



174 FORWARD AVENUE

**PLANNING RATIONALE + DESIGN BRIEF
NOVEMBER 2017**

FOTENN
Planning + Design

project1
studio

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INTRODUCTION

Fotenn, acting as agents for the owner, is pleased to submit the enclosed applications for Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control for the lands municipally known as 174 Forward Avenue in the Mechanicsville community of the City of Ottawa. The proposal would permit the redevelopment of the site with an eight (8) storey residential building containing 24 units and 6 parking spaces.

Consultation History

- / On December 13, 2016, Fotenn and the owner met with City of Ottawa staff in a pre-application consultation meeting to discuss the project. Engineering notes were received in late December 2016 and planning notes were received in early January 2017.
- / On January 12, 2016, Fotenn and the owner met with the ward Councillor, Jeff Leiper, to discuss the project.
- / On January 17, 2017, Fotenn and the owner met with the Mechanicsville Community Association Planning & Development Committee. Comments were received in late January 2017.

Purpose of the Applications

The purpose of the current applications is to facilitate the redevelopment of the lands with a small-scale intensification project. Official Plan Amendment, Zoning By-law Amendment and Site Plan Control applications are being submitted to permit the proposed eight (8) storey residential building. The intent of these applications is described below.

Official Plan Amendment

The subject property is designated “Low-rise Residential” on Schedule A – Land Use of the Scott Street Secondary Plan, and designated with a maximum building height of four (4) storeys on Schedule B – Buildings Heights of the Secondary Plan. The Official Plan Amendment (OPA) proposes to revise the schedules to permit the mid-rise land use on the subject property to provide a transition from the high-rise corridor along Parkdale Avenue into the low-rise neighbourhood to the east.

Zoning By-law Amendment

The site is zoned “Residential Fourth Density Zone, Subzone S (R4S)” in the City of Ottawa Comprehensive Zoning By-law 2008-250. The proposed Zoning By-law amendment would amend the zoning of the lands to permit the proposed mid-rise residential development and to amend specific performance standards, specifically including corner side, interior side, and rear yard setbacks.

Site Plan Revision

The current Site Plan Control application is being submitted in the context of the current policy and regulatory framework, as amended through the concurrent Official Plan and Zoning By-law Amendment applications.

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SITE CONTEXT

The subject site is located in the Mechanicsville neighbourhood of the City of Ottawa, bound east-west by Tunney's Pasture and the O-Train Line and north-south by Scott Street and the Sir John A. MacDonald Parkway. The subject site is located on the southwest corner of the intersection of Forward Avenue and Lyndale Avenue, one block east of Parkdale Avenue. The properties along Parkdale Avenue and Forward Avenue are divided by a city-owned laneway.

The subject site is rectangular in shape and has a total site area of 457 square metres. The site has 15.29 metres of frontage on Forward Avenue and a further 29.91 metres on Lyndale Avenue, for a total frontage of 45.2 metres. The site is currently occupied by a two-storey residential building, a large paved parking area (6+ vehicles) in the interior side yard and a rear yard abutting the city-owned laneway. The existing building encroaches slightly into the Lyndale Avenue right-of-way. Conversely, the garage of the abutting property to the south (178 Forward Ave) encroaches onto the southwest corner of the subject property.

The subject site is in close proximity to several amenities including parks, community centres, local commercial uses, places of worship, and rapid-transit stations. The subject property is located approximately 430 metres from the Tunney's Pasture Station to the west and approximately 820 metres from Bayview Station to the east. Tunney's Pasture, a major employment centre that will be redeveloped in the near future, is also in close proximity to the subject site.



Surrounding Area

The surrounding uses can be described as follows:

North: To the immediate north of the subject property on Forward Avenue is a three and a half storey multi-unit townhouse development. Further north is a mix of low-rise detached dwellings, multi-unit buildings, and mid to high-rise apartment buildings.

East: To the immediate east of the subject property is a mix of single detached dwellings and low-rise multi-unit residential dwellings. Further east along Lyndale Avenue is a church and local commercial uses including a restaurant a local grocery/ convenience store. At the end of Lyndale Avenue is the Laroche Park and Community Centre.

West: Abutting the subject property to the west is a city-owned laneway that divides the properties on Forward Avenue from those on Parkdale Avenue. Immediately west of the subject property along Parkdale Avenue is a seven (7) storey apartment building. Southwest of the subject property along Parkdale Avenue are 14 and 15 storey high-rise apartment buildings. Northwest of the subject property at the corner of Lyndale and Parkdale, is a planned 28 storey apartment building. On the west side of Parkdale Avenue is Tunney’s Pasture, a major employment campus for the Federal Government with over 10,000 employees. Tunney’s Pasture Transit Station, the western terminus of the Stage 1 Confederation Line Light Rail Transit (LRT) line, is located at the south end of the Tunney’s

Pasture campus, and is approximately 600 metres walking distance from the subject property.

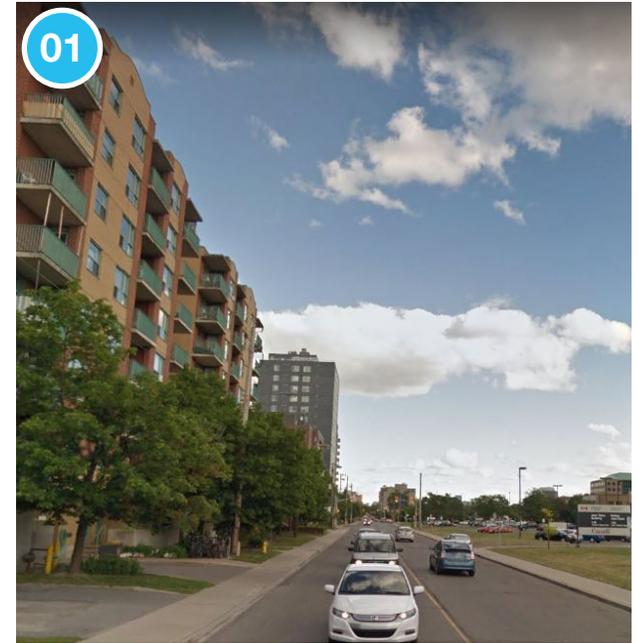
South: To the south of the subject site are some low-rise residential dwellings, a vacant lot, and a townhouse development of approximately eleven (11) units. Further south is the Transitway, currently

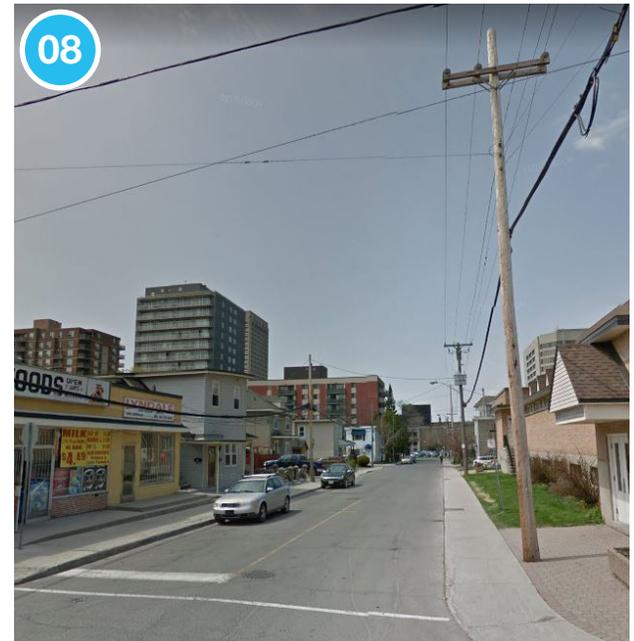
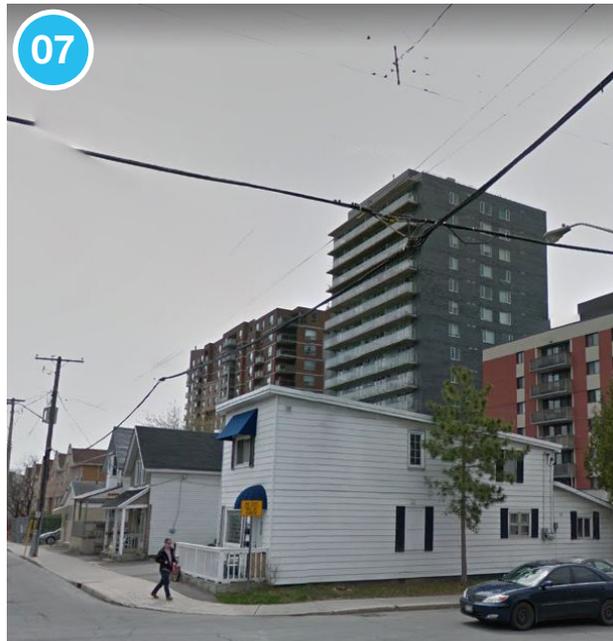
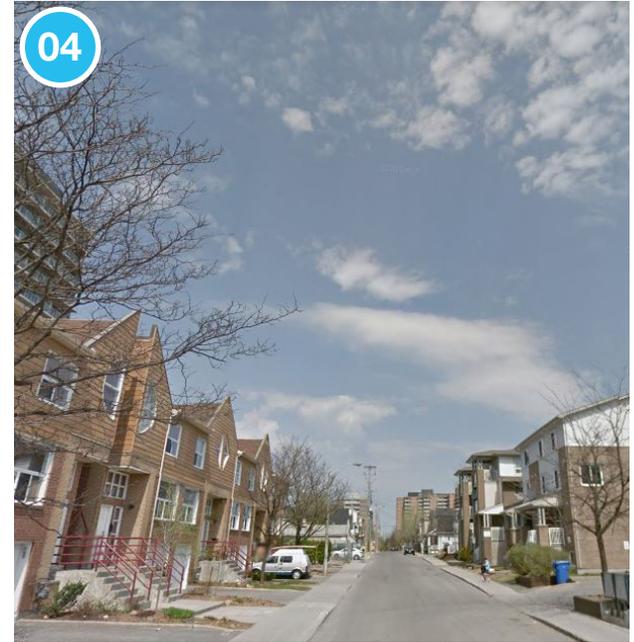
being converted to LRT as part of the Stage 1 Confederation Line. South of the Transitway is Scott Street, which features a mix of residential and commercial uses including convenience stores and automotive repair facilities.



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SITE PHOTOS





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PUBLIC TRANSIT

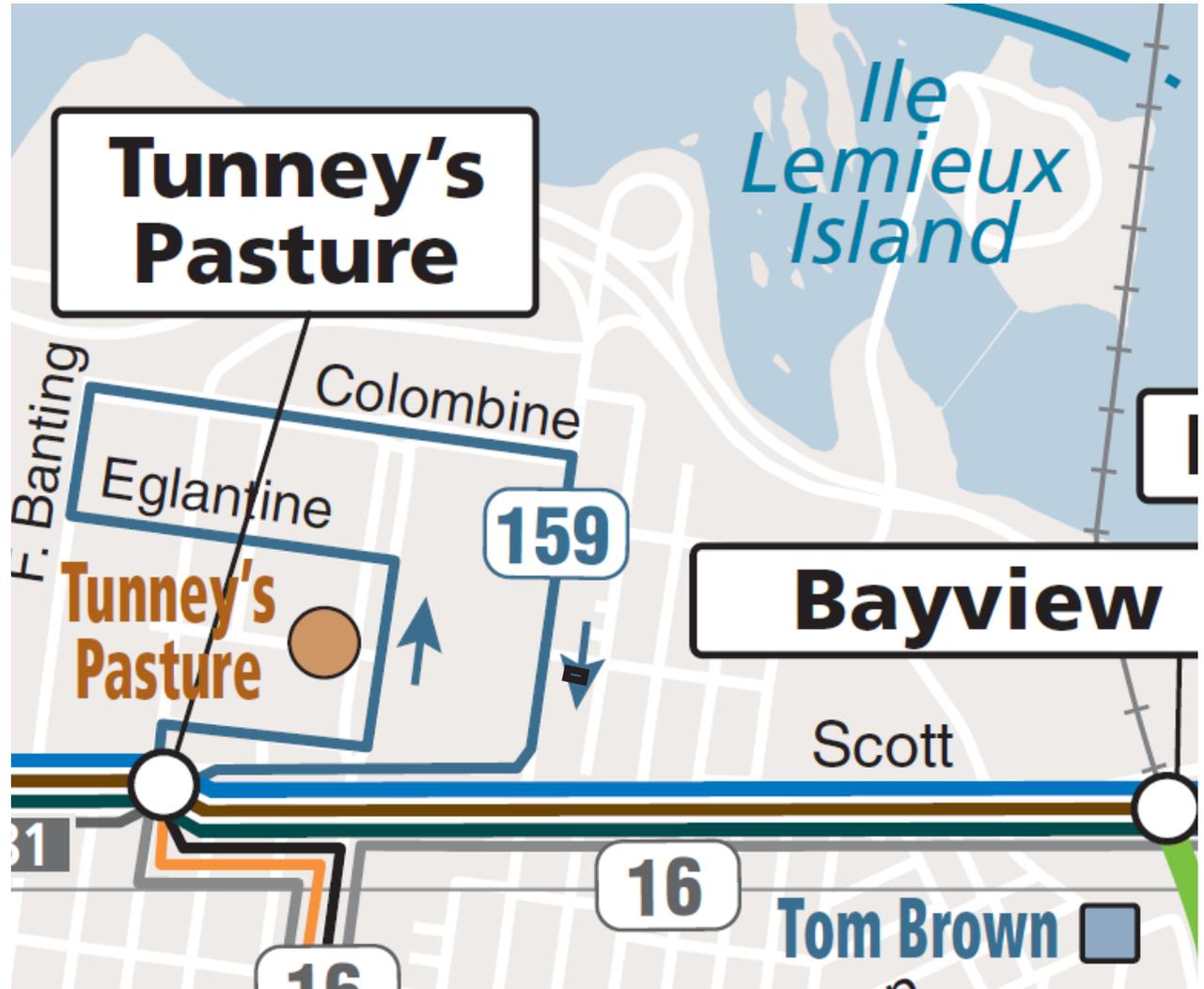
Bayview - 3060

61 62 63 91 94 95 97 98
 16 64 80 86 87 105 164 252
 256 261 262 263 264 265 267 268
 269 270 271 272 273 277 282 283
 (403) **Trillium**

Tunney's Pasture - 3011

61 62 63 91 94 95 97 98
 16 50 56 64 66 80 81 86
 87 105 159 164 252 256 261 262
 263 264 265 267 268 269 270 271
 272 273 277 282 283 (403)
STO

-  Subject Property
-  Transit Station
-  Trillium Line



5 ROAD NETWORK



- Subject Property
- Existing Arterial
- Existing Major Collector
- Provincial Highway
- Existing Collector

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PROPOSED DEVELOPMENT

The proposed development is an eight (8) storey residential building containing 24 units and 6 parking spaces. The building is designed with a four-storey podium, reflective of the low-rise neighbourhood on the east side of Forward Avenue. Floors 5 to 7 step back from the podium, concentrating the additional height away from the street and ensuring a positive pedestrian scale along Lyndale Avenue and Forward Avenue. The building has a generous front yard setback along Forward Avenue, and a corner side yard setback along Lyndale consistent with other buildings along the street. These setbacks will be landscaped to create a pleasing streetscape for pedestrians.

Private outdoor amenity areas on floors 5 through 8 are oriented towards Lyndale and Forward, avoiding overlook into the adjacent private amenity areas and animating the edges of the property. A fifth floor terrace atop the step back wraps around the north and east sides of the building with balconies above. The roof terrace atop the building provides 144 square metres of meaningful communal outdoor space for residents.

The ground floor includes a single ground-oriented residential unit fronting onto Lyndale Avenue, and the main entrance to the residential lobby providing direct access from Forward Avenue. A total of six (6) parking spaces are provided on the ground floor, at the rear of the site. Access to the parking garage is proposed from Lyndale Avenue. The parking area includes three (3) spaces for residents and three (3)

spaces for visitors. The parking area also includes a garbage and service area accessed through the rear lane to the immediate west of the subject property.

The basement level provides necessary mechanical room space, and also provide 19 bike parking spaces for residents. Bike parking spaces are accessed via the elevator and stair from the main floor.

The materials for the building have been carefully selected to reinforce the creation of the transition between the high-rise corridor to the west and the low-rise neighbourhood to the east, highlighting the massing transitions that have also been utilized. The podium is clad with brick to highlight the consistent four-storey volume. The upper floors use a variety of materials, coloured to focus the heavier elements of the building on the west side and lighten the building as it approaches Forward Avenue. The result reinforces the transition achieved by the building in an attractive and appropriate design.





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POLICY AND REGULATORY FRAMEWORK

Provincial Policy Statement

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act in April 2014. It provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS emphasizes the intensification of built-up areas in order to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomical expansion. To achieve this goal, planning authorities must identify and promote opportunities for intensification and redevelopment [Policy 1.1.3.3]. In addition, the proposed development meets the following Provincial Policy interests:

- / Promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term [1.1.1 (a)];
- / Accommodates an appropriate range and mix of residential, employment, recreational and open space uses to meet long-term need [1.1.1 (b)];
- / Promotes cost-effect development standards to minimize land consumption and servicing costs [1.1.1 (e)];

- / Improves accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society [1.1.1 (f)];
- / Proposes a density within a settlement area that efficiently uses land and resources, that is appropriate for and efficiently uses the infrastructure and public service facilities which are planned or available, and that supports active transportation and transit [1.1.3.2 (a)]; and,
- / Identifies and promotes an opportunity for intensification and redevelopment [1.1.3.3].

The proposed development is consistent with the policies of the Provincial Policy Statement (2014). It capitalizes on an opportunity for intensification within a built-up area and anticipates future needs of the community in which it is located. The proposal makes use of existing services and increases the number of units on the subject site, while minimizing potential undue adverse impacts on neighbouring properties.

City of Ottawa Official Plan

The City of Ottawa Official Plan is composed of eight sections, each addressing a different aspect of the planned function of the City as a whole. Section 2 of the Official Plan provides Strategic Directions for growth and development within the City.

Ottawa’s population is projected to grow by up to 30 percent by 2031. The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. In other words, the City is striving to create ‘complete’ communities in which residents do not need to drive for everyday activities and where jobs, shopping, recreation and social activities lie within walking or cycling distance.

More specifically, the Plan pursues strategic directions in four key areas, two of which are relevant to the proposal:

1. Managing Growth

- a. The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently, including development on previously underutilized lots;
- b. Growth in the urban area 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.

2. Creating Liveable Communities

a. The City will provide opportunities to increase the supply of affordable housing throughout the rural and urban areas.

b. 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;

c. Attention to design will help create attractive communities where buildings, open space, and transportation work well together;

Land Use Designation

The site is designated “General Urban Area” on Schedule B - Urban Policy Plan in the City of Ottawa Official Plan as shown in Figure 8. Per Section 3.6.1 of the Official Plan, the General Urban Area designation “permits the development of a full range and choice of housing types to meet the need of all ages, incomes and life circumstances”. Further, “the City supports infill development and other intensification within the General Urban Area in a manner that enhances and complements the desirable characteristics, and ensures the long-term vitality of the many existing communities that make up the city.”

In regards to intensification through infill or redevelopment in the General Urban Area, when

considering applications, the City will:

- / Recognize the importance of new development relating to existing community character so that it enhances and builds upon desirable established patterns and built form;
- / Apply the policies of Section 2.5.1 and 4.11;
- / Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area;
- / Assess ground-oriented multiple housing forms, such as duplex, triplex and fourplex, as one means of intensifying within low-rise residential communities.

The proposed development is in keeping with the intent of the General Urban Area designation, contributing to the established and desired patterns of built form in the community. The proposed development provides an appropriate transition between the planned and existing high-rise buildings along Parkdale Avenue and the low-rise community to the east. The development also achieves the objectives of Section 2.5.1 and 4.11 as described below and contributes to the provision of a full range of housing options within the community.

Managing Growth

Section 2.2.2 of the Official Plan deals specifically with 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. A more compact urban form is also identified as offering Ottawa’s aging population greater accessibility and proximity to goods and services.

The Plan recognizes and supports opportunities for intensification within the General Urban Area, though recognizes it will be at a smaller scale than in other specified target areas. Intensification proposals must have regard for the existing built context and a full understanding of the impacts the development will have on immediate and wider surroundings.

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 of units. This includes redevelopment, infill, and development on underutilized lots within previously developed areas.

Policy 14 of Section 2.2.2 supports intensification within the General Urban Area, in the following cases, provided all other policies of the Plan are met:

- / Lands within 600 metres of future or existing rapid-transit stations with potential to develop as compact, mixed-use and pedestrian-friendly cores;
- / Lands that are no longer viable for the purpose for which they were intended (i.e. older industrial areas, abandoned transportation corridors);
- / Lands where the present use is maintained but the addition of residential uses or other uses can be accomplished in a complementary manner, such as on under-utilised shopping centre sites;
- / Lands currently or formerly used as parking lots or other extensive storage purposes; or
- / Lands where records indicate existing contamination due to previous commercial or industrial use, which can be cleaned up.

The subject property is located approximately 430 metres from the Tunney's Pasture Station (currently BRT and future LRT) and is therefore an appropriate location within the General Urban Area for intensification to be considered.

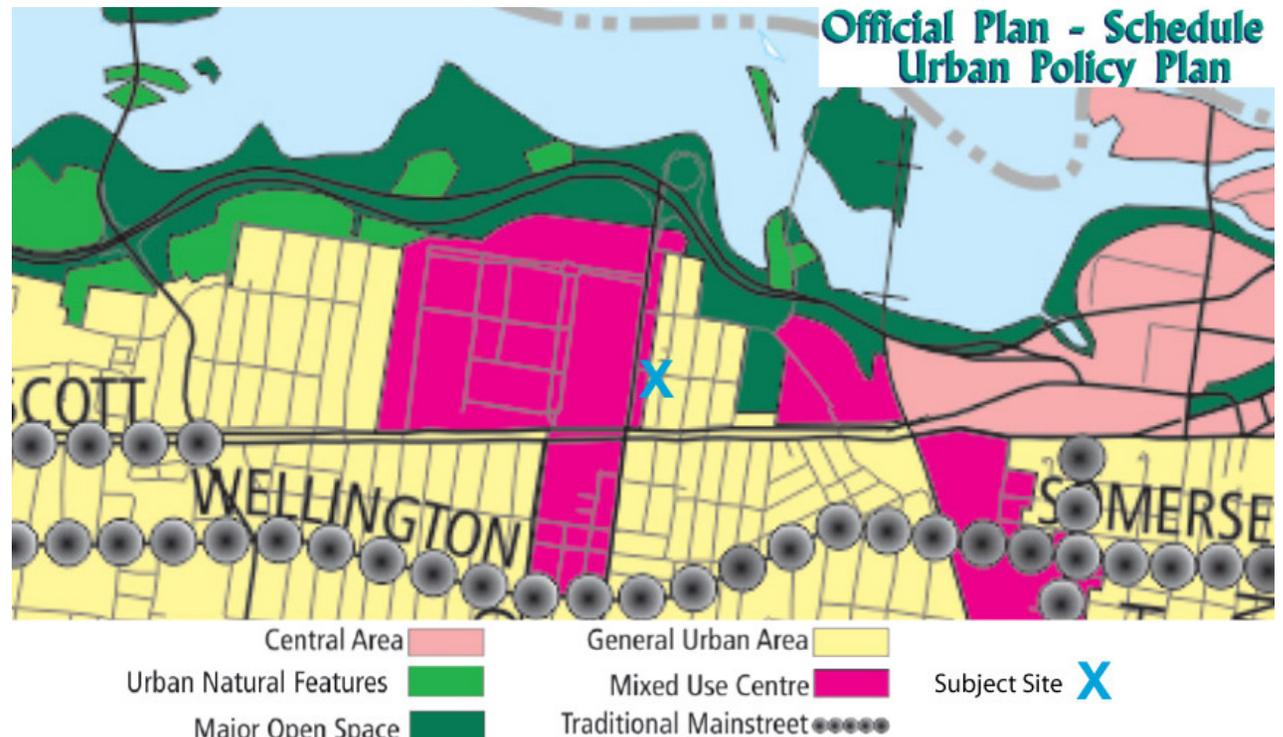
Policy 15 of Section 2.2.2 identifies that generally, the interior portions of low-rise, stable residential neighbourhoods will continue to be characterized by low-rise buildings. However, the City supports intensification in the General Urban Area where

it will enhance and complement its desirable characteristics and long-term renewal. New development and redevelopment will be designed to complement the area's pattern of built form and open spaces.

The proposed development introduces an eight (8) storey, mid-rise building to a strategic corner property on the edge of the existing low-rise

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City of Ottawa Official Plan, Schedule B Excerpt

community in a form that is complementary to the area’s pattern of built form. The property is adjacent Mixed Use Centre designation along Parkdale Avenue permits high-rise buildings and the proposed development provides a transition from that high-rise character into the low-rise neighbourhood to the east. Allowing intensification above four storeys on the edges of the neighbourhood responds to Policy 15 above by protecting the low-rise built form of the interior of Mechanicsville while recognizing the opportunity for appropriate intensification in proximity to a Light Rail Transit station.

Building Liveable Communities

In support of lively and complete mixed-use communities, the City’s growth management strategy includes intensification of development in the urban area over the next 20 years. Compatible developments are developments that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhance the established character of a community and coexist with existing development without causing undue adverse impact on surrounding properties.

The City influences the built environment through the use of design objectives set out in Section 2.5.1 that are broadly stated and intended to apply to new development.

The proposed development meets the following applicable objectives in Section 2.5.1 of the Official Plan:

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

The proposed development builds on the established and planned pattern of development in the area by providing a proper built form transition between the rapidly-developing high-rise corridor along Parkdale Avenue and the predominantly low-rise inner neighbourhood of Mechanicsville.

- / To define quality public and private spaces through development.

As the proposed building is located on a corner lot, the building is designed to recognize both street frontages. The main entrance is located on Forward Avenue and the ground floor unit has a private entrance on Lyndale, ensuring there are active entrances and “eyes on the street” on both frontages. The height of the proposed building ensures a proper built height transition between the high-rise buildings to the west, and the low-rise buildings to the east.

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

While the proposed development is not located on a transit corridor, the subject site is in close proximity to Tunney’s Pasture LRT Station, facilitating accessibility to the rest of Ottawa. In regards to safety, the main entrance and private entrance are both located towards the street to

ensure visibility and “eyes on the street” for both residents and the community.

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

The proposed development is of high architectural quality and represents appropriate development for the fringe of Mechanicsville adjacent to Parkdale Avenue. The built form provides transition between high and low-rise development, including architectural features such as the 4-storey podium to accentuate the transition. The massing is respectful of the low-rise nature and character of inner Mechanicsville through the use of a podium and setbacks at the 5th storey, while bringing a new design which enhances the architectural quality of the community.

- / 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 feature a more compact and intensive urban form over the current use of the site. As the Confederation LRT is set to open in the near future, Mechanicsville faces development pressures to respond to the need for an increase in potential ridership to support the LRT. Residential units within walking distance of an LRT station, such as the subject site, appeal to a range of potential residents, from young professionals to the retired.

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

As per the Landscape Plan, the proposed development retains the majority of the existing trees on site and proposes four (4) new trees and several new plantings along the street frontages. Further, trees and other plantings are proposed on the rooftop amenity area.

The proposed development seeks to provide an appropriate transition between the adjacent high-rise development along Parkdale Avenue and the mature, established community of Mechanicsville. The proposed development provides residential units in a residential area that benefits from close proximity to an LRT station. The proposed development significantly increases the number of residential units on site, achieving an increase in density through a well-designed, compact urban form. The proposed development provides new dwelling units that provide housing for people of different incomes, lifestyles and stages of life. The proposed development is therefore in keeping with the policies of Section 2.5.1 of the Official Plan.

Compatibility

To arrive at a compatibility of scale and use requires a careful design response that appropriately addresses impact generated by infill or intensification. Policy 2 of Section 4.11 establishes criteria to evaluate the compatibility of development applications. The proposed development meets these criteria as follows:

Traffic	<p>As per the Transportation Overview Report completed by Castleglenn Consultants:</p> <ul style="list-style-type: none"> / It is Castleglenn’s opinion that the existing infrastructure (roadway and non-auto) is sufficient to accommodate the proposed 24 unit development; / The development is anticipated to generate negligible vehicular traffic volumes with the majority of residents relying on the transit and non-auto provisions available; and, / The traffic and transportation effect of the proposed residential development is anticipated to have a negligible impact on the adjacent roadway network.
Vehicular Access	<p>Vehicular access to the site is proposed from Lyndale Avenue, a local street, which connects to the Parkdale Avenue arterial. The site is located within 600 metres of a major LRT station and the proposed development includes only six (6) parking spaces. The development will not generate a significant number of trips, limiting traffic across the sidewalk. The location of the parking garage access is strategically located adjacent to existing parking spaces on the north side of the road to mitigate impacts related to headlight glare and loss of privacy.</p>
Parking Requirements	<p>The site is located within Area Z (near major LRT stations) on Schedule 1A of the Zoning By-law and therefore no off-street parking is required for residents. Visitor parking is required at a rate of 0.1 spaces per dwelling unit.</p> <p>A total of six (6) parking spaces are proposed, compliant with the By-law requirements. Of the proposed spaces, three (3) are dedicated to residents and three (3) are reserved for visitor parking.</p>
Outdoor Amenity Areas	<p>Outdoor amenity areas for the proposed development have been oriented north, away from the neighbouring properties to look out over Lyndale Avenue. Overlook into adjacent amenity areas are considered appropriate for an urban context with most units oriented primarily towards the north and east.</p>
Loading and Service Areas, Outdoor Storage	<p>Garbage enclosures are located within the at-grade parking garage with service provided from the municipal rear lane to the immediate west. No outdoor storage is proposed on-site.</p>

Lighting	Lighting will be designed and installed to provide a safe and secure environment while meeting the City’s requirements and ensuring no undue adverse impacts on adjacent properties.
Noise and Air Quality	<p>A Noise Impact Assessment Study was completed by Swallow Acoustic Consultants. The report concluded that the incorporation of the noise control measures below will ensure the proposed residential development will meet Environmental Noise Control Guidelines requirements:</p> <ul style="list-style-type: none"> / Forced air heating with provision for central air conditioning must be provided for all units; and, / A “Type C” warning clause to this effect should be included in all agreements (Offers of Purchase and Sale, lease/rental agreements and condominium declarations.) <p>The report also concluded that in regards to outdoor living area noise control measures, no control measures are required.</p> <p>The report also notes that the project may be considered a stationary source for adjacent land uses. The final design will be required to comply with ENCG sound level limits from a stationary source at all nearby noise-sensitive land uses.</p>
Sunlight	The submitted shadow analysis demonstrates that the shadows from the proposed mid-rise building will be limited and fast-moving. In the summer, shadows will not extend across Lyndale Avenue while in the shoulder seasons and winter the shadows do not have any undue adverse impacts on adjacent properties.
Microclimate	No significant microclimate impacts are anticipated as a result of the proposed development.
Supporting Neighbourhood Services	The site is in close proximity to several neighbourhood amenities. This includes local parks, commercial uses along Scott Street and Parkdale Avenue, and the Tunney’s Pasture LRT station.
Supporting Neighbourhood Services	<p>The proposed development is located in the established Little Italy neighbourhood of Ottawa – a neighbourhood well served by existing community amenities.</p> <p>The O-Train Trillium Line services the community, providing a north-south transit connection to areas east and west as well. Along the O-Train corridor is a multi-use pathway that connects to Dow’s Lake and the canal path network in the south, and the Ottawa River pathway network in the north.</p> <p>Existing community facilities include the Plant Recreation Centre and several nearby park spaces and schools. The proposed development will also help support the Preston Street commercial corridor.</p>

Policy 7 of Section 4.11 defines buildings between five (5) and nine (9) storeys as medium-rise buildings. Policy 12 provides direction in terms of integrating taller buildings into areas characterized by lower built form. Transitions can be accomplished through a variety of measures, such as:

- / Incremental changes in building height (e.g. angular planes or stepping building profile up or down);
- / Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high profile development or incorporating podiums along a Mainstreet);
- / Character (e.g. scale and rhythm, exterior treatment, use of colour and complementary building finishes);
- / Architectural design (e.g. the use of angular planes, cornice lines); and
- / Building setbacks.

The proposed development is a medium-rise building, as defined by Section 4.11. The proposed development recognizes the planned and existing high-rise character of buildings along Parkdale Avenue and provides a transition between the high-rise buildings and the low-rise interior of Mechanicsville. This transition continues across the rear lane immediately west of the subject property

and the Forward Avenue right-of-way to the east. The massing of the building has been carefully sculpted to reinforce this transition, concentrating the greatest heights in the southwest corner of the lot. Further, the design of the building promotes the transition through a large front yard setback, a stepback from the front and corner side lot lines after the fourth storey, and a ground-oriented unit on the ground floor. The character of the building complements the existing built form and urban fabric of the neighbourhood through the use of complementary materials and a positive exterior treatment.

City of Ottawa Official Plan Amendment No. 150

In 2013, the City of Ottawa reviewed its Official Plan resulting in numerous policy changes. Ottawa Council adopted Official Plan Amendment (OPA) 150 in December 2013, and it received Ministry of Municipal Affairs and Housing approval April 24, 2014. As OPA 150 is currently under appeal, the current policies of the City of Ottawa Official Plan 2003, consolidated May 2013 remain in full force and effect. Despite this, the relevant policies of OPA 150 have been considered below as it is a Council-approved document.

As per Section 3.6.1, the General Urban Area will continue to permit various types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure greenspace, entertainment and institutional uses. Under OPA 150, the maximum building height in the General Urban Area is four (4) storeys or less. Changes in height will be evaluated based on compatibility with the existing context and the planned function of the area. The tallest buildings are encouraged to be located on properties fronting onto Arterial Roads, or adjacent to existing taller buildings.

As per policy 4 of section 3.6.1, greater building heights in the General Urban Area are permitted where the urban design and compatible development policies in Section 4.11 are met, as follows:

a) up to six storeys where the property front on and has vehicular access to an Arterial Road on Schedules E or F of the Plan and is located:

- i. within 800 metres walking distance of a Rapid Transit Station on Schedule D of the plan; or
- ii. on a Transit Priority Corridor on Schedule D of the Plan.

b) subject to a zoning amendment for infill up to a height that does not exceed the height permitted by adjacent existing development or planned function and where all of the following criteria are met:

- i. the site is within 800 metres walking distance of a Rapid Transit station or 400 metres walking distance of a Transit Priority corridor; and
- ii. the site is between two properties within the General Urban Area, and adjacent to or across a public street from at least one property that has existing zoning or a building that exceeds four storeys.

c) Existing zoning that permits buildings of greater height.

Subsection b) applies to the proposed development as is located approximately 600 metres walking distance from the Tunney's Pasture LRT station, is between two properties in the General Urban Area, and is adjacent to a property that has an existing building exceeding four storeys in height. Further, the planned function for the adjacent property includes a permitted building height of 37 metres, or approximately 12 storeys. The proposed development meets the criteria for greater height in the General Urban Area of the Official Plan (OPA 150).

The intent of this policy in OPA 150 was to recognize that sites adjacent to greater height may be appropriate for additional height and intensification. The policy allows for greater heights and a transition. The proposed development achieves the intent of the policy by transitioning between the high-rise area to the west, and the low-rise community to the east.

Urban Design and Compatibility

While Section 2.5.1 remains largely unchanged in OPA 150, Section 4.11 has been significantly modified. Table 2 assesses the proposed development with regards to the relevant policies of the revised Section 4.11.

Views	The building will not impact any protected views.
Building Design	<p>The proposed building includes a large front yard setback, stepbacks after the fourth storey and acts as a transition between the high-rise buildings along Parkdale Avenue and the low-rise neighbourhood to the east. The building design, including colours, materials, massing, and architectural elements, is designed to be compatible with the adjacent buildings.</p> <p>The building's main entrance is located on Forward Avenue while the ground floor unit has a separate entrance on Lyndale Street, ensuring the building design addresses both streets with windows, doors and architectural features that orient the building to the street.</p>
Massing and Scale	<p>The site is located within the Scott Street Secondary Plan area and as a result Policy 9 of the revised Section 4.11 provides specific criteria for assessing the compatibility and appropriateness of the proposed development. The proposed building height, massing and scale has been carefully assessed to provide a transition between the planned function of adjacent properties. The mid-rise building provides a transition from the high-rise buildings along Parkdale Avenue to the low-rise neighbourhood to the east.</p> <p>The proposed building provides a generous front yard setback from Forward Avenue, consistent with another newer developments across Lyndale Avenue and further south on Forward Avenue. The corner side yard setback along Lyndale Avenue is proposed at 1.5 metres, generally consistent with the parking garage to the immediate west of the site, and with other development along Lyndale where the buildings are close to the street.</p> <p>In regards to transition, Policy 12 seeks to ensure building height and massing transitions are accomplished through incremental changes in building height, ground-oriented housing, setbacks, and stepbacks. The proposed development satisfies all of these criteria in that it steps down from seven (7) storeys to four (4), steps back above the fourth storey to reinforce the pedestrian character of the street, includes a ground-floor unit with separate entrance direct from Lyndale Avenue, and has an increased front yard setback to provide more transition to the east.</p>

**Outdoor Amenity
Areas**

The proposed development mitigates undue adverse impacts on the private amenity areas of adjacent residential buildings by orienting balconies and terraces to the street-facing frontages, as opposed to the adjacent residential areas to the south and west.

The proposed development includes private amenity space (balconies/terraces) for units on floors five (5) through seven (7), and includes a communal rooftop terrace.

Scott Street Secondary Plan

The subject site is located within the Scott Street Secondary Plan Area. The Scott Street Secondary Plan was completed in 2015 and includes the areas abutting Scott Street from Bayview Road in the east to Northwestern Avenue in the west.

The purpose of the Scott Street Secondary Plan is to direct greater intensification to certain areas within the boundary of the Plan while maintaining the low-rise character of other areas. The intent is to solidify the relationship between these areas and ensure the significant changes through intensification have limited impacts on the low-rise areas of the plan.

Mechanicsville is located in the northeast quadrant of the Plan area, adjacent to the Tunney's Pasture Mixed Use Centre. The "neighbourhood line" defines low-rise areas within the plan and to protect for the neighbourhood core. Varying degrees of intensification are to be located to the north and west edges of the neighbourhood.

Goals and Principles of the Plan

Section 3.0 of the Plan outlines the goals and principles which provide a vision for transit-supportive intensification. The goals are as follows:

1. Reinforce and respect the character of existing neighbourhoods;
2. Establish a vibrant, diverse and attractive mixed use centre and secondary mainstreets;

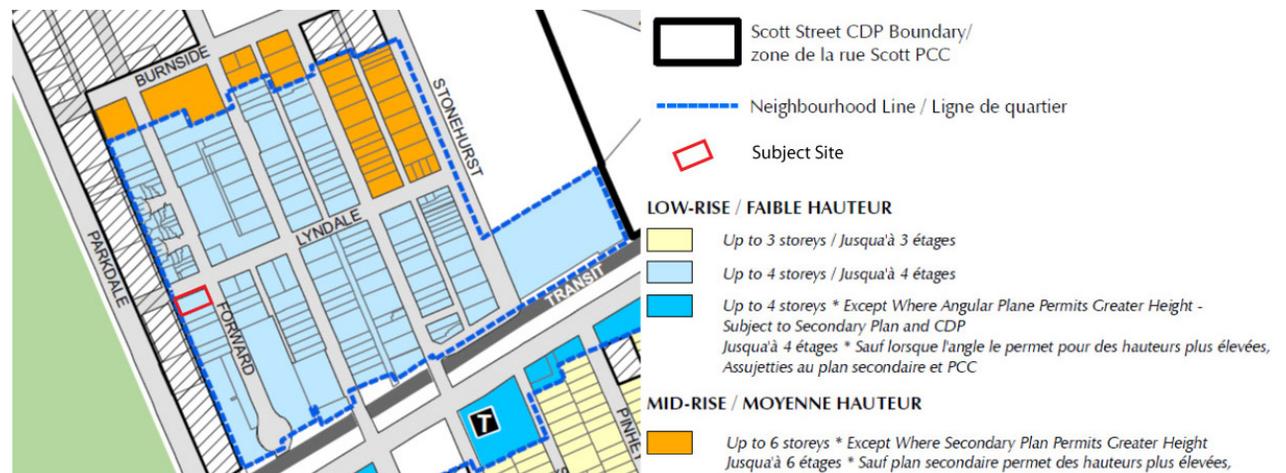
3. Integrate higher density development strategically and sensitively;
4. Enhance and interconnect the open space network;
5. Improve mobility connections and create complete, inviting streets; and,
6. Promote design excellence.

The proposed development positively contributes to the goals of the Plan. The site is a higher-density development and is sensitively located on the western boundary of low-rise neighbourhood, abutting the high-rise/high-density corridor along Parkdale Avenue and providing a mid-rise transition into the community. As the interior of the low-rise neighbourhood is to be protected in the plan, intensification along the edges allows for

the neighbourhood to achieve transit-supportive densities with the small-scale intensification envisioned by the Official Plan. The design of the building is ground-oriented and establishes a relationship between the building and the street. The location of the doors and windows provides "eyes on the street" to contribute to overall neighbourhood safety and the architectural features of the building positively contribute to the overall neighbourhood aesthetic.

Land Use Designations, Building Heights and Locations

The subject property is designated Low Rise Residential, as shown on Schedule A of the Plan, and is located on the western limit of the neighbourhood line for Mechanicsville. The purpose of the neighbourhood line is to "establish a clear



Scott Street Secondary Plan, Schedule B Excerpt

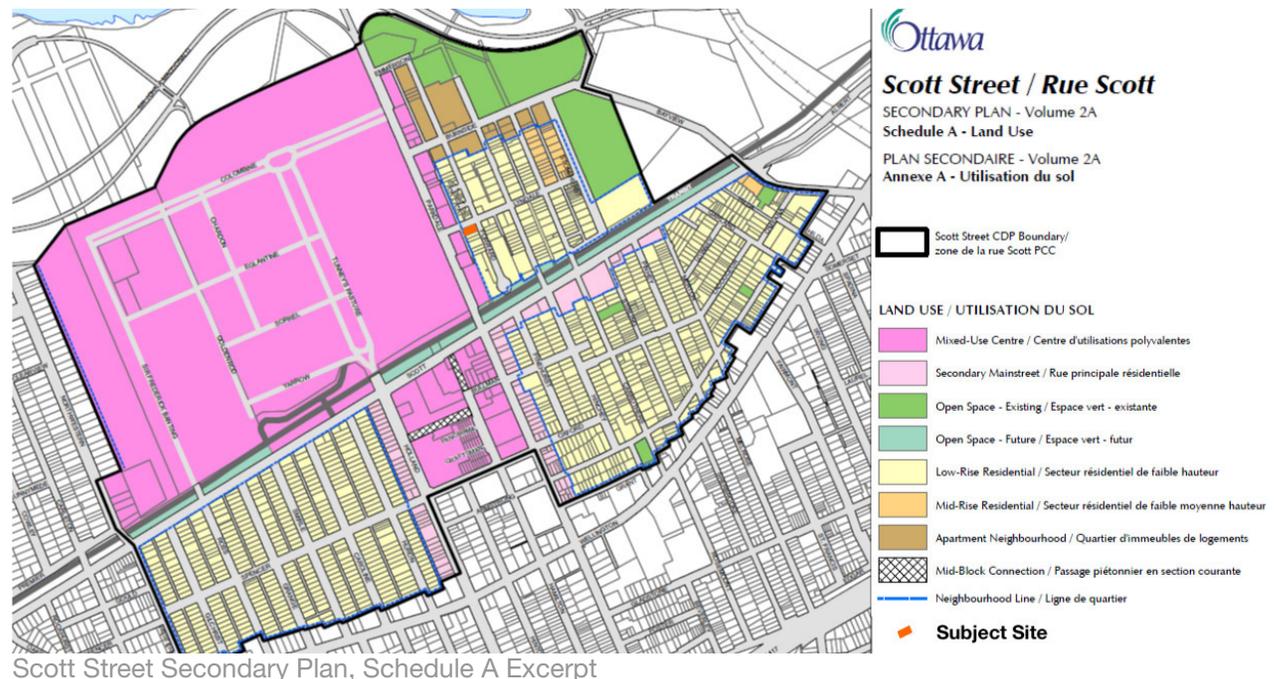
distinction between areas that are anticipated to change over time and ones that are anticipated to undergo very little change outside of small-scale infill and intensification.”

The site is located within the neighbourhood line, and is limited to a maximum height of four (4) storeys, however Schedule B fails to achieve two important policies of the Official Plan in regards to building transition and density in proximity to transit.

Firstly, the neighbourhood line abuts the existing high-rise corridor and Mixed-Use Centre along Parkdale Avenue. As a result, high-rise development will abut the existing low-rise development inside the neighbourhood line. The policies of the Mixed-Use Centre designation in the Official Plan state that community design plans will ensure an appropriate transition occurs within the Mixed-Use Centre area (which includes all properties fronting onto Parkdale Avenue) between the Mixed-Use Centre and any adjacent General Urban Areas. The Secondary Plan fails to account for proper built form transition by placing the neighbourhood line in the centre of the block, resulting in a mid-block transition from high-rise direct to low-rise. The proposed development provides this transition in the form of a mid-rise building transitioning from the high-rise area to the low-rise neighbourhood on the east side of Forward Avenue. Mid-rise buildings on the west side of Forward will assist in the protection of the low-rise character to the east as is envisioned by the Secondary Plan.

Secondly, mid-rise buildings are permitted at some locations within the neighbourhood line, as shown on Schedule B. These lands, as well as other lands designated for mid-rise development, are focused on the north edge of Mechanicsville, more than 600 metres from a Rapid Transit Station. The subject property's location within 600 metres of the Tunney's Pasture Station makes it a more appropriate location for the type of small-scale intensification proposed.

The site is located on the boundary of the low-rise neighbourhood, is in close proximity to transit, and represents an opportunity to improve the transition into the neighbourhood while achieving the City's objectives for small-scale intensification within the General Urban Area adjacent to transit stations. The location of the subject property at a corner adjacent to high-rise development provides a unique opportunity to increase density within Mechanicsville, while protecting the existing mature neighbourhood character of the area.



City of Ottawa Comprehensive Zoning By-law 2008-250

The site is zoned “Residential Fourth Density Zone, Subzone S (R4S)” in the City of Ottawa Comprehensive Zoning By-law 2008-250. The purpose of the Residential Fourth Density Zone (R4) is to allow a wide range of residential building forms, including low-rise apartment dwellings, in areas designated General Urban Area in the Official Plan. Building heights in the R4 zone are limited to four (4) storeys.

Uses permitted in the R4 zone include, but are not limited to:

- / Apartment dwelling, low rise;
- / Detached dwelling;
- / Duplex dwelling;
- / Planned unit development;
- / Semi-detached dwelling;
- / Three-unit dwelling; and,
- / Townhouse dwelling

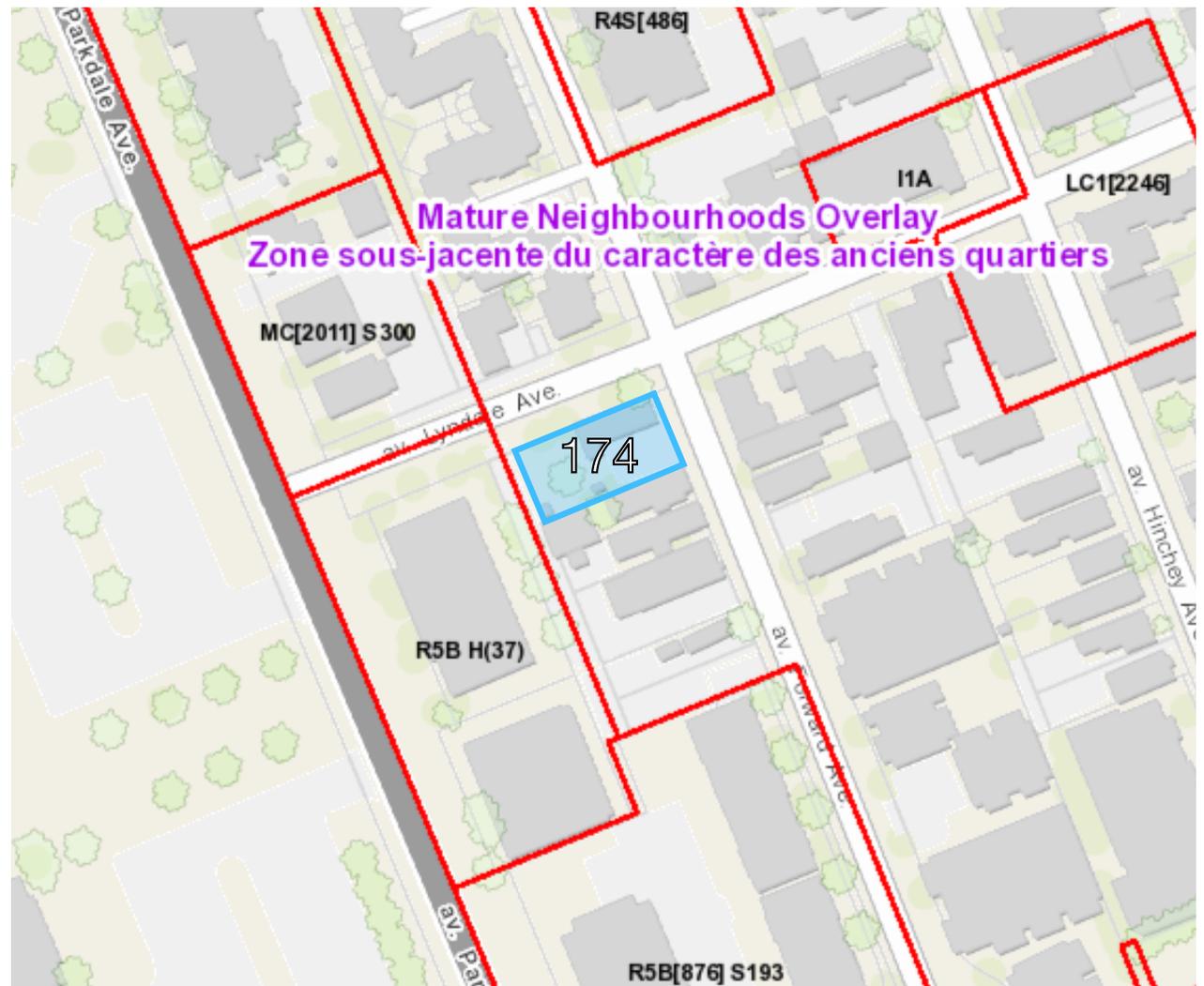
As the R4 zone does not permit development over four (4) storeys, a Zoning By-law Amendment application has been submitted. The R5B zone is located both on Forward Avenue to the south of the subject site, and abutting the subject property to the east along Parkdale Avenue. Buildings similar

to the proposed development are located in these areas and as such, the R5B zone is an appropriate comparable

As the proposed project does not meet some of the provisions as noted in the zoning table, a site-specific exception will be required as part of the amendment.

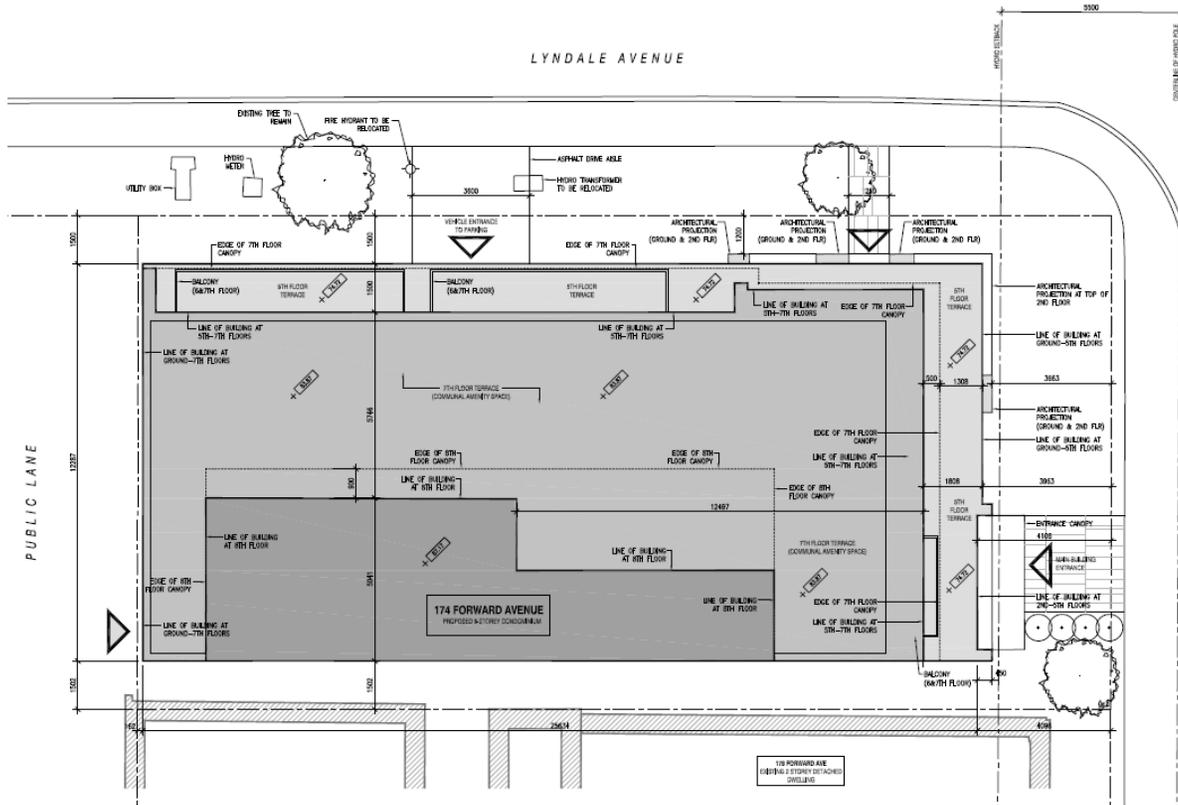
	REQUIRED	PROVIDED	COMPLIANCE
Minimum Lot Width	22.5 m	15.3 m (existing)	Existing
Minimum Lot Area	675 m ²	457.6 m ² (existing)	Existing
Maximum Building Height	Unspecified / H(#)	24.56 m	Unspecified
Minimum Front Yard Setback	3 m	3.68 m	Yes
Minimum Corner Side Yard Setback	3 m	1.5 m	No
Minimum Rear Yard Setback	25% of Lot Depth or 7.5 m	0.62 m	No
Minimum Interior Side Yard Setback	7.5 m	1.502 m	No
Minimum Parking Spaces	Residents: 0 spaces Visitors: 3 spaces	Residents: 3 spaces Visitors: 3 spaces	Yes
Minimum Bicycle Parking	12 spaces	19 spaces	Yes
Minimum Amenity Area	144 m ² (min. 50% communal)	Balconies/Terraces: 66 m ² Communal Rooftop: 144 m ²	Yes

The proposed development addresses the need for built form transition between the high-rise zones along Parkdale Avenue and the low-rise zones on the interior of the neighbourhood. The subject site of the proposed eight (8) storey building is located adjacent to a seven (7) storey building in the R5B zone along Parkdale Avenue. As the adjacent property at 191 Parkdale Avenue has a maximum height of 37 metres, it is conceivable that a twelve (12) storey building could occupy that site. As such, the transition from 12 storeys to 8 storeys to 4 storeys is appropriate and desirable for the area. Further, the design of the building includes a stepback after the 4th storey to maintain the low-rise character for pedestrians. Overall, the proposed development provides an appropriate transition between the high-rise buildings along Parkdale Avenue and the low-rise character of the neighbourhood in a sensitive manner.



8

DESIGN PROPOSAL



Site Plan

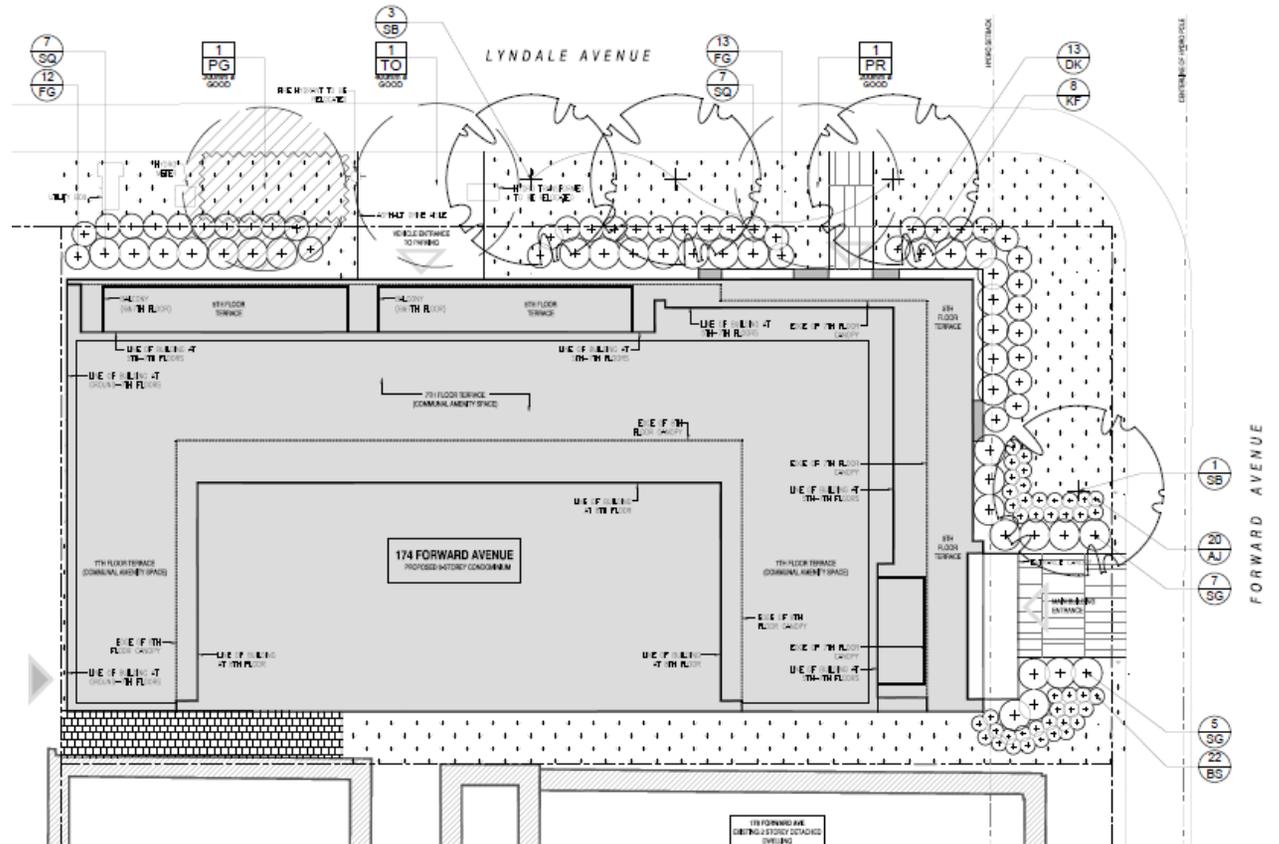
The site plan shows that the building has a generous setback on the East side facing Forward Avenue of approximately 4 metres.

Above the 4th floor, the East face of the building steps back to approximately 5.8 metres. To accommodate these step backs along Forward Avenue, the building has been positioned in close proximity to the public lane along the west property line. Because this lane is 6 metres wide, the reduced setback along the west side will have minimal on the buildings to the west and to the neighborhood in general.

The project does not have any balconies that project into required yards. The main entrance to the building is on the Forward Avenue side, while the access to parking is along Lyndale at approximately mid-block and should not pose a problem on the nearby intersection. Access to the service spaces of the building is from the public lane.

Landscape Plan

Landscaping for the project is comprised mainly of soft landscaping along the Lyndale Avenue and Forward Avenue frontages. Existing trees along Lyndale will be preserved, while a new tree will be planted near the main entrance to the building on the Forward Avenue side. The main entrance pathway will provide a direct access to the sidewalk and additional plantings.





Building Massing and Materials

The massing and materials of the building have been developed to reduce the impact of the building on as it transitions east into the lower density neighborhood. The massing of the building effectively divided into two levels, a 4-storey podium-type level which is clad in brick and addresses the pedestrian realm, and a 3-storey upper volume which is highly glazed and much lighter visually.

The podium level responds closely to the height permitted to the east, and acts as a transition from the upper floors of the building. It also creates an edge to the street, further defining the public realm. The four storey volume is sub-divided at the corner with a brick mass that projects slightly towards the street and extends up from grade to the 2nd floor. This brick articulation frames the view at the corner down to the scale of the pedestrian and speaks to the transition of density moving east.

The podium level is articulated with random window openings that stagger horizontally across the north elevation, which serves to reduce the vertical lines of the building and lessens the impact of the building's height at the pedestrian level. On the east elevation along Forward Avenue the podium is also divided vertically, a reference to the narrow lots and varied character of the buildings that face this street.

The upper levels of the building are pushed back from the podium, further mitigating any impact on the street. Whereas street corners are typically highlighted with additional building mass and height, the upper levels of the building are further setback on the east side as a gesture towards the scale of the properties to the east. The material treatment of the upper levels has also been carefully considered to draw the eye to the west, further mitigating the impact of the building as it moves east. The non-glazed portion of the upper levels of east side the building are clad in light grey fibre cement panels, while the west side is clad in a darker, more forceful colour.

The project also features coloured glass bands that stretch in between balconies on the west side of the north elevation. These coloured glass panels descend into the podium levels and are integrated into the windows.

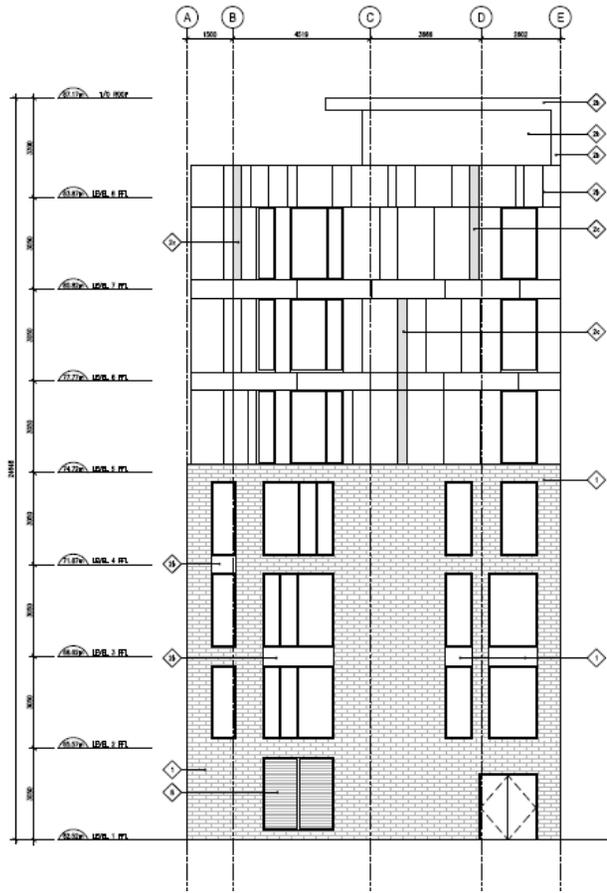
The massing and material selection of this building have been designed to draw attention and towards the west side of the building and the higher density that is found further west along Parkdale Avenue. As the building moves east into the neighborhood the impact of the building is mitigated through articulations to the podium, material cladding selections, and careful consideration to the building's massing.



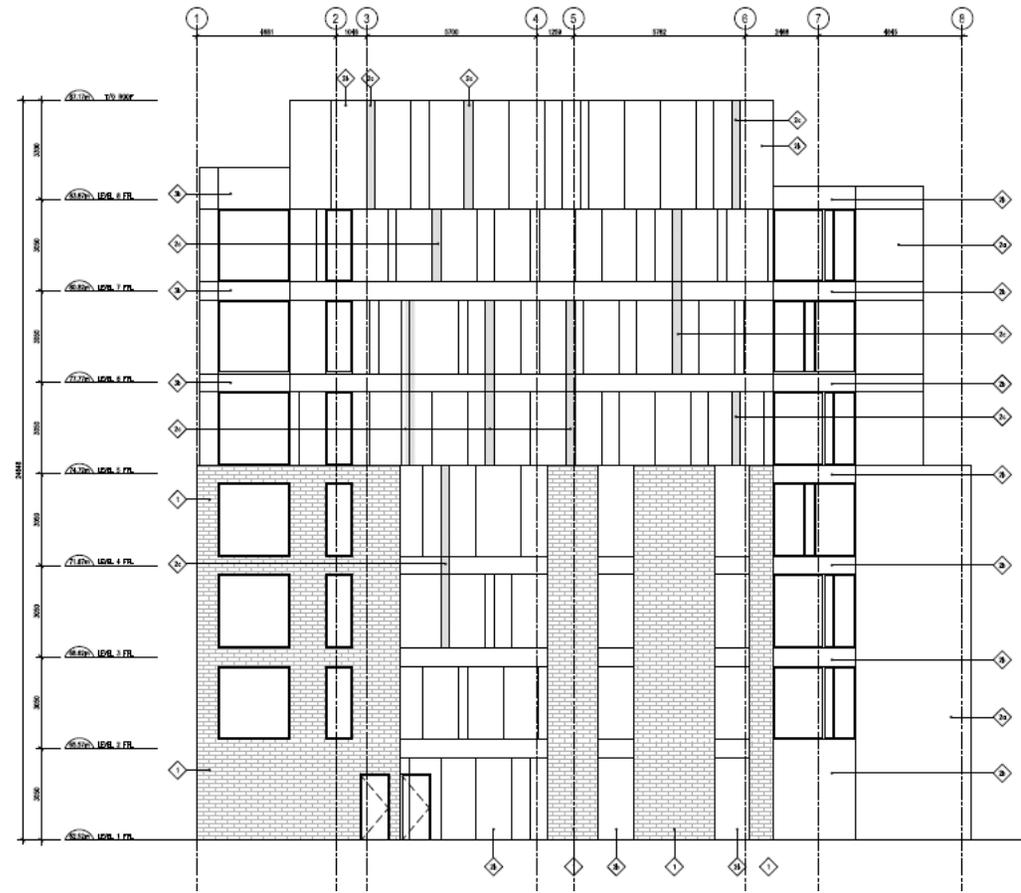




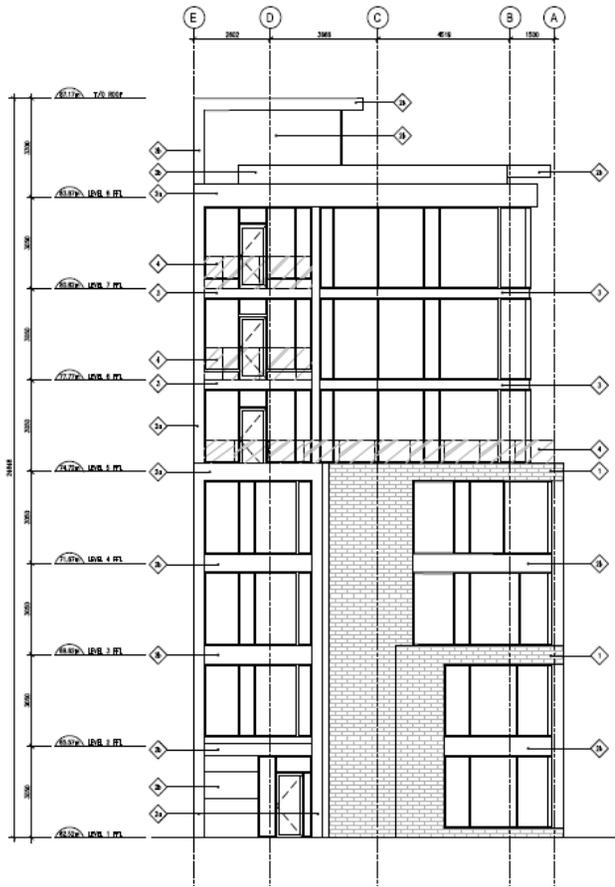
Building Elevations



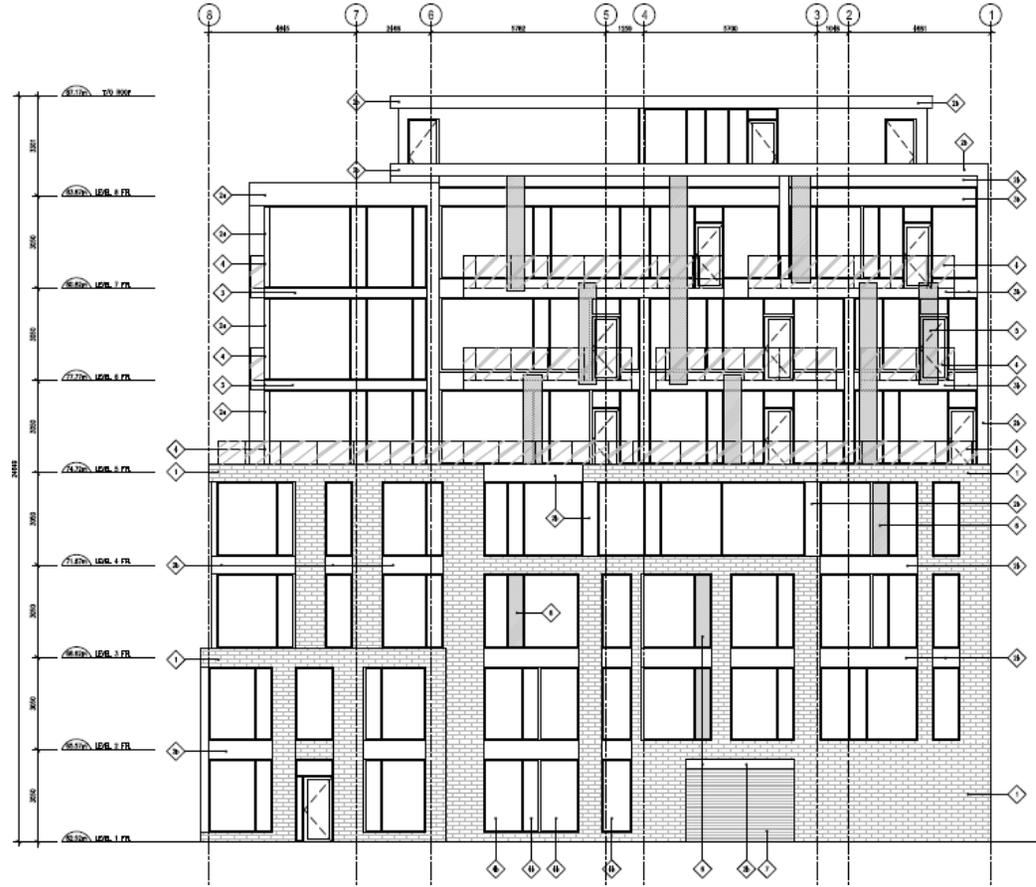
Elevation - West



Elevation - South

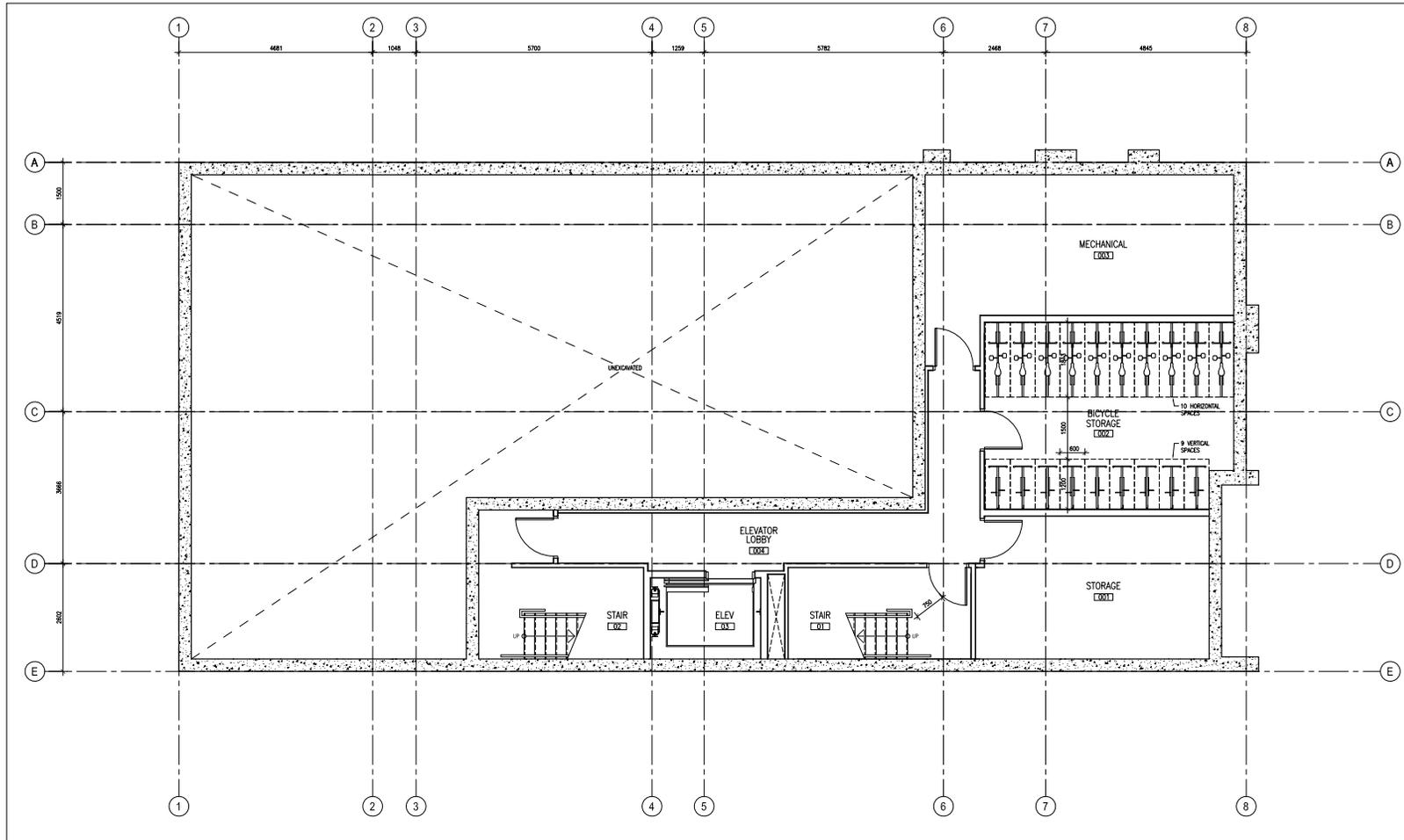


Elevation - East

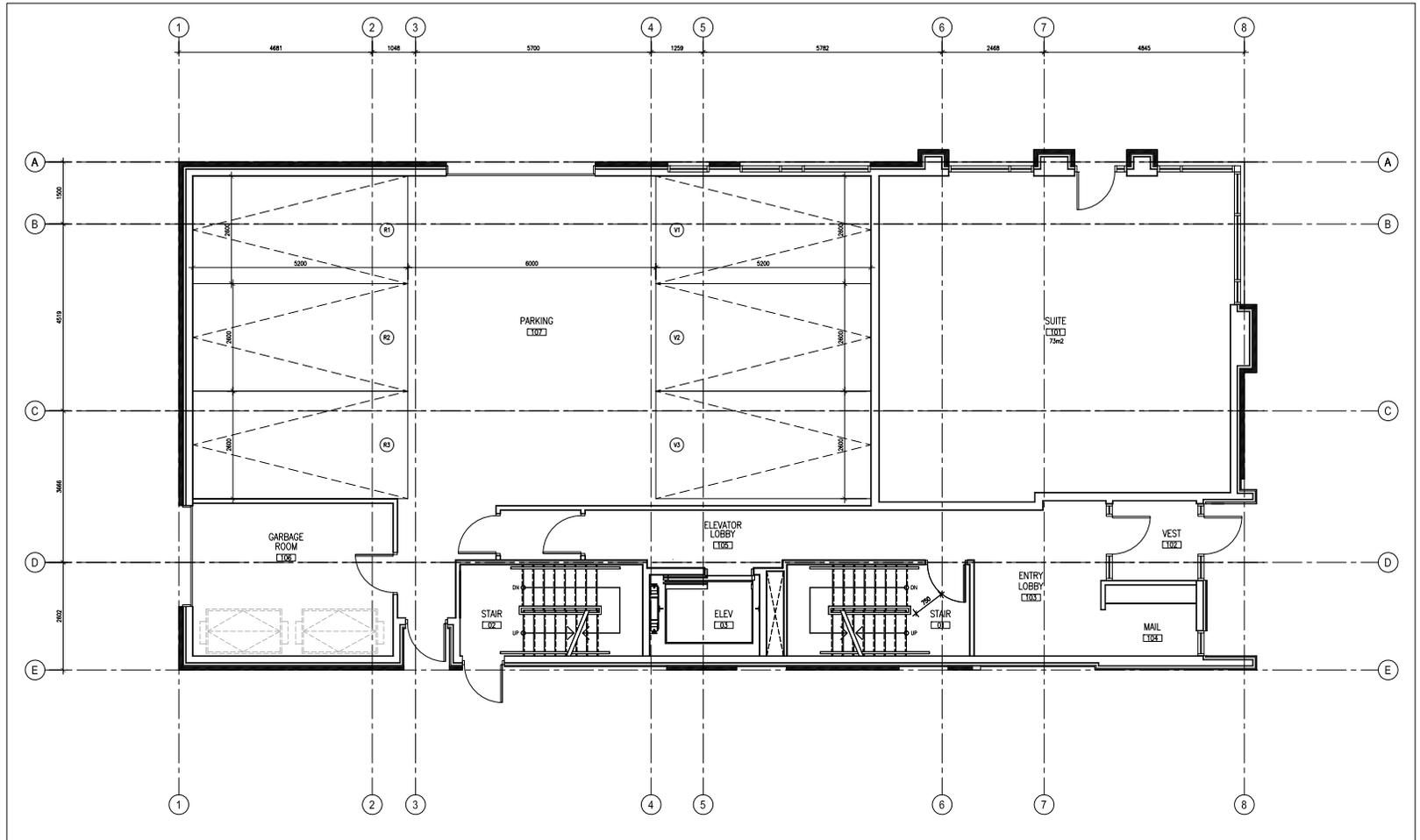


Elevation - North

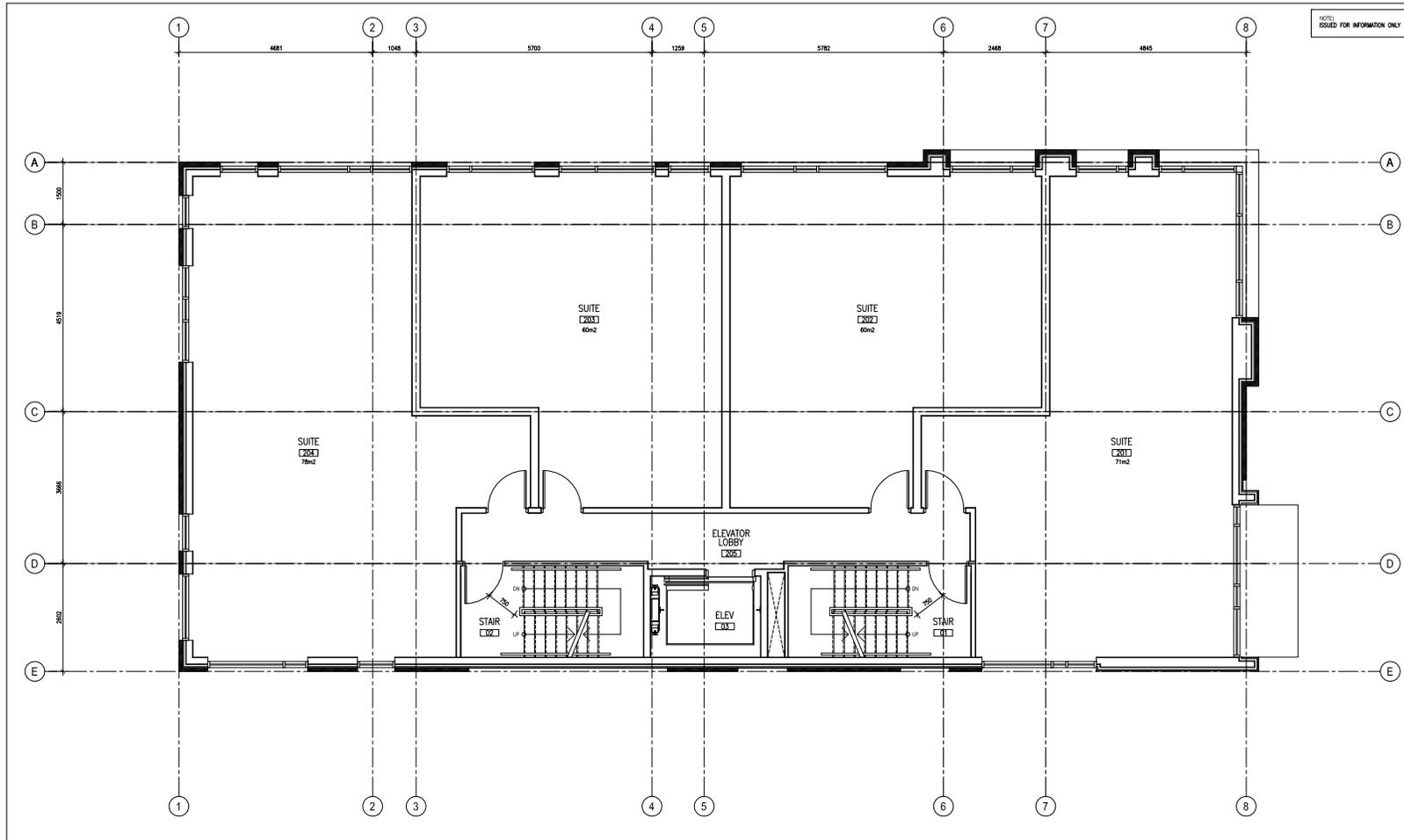
Floor Plans



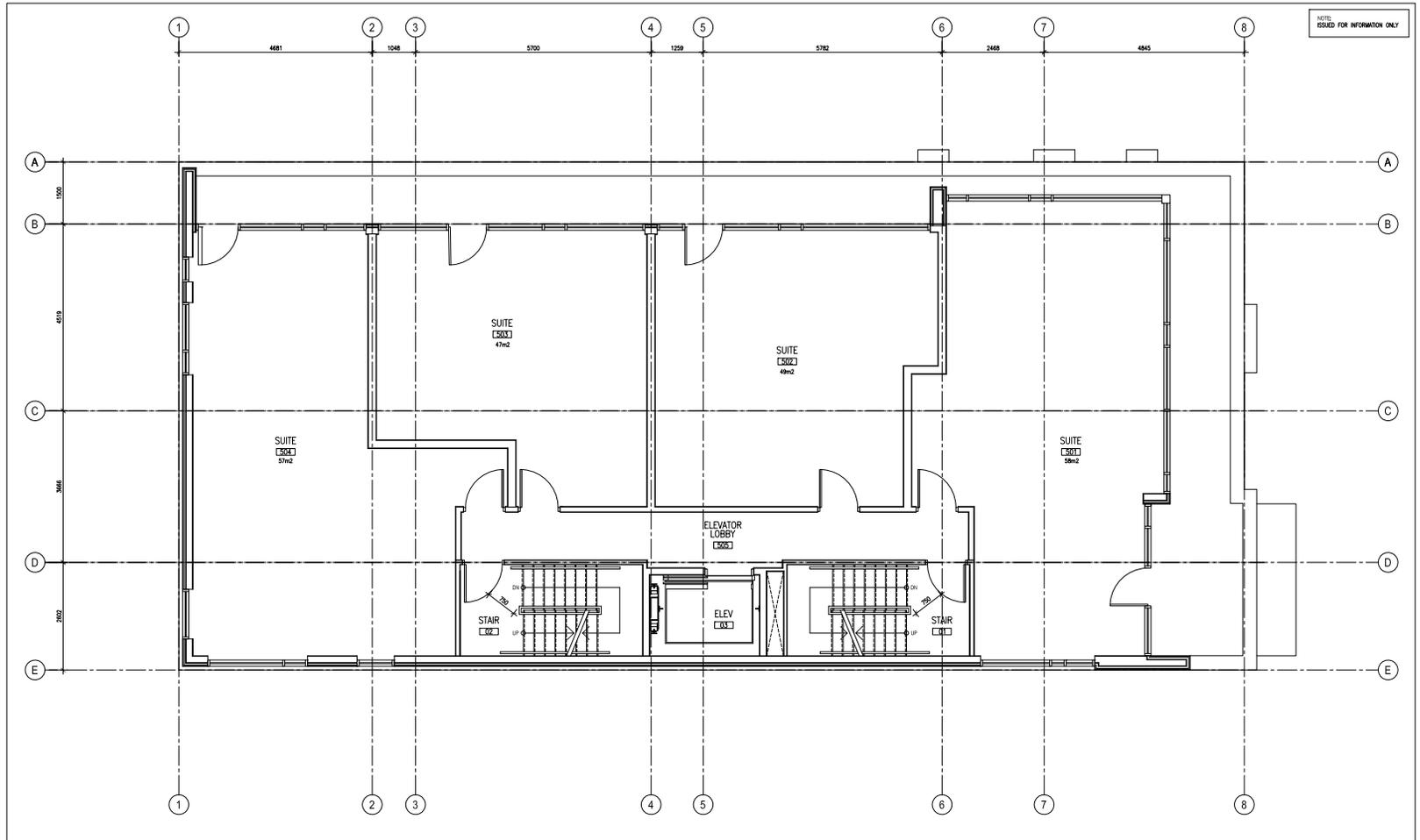
1 LEVEL 00 FLOOR PLAN
A100 SCALE: 1:150



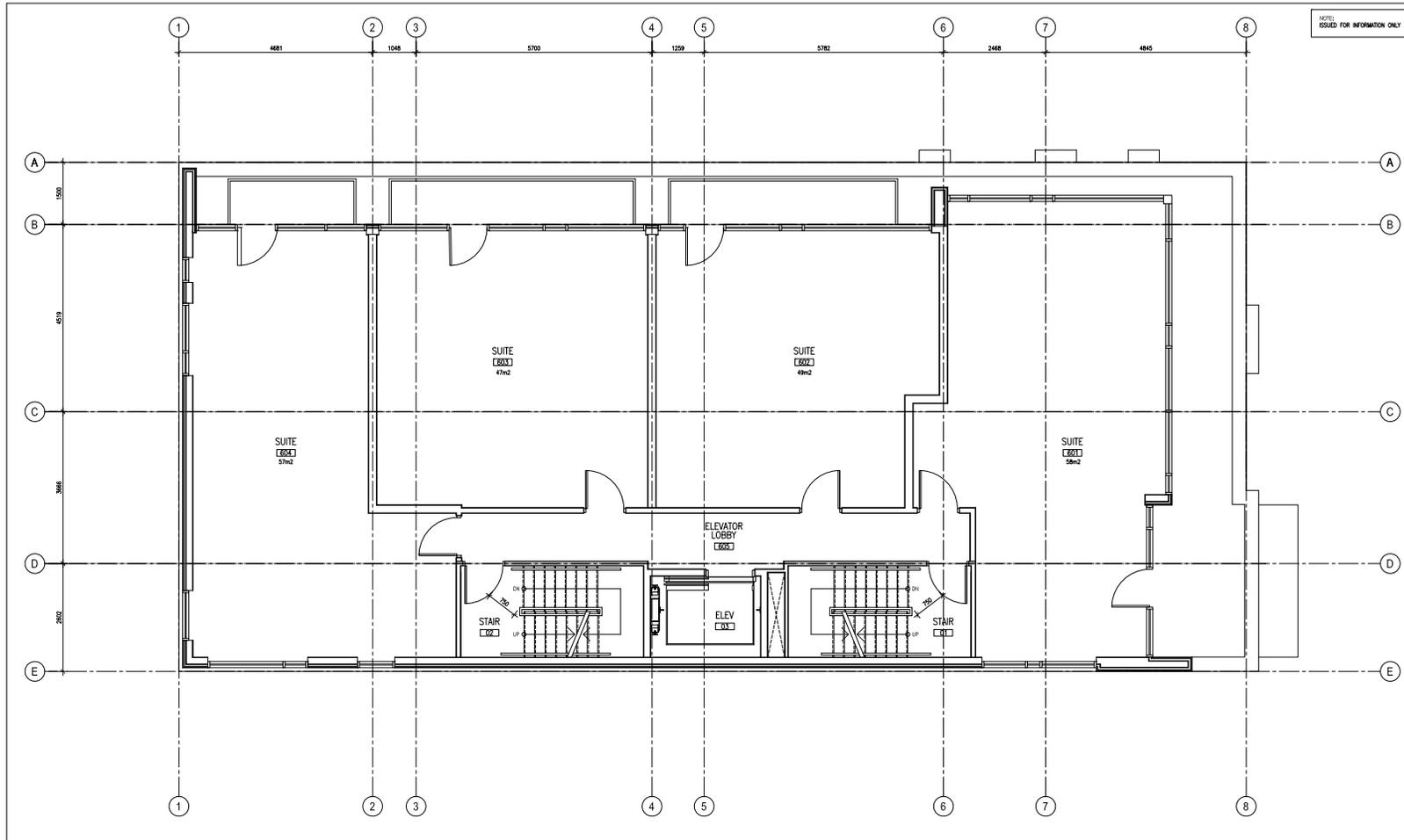
1 LEVEL 01 FLOOR PLAN
A101 SCALE: 1/50



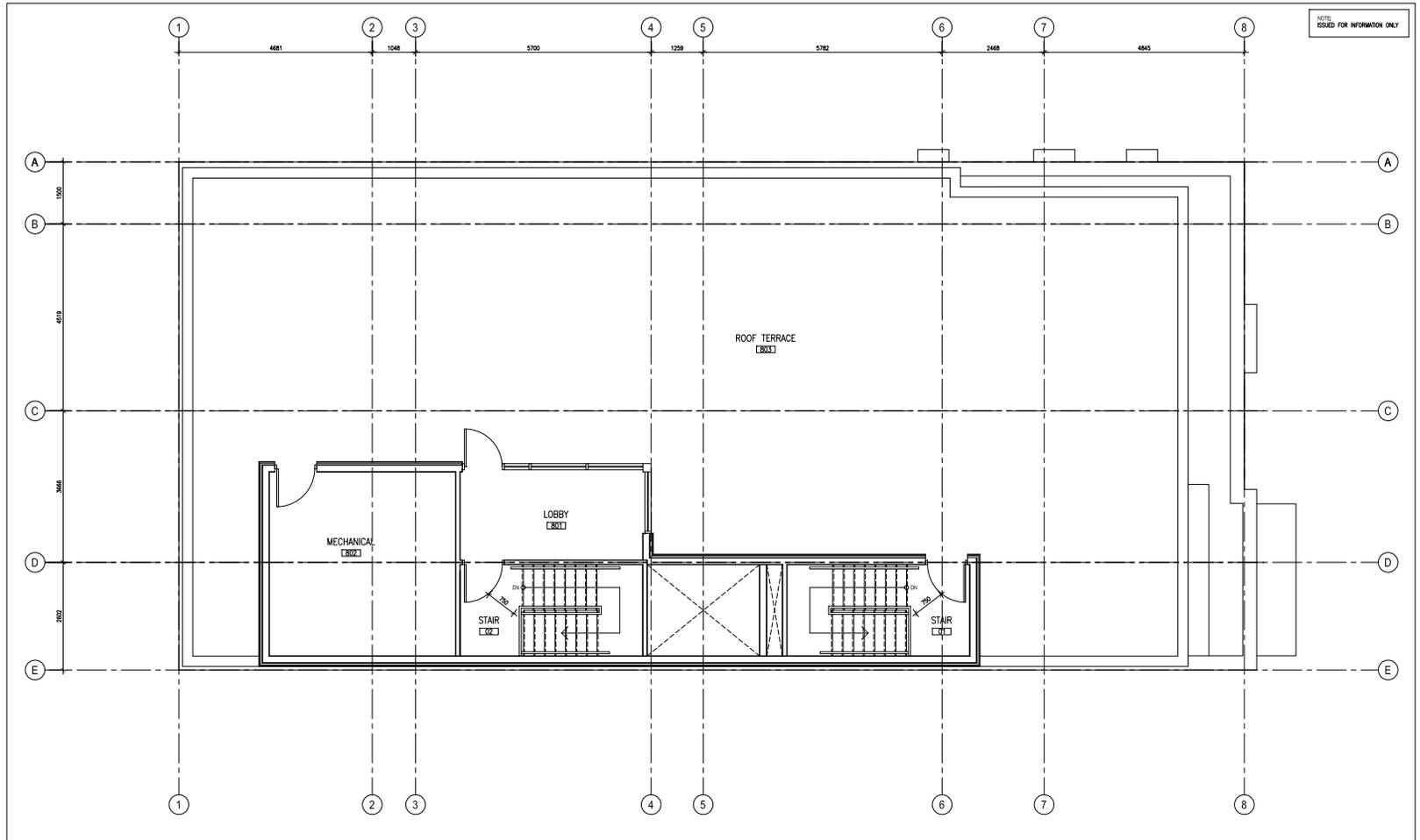
1 LEVEL 02 FLOOR PLAN
A102 SCALE: 1:100



1 LEVEL 05 FLOOR PLAN
A105 SCALE: 1:50



1 LEVEL 06 FLOOR PLAN
A106 SCALE: 1:100



1 ROOF PLAN
A108 SCALE: 1:50

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CONCLUSIONS

In considering the proposed development and applicable policy framework, it is our professional opinion that the proposed development represents good planning and is in the public interest for the following reasons:

Consistent with the Provincial Policy Statement

The proposed development is consistent with the Provincial Policy Statement which promotes the intensification of serviced, underutilized lands located within settlement areas with developments that efficiently use land and resources, support active transportation, and support transit use.

Conforms to the City of Ottawa Official Plan

The site is designated General Urban Area in the Official Plan. The development conforms to the applicable policies by proposing small-scale intensification of a property located within 600 metres of a Rapid transit Station. The proposed development achieves the compatibility criteria as outlined in Section 2.5.1 and Section 4.11 and uses a range of built form transitions to reinforce the transition from the high-rise corridor along Parkdale Avenue and the low-rise community to the east.

Conforms to the City of Ottawa Official Plan Amendment No. 150

The proposed development meets the criteria for consideration of additional height as outlined in Section 3.6.1(4)(b) as it is located within 800 metres walking distance of a Rapid Transit Station and is between two properties, adjacent to or across the street from at least one property that

has existing zoning for height over four (4) storeys. The development continues to satisfy the revised criteria of Section 4.11 with an appropriate and sensitive small-scale intensification of the subject property.

Conforms to General Intent the Scott Street Secondary Plan

The site is designated low-rise residential in the Scott Street Secondary Plan. The proposed Official Plan Amendment would permit a mid-rise building, up to eight (8) storeys on the subject property. The plan aims to protect the Mechanicsville neighbourhood of by directing taller, denser development to the edges of the neighbourhood. Despite being located within the neighbourhood line, the proposed development provides an appropriate mid-rise transition between the planned high-rise function of the Parkdale Avenue corridor and the low-rise neighbourhood the Secondary Plan seeks to protect.

Complies with the General Intent of the Zoning By-law

The area is characterized by a mix of R4 and R5 zones, the latter generally located on the edges of the neighbourhood to preserve the low-rise residential area of Mechanicsville. The proposed development consists of a mid-rise building on the edge of the neighbourhood adjacent to high-rise development along Parkdale Avenue. The R5B zones adjacent to and down the street from the subject site provide evidence that taller, more dense buildings are needed to provide the density necessary to support the LRT but should be strategically located to protect the interior low-rise neighbourhood. The proposed Zoning By-law Amendment will introduce site-specific provisions to ensure that the envisioned transition is achieved.

Represents Good Planning

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, promoting residential intensification within the urban boundary in a manner that is appropriate to the character and context of the surrounding neighbourhood, and increasing density in proximity to transit services. Based on the above analysis, the proposed development represents good planning and is therefore in the public interest.



Jacob Bolduc, M.PL
Planner



Paul Black, MCIP RPP
Senior Planner

