

FOTENN

1910 ST-LAURENT BOULEVARD



November 14, 2018

Planning Rationale

Site Plan Control



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Fotenn Consultants Inc. has been engaged by RioCan REIT and is pleased to submit the enclosed Site Plan Control Application for the lands municipally known as 1910 St. Laurent Boulevard in the Alta Vista Ward of the City of Ottawa (subject property).

The proposed development is the first phase in the previously contemplated redevelopment of entirety of the lands; known as the Elmvale Shopping Centre. Situated on the northern portion of the property, this first phase includes a nine (9) storey mixed-use building with associated amenity space, a privately-owned public space (POPS), and both underground and surface parking.

Containing 168 residential units and approximately 1,117 square metres of commercial space, Phase 1 of the redevelopment initiates and respects the previously approved master concept/demonstration plan for the entirety of the lands.

1.1 Application History

An Official Plan and Zoning Bylaw Amendment (ACS2017-PIE-PS-0057) for the entirety of the lands was approved by Ottawa City Council in July 2017. In general, the purpose of both amendments was to establish an overarching policy and regulatory framework to guide the comprehensive redevelopment of the Elmvale Acres Shopping Centre lands.

As a result of the approved policy amendments, the majority of the subject site was re-designated in the Ottawa Official Plan from General Urban Area to Arterial Mainstreet and re-zoned in the Ottawa Zoning Bylaw to Arterial Mainstreet Subzone 10, Exception [2406], Schedule 372 (**AM10 [2406] S372 – h**) to accommodate a broad range of uses including retail, service commercial, offices, and residential. A holding symbol was applied to ensure that the privately-owned public space was implemented according to the parameters stated in the site-specific zoning exception. The re-designation of the property to the Arterial Mainstreet designation was consistent with the re-designation proposed through the city-wide Official Plan Amendment No. 150 (OPA 150), which was under appeal at the time of both the application and the approval of the applications for Official Plan Amendment and Zoning By-law Amendment.



Figure 1: Elmvale Acres Demonstration Plan extract from approved Elmvale Acres Shopping Centre Secondary Plan

A critical aspect of this approved plan and policy amendments was the creation and implementation of a suite of planning documents to guide re-development on the subject lands. These new documents, as outlined below, were created through an extensive public consultation program to ensure the Ward Councillor, community members, and other key stakeholders were able to provide valuable input to guide the redevelopment of this portion of their neighbourhood.

The newly established planning framework includes:

- / The Elmvale Acres Shopping Centre Secondary Plan,
- / Schedule 372 (Zoning By-law 2008-250), and,
- / Exception 2406 (Zoning By-law 2008-250).

These documents, along with the existing policy direction in the Official Plan and Zoning By-law, establish standards for maximum building height, building location, minimum parking, façade design, and active frontage conditions while also specifying the location of privately-owned public space and municipal park space. Figure 1 is an extract of the Demonstration Plan established for the Elmvale Acres Shopping Centre Secondary Plan.

1.2 Purpose of Application

As part of the Site Plan Control process, the purpose of this Planning Rationale is to assess how the proposed development achieves and conforms to the objectives of the applicable policy and regulatory framework, including the Zoning By-law and Secondary Plan as well as how it achieves relevant urban design and compatibility objectives to determine if the proposed development is appropriate for the site.

The purpose of this application is to initiate Phase 1 of the overall redevelopment program for the Elmvale Acres Shopping Centre Lands at 1910 St. Laurent Boulevard.

SURROUNDING AREA AND SITE CONTEXT



Figure 2 Site and Surrounding Context with Phase 1 Area Outlined in White

2.1 Subject Property

The Site Plan Control Application for Phase 1 redevelopment is for the north-western portions of the lands municipally known as 1910 St. Laurent Boulevard (subject property) in the Alta Vista Ward of the City of Ottawa. The Phase 1 redevelopment is proposed to occur within the area designated Area “A” on Schedule 372 of the Zoning Bylaw. Currently known as the Elmvale Shopping Centre, the Subject Property consists of a parcel of land located on the south side of Smyth Road, the west side of St. Laurent Boulevard, and the east side of Othello Avenue.

The current shopping centre site contains two separate stand-alone buildings which are occupied by several retail tenants, a large grocery store, and a branch of the Ottawa Public Library. The entire Elmvale Acres Shopping Centre lands are 52,620 square metres in size with Phase 1 occupying 5,886 square metres along the northern top of the site.

2.2 Surrounding Context

The site is surrounded by a varied and diverse urban landscape containing a mix of built forms, densities, and land uses.

The Subject Property is surrounded by the following land uses:

- **North:** Directly to the north of the subject property with frontage along both Smyth Road and St. Laurent Boulevard are various commercial and office uses. The area further north, along St. Laurent Boulevard is characterized by low-rise service, commercial, and retail uses. Also, in close proximity, and to the north of the subject property is the Canadian Science and Technology Museum and the established low-density residential neighbourhood of Riverview Park. An adjacent parcel located at the north east corner of the intersection of Russell Road and Smyth Road, known as 1990 Russell Road, contains a single storey retail plaza.
- **East:** Directly east of the subject property are commercial and high-density residential land uses. A small section of St. Laurent Boulevard fronts a portion of the east perimeter of the site and abuts a southbound bus-only transit stop serving six bus routes. Further east are low-rise industrial lands bordered by Innes and Walkley Roads.
- **South:** Immediately south of the subject property are High Density Residential land uses with associated surface parking. Further east are the low-rise residential neighbourhoods of Elmvale Acres, Canterbury, Urbandale, and Hawthorne Meadows.
- **West:** On the western boundary of the subject site is the Elmvale Acres neighbourhood containing low density residential properties, municipal parks, and public schools.

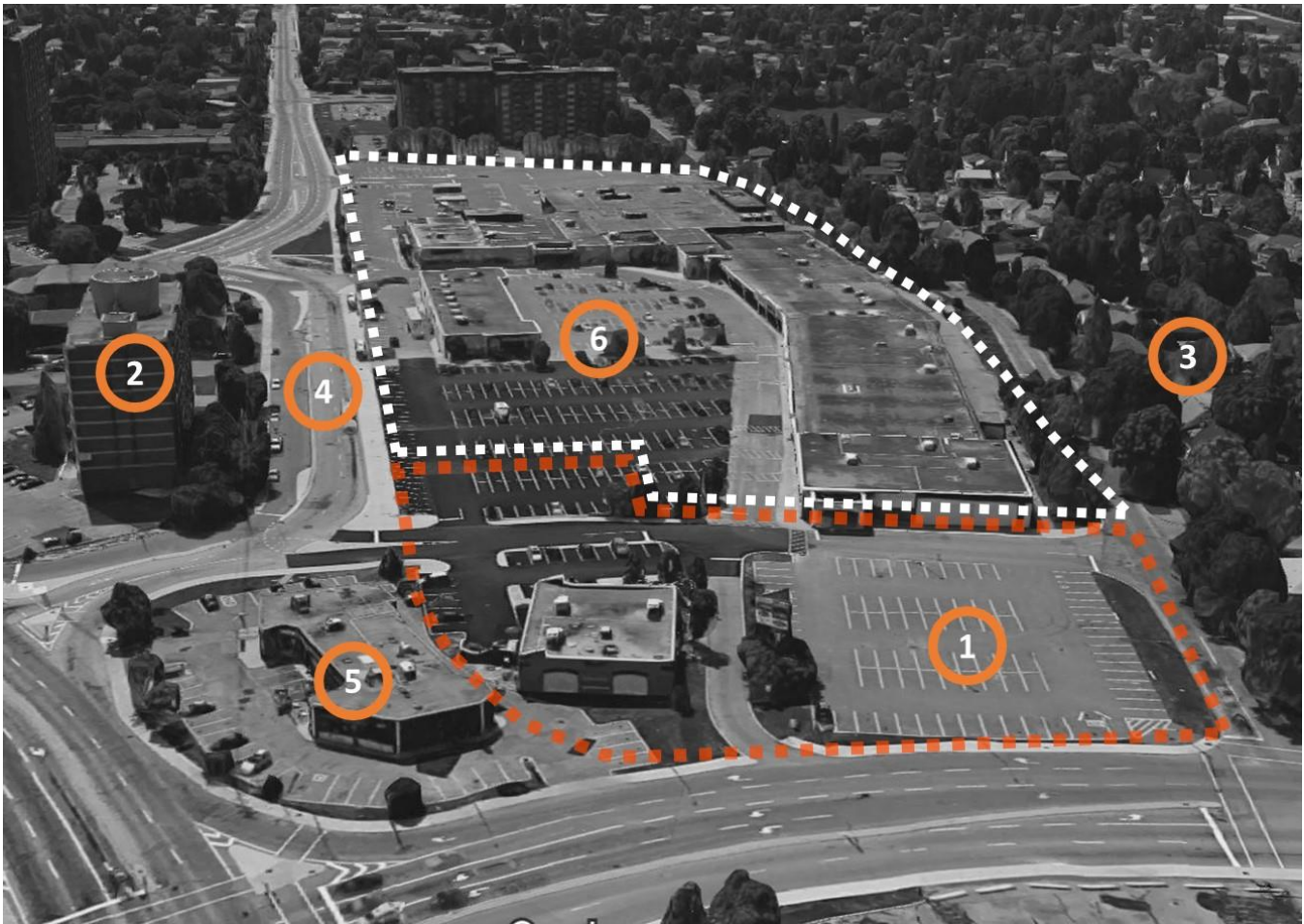


Figure 3: Existing Site Context (Phase 1 Outlined in Orange)

Existing Site Conditions:

- 1) Surface parking lot and future site for Phase 1 Redevelopment.
- 2) Existing mid-rise and high-rise residential.
- 3) Existing low-rise, single detached residential.
- 4) Elmvale Acres Shopping Centre Bus Station.
- 5) Existing retail plaza, to remain (not RioCan Property).
- 6) Remaining Elmvale Acres Mall. To be redeveloped in subsequent phases (Outlined in white).

2.3 Road, Transit, and Cycling Network

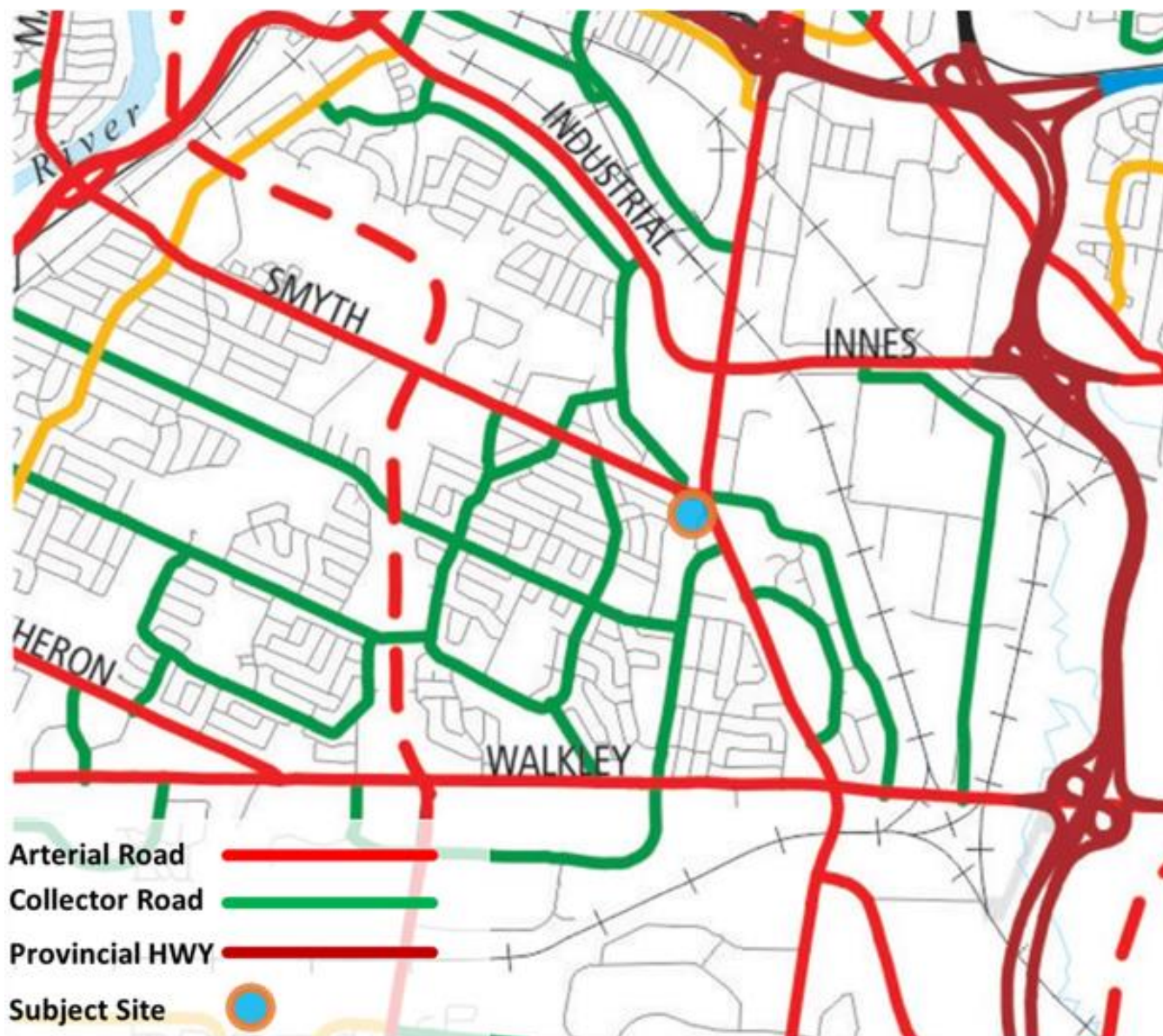


Figure 4: Extract from Schedule E of the Official Plan – Urban Road Network

As shown on Figure 4 above, the property fronts two (2) existing designated Arterial Roads on Schedule E of the Official Plan. Arterial Roads are designed to carry large volumes of traffic over long distances. In this sense, the surrounding road network is well situated to accommodate increased traffic activity and accommodate changing mobility habits, including increasing cycling infrastructure and transit service.

The property is located along a Transit Priority Corridor on Smyth Road and St. Laurent Boulevard South and a Bus Rapid Transit Corridor on Russell Road from St. Laurent Boulevard. The subject property abuts the Elmvale Bus Terminal which serves the site as well as the surrounding area. The average weekday ridership includes 2,250 boardings and 2,210 alightings, with bus commuters traveling through the Elmvale Acres terminal on the

way to downtown Ottawa. The Elmvale Acres Transit Terminal serves approximately 1.3 million customers per year. Residents of the re-development will also have convenient and frequent access to both the Hurdman and St. Laurent Transit Stations which they can then use to access to entirety of the future Light Rail Transit network.

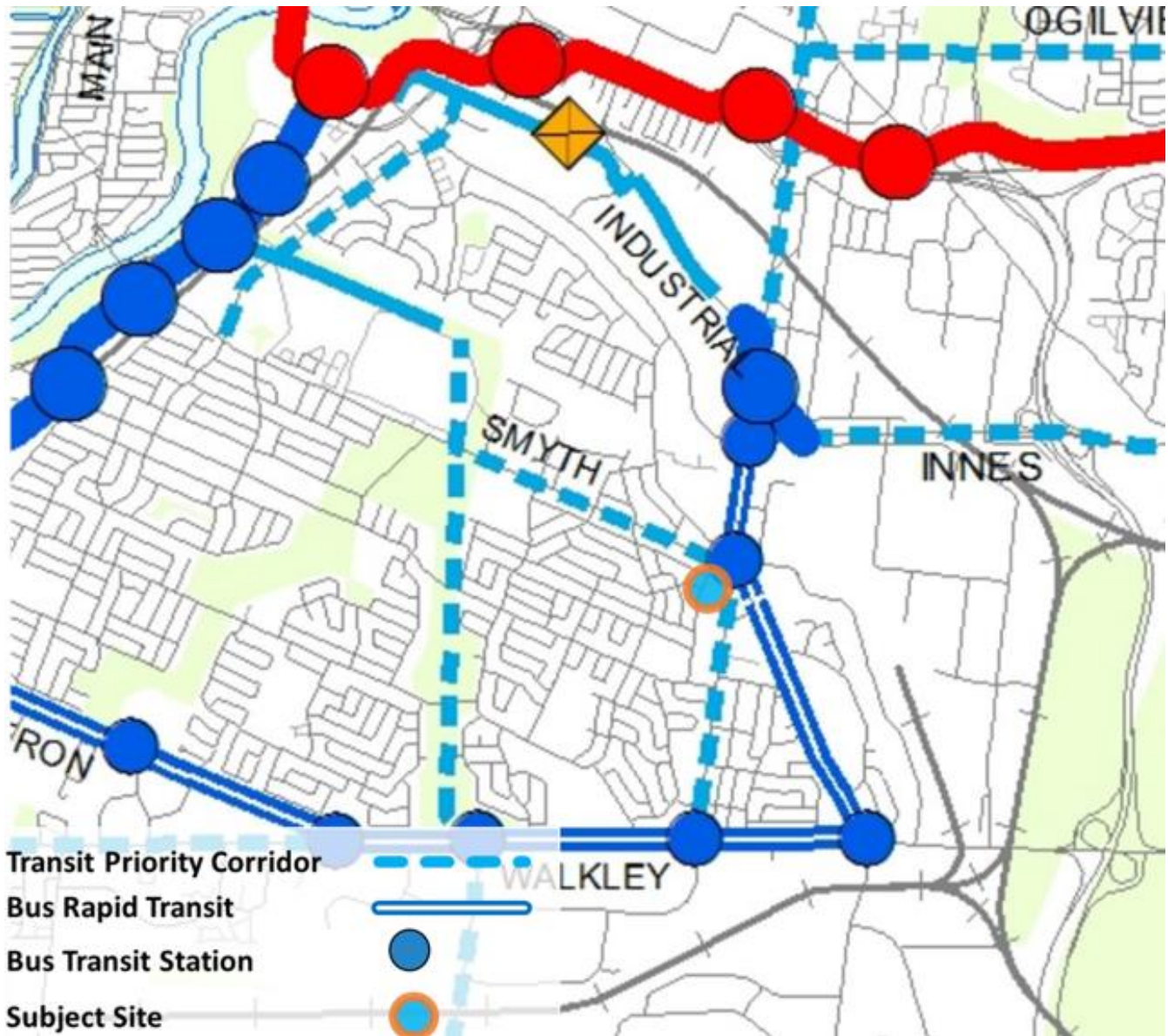


Figure 5: Extract from Schedule D of the Official Plan – Rapid Transit Network

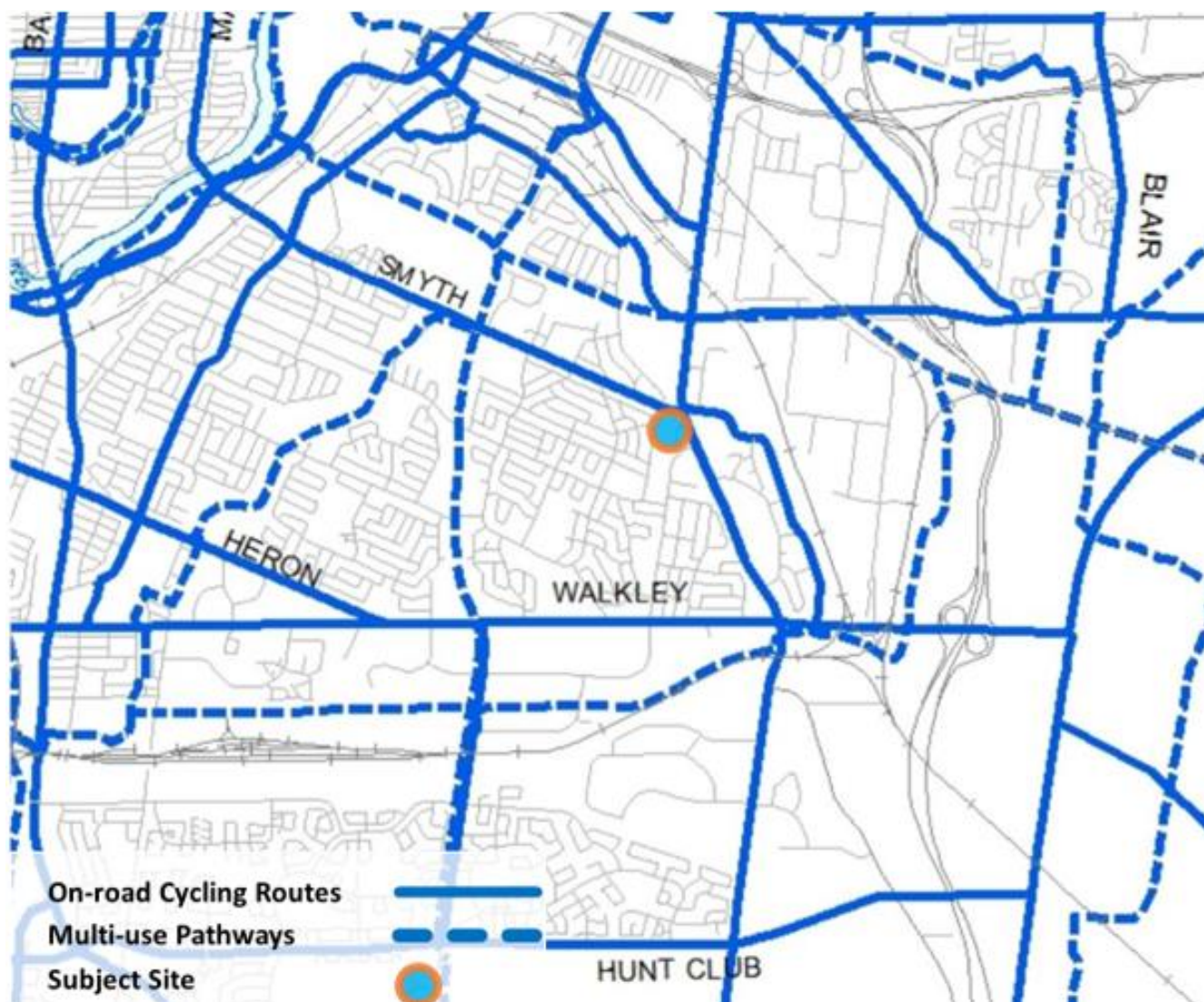


Figure 6: Extract from Schedule C of the Official Plan – Primary Urban Cycling Network

As shown on Figure 6 above, both Smyth Road and St. Laurent Blvd provide on-road cycling routes. A raised cycle track was completed on St. Laurent Blvd in 2016 to provide safe access to many nearby key amenities and the greater cycling network throughout Ottawa.

With convenient access to all major transportation modes, the site is well situated to accommodate increased residential and commercial density. Moreover, the site and surrounding community are well equipped with critical services and amenities to facilitate the use of active forms of transportation including walking and cycling.

3.0 PROPOSED DEVELOPMENT

RioCan is proposing to construct the first building in the overall redevelopment of the subject lands. The first phase building is a 9-storey mixed-use building with a total of **168** dwelling units. The building will have a measured height of 30 metres from average grade as defined in the City of Ottawa Zoning By-law. The Phase 1 building will replace the existing Kelsey's restaurant and northern surface parking lot.

3.1.1 Proposal Summary

Key features of the proposed Phase 1 development include:

- / One (1) nine (9) Storey (30.4 metre) building with a gross floor area of 12, 578m² (2,294 m² building area);
- / 168 residential units located on the second to ninth floors;
- / 1,117 square metres of commercial and retail space at grade on the east wing of the building and at-grade amenity space on the western portion of the building. This results in an additional 651 square metres of commercial space as compared to the existing Kelsey's restaurant;
- / Pedestrian connectivity and permeability including an at-grade passageway from Smyth Road through to the interior of the site;
- / Ample landscaping with street trees along Smyth and Othello;
- / Rooftop amenity space;
- / 178 surface and underground parking spaces;
- / 91 underground and surface bicycle parking spaces that are easily accessible and secure;
- / 650 square metres of privately-owned public space on the south-west portion of the property abutting Othello Avenue.



Figure 7: Excerpt of Site Landscape Plan

3.1.2 Design

The building's 9-storey mass is separated into two (2) distinct components which have been strategically separated and staggered. The building features a one (1) storey podium with a tall floor to ceiling height, ample glazing, aluminum flashing, spandrel panels, wood-look siding, and light grey brick cladding. The ground floor is differentiated from the upper storeys with specific design features such as a change in materiality and colour, a distinguishing cornice line, and a change in articulation. The ground floor breeze-way serves to break up the mass at-grade, highlight the building's entrance, and provide an additional pedestrian connection from Smyth Road for added connectivity.



Figure 8: Building Rendering - View looking North-West

The upper portion of the building (floors 2-9) features a mix of brick and glazing with simple residential balconies and articulation that will add visual interest to the building, while also differentiating various components. The mechanical penthouse on top of the building has been set back and integrated into the architecture of the building.



Figure 9: Building Rendering - View looking South-East

The building's façade facing the interior of the subject site incorporates active entrances and glazing where reasonable. The proposal also includes patio space along the southern façade for use by the future commercial tenants.

3.1.3 Access and Egress

Vehicular access to the site remains at the existing intersections from Othello Avenue and St. Laurent Boulevard. The access to the underground parking garage is located on the south-east side of the building, in proximity to St. Laurent Boulevard. The building's main entrance is located within the pedestrian breeze-way at the centre of the building.

The proposed underground parking garage contains two (2) levels. A total of 176 parking spaces are provided. As the application consists of the first phase of development, the proposal utilizes a portion of the existing surface parking on an interim basis. This parking will be replaced as the site continues to develop with new parking provided underground and replaced with proposed buildings.

Several modifications (Figure 10) to Othello Avenue are proposed for Phase 1 in accordance with the "complete street" concept proposed through the Secondary Plan policies. These roadway modifications include a new eastbound right-turn lane on Othello Avenue to Smyth Road, a "pork chop" island to restrict exiting vehicles to right-turns only, pedestrian crosswalks and crossovers, a sidewalk along the eastern side of the street, and a raising of the intersection and Othello and Hamlet to reduce speeds. The remainder of the Othello Avenue complete street plan will be implemented through future phases of the redevelopment.

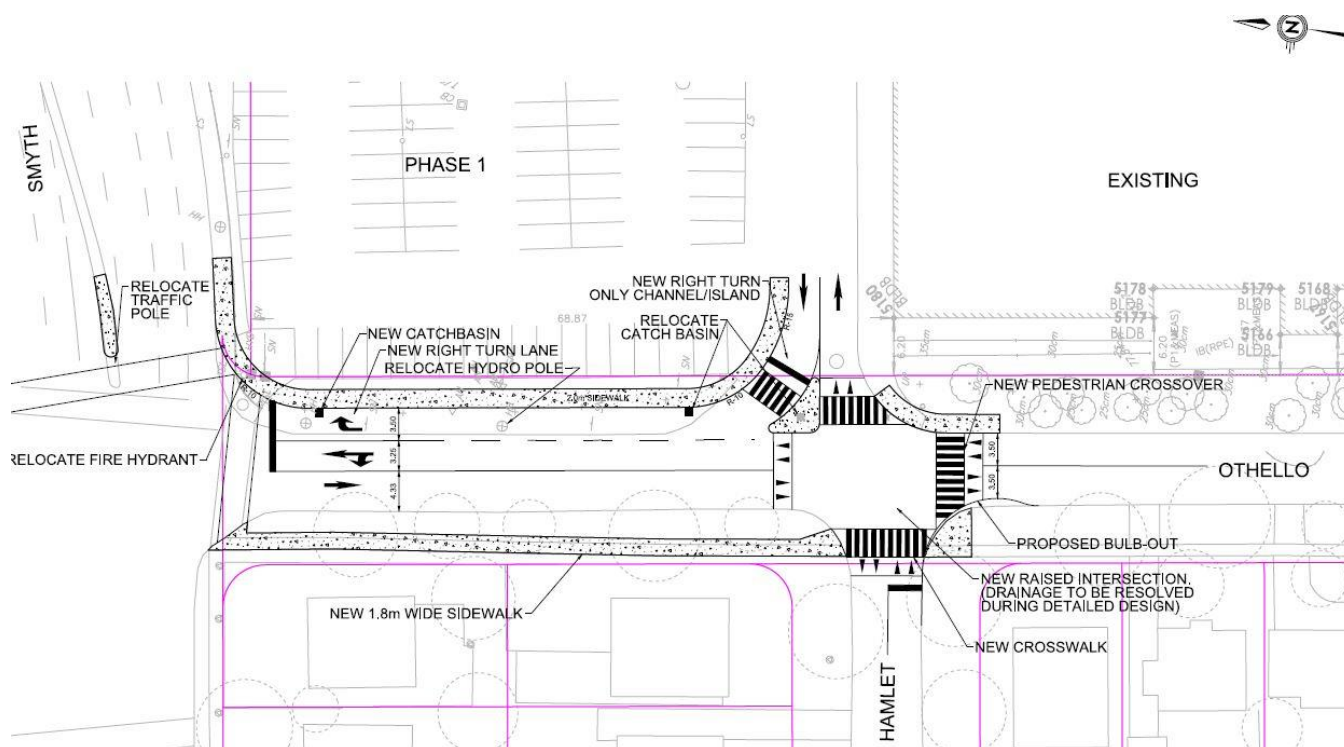


Figure 10 Proposed Roadway Modifications

3.1.4 Amenity Space and Park Space

The building contains 1,585 square metres of amenity space for use by the residents and 650 square metres of privately-owned public space (POPS) for use by the general public. There is also a rooftop terrace proposed, which will act as communal amenity space for residents. Space for outdoor yoga and outdoor fitness equipment is included in the landscaped space at the north-east corner of the site.

The proposed POPS area is designed as a landscaped space providing opportunities for passive recreation, respite, and informal community gathering in the form of shaded seating and landscaped space in the immediate vicinity of the new development. In the greater community area, there are multiple additional municipal park spaces located within a short distance of the proposed development which provide additional recreational space for the community and the new residents. As part of a future phase of redevelopment, the south-west corner of the subject property is intended to be developed with a municipal park.



Figure 11: Park Network With Phase 1 Outlined In White.

4.0

POLICY AND REGULATORY FRAMEWORK

There are numerous policy documents affecting the subject property which inform the shape, style and function of development throughout the community as well as the subject property. Within these policies, consideration has been given to size and scale, connectivity, transportation options, vibrancy, environmental stewardship, quality of life and neighborhood resiliency.

Consistency with the Official Plan as well as the other relevant regional and local policies is a key requirement for development applications within the City. Policy guidelines and objectives from the Official Plan and other relevant planning documents have been reviewed and subsequently included where applicable and appropriate. These policy documents will help inform decisions regarding future development of the Subject Property.

4.1 Provincial Policy Statement

In Ontario, the Provincial Policy Statement (PPS), enacted in April 2014, provides direction on land use planning and development issues of provincial interest. The Provincial legislation states that decisions impacting planning matters, “shall be consistent with” the policy statements within the Provincial Policy Statement.

The PPS encourages the formation of, “healthy, liveable, and safe communities” through efficient land use patterns and infrastructure development. The PPS states that re-development should incorporate increased densities and a mix of uses representing efficient development to minimize air quality impacts, promote energy efficiency, support active transportation, are transit and freight supportive, and include opportunities for intensification.

Section 1.4 of the PPS contains policies specific to housing, stating that planning authorities shall provide a suitable range of housing types and densities to meet projected requirements of current and future residents. This objective is to be accomplished by:

- / Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are, or will be, available to support current and future projected needs;
- / Promoting densities for new housing that efficiently use land, resources, infrastructure, and public service facilities and that support the use of active transportation and transit in areas where it exists or is to be developed; and,
- / Establishing development standards for residential intensification, redevelopment, and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Healthy, active communities should be promoted by planning public streets, spaces, and facilities to be safe, meet the needs of pedestrians, foster social interaction, and facilitate active transportation and community connectivity.

Policy 1.6.5.4 states that land use patterns, densities, and a mix of uses should be promoted to minimize the length and number of vehicle trips and to support the development of viable choices for public transit and other alternative transportation modes.

The proposed development is consistent with the policies of the Provincial Policy Statement. As part of the overall concept, the re-development offers an efficient, cost-effective pattern of growth, capitalizing on an intensification opportunity within the city’s urban area, adjacent to significant transit facilities. Intensification of the underutilized subject property will make efficient use of existing infrastructure, public service facilities, and will support the City’s investment and commitment to public transit.

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

The City of Ottawa Official Plan is composed of eight (8) sections, each addressing a different aspect of the planned function of the City as a whole, with Section 2 providing Strategic Directions for growth and development within the City. The City is anticipated to grow by approximately 143,000 homes by 2036. The City intends to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. This means that growth will be directed towards key locations with a mix of housing, shopping, recreation and employment and that are easily accessible by transit while also promoting and encouraging walking and cycling.

The Official Plan recognizes that concentrating growth to specific areas is required to support a high-quality transit service and to make better use of existing roads and other municipal infrastructure. Intensification at higher densities in nodes around transit terminals and along corridors served by transit is recognized as the most affordable form of development.

The Official Plan addresses the pressures of growth by establishing a set of strategic objectives. Two overarching Official Plan objectives which are applicable to the proposed development are:

1. Managing Growth

- / The City will manage growth by directing it to the urban area where municipal services already exist or where they can be provided efficiently.
- / Growth in the existing designated urban areas will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.
- / The Central Area, designated Mainstreets, Mixed Use Centres, and Town Centres will be compact, liveable, and pedestrian-oriented with a vibrant mix of residential uses, and social, cultural and economic activity.
- / Infill and redevelopment will be compatible with the existing context or planned function of the area and contribute to the diversity of housing, employment, or services in the area.

2. Building Liveable Communities

- / Attention to urban design will help create attractive communities where buildings, open space and transportation work well together.
- / Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing, and places to work and shop.
- / The City will pursue a more affordable pattern of growth that allows for more efficient use of municipal infrastructure and reduces the need to build and maintain new infrastructure throughout its life-cycle.

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

4.2.2 Managing Growth (OP Section 2.2)

Concentrating growth within the urban area makes efficient use of existing services and infrastructure and allows for a pattern and density of development that supports transit, cycling, and walking as viable and attractive alternatives to private automobiles. Growth will be distributed throughout the urban area to strengthen liveable communities through intensification and infill, and new development on vacant land in designated growth areas.

In all areas, the density, mix of uses, and land use pattern will work together to make the most efficient use of transit. Transit service is to be accessible by other active modes of transportation (i.e. walking and cycling) and

densities will be highest adjacent to transit stations. A mix of uses around transit stations will also ensure that residents can meet many of their daily needs within the community or nearby.

Section 2.2.2 addresses the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure. Consequently, the Official Plan employs a hierarchy of nodes and corridors for managing growth.

Policy 1 of Section 2.2.2 defines residential intensification as the “intensification of a property, building or area that results in a net increase in residential units or accommodation and includes:

- / Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
- / The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification;
- / The conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and
- / The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses.

Policy 4 of Section 2.2.2 identifies target areas for intensification including the Central Area, Mixed-Use Centres, Arterial Mainstreets, Town Centres, and Transit-Oriented Development Areas as defined by the Plan. In particular, Arterial Mainstreets, like St. Laurent Boulevard, that are located inside the Greenbelt are considered as supplementary rapid transit corridors where density is to be encouraged. Figure 2.3 of the Official Plan sets a density target of 120 people and jobs per gross hectare by 2031 for the St. Laurent Arterial Mainstreet. This is compared to the existing 2012 density which was 84 people and jobs per gross hectare.

The proposed development of the subject property constitutes mixed-use intensification as defined by the Official Plan. The planned development efficiently intensifies a previously underutilised site in an area currently well served by community facilities, commercial services, park spaces, and transportation options.

The subject property is located within the St. Laurent Arterial Mainstreet designation, and within the Elmvale Acres Shopping Centre Secondary Plan Area and has been identified for intensification in the Official Plan. The density of the proposed development conforms to the requirements of the Official Plan and will contribute to the achievement of the density target for the area of 120 people and jobs per gross hectare.

The continued redevelopment and intensification of the subject property with residential and commercial uses will complement the existing retail uses and contribute to the creation of a complete community adjacent to a busy transit terminal.

4.2.3 Land Use Designation

The subject property is designated, “Arterial Mainstreet” on Schedule B (Figure 9) of the City of Ottawa Official Plan. The Arterial Mainstreet designation permits the development of a full range and choice of housing and commercial uses to meet the needs of all ages, incomes, and life circumstances. This designation will facilitate the development of complete and sustainable communities. Lands designated Arterial Mainstreets are meant to provide a mix of uses with the potential to evolve, over time, into more compact, residential, pedestrian-oriented, and transit friendly places. A broad range of uses are promoted on Arterial Mainstreets, including:

- / Retail and service commercial uses;
- / Offices;

- / Residential;
- / Institutional uses; and,
- / Major Urban Facilities.

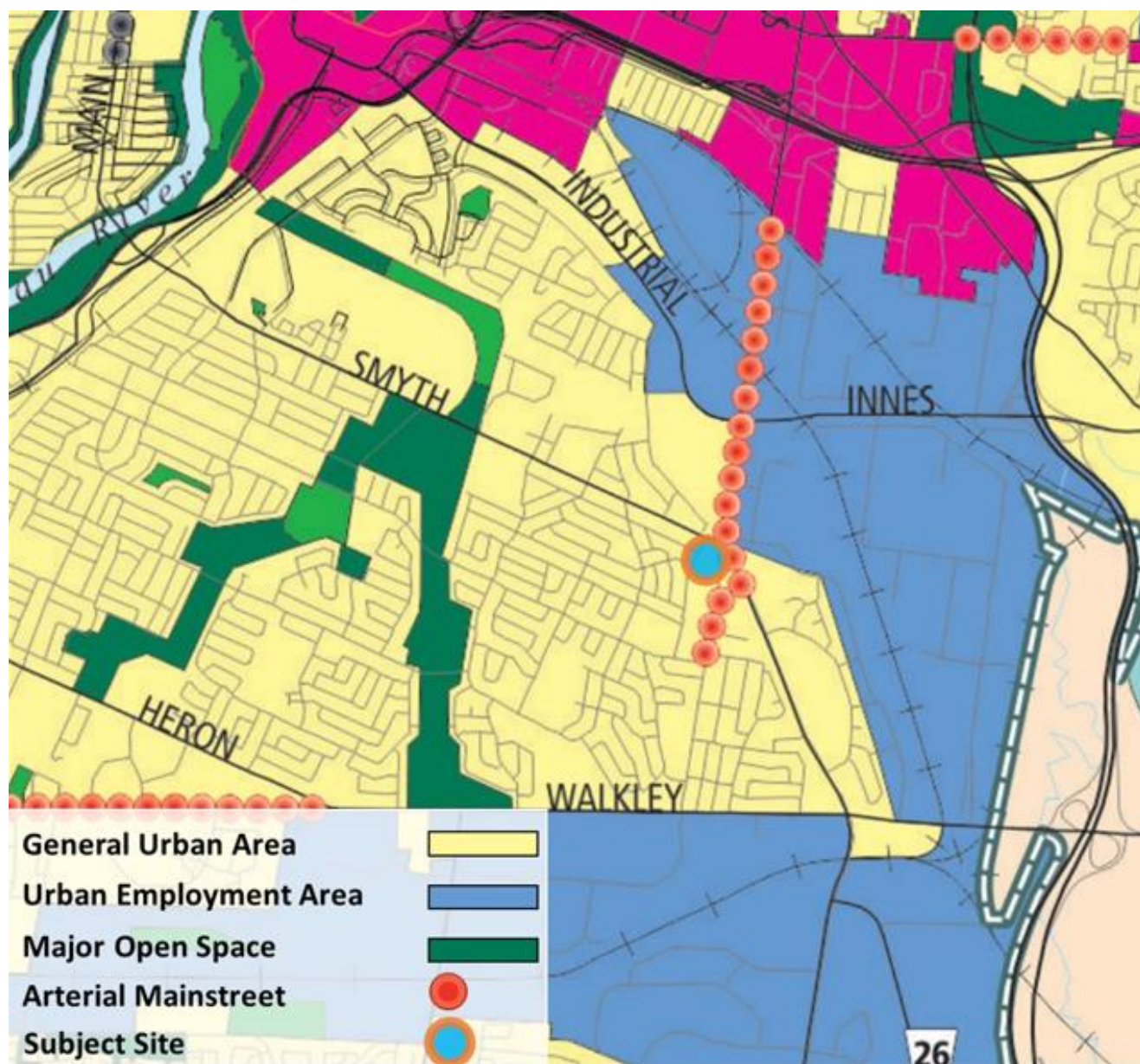


Figure 12: Official Plan - Schedule B - Urban Policy Plan Excerpt

Specifically, relevant policies under the Arterial Mainstreet Designation include:

Policy 1: Provide a mix of uses and evolve, over time, into more compact, pedestrian-oriented and transit friendly places. To facilitate this evolution, the zoning by-law may define the portion of the street frontage of an Arterial Mainstreet to be occupied by buildings located at or set back minimally from the sidewalk. Both Traditional and Arterial Mainstreets will fulfill and take advantage of their multi-modal transportation corridor function.

The development takes advantage of the proximity of the transit station to accommodate a more compact form of development through the introduction of residential uses. The building has been oriented to enclose and define street edges for a pleasing pedestrian environment with intuitive connections to the transit station.

Policy 5: A broad range of uses is permitted on Traditional and Arterial Mainstreets, including retail and service commercial uses, offices, residential and institutional uses. Uses may be mixed in individual buildings or occur side by side in separate buildings.

The development includes a mix of residential and commercial uses to foster a vibrant community in close proximity to key amenities and the bus rapid transit station.

Policy 7: Arterial Mainstreets, or portions thereof, represent important areas for the preparation of Community Design Plans in accordance with the policies of Section 2.5.6. Community Design Plans and development proposals on Mainstreets will be evaluated in the context of the policies in this section and the Design Objectives and Principles in Section 2.5.1, and the Compatibility policies set out in Section 4.11.

The Elmvale Acres Shopping Centre Secondary Plan was created to guide development of the subject lands through extensive stakeholder consultation and an in-depth analysis and review of relevant policy and regulation as well as the community and regional context.

Policy 9: On Arterial Mainstreets, the location of surface parking will be evaluated in the context of Section 2.5.1 and Section 4.11.

Surface parking has been minimized with the majority of parking for this phase of development located in the underground parking garage. As the proposed development is the first phase, the proposal utilizes some of the existing surface parking on an interim basis. This parking will be replaced as the site continues to develop with new parking being provided underground and rearranged and reduced on the surface to service future buildings.

Policy 10: Redevelopment and infill are encouraged on Traditional and Arterial Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge and provides direct pedestrian access to the sidewalk.

The development transforms an existing underutilized surface parking area to facilitate a mixed-use development that brings residential intensification to the area. The site layout and building design incorporates a design that improves the public interface along Othello Avenue and Smyth Road through with a building that defines the street edge. Connectivity was a key consideration in the overall design with pedestrian access included in multiple locations throughout the development.

Policy 13: To achieve the vision for Mainstreets, changes within the public environment as well as within the abutting private property environment may be necessary. The function and design of a road may influence the nature of land use along it and changes to the street may be necessary in order to facilitate a more intense, pedestrian-oriented form of development adjacent to it. Where the City is proposing public works within a Mainstreet's right-of-way, it will consider changes such as the institution of on-street parking, improvements to the pedestrian and cycling environment, streetscape enhancements, lane reductions and measures to enhance transit ridership in the area.

As the first phase area does not have significant frontage on St. Laurent Boulevard, which is the designated Arterial Mainstreet, the building is oriented to Smyth Road. The building provides street frontage on Smyth to better frame the street. The residential character of Othello is maintained with a screened in seating area along its frontage. The building is also active along its south façade, particularly

with respect to how it interacts with the POPS space. The drive aisle is intended to act more as a local street than a drive aisle, with parallel parking along the POPS and parking in proximity to the commercial units. The changes to the public environment in terms of the streetscape and POPS are in keeping with the objective to enhance the public realm for Mainstreets.

Overall, the proposed development contributes to the creation of a compact, mixed-use area by adding a high-density residential building adjacent to the transit terminal and in proximity to a range of existing employment and service commercial uses.

Given the mix of uses in proximity to the subject property, residents will be able to access convenient transit and meet many of their daily needs by walking or cycling, reducing reliance on personal vehicles and promoting opportunities for active transportation.

4.2.4 Building Liveable Communities

Section 2.5 proposes that Ottawa's communities be built on the basics of appropriate and affordable housing, ample greenspace, places for people to shop, socialize, and play nearby, access to community services, and workplaces within a reasonable commute. More liveable communities will be created by focusing more on community design and through engaging in collaborative community building, particularly around established neighbourhood hubs and nodes including mixed-use centres and main streets.

Section 2.5.1 (Urban Design and Compatibility) sets out design and compatibility objectives, principles, and policies applicable to intensification and infill development within the urban area. The policy states that compatible development is development that enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties.

The City influences the built environment using design objectives within Section 2.5.1 that are broadly stated and are intended to be applied to all land use designations. Design principles provide further detail on how each of the objectives may be achieved.

The following objectives are considered the most applicable to the proposed development:

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

The proposed development seeks to redevelop and intensify an underutilized site, located adjacent to a transit terminal, thereby advancing the objectives of the Arterial Mainstreet designation and implementing the city's vision for intensification. The proposed residential use with ground level retail/commercial will offer additional housing and shopping/personal service options in proximity to transit, retail, employment, and other amenities, contributing to the evolution of a more complete community.

To define quality public and private spaces through development.

Both during initial phases, and at full build-out, the proposed development will add quality public and private spaces. Phase 1 will implement the first of four Privately-Owned Public Spaces ("POPS"). The POPS is highly accessible to the general public with frontage on Othello Avenue as well as the northern access to the shopping centre site. The POPS will contain seating areas and gathering space and will be well integrated with the ground floor amenity space of the building as well as the other landscaped and patio spaces proposed. A private rooftop amenity space is also included, offering views towards downtown Ottawa.

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

The proposed development and the overall concept for the lands recognizes the importance of the subject property as a link between the Elmvale Acres Shopping Centre, the Transit Station and the broader community.

The proposed development creates defined pedestrian, cycling, and vehicle routes through the site to ensure safe, accessible and secure circulation.

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

The design of the building has contemplated the ultimate build-out of the shopping centre while also proposing a built form that is compatible with existing development.

To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

The proposed development is the first phase of a long-term redevelopment of a compact, mixed-use community. The Phase 1 building is intended to provide a mix of uses that can easily change and adapt over time.

To understand and respect natural processes and features in development design.

The proposed development maximizes open spaces by limiting the parking garage footprint for stormwater recharge and to allow a full range of landscaping options to be contemplated without restriction.

To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use and carbon footprint of the built environment.

The proposed development will include sustainable and energy-efficient design and construction including using energy efficient products such as water heaters, HVAC, lighting fixtures, water-efficient products, and ensuring energy efficiency and performance is optimized while designing the building envelope and systems.

4.2.5 Design Priority Areas

Policy 5 of Section 2.5.1 notes that the City recognizes lands designated as Arterial Mainstreets as Design Priority Areas. In these areas, all projects are reviewed for their contribution to an enhanced pedestrian environment and for their response to the distinct character and unique opportunities of an area.

The proposed development is within a Design Priority Area and will therefore be subject to review by the Urban Design Review Panel (UDRP) as part of the application review process.

4.2.6 Compatibility

To achieve compatibility of scale and use requires a careful design response that appropriately addresses impact generated by infill or intensification. The policies of Section 4.11 are intended to set the stage for requiring both high-quality urban design in all parts of the City and design excellence in design priority areas.

Policy 2 of Section 4.11 establishes compatibility criteria that the City will use to evaluate the compatibility of development applications. These criteria are discussed below:

Traffic

Traffic impacts and solutions were carefully contemplated through the development of the Secondary Plan. Phase 1 of the development is compatible with the proposed “complete street” concept for Othello Avenue and directs traffic to arterial roads like Smyth Road and St. Laurent Boulevard. These roads are intended to carry high volumes of traffic over long distances. In order to minimize cut-through traffic to local streets, a “pork chop” island has been provided at the entrance to Othello Avenue in order to prevent new residents and visitors from using local streets to exit the property. Furthermore, a new right-turn lane from Othello Avenue to Smyth Road is proposed as part of Phase 1 to reduce queuing along Othello Avenue for vehicles waiting at the signalized intersection to Smyth Road. Depending on the direction of travel, it is expected that St. Laurent Boulevard will be preferred by new residents as a simpler route for access and egress, given that the access to the underground parking garage is located in proximity to the St. Laurent Boulevard entrance.

In accordance with the Secondary Plan, the Phase 1 development provides safe pedestrian access to the transit station in order to encourage residents to use public transit. The Elmvale Acres Transit Station offers frequent service to both the Hurdman and St. Laurent Light Rail Transit Stations, making transit use an attractive option for daily commutes downtown.

Vehicular Access

As mentioned above, vehicular access was also carefully contemplated through the Secondary Plan process. Ultimately, in consultation with the community, the Secondary Plan proposed that all intersections to local streets from Othello Avenue be staggered to discourage additional vehicles from using local streets. As mentioned, the Othello Avenue access is intended to be used as a secondary access, with the preferred access and egress being via St. Laurent Boulevard.

Parking Requirements

The proposed underground parking garage contains two (2) levels. A total of 138 below-grade parking spaces are provided, which includes the 16 visitor parking spaces required by the Zoning By-law. 38 additional surface parking spaces are provided, including 25 existing commercial parking spaces to be used on an interim basis. This parking will be replaced as the site continues to develop with new parking being provided underground and rearranged and reduced on the surface to service future buildings.

A total of 91 bicycle parking spaces have been provided with 69 at grade and 22 within the parking garage.

Outdoor Amenity Areas

The proposed development will not have any impact on adjacent outdoor amenity areas. The development is consistent with the Secondary Plan for the redevelopment of the lands which envisioned a series of POPS spaces being developed over time.

Loading Areas, Service Areas, and Outdoor Storage

The garbage area will be located internally. Although the Zoning By-law does not require the provision of a loading space, the site has been

	designed to accommodate larger vehicles for shipping/receiving for the commercial units and for move-ins in proximity to the residential entrance. Service areas are also internal.
Lighting	Lighting will be designed and installed to provide a safe and secure environment while meeting the City's requirements and ensuring no significant impacts on adjacent properties.
Noise and Air Quality	No significant impacts related to noise or air quality are expected as a result of the proposed development. Recommendations for noise mitigation measures will be implemented through this site plan control approval and the building permit process, as appropriate.
Sunlight	A Sun Shadow Study was prepared for Phase 1 which demonstrated the shadow impacts resulting from the proposed development. As demonstrated in the study, the impacts on adjacent properties are considered appropriate and are minor in nature. Shadow impacts move quickly around the proposed building to limit impacts to adjacent properties. The study also demonstrates limited shadow impacts on the POPS and other greenspaces, especially during what is expected to be peak times of use.
Microclimate	The wind study conducted did not identify any negative impacts from this proposal but recommended the use of sliding doors for the entrance in the breezeway as winds may be higher in this location.
Supporting Neighbourhood Services	The proposed development is located in close proximity to several neighbourhood amenities including schools, parks, The Ottawa Hospital General Campus, and the services located within the Elmvale Acres Shopping Centre and along St. Laurent Boulevard. The site is supported by frequent transit connectivity and also well connected to existing and future walking and cycling pathways.

4.3 City of Ottawa Official Plan Amendment No. 150

In 2013, the City of Ottawa reviewed the Official Plan resulting in numerous policy changes. Ottawa City Council adopted Official Plan Amendment (OPA) 150 in December 2013, and the Ministry of Municipal Affairs and Housing approved the revisions in April 2014. Significant portions of OPA 150 remain under appeal, while other policy changes have been incorporated and reviewed in Section 4.2 above. As the appeals of OPA 150 continue to be settled, the in-force policy context analysed in Section 4.2 is fluid and it is anticipated that policies may be changed or added following submission of this application for Site Plan Control. Several policies remain under appeal; however, they represent the intended direction of Council and are discussed below.

Arterial Main Streets remain as target areas for intensification in OPA 150. The policy regarding building heights on Arterial Mainstreets remains under appeal and there is currently no policy regulating building height in Section 3.6.3 of the Official Plan at this time. The appealed policy proposed through OPA 150 states that building heights of up to 9-storeys will predominate on Arterial Mainstreets, unless a Secondary plan states otherwise. The proposed development is consistent with this policy as a 9-storey building is proposed, which is also consistent with the maximum building height established by the Secondary Plan.

The proposed development continues to conform to the policies for Arterial Mainstreets by intensifying a site in proximity to transit and contributing to the creation of a vibrant, mixed-use area on a currently

underutilized site. The additional housing will provide opportunities for people to live in proximity to the Elmvale Acres Transit Station, employment opportunities, and retail and entertainment uses.

Revisions to Section 4.11, renamed Urban Design and Compatible Development, contain more robust policies related to building and site design, organized into several categories. The applicable categories are addressed below.

Building Design

The proposed development promotes a complementary architectural style that will set the stage for future development in this area.

The building utilizes different materials and articulation to distinguish the building's base from its upper floors. The upper floors are staggered to break up the massing and well-articulated for visual interest. The ground floor breeze-way breaks up the mass at-grade, highlights the building's entrance and provides an additional pedestrian connection from Smyth Road for added connectivity. The upper floor portions of the building are transparent at the corners, grounded at the centre and include simple, recessed balconies.

The proposed building has a one-storey podium of a two-storey height and is strengthened by the use of varied materials. Glazing on the ground floor allows people to see in and out of the ground floor commercial and amenity spaces.

Massing and Scale

The massing and scale of the building is consistent with the existing zoning and the planned direction within the established Secondary Plan prepared by the City for the lands.

A Sun Shadow Study confirms that the shadow impacts resulting from the proposed building will not cause any undue adverse impacts on surrounding outdoor amenity areas.

Outdoor Amenity Areas

The development proposes a series of well-designed and usable amenity areas, including indoor ground floor amenity spaces, a 650 square metre POPS and a rooftop terrace. The terrace has been sited and designed to avoid overlook to neighbouring outdoor amenity spaces. The POPS provides a public gathering space and opportunities for passive recreation on the subject property in a highly accessible location. The POPS is well-integrated with other landscaped areas of Phase 1, the ground floor amenity space, as well as the adjacent patio space to serve the commercial units.

Design Priority Areas

It is recognized that the subject property is located within a design priority area. As such, the portions of the building adjacent to the public realm have been designed as follows:

- / The base of the building is taller in height for flexibility for ground floor uses.**
- / The ground floor facades are transparent and largely parallel to the public streets, internal streets, and POPS to achieve a continuous building frontage that defines and encloses streets**

and public spaces and contributes to the animation of public areas.

- / Landscaped areas include a mix of deciduous and coniferous trees, seating, outdoor fitness equipment, and enhanced pedestrian surfaces. The programming has been coordinated with the programming of interior spaces.

The proposed development conforms to the building height and compatibility policies of OPA 150.

4.4 Elmvale Acres Shopping Centre Secondary Plan

Secondary Plans in Ottawa are utilized to further refine the objectives and policies of the City-wide Official Plan in order to provide more detailed direction by focusing on site-specific issues. Secondary Plans include a land use plan with implementing policies that are often adopted into the Zoning By-law as performance standards. The purpose of the Elmvale Acres Shopping Centre Secondary Plan is to guide the redevelopment of the Elmvale Acres Shopping Centre (1910 St. Laurent Boulevard) over multiple phases.

As mentioned previously, the Secondary Plan is the culmination of a comprehensive public consultation strategy and site-specific analysis with the proposed development as presented in this Site Plan Control Application representing the first phase in the execution of this vision.

To achieve adequate development densities over the long term, the Secondary Plan provides direction on key features for development of the lands regarding maximum building heights, location of parks and privately-owned public spaces, transit integration and pedestrian connectivity.

The following principles have been developed to guide the redevelopment of the area:

1. The area will transform over time to become an attractive and well-designed focal point for the community with active street frontages, outdoor amenity areas, and a new park.
2. The area will accommodate a mix of land uses, including residential, office, and retail, which will offer a live, work, play environment for residents.
3. The redevelopment will be integrated into the community with multiple connections into the area, and buildings with active edges.
4. New development will frame the area with transitional building heights including low-rise buildings along Othello Avenue, mid-rise buildings along Smyth Road, and high-rise buildings closest to the transit station along St. Laurent Boulevard.
5. Efficient transit services will support existing and new development through multi-directional connectivity and improved transit movements. Public transit will become an attractive mode choice to new and existing residents which represents a shift to sustainable modes of transportation.
6. Transportation system efficiency will be improved by allowing users, particularly non-drivers, the opportunity to choose from a wide range of accessible transportation options.
7. New development will provide key pedestrian and cyclist connections within and abutting the site, including safe and convenient access to the transit station area, and adjacent neighbourhoods with sidewalks, landscaping and public open spaces.
8. Intersection and right-of-way improvements will ensure that access to the area is safe for all modes of travel.

4.4.1 Land Use and Built Form



Figure 13: Schedule B - Land Use plan - Elmvalle Acres Shopping Centre Secondary Plan

The subject property is located within the St. Laurent Boulevard Mixed Use Area on Schedule B of the Secondary Plan (shown as Figure 10 above), which takes direction from Section 4.1 of the Secondary Plan for land use and built form policies. A broad range of uses is permitted in the Mixed Use Area, as would typically be permitted within the Arterial Mainstreet designation. The policies permit mid-rise building heights of up to 9-storeys along the Smyth Road frontage. This is echoed by the maximum building height established in Schedule C of 9-storeys for this area (see Figure 11).



Figure 14: Schedule C - Maximum Building Heights – Elmvale Acres Shopping Centre Secondary Plan

The 9-storey building height as well as the residential and commercial uses proposed are consistent with the policy direction for this phase.

4.4.2 Public Realm

The Secondary Plan also establishes policies to enable the creation of an attractive and functional public realm. Schedule D (Figure 12) of the Secondary Plan illustrates the locations of critical elements of the public realm such as POPS, pedestrian connections, cyclist connections, the Public Park and active building frontages.

The following policies apply to the area:

- / In order to create a more urban environment on Smyth Road, buildings will be located closer to the street with building walls that will include clear glazing, pedestrian entrances, patios and courtyards where appropriate.
- / All building facades that face onto open spaces and the park shall be animated. Blank walls are not permitted.



Figure 15: Schedule D - Public Realm and Transportation – Elmvale Acres Shopping Centre Secondary Plan

The proposed building achieves the above-noted policies by providing substantial street frontage on Smyth to achieve a more urban environment in this location. This portion of the ground floor has been designed to accommodate the building's amenity area. The ground floor façade incorporates clear glazing, landscaping, and pedestrian connections from the sidewalk to the building. This continues along the Othello Avenue frontage. The ground floor façade facing the POPS is also transparent and active to animate the public space. The POPS and ground floor amenity are intended to be complementary and encourage indoor and outdoor fitness.

The Secondary Plan requires the provision of a POPS space for this phase. The ultimate build-out of the shopping centre redevelopment is intended to provide a network of POPS and a public park to serve new residents and draw residents from surrounding areas. The POPS are intended for use by the general public and outdoor commercial patios cannot be included as part of the POPS area. The policies require that each POPS have a minimum area of 650 square metres and a length to width ratio of no more than 2:1.

The location, size and orientation of the proposed POPS is in keeping with the POPS identified on Schedule D of the Secondary Plan.

4.4.3 Transportation and Circulation

The Secondary Plan notes the importance of a logical and convenient transportation and mobility network on the subject site. In that sense, the transportation system should function properly and enable residents to utilize a full suite of mobility options in their daily lives. Proposed improvements are identified on Schedule D shown in Figure 12 above.

Key Transportation and Circulation Objectives in the Secondary Plan that apply to Phase 1 include:

- / The area will evolve over time with the intention that surface parking will be reduced. Parking to serve ground floor commercial uses will be located at the interior of the site and screened from view from the street. Parking inside buildings will be below or above grade, but not at sidewalk level.
- / Private drive aisles will be designed and maintained in order to give priority to pedestrians by allowing safe crossing and requiring that vehicles yield to pedestrians.
- / Access to and from the area is to be improved by breaking up existing building mass and providing landscaped walk-through areas.
- / Underground garage ingress and egress for the high-rise buildings shall be designed to maximize vehicle circulation towards the arterial road network with the intent to minimize internal vehicle circulation and use of the adjacent local road network.

As directed by the Secondary Plan, the first phase of development reduces the amount of surface parking and locates new parking underground. The private drive aisle providing access from Othello Avenue to St. Laurent Boulevard has been designed to more closely resemble a public street with parallel parking and 90° parking in some areas to reduce speeds along this aisle and make it more attractive for cyclists. The front of the building has been enhanced with pedestrian surfaces to provide a simple, intuitive and aesthetically-pleasing pedestrian connection to the transit station. The underground parking access has been located in proximity to St. Laurent Boulevard to encourage its use as the primary point of vehicular access and egress. Bicycle parking will be located at grade with easy access to entrances in order to encourage cycling for residents.

Along Othello Avenue the following provisions apply:

- / Othello Avenue will be designed with a “complete street” approach with traffic calming measures including raised intersections to be narrowed with bulb-outs, sidewalks on both sides, and a speed limit reduced from 50 km/hour to 30 km/hour.
- / Access to and from the site on Othello Avenue must be designed in order to minimize cut-through traffic to the adjacent neighbourhood.

The intersection of Othello Avenue, Smyth Road and Russell Road shall be realigned to address long standing concerns at this intersection with delays associated with traffic signal timing, public safety and visibility.

As mentioned in previous sections, a portion of Othello Avenue will be modified in accordance with the complete street concept outlined in the Secondary Plan. The Phase 1 modifications include the provision of an island to restrict vehicles to right-hand turn movements only to prevent the use of local streets. In addition, a raised intersection at the Othello and Hamlet intersection, a right-turn lane along Othello Avenue to the Smyth Road intersection will be added to reduce queuing along the street. A sidewalk along the eastern side of Othello Avenue and a series of pedestrian crosswalks will be established to provide a safe connection to the shopping centre.

It is intended that other elements of the Othello Avenue complete street concept be implemented through future phases of development. The realignment of the intersection of Othello Avenue, Smyth Road and Russell Road will be conducted in accordance with City of Ottawa plans to renew the intersection.

4.4.4 Implementation

Section 7 of the Secondary Plan contains several policies to guide implementation of the policies in the Secondary Plan. The relevant policies are as follows:

- / At each phase of redevelopment, a transportation study must be undertaken to determine the detailed design of transportation and circulation measures, consistent with the City's Transportation Impact Assessment Guidelines.

A Transportation Impact Assessment has been prepared and submitted to the City of Ottawa.

- / The consultation process for the secondary plan identified existing community concerns regarding speeding and cut-through traffic within the broader neighbourhood beyond the immediate study area for the secondary plan. The developer will be required to undertake a Neighbourhood Transportation Management Study to identify appropriate mitigation measures within the immediate vicinity of the development as per the Transportation Impact Assessment Guidelines. Assessment of other streets in the greater surrounding neighbourhood can be assessed and reviewed for potential traffic management measures if/when they prioritize City-wide as per the study parameters established in the Council approved Area Traffic Management Guidelines.

An analysis of Module 4.6 of the Transportation Impact Assessment Guidelines regarding Neighbourhood Transportation Management was provided in the Transportation Impact Assessment prepared on behalf of the proposed development. The roadway modifications proposed for Othello Avenue in the form of a raised intersection, new sidewalk, and new right turn lane onto Smyth through the Phase 1 development have been designed expressly to prevent impacts to local streets and to avoid any change to their role or function. As such, the Assessment concludes that neighbourhood streets will not experience undue adverse impacts as a result of the proposed Phase 1 development. The Area Traffic Management Study mentioned in the above-noted policy is a process to be undertaken by the City of Ottawa in accordance with the Area Traffic Management Guidelines.

- / Transportation Demand Management (TDM) strategies are to be implemented for the area at the time of redevelopment.

The Transportation Impact Assessment recommends the following post-occupancy TDM measures for the Phase 1 development:

- Display local area maps with walking/cycling access routes and key destinations and major entrances;
 - Display relevant transit schedules and route maps at entrances; and,
 - Offer PRESTO cards preloaded with one monthly transit pass on residence purchase/move-in within the first six (6) months after pre-sales/sales initiation, to encourage residents to use transit.
 - / The provision of car sharing spaces as well as car charging stations should be considered through the site plan approval process.
- It is proposed that 5% of the car spaces will have car charging capabilities. Designated spaces are shown on the parking garage plans.**
- / Any application for Site Plan Control Approval will be subject to public notification and consultation including the requirement to hold a community information and comment session in accordance with the City's Public Notification and Consultation Policy for Development Applications, in addition to any requirements of the Planning Act, as amended, and the Official Plan.

A Community Information Session was held on November 15th, 2018.

Through providing high-quality and complementary building design and massing, increased residential density with at-grade commercial, active building frontages along Smyth Road as well as the interior of the site, adequate landscaping, and attractive at-grade amenity space, the proposed development adheres to and advances the Secondary Plan policies regarding Land Use, Built form, Public Realm, and Transportation.

4.5 Urban Design Guidelines

The re-development is subject to the Urban Design Guidelines for Development along Arterial Mainstreets. The Guidelines are meant to provide guidance for new development to foster compatible built-form that will contribute to the recognized or planned character of the streets.

Applicable sections of the Urban Design Guidelines Include:

- / **Guideline 1:** Locate new buildings along the public street edge.
- / **Guideline 5:** Provide streetscape elements such as trees, decorative paving, benches and bicycle parking between the building and the curb. These elements should match approved streetscape design plans for the area, or where there is no streetscape design plan, they should match and extend the existing context.
- / **Guideline 10:** Base new development on an internal circulation pattern that allows logical movement throughout the site that will accommodate, and not preclude, intensification over time. Design the internal circulation pattern with direct connections to the surrounding streets.
- / **Guideline 11:** Create intensified, mixed-use development, incorporating public amenities such as bus stops and transit shelters, at nodes and gateways by concentrating height and mass at these locations.
- / **Guideline 13:** Ensure that buildings occupy the majority of the lot frontage.
- / **Guideline 16:** Design richly detailed buildings that create visual interest, a sense of identity and a human scale along the public street.
- / **Guideline 18:** Use clear windows and doors to make the pedestrian level façade of walls, facing the street, highly transparent.

The proposed development achieves the objectives of the design guidelines by fostering compatible development that locates building frontage along the abutting public streets, provides streetscape elements such as trees and benches, and will contribute to the planned character of the streets and achieve high-quality built form with a sense of identity and human scale. As this site is currently an underutilized shopping centre with excessive surface parking, this proposal will also facilitate a transition to more intensive yet animated forms of development.

Through the development of a mix of uses, the proposed development will assist in accommodating a more complete community with retail, services, commercial, office, and higher density residential. Lastly, through the proposed vehicle and pedestrian connections and permeability the proposed development will improve connections that link the development to public transit, roads, and pedestrian walkways.

4.6 City of Ottawa Zoning By-law 2008-250

The property is zoned Arterial Mainstreet Subzone 10 (AM10) in the City of Ottawa Zoning By-law 2008-250 as shown on Figure 13 below. The property is subject to Site-Specific Exception 2406 and Schedule 372 (Figure 14 below). The property is also subject to a holding symbol.

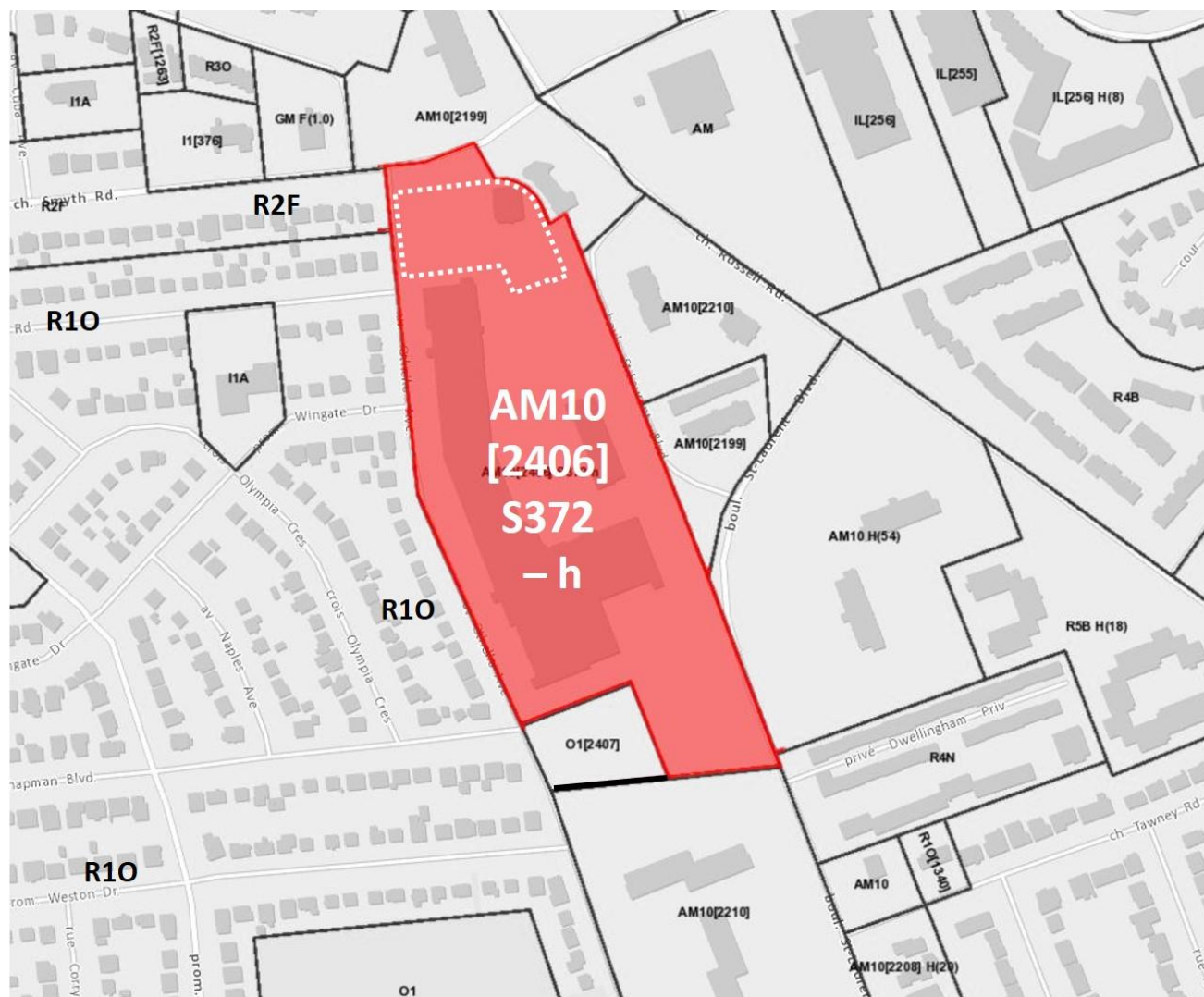


Figure 16: Applicable Zoning Map with Phase 1 Outlined in White

The purpose of the Arterial Mainstreet Zone is to:

- / Accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated Arterial Mainstreet in the Official Plan; and
- / Impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.

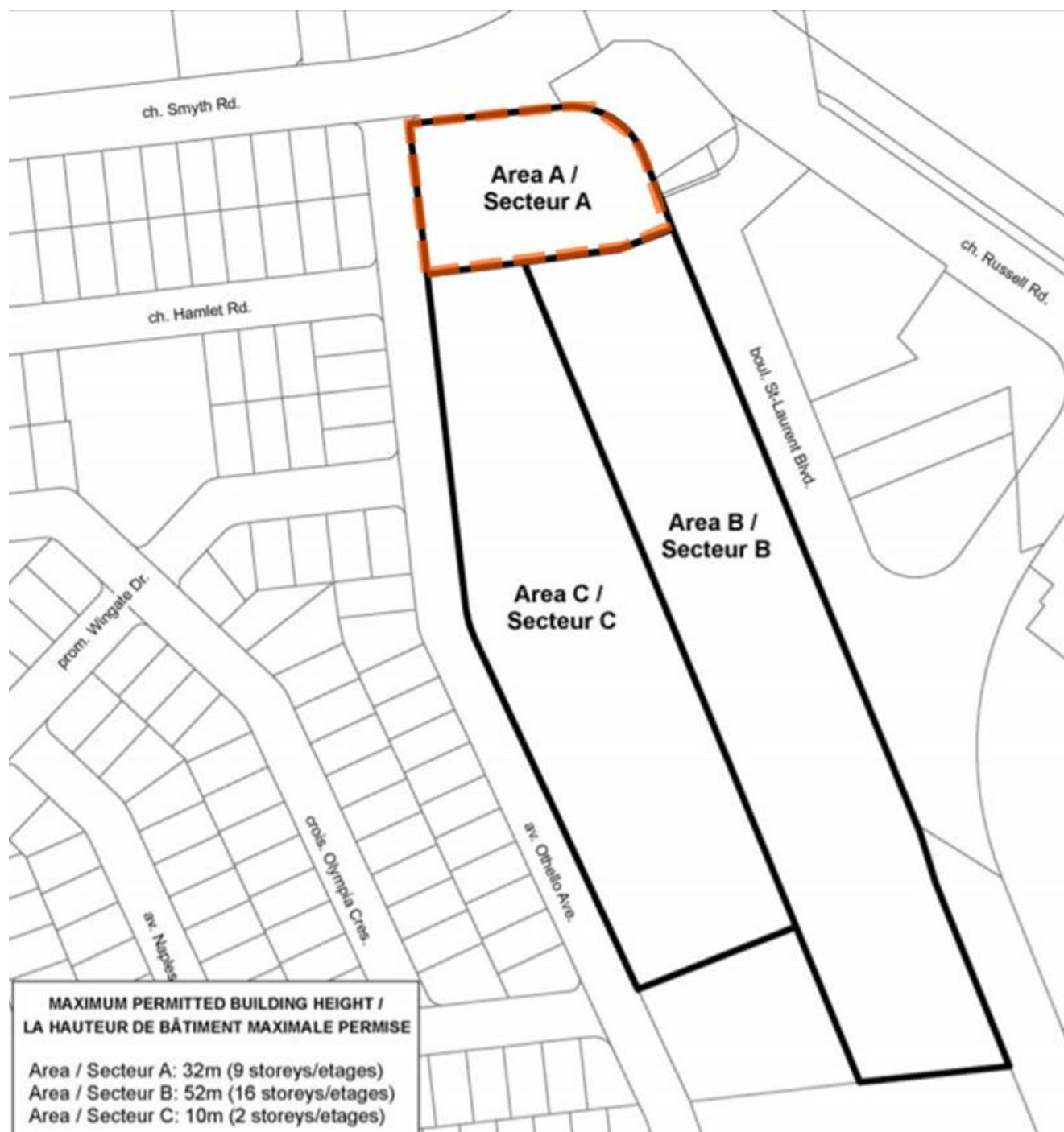


Figure 17: Schedule 372 of the Zoning By-law

The Zoning By-law permits the following uses to be located on the subject property:

/ Amusement centre	/ Library
/ Amusement park	/ Medical facility
/ Animal care establishment	/ Municipal service centre
/ Animal hospital	/ Museum
/ Artist studio	/ Nightclub
/ Automobile dealership	/ Office
/ Automobile rental establishment	/ Park
/ Automobile service station	/ Parking garage
/ Bank	/ Personal service business
/ Bank machine	/ Place of assembly
/ Bar	/ Place of worship
/ Broadcasting studio	/ Post office
/ Car wash	/ Production studio
/ Catering establishment	/ Recreational and athletic facility
/ Cinema	/ Research and development centre
/ Click and collect facility	/ Residential care facility
/ Community centre	/ Restaurant
/ Community garden	/ Retail food store
/ Community health and resource centre	/ Retail store
/ Convenience store	/ School
/ Day care	/ Service and repair shop
/ Diplomatic mission	/ Small batch brewery
/ Drive-through facility	/ Sports arena
/ Emergency service	/ Technology industry
/ Funeral home	/ Instructional facility
/ Gas bar	/ Hotel

Arterial Mainstreet Subzone 10 (AM10) is considered the “Active Street Frontage” subzone and provides performance standards that direct development to create a better interface with the street and adjacent areas so that a gradual transformation to a more compact, mixed-use, pedestrian-oriented pattern of development can be achieved.

The zoning also establishes several site-specific provisions that override certain provisions of the AM10 parent zone through Exception 2406 and Schedule 372 (Figure 14 above). These provisions were adopted in accordance with the approved Secondary Plan in order to regulate and realize the policies and objectives of the plan. These additional provisions address important performance standards like building frontage, ground floor design, minimum building heights, minimum glazing, and active entrances. The provisions of Exception 2406 are intended to ensure high-quality design and animated streets and public spaces.

The AM10 Subzone provisions are identified in the table below. Any provisions modified through Schedule 372 and Exception 2406 have been modified in the table. A column has been added to determine zoning conformity. The site-specific exemption specifies that the lot line abutting St. Laurent Boulevard is the front lot line.

Elmvale Acres Mall Zoning Review - AM10 [2406] S372 - h			
Zoning Mechanism	Zoning Provision	Provided	Zoning Conformity
Minimum Lot Area	No Minimum	56,980 square metres	✓
Minimum Lot Width	No Minimum	392 metres	✓
Corner Yard Frontage	In Area A at least 50 per cent of the frontage along the corner side lot line must be occupied by building walls located within 4 metres of the corner side lot line.	57%	✓
Interior Side Yard	3.6 metres	4 metres	✓
Minimum front, corner side and rear yard setbacks	0 metres	Front - 11.4 metres Corner - 4 metres Rear - 7 metres	✓
Maximum Building Height	32 metres / 9 storeys	30.4 metres	✓
Minimum Building Height	Any portion of a building located within 10 metres of a front or corner lot line: <ul style="list-style-type: none"> - Minimum ground floor height of 4.5 metres - Minimum building height of 7.5 metres and 2 storeys 	<ul style="list-style-type: none"> - 6 metres - 9 metres 	✓ ✓
Permitted Projections above the Height Limit	<p>The following structures are permitted to project above the height limit:</p> <ul style="list-style-type: none"> / barn, silo, or other farm-related buildings or structures / bridge / chimney or smokestack / clock tower, church spire, steeple or belfry / construction equipment during the construction process / mechanical and service equipment 	The mechanical and service equipment penthouse exceeds the building height, as is permitted by the Zoning By-law.	✓

	<p>penthouse, elevator or stairway penthouses</p> <p>/ flag pole</p> <p>/ communication transmission and distribution towers forming part or all of a utility installation</p> <p>/ landscaped areas, roof-top gardens and terraces and associated safety guards and access structures</p> <p>/ ornamental dome, skylight, cupola or parapet</p> <p>/ utility poles</p> <p>/ water tower</p>		
Maximum Floor Space Index	None	N/A	N/A
Building Façade	<p>The ground floor façade facing a public street of a building located within 4.5 metres of the front lot line or corner side lot line must include a minimum of one active entrance from each individual occupancy located immediately adjacent to the front lot line in the case of non-residential uses.</p> <p>A minimum of 50% of the surface area of the ground floor façade, measured from the average grade up to a height of 4.5 metres, facing a public street must be comprised of transparent glazing and active customer or resident entrance access doors.</p>	<ul style="list-style-type: none"> - No non-residential uses facing the public street. - 200m² wall area facing Smyth Rd with 106m² glazing (53%). - 226m² wall area facing Othello with 131m² glazing (58%). 	<p>✓</p> <p>✓</p>

Amenity Area	6m2 per 168 dwelling units	1,585m2	✓
	50% of the required amenity area must be communal aggregated into areas up to 54m2, and where more than one aggregated area is provided, at least one must be a minimum of 54m2.	827m2 communal	✓
Outdoor Commercial Patios	Where an outdoor commercial patio is not physically separated by a building from another lot in a residential zone, it is prohibited unless it is located at least: a) 30m from a lot in a residential zone and is screened and physically separated from that same lot by a structure, screen or wall that is 2m or more in height as to mitigate both light and noise from the outdoor commercial patio; or, b) 75 metres from a lot in a residential zone	The outdoor commercial patio is located within 75 metres of a lot line in a residential zone, but is physically separated by the POPS and Othello Avenue.	✓
Parking Space Provisions	Minimum width of 2.6 metres Minimum length of 5.2 metres	Width of 2.6 metres Length of 5.2 metres	✓
Aisle and Driveway Provisions	Minimum width of a driveway providing access to a parking garage is 6 metres for a double traffic lane.	6.7m	✓
	Minimum width of aisles providing access to parking spaces in a parking lot is 6.7 metres for parking oriented at 90°.	6.7	✓
Location of Parking	Parking is not permitted in a required front yard, corner side yard or in the extension of a required corner side yard into a rear yard.	Parking located on the interior of the subject site.	✓

Landscaping Provisions for Parking Lots	<p>A minimum of 15% of the area of any parking lot must be provided as perimeter or interior landscaped area.</p> <p>A landscaped buffer width of 3 metres is required for parking whether it is abutting a street or not abutting a street.</p>	<p>28%</p> <p>Not applicable for new surface parking.</p>	✓
Outdoor Loading and Refuse	<p>All outdoor loading and refuse collection areas within a parking lot must be:</p> <ul style="list-style-type: none"> / 9 metres from a lot line abutting a public street. / 3 metres from any other lot line / Screened from view by an opaque screen with a minimum height of 2 metres 	<p>All refuse collection is located within the parking garage. The Zoning By-law does not require the provision of a loading space.</p>	✓
Provisions for Bicycle Parking Spaces	<p>Located to provide convenient access to main entrances or well-used areas.</p>	<p>The residential bicycle parking is conveniently located on the ground floor for easy access to bicycles.</p> <p>A total of two (2) bicycle parking spaces are required to serve the commercial uses. Five (5) spaces are located in proximity to the proposed breeze-way which will become a well-used and well-lit area.</p>	✓
Provisions for Loading Spaces	<p>Minimum width in metres of aisle accessing loading space is 9 metres.</p> <p>Minimum width of loading space is 3.5 metres.</p>	<p>Not applicable as the By-law does not require the provision of a loading space.</p>	✓

	Minimum length of loading space is 7 metres.		
Minimum Parking (Area B on Schedule 1A)	Residential: 0.5 per 168 dwelling unit= 84	109	✓
	Retail: 3.4 per 100 m2 Gross Leaseable Floor Area = 37.4	38	✓
	Visitor: 0.2 per 168 dwelling – 12 156 dwelling units = 31	31	
	Total Required: 152	Total Provided: 178	✓
Bicycle Parking	Residential: 168 Units X 0.5/Unit= 84	91	✓
	Shopping Centre: 1 per 500m2 GFA = 3	3	✓
	Total Required: 86		
Minimum Number of Loading Spaces	Residential: None required.	0	✓
	Shopping Centre: 1,086m2 GFA = None required.		✓
POPS	Minimum size of 650 square metres;	650m2	✓
	Length to width ratio of no more than 2:1	Greater than 2:1	✓

As is indicated in the table above, the proposal adheres to the performance standards, provisions, and intent of the AM10 zone.

A Holding Symbol also applies to the site. The holding symbol may not be removed, in whole or in part, until:

- i. A site plan has been approved which shows:
 - a. all POPS areas having a minimum size of 650 square metres;

-
- b. all POPS having a length to width ratio of no more than 2:1, or a different ratio. where the shape strengthens the space's relationship with the adjacent public realm; and
 - c. signage at each POPS in visible locations to identify the name and address of the space and which indicates the space is open to the public; and,
 - d. all POPS shown on the above site plan approval have been designed in accordance with the direction set out in the Secondary Plan for the site and the Urban Parkette / Plaza design criteria outlined within the City of Ottawa's Park and Pathway Manual.

An application to lift the Holding Symbol for this phase will be applied for later in the Site Plan Process, once the requirements as set-out above are closer to being met.

5.0 INTEGRATED ENVIRONMENTAL REVIEW

The Official Plan acknowledges that a comprehensive understanding of the relationship between the natural environment and the built environment is a critical aspect of site design and development planning process.

This environmental review considers the findings of the required studies as part of the Site Plan Control Application Process and ensures that development adheres to relevant environmental regulations and the environmental policies contained in Section 4, and that the principles of design with nature have been applied.

The Official Plan requires consideration of the following items within the Integrated Environmental Review:

- / *A brief overview of the results of individual technical studies and other relevant environmental background material. The studies are summarized as follows:*

Wind: Based on results of the work completed by Gradient Wind, they have concluded that all grade level areas within and surrounding the development site will be acceptable for the intended pedestrian uses on a seasonal basis. More specifically, surrounding sidewalks, exterior amenity areas, and building access points will experience acceptable wind conditions throughout the year. Excluding anomalous localized storm events such as tornadoes and downbursts, no areas over the studies are considered unsafe.

Environmental: Based on the information obtained and reviewed as part of the Phase 1 Environmental Site Assessment by Golder, several off-site potentially contaminating activities were identified in association with the Site. However, based on available information and observations made during the Site visit, none of the identified potentially contaminating activities were considered to represent an area of potential environmental concern for the property. As such, no Phase II ESA is recommended for the Property.

The Site is not included or adjacent to an area of natural significance. The Site does not include land that is within 30 metres of an area of natural significance.

Geotechnical: The Geotechnical Study prepared by Golder made recommendations regarding permissible grade raises, foundation design and excavation. In order to manage long-term groundwater levels and their interaction with the proposed development, the report recommends a drainage system to divert collected groundwater inflow to the sewer system.

Tree Conservation Report: The Tree Conservation Report identifies eleven (11) trees to be removed. The trees appear to have been planted as landscaping for the Kelsey's Restaurant and associated parking and vary from poor to good condition.

- / *A graphic illustration, such as an air photo, summarizing the spatial features and functions (e.g. natural vegetation, watercourses, significant slopes or landform features, recharge/infiltration areas) as identified in the individual studies:*

The graphic provided as Figure 15 below summarizes the special features of the site. The site is mainly occupied by surface parking and the existing Kelsey's Restaurant. Minor pockets of landscaping are located in proximity to the restaurant.



Figure 18: Excerpt from the Tree Conservation Report. Trees for removal are marked with an X.

- / A summary of the potential environmental concerns raised, the scope of environmental interactions between studies, and the total package of mitigation measures, including any required development conditions and monitoring, as recommended in individual studies:

The development of the subject property does not trigger any significant potential environmental concerns. Construction will be monitored in order to mitigate against the presence of sensitive soils. Although the site has minimal vegetation, some of the existing trees will require removal. These trees will be replaced with new trees and landscaping through the proposed development.

- / A statement with respect to how the recommendations of the support studies and the design with nature approach have influenced the design of the development:

As stated, there are no environmental features on or near the subject property. The development has been designed to increase the amount of vegetation on the property.

- / A description of how the principles of Design Objective 7 (Section 2.5.1) to maximize the energy-efficiency of development and to promote sustainable design that reduces consumption, energy use and carbon footprint of the built environment have been considered. A sustainable design checklist will be prepared to assist in this description:

The proposed development will include sustainable and energy-efficient design and construction including using energy efficient products such as water heaters, HVAC, lighting fixtures, water-efficient products, and ensuring energy efficiency and performance is optimized while designing the building envelope and systems.

6.0 CONCLUSION

Overall, the proposed development advances several key policy objectives at the Provincial and Municipal levels, including: optimizing the use of serviced lands within the existing urban boundary, encouraging growth within the urban boundary, improving the public realm, capitalizing on the proximity to public transit and key amenities, and contributing to the range of available of housing.

It is our professional opinion that the proposed Site Plan constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development conforms to the policies of the Arterial Mainstreet designation of the Official Plan as well as the design objectives and compatibility criteria.
- / The development is consistent with the key objectives and the built form and land use policies of the Elmvale Acres Shopping Centre Secondary Plan.
- / The development maintains the general spirit and intent of the Urban Design Guidelines for Development along Arterial Mainstreets.
- / The uses are permitted by the Official Plan, Secondary Plan and Zoning By-law and are a good fit within the existing context of the St. Laurent Boulevard corridor.
- / The proposed development is supported by technical studies submitted as part of this application.

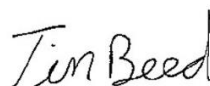
The development represents the first phase in the intensification and redevelopment of an existing shopping centre site. The development will establish a significant initial step in the overall redevelopment of the lands which will advance the provisions of the Official Plan, Secondary Plan, and AM10 Zone as the site and area evolves.

Sincerely,



Stephanie Morris, MCIP RPP

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FOTENN Consultants Inc.



Timothy Beed, M. Plan

Planner
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