor colour. The corner at Clarence Street has been curved to soften the mass, and to add interest both from the exterior and from the interior for the residents of these units. Curtainwall will run up from the main entrance to provide a view from each elevator lobby above. The fourth floor roof will be edged by a defining continuous decorative cornice. The fifth and sixth floors will be set back 2 metres, and finished with medium gray EIFS, with balconies framed in white to add a light finish to the top of the building.

PROPOSED DEVELOPMENT

ZONING BY-LAW

As illustrated in Figure 4, 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.

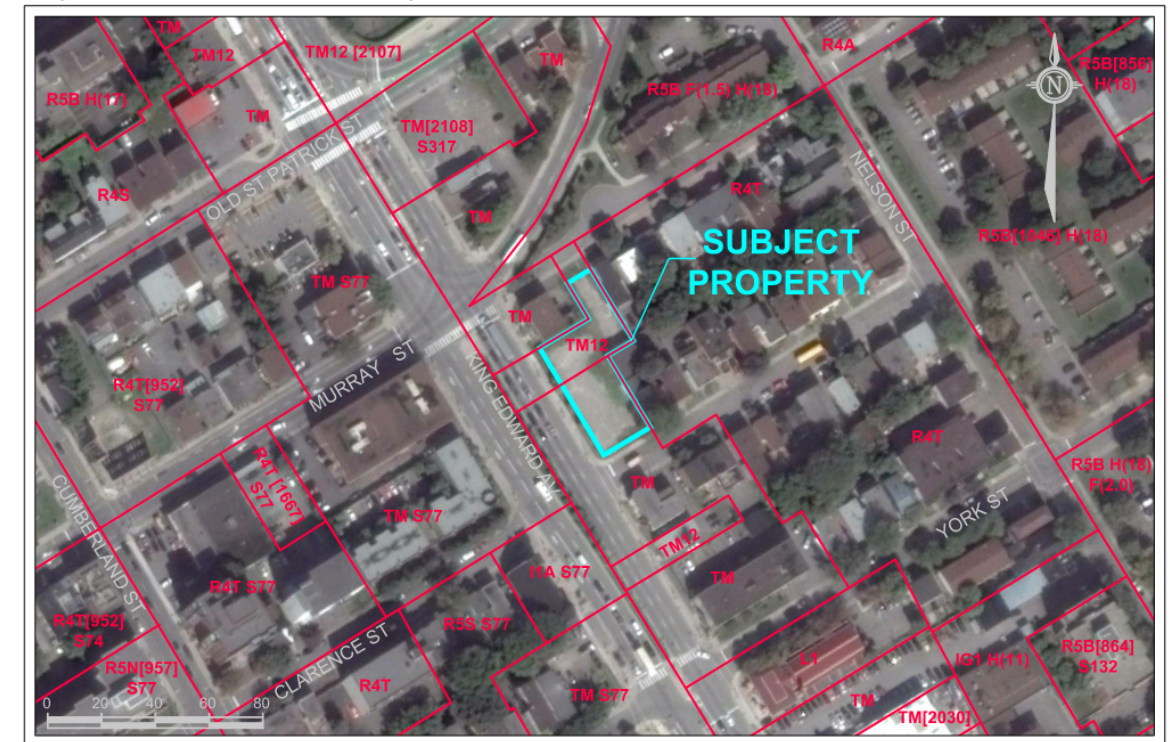


Figure 4: Excerpt from City of Ottawa Zoning By-Law 2008-250

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.



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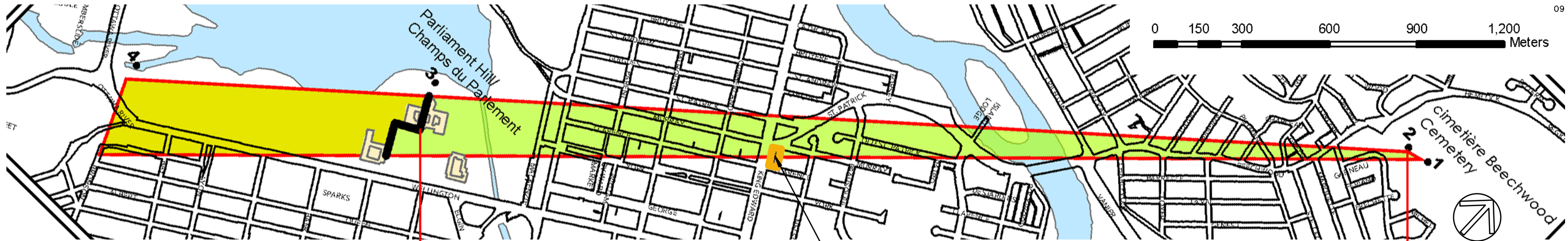
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Table 1: Zoning Review Summary

PERFORMANCE STANDARD	BY-LAW REQUIREMENT	PROVIDED
TRADITIONAL MAINSTREET ZONE REQUIREMENTS (SECTION 197)		
Front yard setback (King Edward)	<ul style="list-style-type: none"> 1st four storeys = Max. 2m Above 4th storey = Min. 2m more than setback of 1st four storeys 	<ul style="list-style-type: none"> 1st - 4th storeys = 0.3 m 5th - 6th storeys = 2.3 m
Interior side yard setback	<ul style="list-style-type: none"> Abutting residential zone = Min. 3m Other cases = Max. 3m 	<ul style="list-style-type: none"> Abutting residential zone = 3.0 m, 3.8 m Other cases = 0.6 m, 2.4 m
Corner side yard setback (Clarence & Murray)	<ul style="list-style-type: none"> 1st four storeys = Min. 3 m Above 4th storey = Min. 2 m more than setback of 1st four storeys 	<ul style="list-style-type: none"> 1st - 4th storeys: <ul style="list-style-type: none"> - Clarence St. = 3.0 m - Murray St. = 3.0 m 5th - 6th storeys: <ul style="list-style-type: none"> - Clarence St. = 5.0 m - Murray St. = N/A
Rear yard setback	<ul style="list-style-type: none"> Abutting residential zone = Min. 7.5 m 	<ul style="list-style-type: none"> 1.9 m for portion near Murray St.
Building height	<ul style="list-style-type: none"> Max. 20 m, but no more than 6 storeys 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 	<ul style="list-style-type: none"> 6 storeys (19.5m) & 4 storey bay (13.1m) on Murray St. Portion of cornice projects 1.2m into angular plane
Landscaped area	<ul style="list-style-type: none"> Abutting a residential zone: 3m, may be reduced to 1 m where a minimum 1.4 m high opaque fence is provided 	<ul style="list-style-type: none"> 1.9m & 3.0m landscape area (soft + hard) with 1.4m high fence
Glazing along King Edward	<ul style="list-style-type: none"> 50% 	<ul style="list-style-type: none"> 56%

Table 1: Zoning Review Summary (Cont'd)

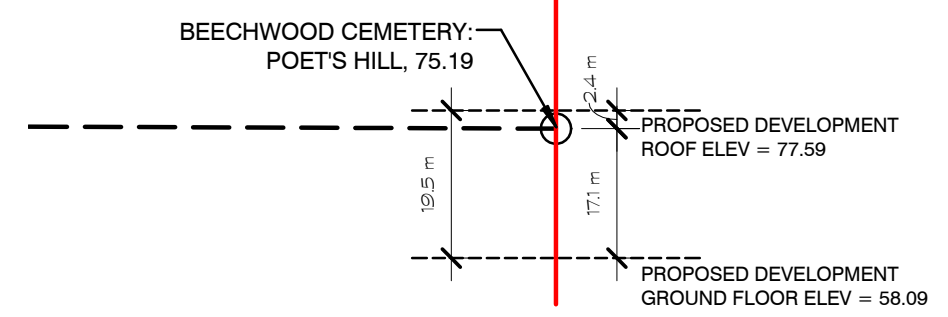
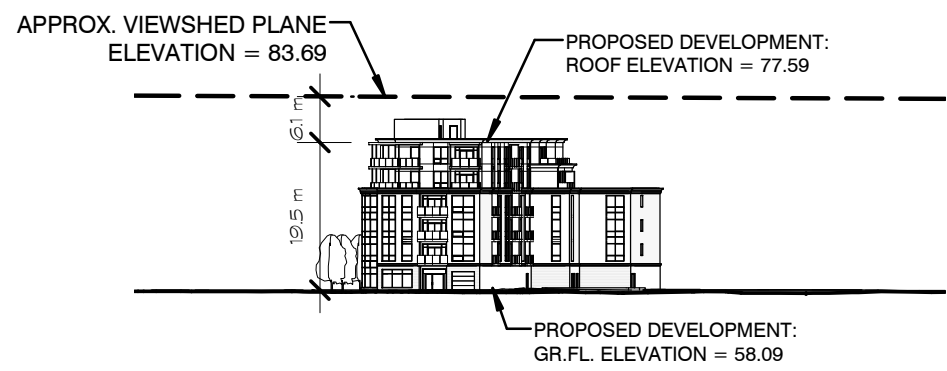
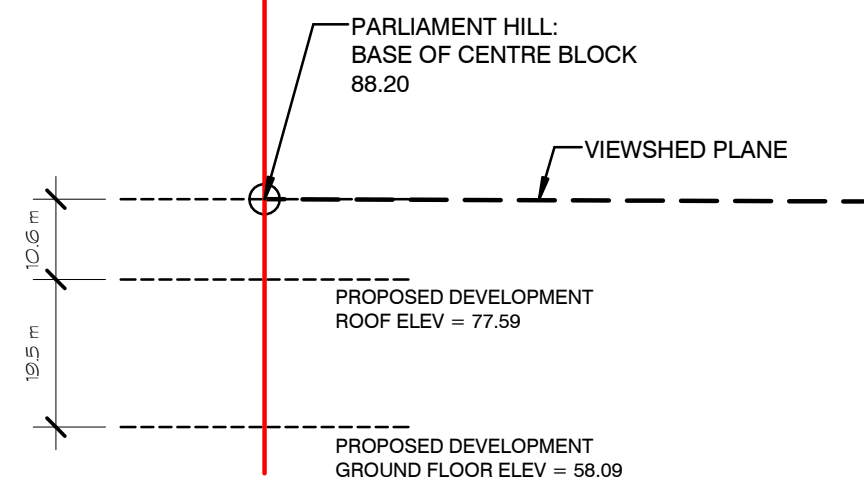
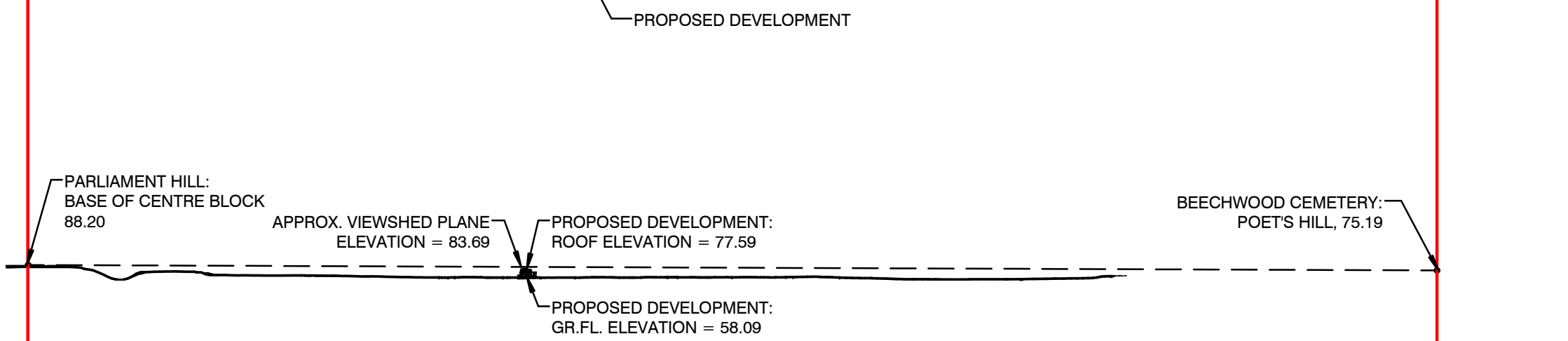
PARKING & LOADING PROVISIONS (SECTIONS 100 - 113)		
Residential parking	0.5 spaces/dwelling unit x 31 units = 16 spaces	20 spaces
Visitors' parking	0.2 spaces/unit (over 12 units) = 4 spaces	4 spaces
Parking for ground floor commercial in TM zone	(0 spaces/1 st 150 m ²) + (2.5 spaces/100m ² over 1 st 150m ²) = [(420m ² - 150m ²) x (2.5 spaces/100m ²)] = 7 spaces	6 spaces
Driveway Width	<ul style="list-style-type: none"> In TM zone: <ul style="list-style-type: none"> - Min. 3.0 m leading to less than 20 spaces - Min. 6.0 m leading to 20 or more spaces 	<ul style="list-style-type: none"> Clarence St. = 3.6m Murray St. = 6.0m
Aisle Width	6.7 m (two-way traffic)	<ul style="list-style-type: none"> 6.7 m
Bicycle parking	<ul style="list-style-type: none"> Residential: 0.5 spaces/D.U. = 16 spaces Retail: 1 space/250m² retail = 2 spaces Total = 18 spaces 	18 spaces
Bicycle parking space dimensions	<ul style="list-style-type: none"> Vertical: Length = 1.5m; Width = 0.5m Horizontal: Length = 1.8m; Width = 0.6m 	1.8m x 0.6m (Horizontal)
Bicycle parking aisle width	<ul style="list-style-type: none"> Min. 1.5m 	1.5m
Loading Space	In TM Zone, no loading space required for each retail use with a GFA < 1,000 m ² (0 required)	0 loading spaces
AMENITY AREA (SECTION 137)		
Amenity Area	<ul style="list-style-type: none"> Total (6 m² / d.u.) = 186 m² Communal (50% of total) = 93 m² 	<ul style="list-style-type: none"> Total = 477 m² Communal = 225 m² Private = 252 m²



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.

As illustrated above, the northerly portion of the Subject Property is located within the view shed area identified in Annex 12 of the Official Plan. As a result, no part of the proposed building (including rooftop projections) can project above the view shed to ensure the protection of views of Parliament.



VIEWSHED STUDY
SCALE: N.T.S.

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CITY PLANNING STAFF COMMENTS

Models or illustrations showing project massing in its urban context will be required to evaluate appropriate transition

- *This Urban Design Brief includes rendered images of the proposed mixed-use building in context with the surrounding area.*

The attention to breaking up massing of the building through materials and setback is appreciated

- *Acknowledged. Articulation of the proposed building façades is achieved through the use of architectural features such as alcoves and balconies, the fenestration pattern and variation in building materials. This design approach breaks up the building façade to read as narrower frontage along the street and adds visual interest.*

Use of lighter colours, glazing and setbacks to decrease the impact of the upper storeys is good

- *Acknowledged. The proposed building incorporates a 2-metre step back for the fifth and sixth floors along King Edward Avenue and 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. The use of glazing and a lighter colour building material for the top two floors provides a visual transition, and offers lightness to the upper storeys.*

While the attempt at connectivity and landscaping by providing the walkway from Clarence to Murray Street is appreciated, I have some concerns about the safety of the space if open to the public. If the area is to contain bike parking and communal amenity space just for residents, explore providing a locked gate, some transparency in the wall between the walkway and the underground parking ramp, and how the space might be lit. Ensure that ground and lower floor units are able to view the space at grade to ensure visibility without sacrificing privacy of existing buildings surrounding the site.

- *The site plan has been revised to provide a 1.5-metre high privacy fence along the easterly property line with gates on Murray Street and Clarence Street to secure the rear yard area (which includes outdoor amenity space and bicycle parking), while maintaining connectivity for the building residents. Lower-floor units on the second to fourth storeys of the building will have a view of the outdoor amenity space at the rear of the proposed building. 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 residential area to the east.*

The mass of the corner balconies on the fifth/sixth floor at King Edward/Clarence read a bit heavy. Explore recessing them further or breaking up mass.

- *The balconies on the fifth and sixth floor at the corner of King Edward and Clarence are key features for the corner two-bedroom units. The addition of columns to the corner balconies break up the massing, to read as a series of smaller balconies.*

The floor to ceiling glazing within the brick elements may be more representative of the context if raised a bit (shorter windows for those portions).

- *White decorative masonry has been introduced at the base of the ground-floor façade along King Edward Avenue and Clarence Street. The introduction of white spandrel panels at the storeys above grade help to shorten the windows within the brick areas, resulting in a fenestration pattern that is more reflective of the surrounding context.*

Speak to how the parking garage entrance was decided off of Murray Street. While functionally, it might work, from a design perspective, parking is being directed around the neighbourhood if coming from the west down King Edward and turning onto Clarence.

- *Parking for the development is provided in a two-level underground parking garage, which will include a total of 30 vehicle parking spaces. The proposed site plan has been revised to provide access to the first level of the underground garage from Clarence Street. The first level of the garage will provide four (4) visitor parking spaces and six (6) parking spaces for the ground-floor retail component of the development. Access to the second level of underground parking, which provides 20 spaces for the building residents, is located on Murray Street. This design approach for access to the underground parking garage distributes traffic between Murray and Clarence Streets, facilitates the separation of resident parking from visitor and retail parking, and provides an uninterrupted sidewalk along King Edward Avenue in keeping with the pedestrian-oriented vision for the Traditional Mainstreet.*

In the design brief, please also respond to the comments provided by the UDRP on May 2, 2013.

- *Comments from the Urban Design Review Panel in relation to the initial nine-storey proposal for the subject site are addressed below.*

URBAN DESIGN REVIEW PANEL COMMENTS ON INITIAL 9-STOREY PROPOSAL (MAY 2, 2013)

GENERAL COMMENTS

The Panel considers the proposal to be in too early a stage of its evolution to provide an architectural critique, and therefore chooses to limit its comments to key planning consideration such as massing and contextual concerns.

The Panel is unanimously against the proposal as presented due to serious concerns over a lack of sensitivity and transitioning to the adjacent properties, and of analysis and consideration for its context. The drawings demonstrate that the proposed scale and density are too high, given the location, size and shape of the site.

The Panel appreciates the complexity of the site and the challenges that this poses for the development. However, the proponent needs to re-examine the nature of the site and its particular context, and return with further urban design analysis, a better rationale and a stronger, more realistic proposal.

Given its shape and very different edges it should not be viewed as a single site but rather as two sites that are linked. In future presentations, the applicant needs to demonstrate how the site is appropriately treated in response to the separate adjacent conditions on King Edward, Murray and Clarence, and how the historic fabric of the downtown neighbourhood is being respected.

The Panel commends the proponent for proposing affordable housing and for considering flexible uses on the ground floor.

- *In early 2013, at the time of the original nine-storey proposal and pre-consultation with the UDRP for the Subject Property, the City did not have a clear and consistent vision for the development of King Edward Avenue. The policy context and the City's vision for King Edward Avenue have evolved since the time of the original proposal and UDRP pre-consultation, setting clear direction for the development of the corridor. In 2013, the City undertook a review of their Official Plan, which included modifications to the building height policies for various land use designations, including setting a maximum building height to six storeys Traditional Mainstreets. In 2014, the City initiated a rezoning process for the portion of King Edward Avenue between Rideau Street and Bruyère Street, to implement the Traditional Mainstreet designation of the Official Plan.*

The proposal for the Subject Property has been revised from a nine-storey residential-use building, to a six-storey mixed-use development that provides transitions to the surrounding community and contributes to the realization of King Edward Avenue as a Traditional Mainstreet. The development incorporates retail space at grades, with 31 rental dwelling units above.

At a maximum height of six storeys (19.5 metres), the proposed building conforms to the policies for Traditional Mainstreets in the Official Plan and complies with the maximum permitted building height of 20 metres for the TM zone. The development steps down to a four-storey built form on Murray Street, to ensure integration with the low-rise character of the side street. The fifth and sixth storeys of the building are setback an additional 2 metres from the first four storeys along King Edward Avenue and Clarence Street. This design establishes a four-storey podium along all three street frontages, maintaining a human scale at street level and integrating the proposed development with the scale of existing buildings along the side streets.

ZONING

The applicant has used the TM zone as the justification for an increase in height. If the applicant wishes to use the TM zone, then all the TM performance standards must be met. For example, in this context, the TM zone would be limited to 6 storeys and a 7.5m setback would be required from the east boundary, not the 3m proposed. Above 3 storeys, the TM zone would also require the building to angle back at 45 degrees in order to create a transition to the adjacent low-rise residential fabric.

The proponent needs to return with three-dimensional sketches of the building envelopes permitted by the R4 Zone and the TM Zone and of how the proposed building relates to them.

- *The current proposal generally complies with the provisions of the TM zone, which now apply to the Subject Property. The maximum building height of six storeys (19.5 metres) is respected. The figure below illustrates the lot line interpretation for the site (based on the City's Zoning By-law), and provides a comparison of the building envelope that is permitted as-of-right under the TM zone (blue) versus the building envelope that is proposed (pink).*

RESPONSE TO INITIAL URBAN DESIGN COMMENTS



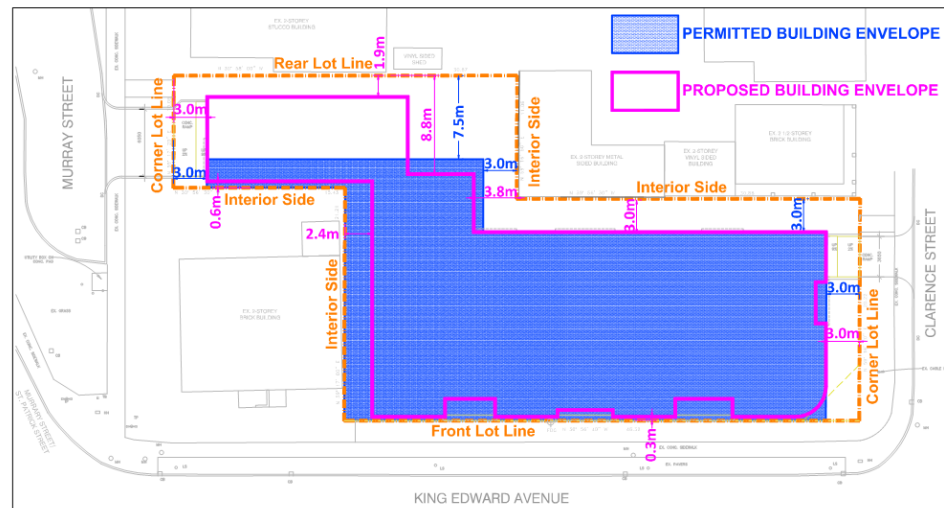
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MIXED-USE BUILDING

275 KING EDWARD AVE



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 site has only 10.06 metres of frontage on Murray Street, the provision of a 7.5-metre rear setback would prohibit the possibility of providing building frontage along Murray Street. 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 owner proposes a four-storey built form on the northerly portion of the site, which maintains the established pattern of building frontages on Murray Street and ties the proposed development into the low-rise character of the residential area to the east. 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. A separate application through the Committee of Adjustment will be required to address the proposed rear yard setback to allow for building frontage along Murray Street.

BUILDING MASSING AND NEIGHBOURHOOD RESPONSE

Based on its shape and shallow depth from King Edward, the site cannot support a building of the size projected. The proposed massing is too large and is too close to the lot lines of abutting properties. The Panel believes that a nine-storey building is not appropriate for this site, and recommends that the building be no more than six storeys in height, with appropriate setbacks and transitions.

The proposed massing especially lacks sensitivity to the very different scales and character of Murray Street and Clarence Street. The proposed massing is therefore inappropriate, not only for the neighbourhood, but also for the units in the building, almost half of which appear to look onto or along narrow side yards.

The Panel has significant concerns regarding the lack of transition to the adjacent community and feels strongly that the proposal needs to be greatly improved in this regard. The height and scale of the proposed building does not respond appropriately to the existing residential neighbourhood and adjacent heritage area.

- *In keeping with the Panel's recommendation, the current proposal for the redevelopment of the site is for a six-storey building. The proposal incorporates a strong four-storey podium, step backs in building height for the fifth and sixth storeys (along the street and from the rear lot line), and steps down to a four-storey mass along Murray Street, providing transition from the scale of development envisioned for King Edward Avenue down to the low-profile residential community to the east. With the exception of a portion of the rear yard setback to accommodate building frontage on Murray Street, the proposed development complies with the setback requirements of the TM zone.*

CONTEXTUAL ISSUES

Better designed transitions to the abutting properties on both Murray St. and Clarence St. are required. The proposal needs to include actual, physical step-backs in the building form that respond to the scale and materiality of its neighbours, not just occasional visual breaks achieved through a change of building materials.

Currently, the proposal is looking at the site as if a few small pieces are missing. Instead, it needs to be considered in relation to two very different, distinct conditions (and three different frontages). The narrow, but deeper part that fronts onto Murray needs to be recognized and step down to fit better within the context and the R4 zone of Murray Street. The much wider, but very shallow part on King Edward (at the corner of Clarence), needs to recognize the established heritage overlay and similarly respond to the different scale and character of its neighbours.

Any development also needs to better consider the corner lot on King Edward Ave. and Murray St. The building as proposed will sterilize this lot, making its future development impossible.

This location is not a gateway site and the building should not be considered as a gateway element. It is too far south along King Edward Ave. to serve this purpose. The Panel also notes that height does not create a gateway. The Aga Khan Foundation and Embassy of Saudi Arabia are appropriate buildings on gateway sites but are also low-rise buildings.

The current design of the proposed building ignores the adjacent neighbourhood context. The proposal must better illustrate how it will respond to the fabric of the neighbourhood.

The proponent needs to consider how the proposal contributes to the continuity of the streetscape and demonstrate how it achieves this. As proposed, there is inadequate room given to front yards to provide any significant contribution to the street.

In future versions of the proposal, the project needs to show greater respect for the historic fabric of downtown Ottawa.

- *The current proposal responds to the planned function of the King Edward Avenue Traditional Mainstreet corridor, while integrating with its surrounding context. The proposed development provides physical step backs for the fifth and sixth storeys along King Edward Avenue, Clarence Street and from the rear property line. The development also steps down to a four-storey bay on Murray Street, to tie into the existing context and ensure the continuity of building frontages along the streetscape. The proposed building materials, particularly the red brick, reflect the materials found in the surrounding context. The plan provides a 0.31-metre road widening, and incorporates street trees along King Edward Avenue.*

RELATIONSHIP TO THE STREET

The Panel advises the applicant to consider the importance of King Edward Ave. and how the building should relate to it. The current proposal is not pedestrian friendly. Shadow studies are required, and the mostly blank (side) wall facing King Edward Ave. needs to be reworked as it does not contribute to the street.

The proposed building fronts separately onto three surrounding streets. The design should reflect this by providing three appropriate frontages to the building / yards.

The proposed front yard fence is not an appropriate interface in Ottawa between the building and the public realm and should be reconsidered.

- *The current proposal enhances the streetscape along King Edward Avenue in several ways, including: (1) through the establishment of a human-scale, four-storey podium; (2) a well-articulated building façade that incorporates alcoves, balconies and changes in materials, which result in an elevation that reads as smaller frontages and provides visual interest; (3) the incorporation of planting beds with street trees; (4) orienting the main building entrance mid-block on King Edward; and (5) providing substantial glazing on the ground-floor to the retail space, enhancing the relationship between the building and the public realm. The Clarence Street elevation incorporates an entrance to the ground-floor retail space and a low-rise podium to integrate with the built form along the street. The development steps down to a four-storey for on Murray Street, tying in to the scale of existing development.*

PARKING

The applicant needs to submit an underground parking layout and demonstrate its feasibility. Currently, it appears that there is not enough space to accommodate an adequate entrance ramp or turning radius.

Locating the entry to the parking garage on Murray contributes nothing to the character of the street. It is also inappropriate to direct all of the parking flow around neighbourhood streets to a quiet, existing cul-de-sac.

- *An underground parking plan has been provided for the proposed development. Given the site configuration, it is not possible to provide two-way access and accommodate the required turning radius for both levels of underground parking from a single access point. The site plan incorporates two separate accesses to the underground parking garage: a driveway off Clarence Street to provide access to level 1 of the garage (10 parking spaces), and a driveway off of Murray Street to provide access to level 2 of the garage (20 parking spaces). This design approach distributes traffic between Murray and Clarence Streets, and provides an uninterrupted sidewalk along King Edward Avenue in keeping with the pedestrian-oriented vision for the Traditional Mainstreet.*

DESIGN DRAWINGS & IMAGES

MIXED-USE BUILDING

275 KING EDWARD AVE



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NEIGHBOURHOOD MASSING

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NEIGHBOURHOOD MASSING

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NEIGHBOURHOOD MASSING

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WEST ELEVATION

SCALE: 1 : 200

ELEVATION LEGEND:

- RB = RED BRICK
- MV = WHITE DECORATIVE MASONRY VENEER
- PC1 = WHITE PRECAST CONCRETE BELT COURSE
- PC2 = WHITE PRECAST CONCRETE CORNICE
- GL1 = CLEAR GLASS, LOW-E; CLEAR ANODIZED ALUMINUM CURTAIN WALL
- GL2 = CLEAR LAMINATED TEMPERED GUARDRAIL GLASS
- AL1 = PREFINISHED ALUM COLUMN COVER, WHITE
- SP1 = WHITE PVC SPANDREL PANEL
- E1 = EIFS WALL
- E2 = EIFS CORNICE



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EAST ELEVATION

SCALE: 1 : 200

ELEVATION LEGEND:

- RB = RED BRICK
- MV = WHITE DECORATIVE MASONRY VENEER
- PC1 = WHITE PRECAST CONCRETE BELT COURSE
- PC2 = WHITE PRECAST CONCRETE CORNICE
- GL1 = CLEAR GLASS, LOW-E; CLEAR ANODIZED ALUMINUM CURTAIN WALL
- GL2 = CLEAR LAMINATED TEMPERED GUARDRAIL GLASS
- AL1 = PREFINISHED ALUM COLUMN COVER, WHITE
- SP1 = WHITE PVC SPANDREL PANEL
- E1 = EIFS WALL
- E2 = EIFS CORNICE



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OTTAWA, ON.



SOUTH ELEVATION



NORTH ELEVATION

ELEVATION LEGEND:

- RB = RED BRICK
- MV = WHITE DECORATIVE MASONRY VENEER
- PC1 = WHITE PRECAST CONCRETE BELT COURSE
- PC2 = WHITE PRECAST CONCRETE CORNICE
- GL1 = CLEAR GLASS, LOW-E; CLEAR ANODIZED ALUMINUM CURTAIN WALL
- GL2 = CLEAR LAMINATED TEMPERED GUARDRAIL GLASS
- AL1 = PREFINISHED ALUM COLUMN COVER, WHITE
- SP1 = WHITE PVC SPANDREL PANEL
- E1 = EIFS WALL
- E2 = EIFS CORNICE

SOUTH & NORTH ELEVATIONS

SCALE: 1 : 200



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07 APRIL 2016

MIXED-USE BUILDING

275 KING EDWARD AVE
OTTAWA, ON.

ZONING REVIEW & STATISTICS

MUNICIPALITY: OTTAWA
MUNICIPAL ADDRESS: 275 KING EDWARD AVENUE
REGISTERED OWNER: CLAUDE LAUZON GROUP LTD.
LOT AREA: 1,262.3 sq.m. (3,067 sq.ft.) (0.31 acre)

ZONING ANALYSIS
OTTAWA
ZONING BY-LAW: 2008-250
ZONE: TM / TH2
PROPOSED USE: 6-STORY MIXED-USE DEVELOPMENT

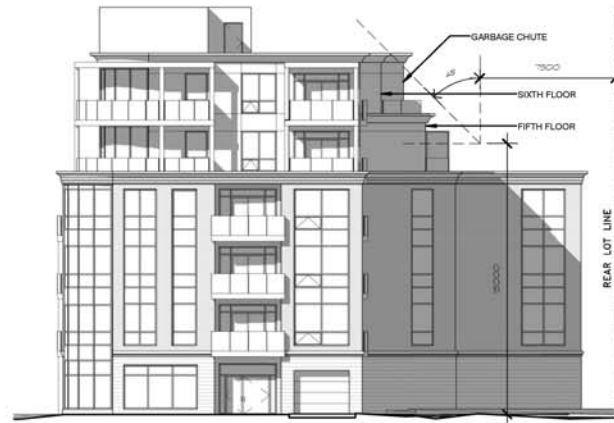
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APARTMENT UNIT STATS

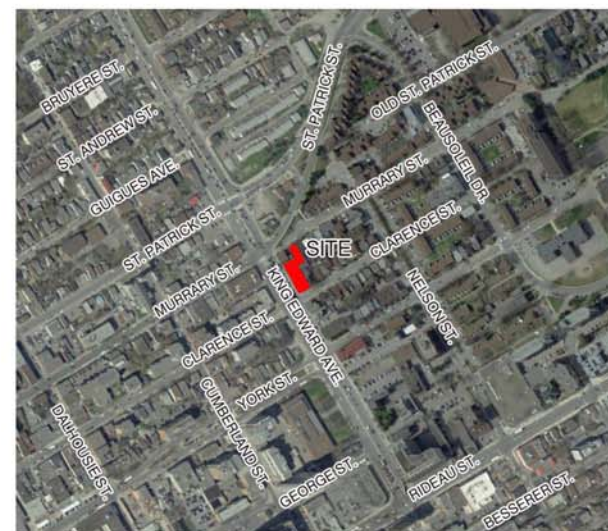
Table with 4 columns: 1-BEDROOM UNITS, 2-BEDROOM UNITS, TOTAL UNIT COUNTS. Rows include 2nd FLOOR, 3rd FLOOR, 4th FLOOR, 5th FLOOR, 6th FLOOR, and TOTAL.

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: 2,477 SQ.FT (228 SQ.M.), 2,777 SQ.FT (256 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

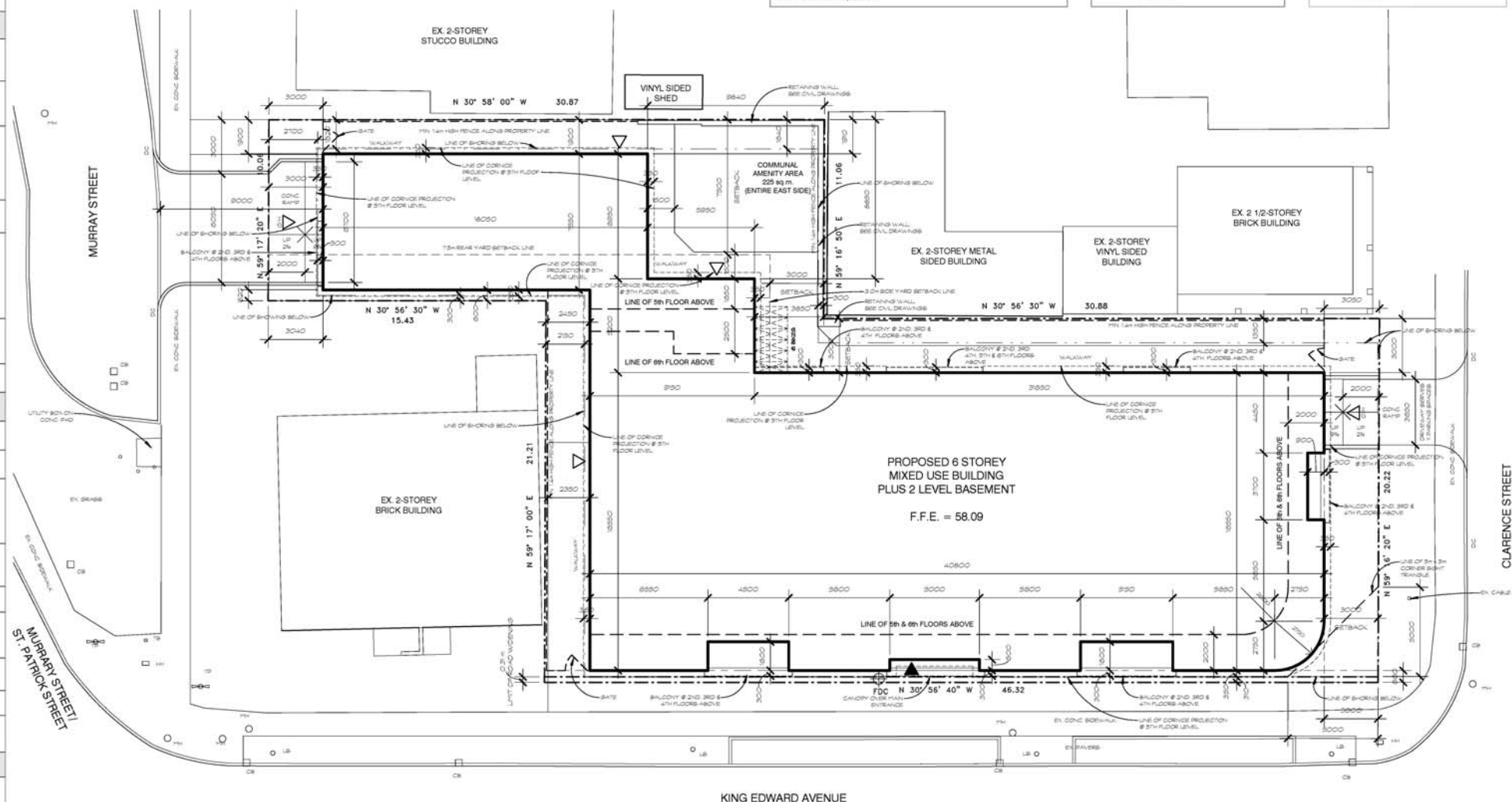
CITY OF OTTAWA

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

LEGEND

- CB = CATCH BASIN
DC = DEPRESSED CURB
FH = FIRE HYDRANT
FDC = FIRE DEPARTMENT CONNECTION
HH = HAND HOLE
LS = LIGHT STANDARD
MH = MAN HOLE
TB = TRAFFIC BOX
TP = TRAFFIC LIGHT POST
PE = PRINCIPAL ENTRANCE
ED = EXIT DOOR
OD = OVERHEAD DOOR
WN = WITH NUMBERS, DENOTES REVISION

Table with 3 columns: PERFORMANCE STANDARD, BY-LAW REQUIREMENT, PROVIDED. Rows include TRADITIONAL MAINSTREET ZONE REQUIREMENTS (SECTION 197), PARKING & LOADING PROVISIONS (SECTIONS 100 - 113), and AMENITY AREA (SECTION 137).



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:
e-mail: lise@claudelauziongroup.ca

Project Manager:

CLAUDE LAUZON GROUP LTD
274 DALHOUSIE STREET
OTTAWA, ONTARIO, K1N 7E6
Tel: (613) 213-6453
Fax:
e-mail: mperon@claudelauziongroup.ca

Planning Consultant:

NOVATECH ENGINEERS, PLANNERS & LANDSCAPE ARCHITECTS
140 MICHAEL CORLENE DRIVE, SUITE 200
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:
e-mail:

Geotechnical Engineer:

INSPECOL INC.
179 COLONNADE ROAD, SUITE 400
NEPEAN, ONTARIO K2E 7J4
Tel: (613) 727-0855
Fax: (613) 727-0581
e-mail:

Landscape Architect:

NOVATECH ENGINEERS, PLANNERS & LANDSCAPE ARCHITECTS
140 MICHAEL CORLENE DRIVE, SUITE 200
OTTAWA, ONTARIO K2M 1P6
Tel: (613) 254-9643
Fax: (613) 254-5867
e-mail:

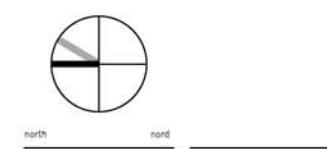
Surveyor:

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

NOTES:

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

Table with 3 columns: no., revision, date.



KWC ARCHITECTS INC.
383 Parkdale Avenue, Suite 201
Ottawa Ontario Canada K1Y 4K4
PHONE (613) 236-2117
FAX (613) 236-6995
E MAIL kwc@kwc-arch.com

Table with 2 columns: detail no., sheet no. (A1).

MIXED-USE BUILDING

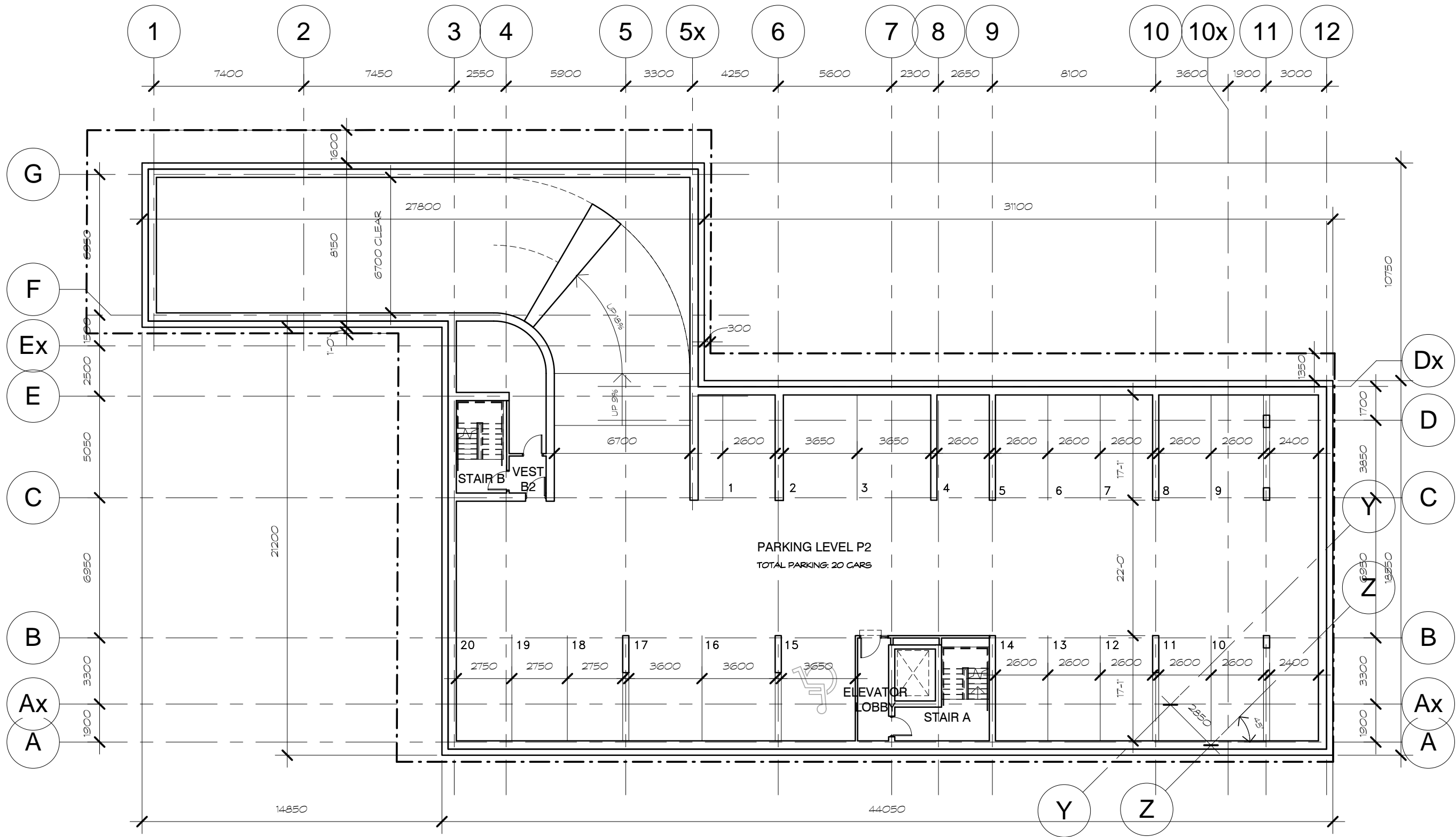
275 KING EDWARD AVE.
OTTAWA, ON.

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SITE PLAN

A100

plot scale 1:1



PARKING LEVEL 2 PLAN
SCALE: 1 : 200

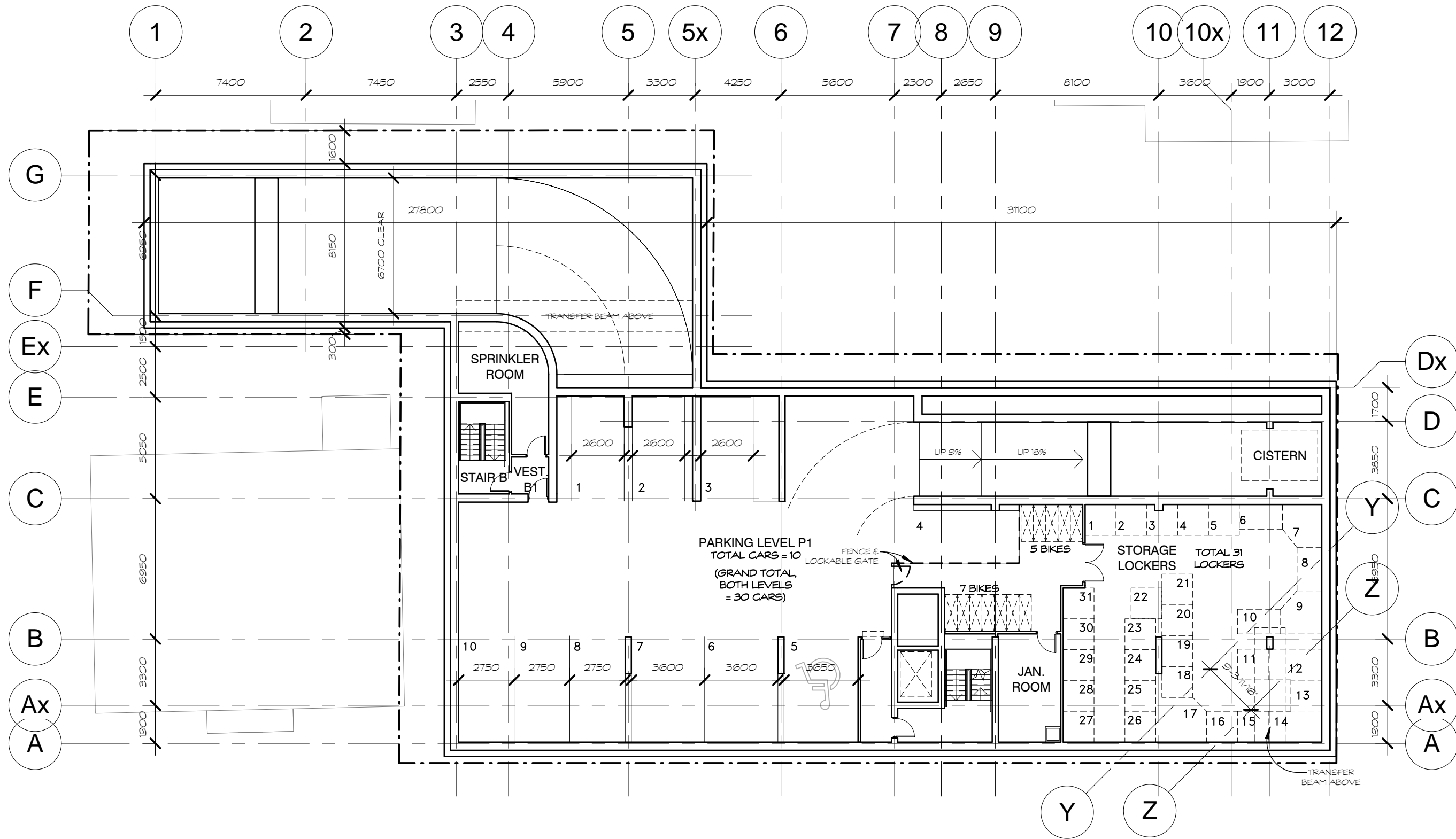
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PARKING LEVEL 1 PLAN

SCALE: 1 : 200



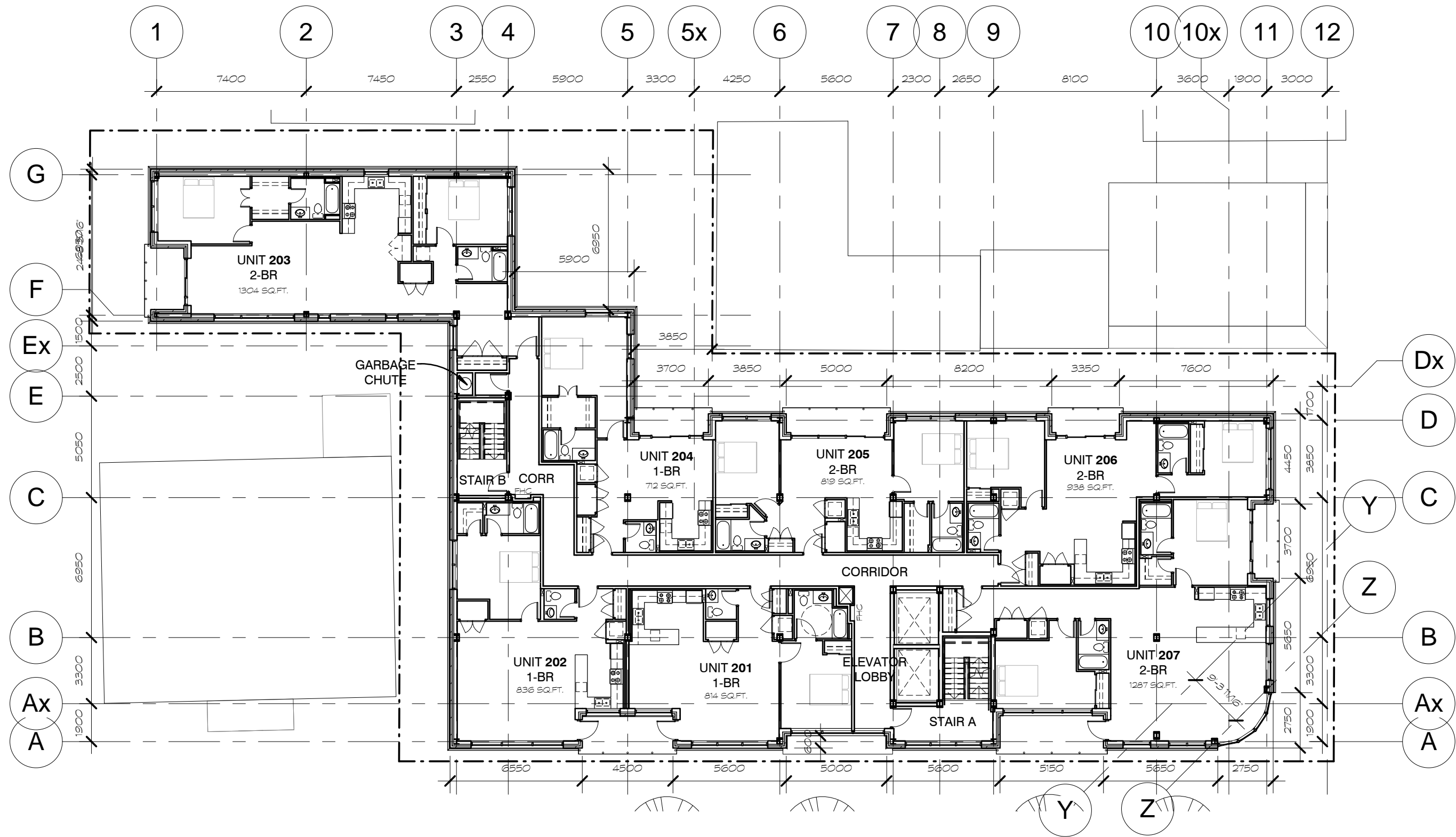
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TYPICAL FLOOR PLAN (FLOORS 2-4)

SCALE: 1 : 200



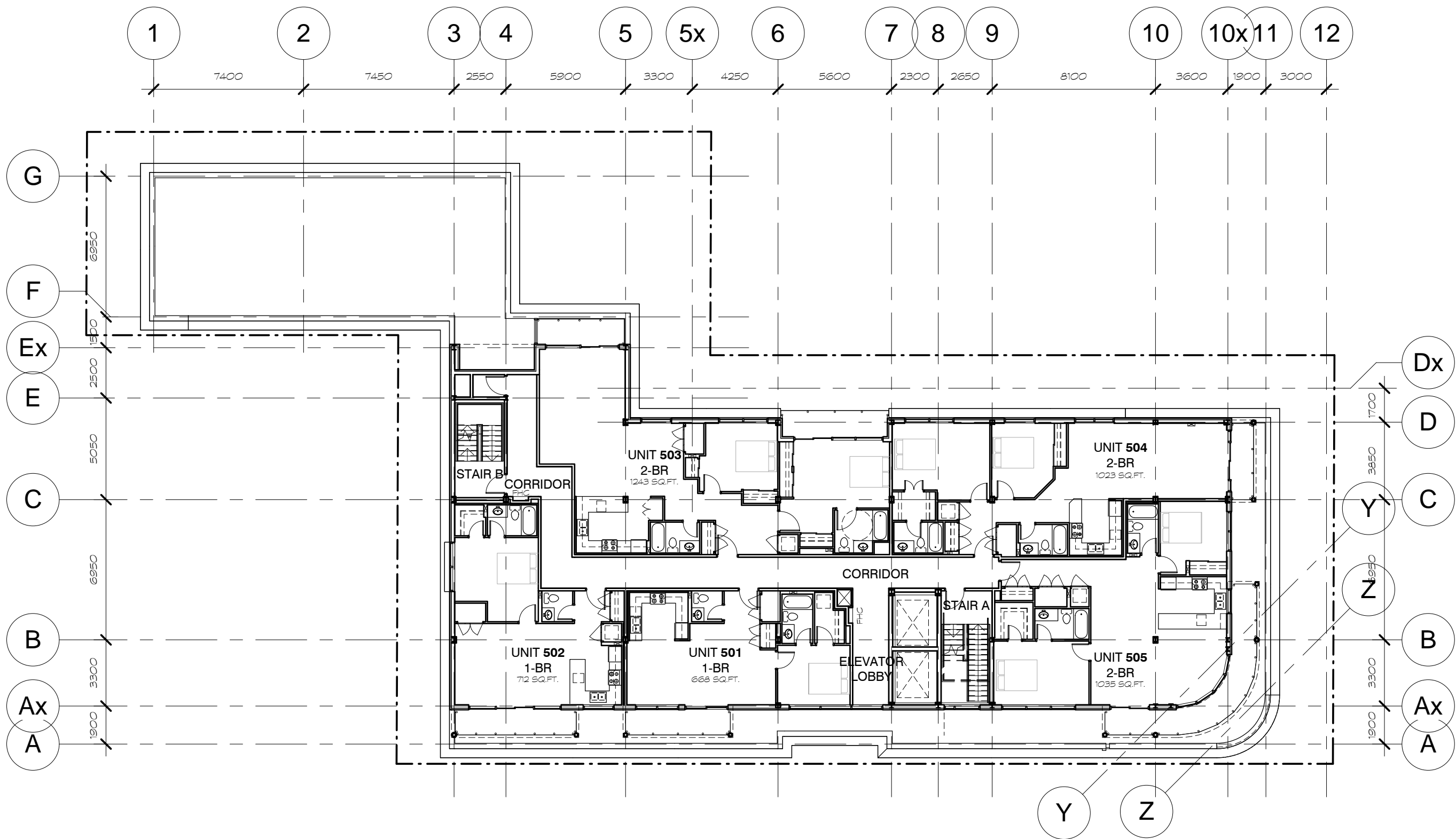
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FIFTH FLOOR PLAN

SCALE: 1 : 200



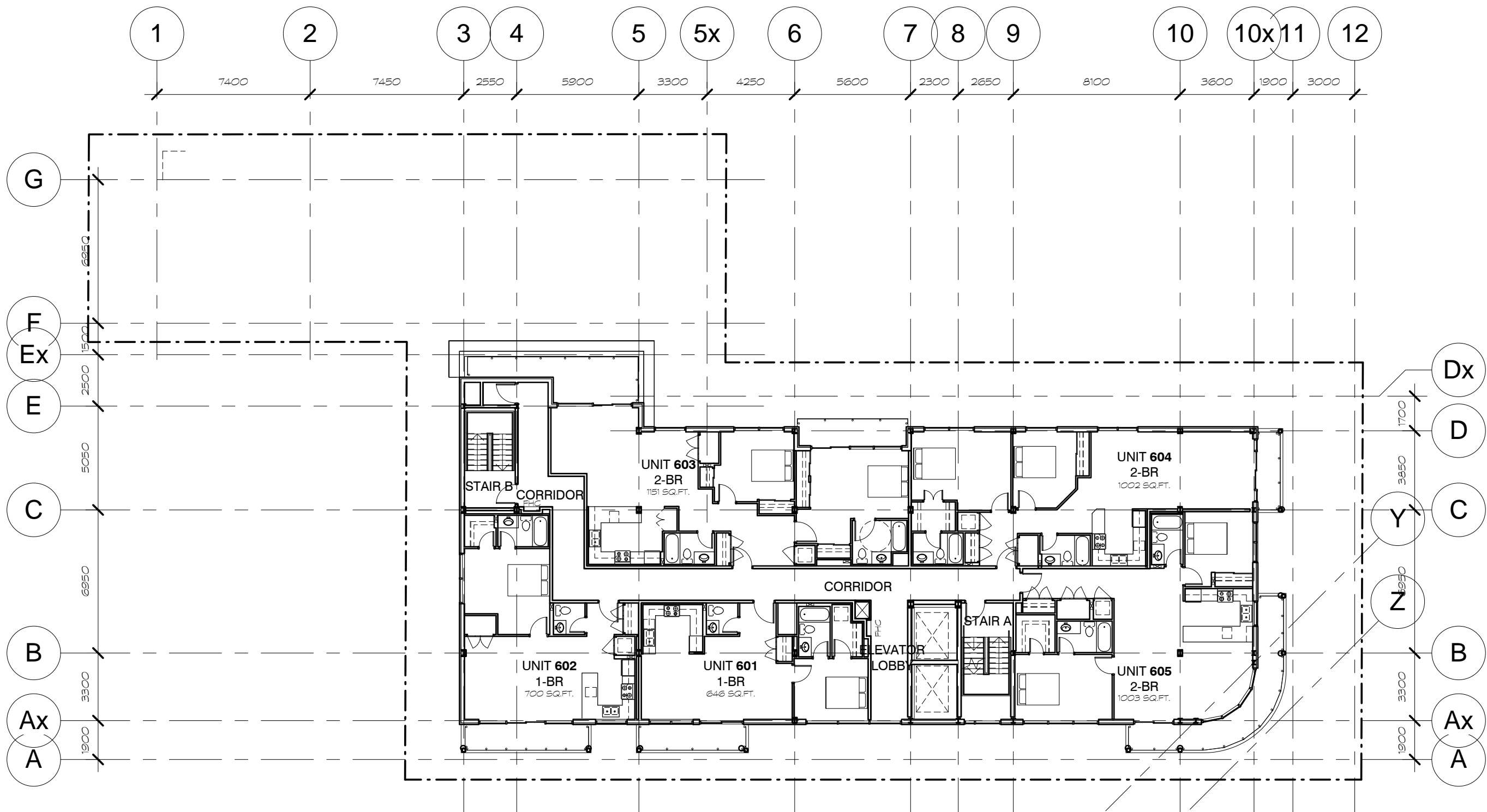
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SIXTH FLOOR PLAN

SCALE: 1 : 200



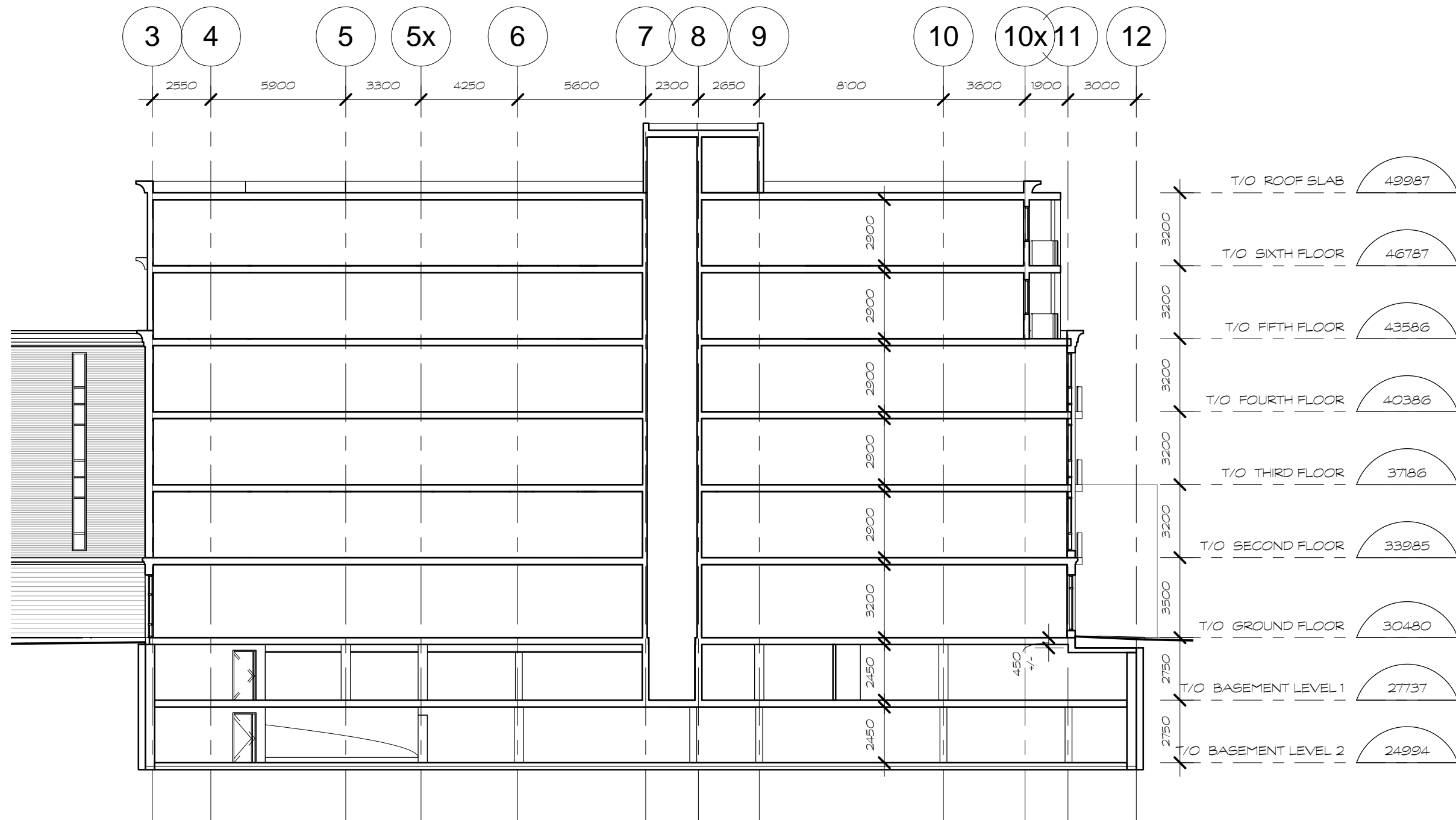
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OTTAWA, ON.



BUILDING SECTION

SCALE: 1 : 200



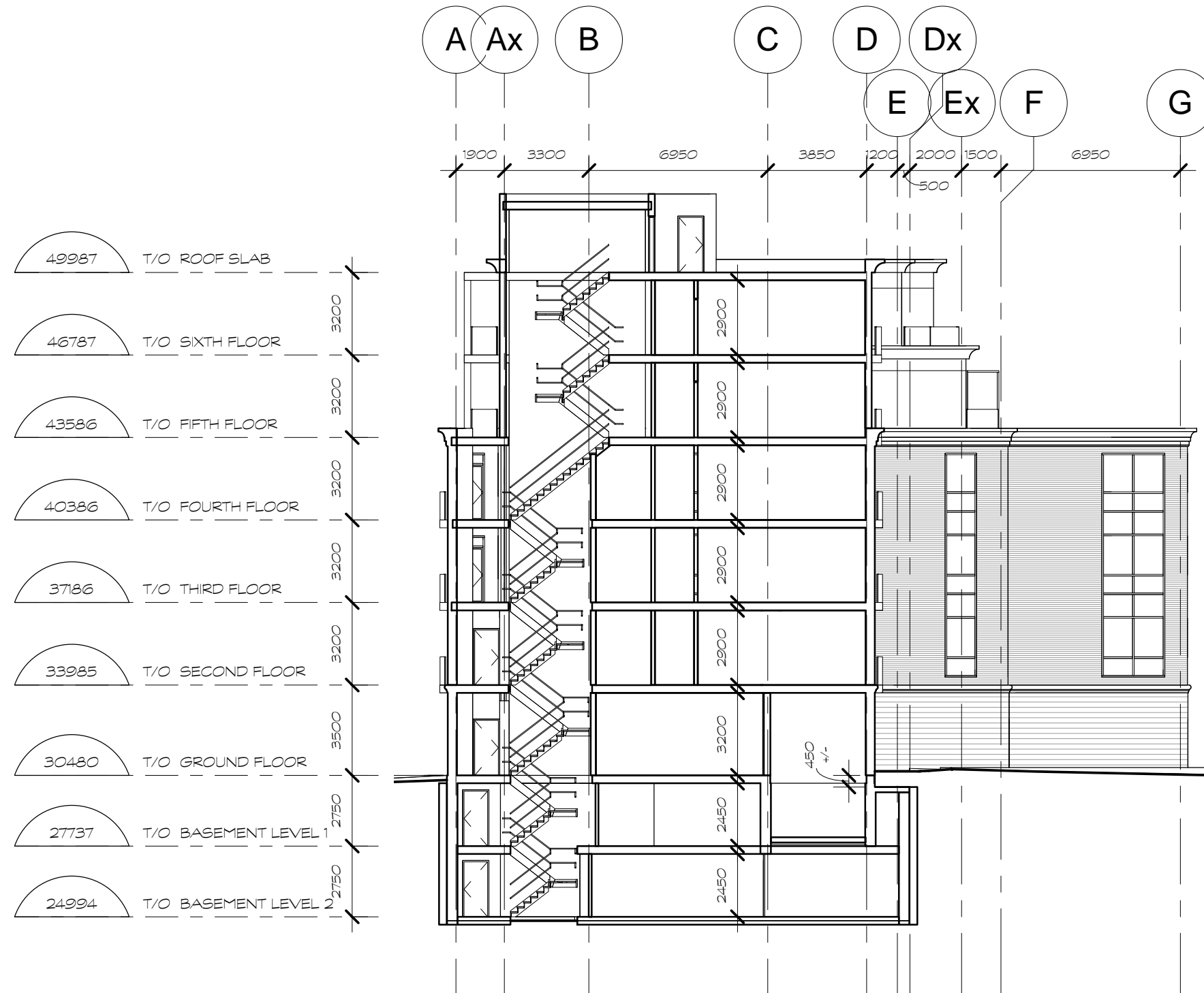
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BUILDING SECTION

SCALE: 1 : 200



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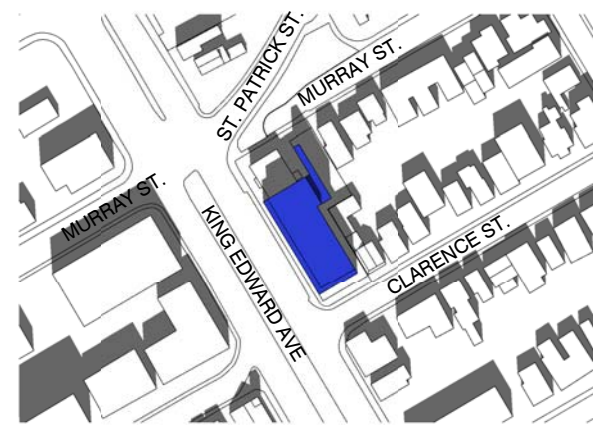
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21 MARCH



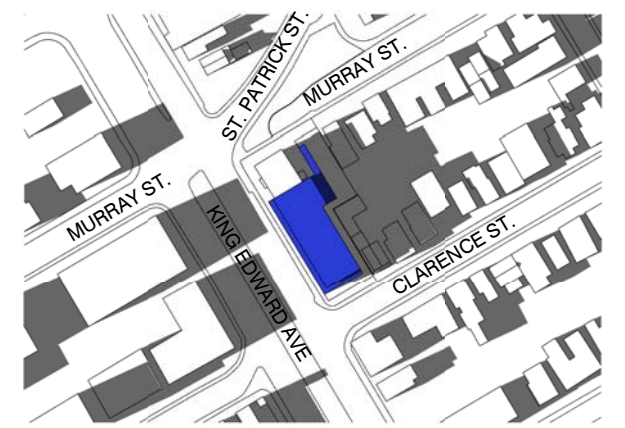
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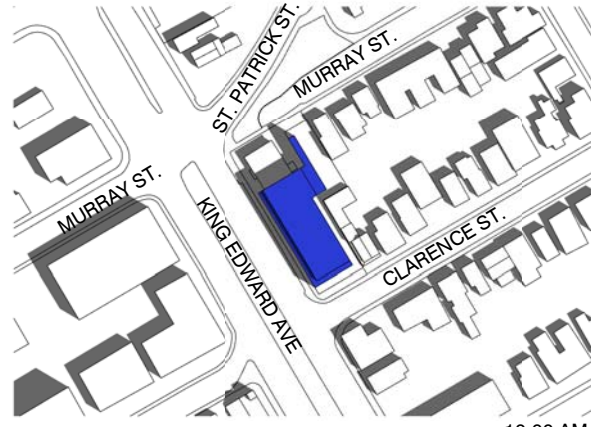


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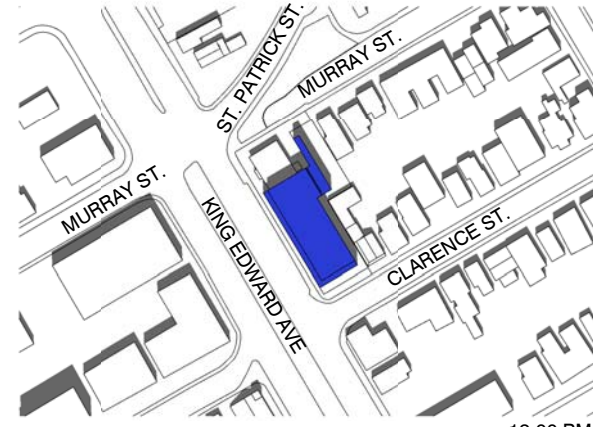


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21 JUNE



10:00 AM



12:00 PM

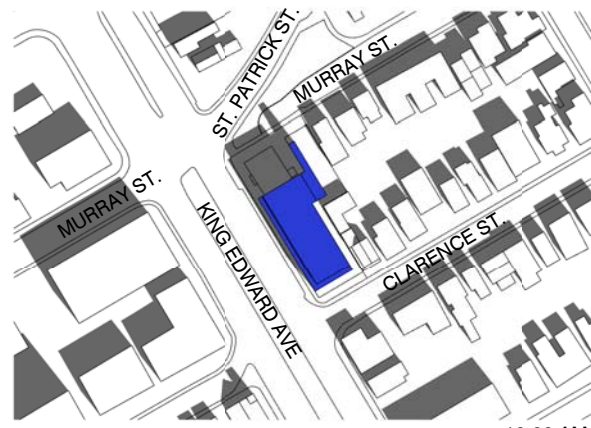


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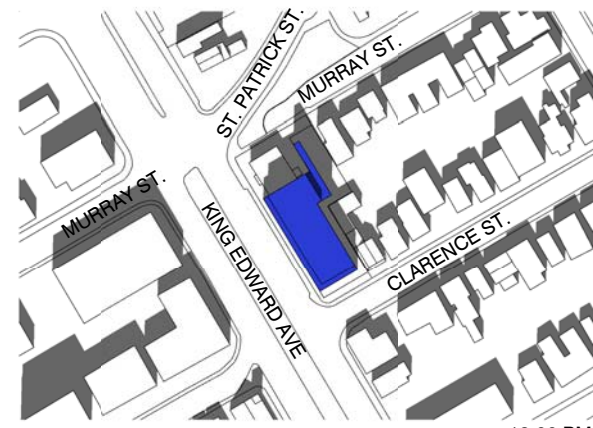


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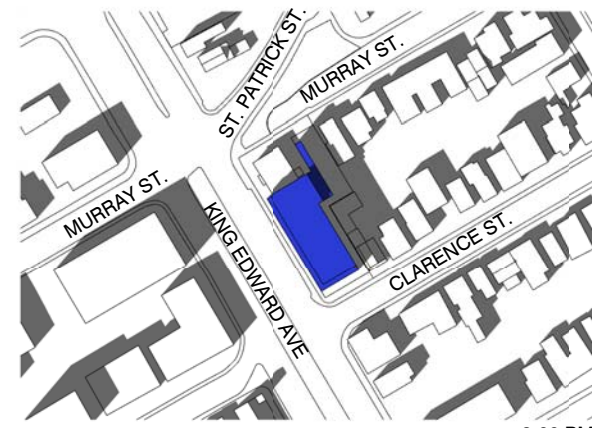
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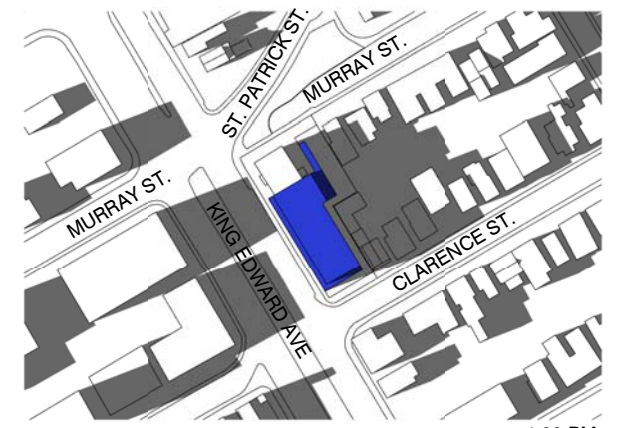
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4:00 PM

21 DECEMBER



10:00 AM



12:00 PM



2:00 PM



4:00 PM

MIXED-USE BUILDING

SUN/SHADOW STUDY - PERMITTED BUILDING ENVELOPE

SCALE: 1 : 3000



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KWC ARCHITECTS INC. 07 APRIL 2016

275 KING EDWARD AVE OTTAWA, ON.

21 MARCH



10:00 AM



12:00 PM



2:00 PM

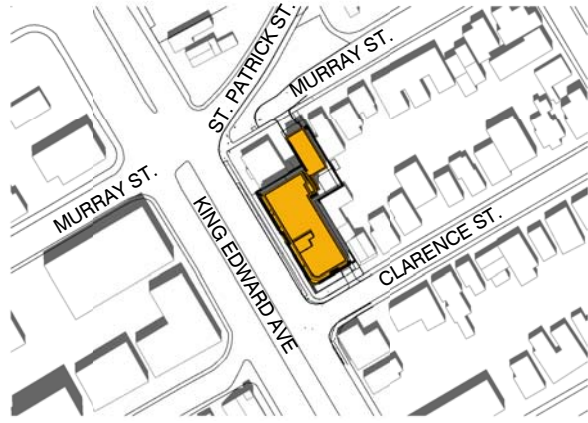


4:00 PM

21 JUNE



10:00 AM



12:00 PM



2:00 PM



4:00 PM

21 SEPTEMBER



10:00 AM



12:00 PM



2:00 PM



4:00 PM

21 DECEMBER



10:00 AM



12:00 PM



2:00 PM



4:00 PM

MIXED-USE BUILDING

SUN/SHADOW STUDY - PROPOSED BUILDING ENVELOPE

SCALE: 1 : 3000



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275 KING EDWARD AVE OTTAWA, ON.

PREVIOUS PRELIMINARY DESIGN OPTIONS

MIXED-USE BUILDING

275 KING EDWARD AVE
OTTAWA, ON.

NOVATECH
Engineers, Planners & Landscape Architects
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ALTERNATE - ARCHITECTURAL RENDERING

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ALTERNATE - MASSING MODEL

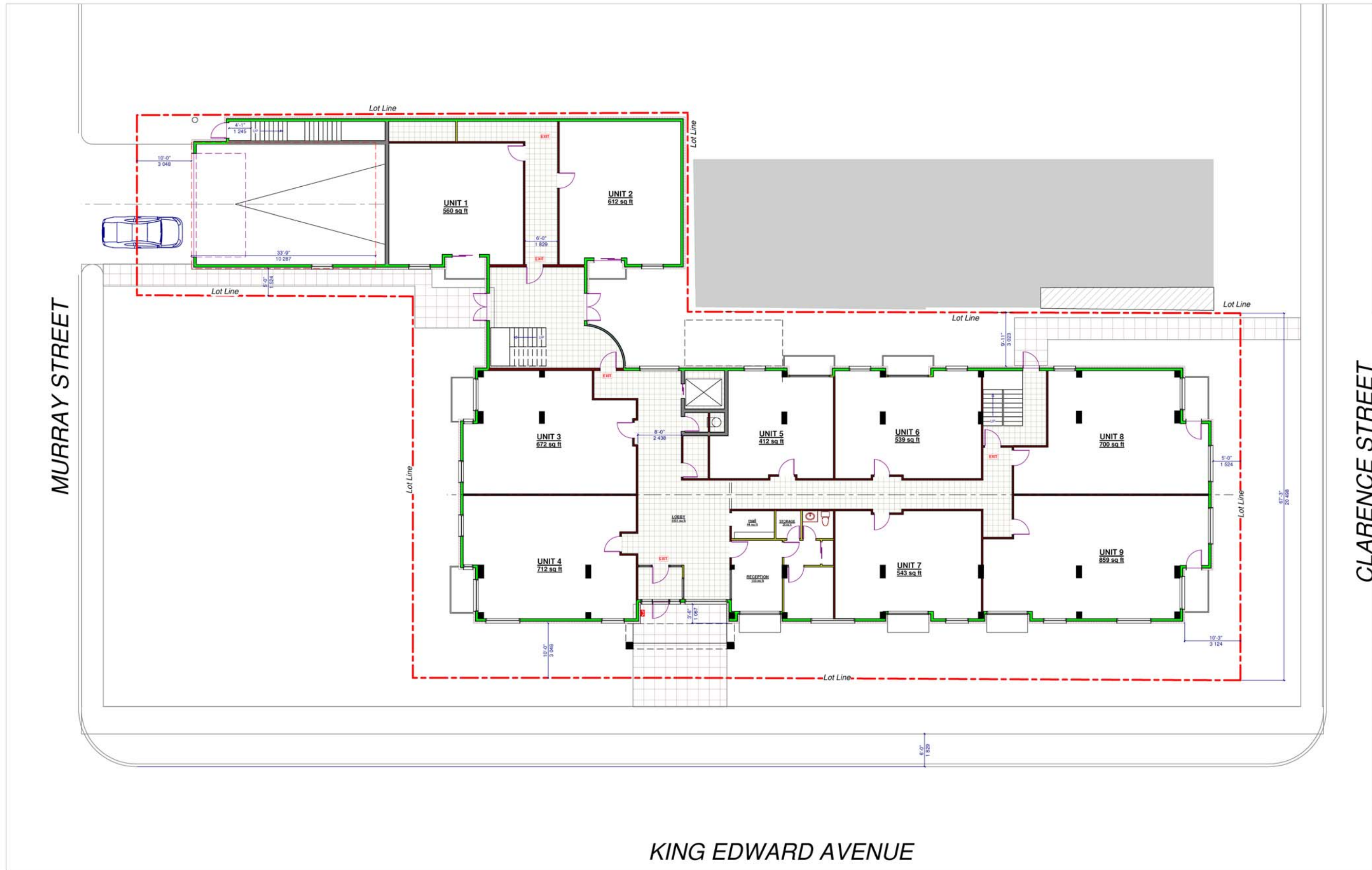
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ALTERNATE GROUND FLOOR/SITE PLAN

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