

353 and 357 Gardner Street
Proposed Zoning By-Law Amendment and Site Plan Applications
Planning Rationale Report

July 2020

Prepared for

Longwood Developments

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1. Introduction

This report is intended to provide the necessary planning background and rationale in connection with the proposed re-development of 353 and 357 Gardner Street for the purposes of accommodating a 9 storey 61 unit residential building intended to accommodate rental apartments.

The proposal will necessitate the approval of a zoning by-law amendment and site plan approval applications which have both been submitted along with this report.

2. Site Context and Existing Land Use

The subject property, which consists of 2 lots with a combined area of 1022 sq.m. , is located on the north west corner of the Vanier Parkway and McArthur Avenue in the Community of Vanier. See Figures 1-4. The subject property is legally known as Part of Lots 48, 64 and 65 Registered Plan 49 City of Ottawa.

Figure 1: Subject Property ☆ Location



Figure 2: Subject Property ☆ Location (Detail Plan)

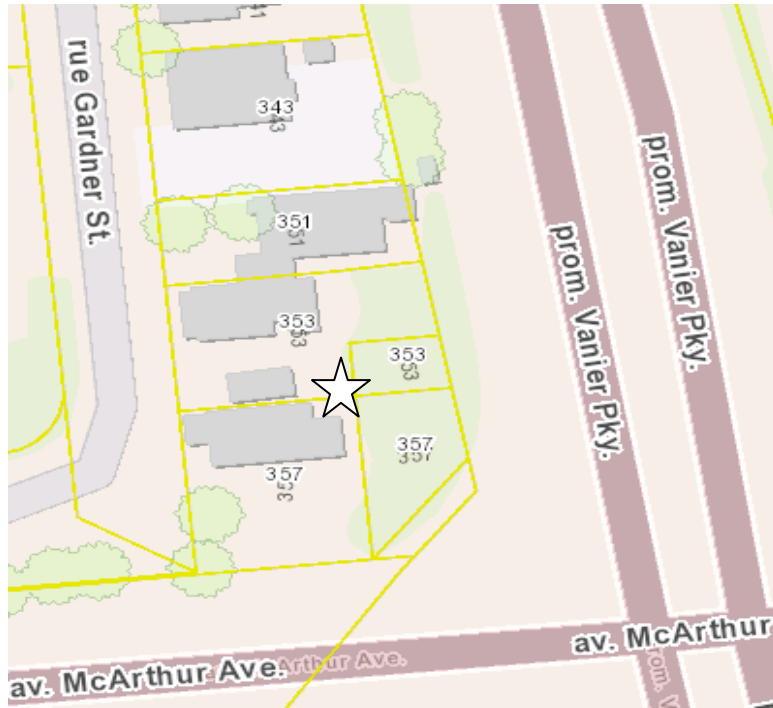


Figure 3: Subject Property ☆ on Air Photo Base

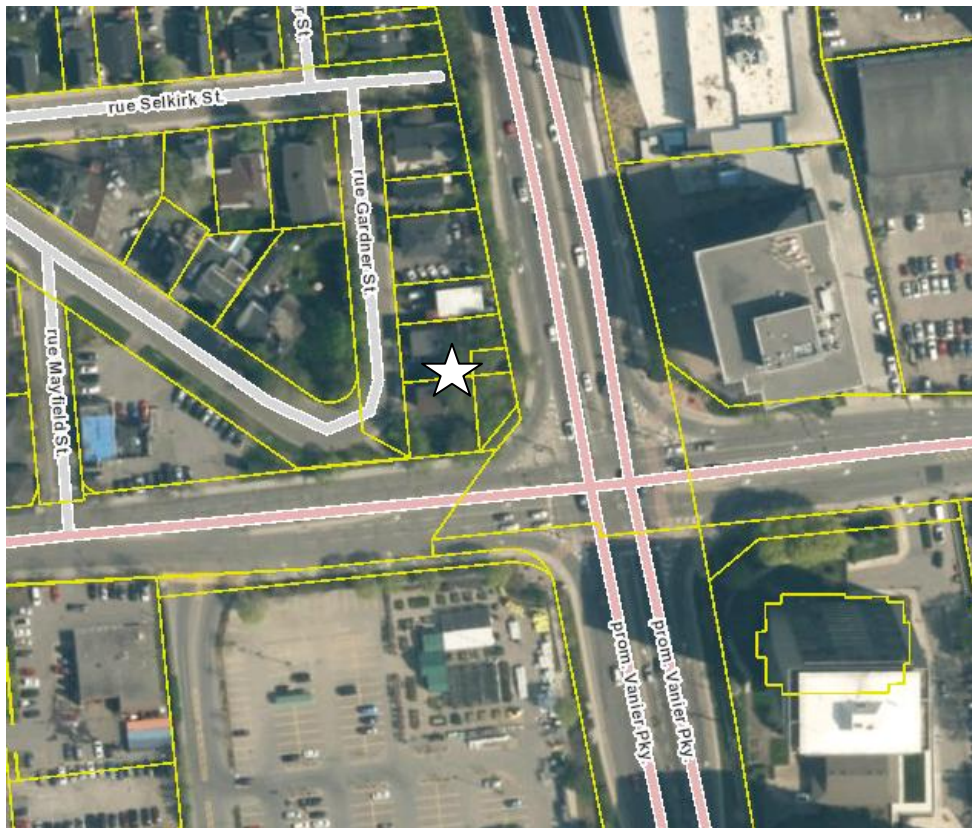
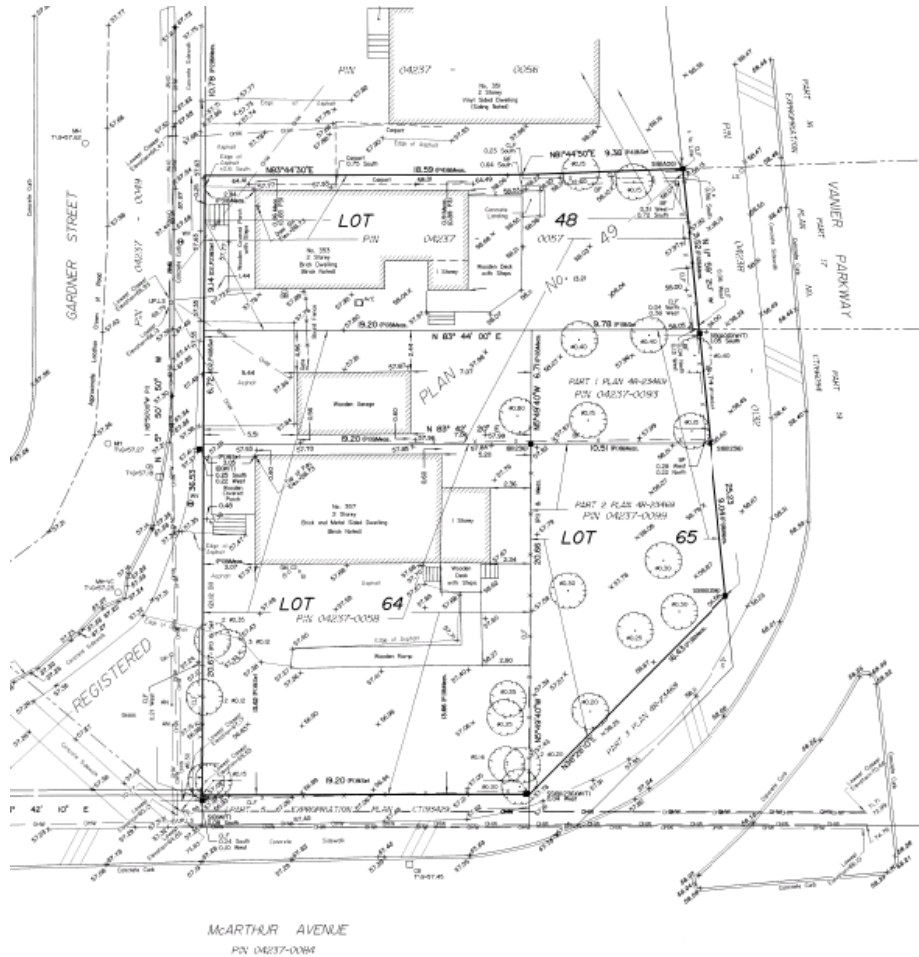


Figure 4: Subject Property Survey



The parcel known as 353 Gardner Street is occupied by a single family detached dwelling which is listed on Ottawa’s Heritage Buildings List. The parcel known as 357 Gardner Street is occupied by a single family detached dwelling.

The subject property is unique in that it has an extensive amount of street frontage; it fronts onto Gardner Street to the west, McArthur Avenue to the south and Vanier Parkway to the east. The subject property is highly visible, having visual prominence at a distance from the south along the Vanier Parkway. The subject property can also be seen at a distance from the east on McArthur Avenue. There are high voltage hydro lines running along McArthur Avenue on the same side of the street as the subject property.

The subject property is well served by public transit stops as shown on Figure 5. Route 14 provides frequent service on McArthur Avenue in both directions. Route 19 provides service heading east on McArthur Avenue and south on Vanier Parkway. Route 9 provides frequent service in both directions along the Vanier Parkway.

Figure 5: Transit stops near subject property



The area around the subject property consists of the following uses:

- South: McArthur Avenue which is major arterial road; further south a Loblaw store and ancillary parking lot;
- North: Single family detached homes and multi unit dwellings fronting onto Gardner Street ;
- West: Single family detached homes and multi unit dwellings fronting onto Montgomery Street as well as a 8 storey 105 unit apartment building under construction at 350 Montgomery Street ; further west there are a number of multi storey rental apartment buildings ranging in height from 3 to 5 floors as well as federal office building of 18 floors closer to River Road;
- East: Vanier Parkway which is a major arterial road; on the north east corner of Vanier Parkway and McArthur Avenue is a new (approximately) 10 storey office building; the south east corner of this intersection is occupied by 3 residential high rises 18 storeys in height.

See Figures 6 to 13.

Figure 6: Exiting Dwellings at 351 (left) and 353 (right) Gardner Street

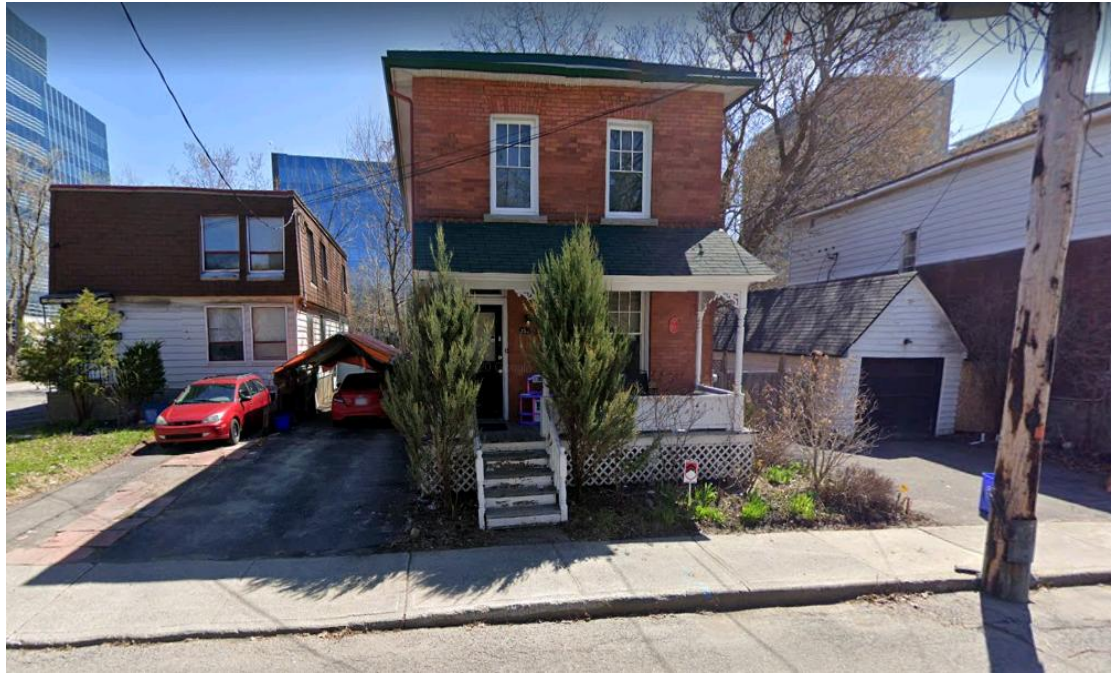


Figure 7: Exiting Dwelling at 357 Gardner Street

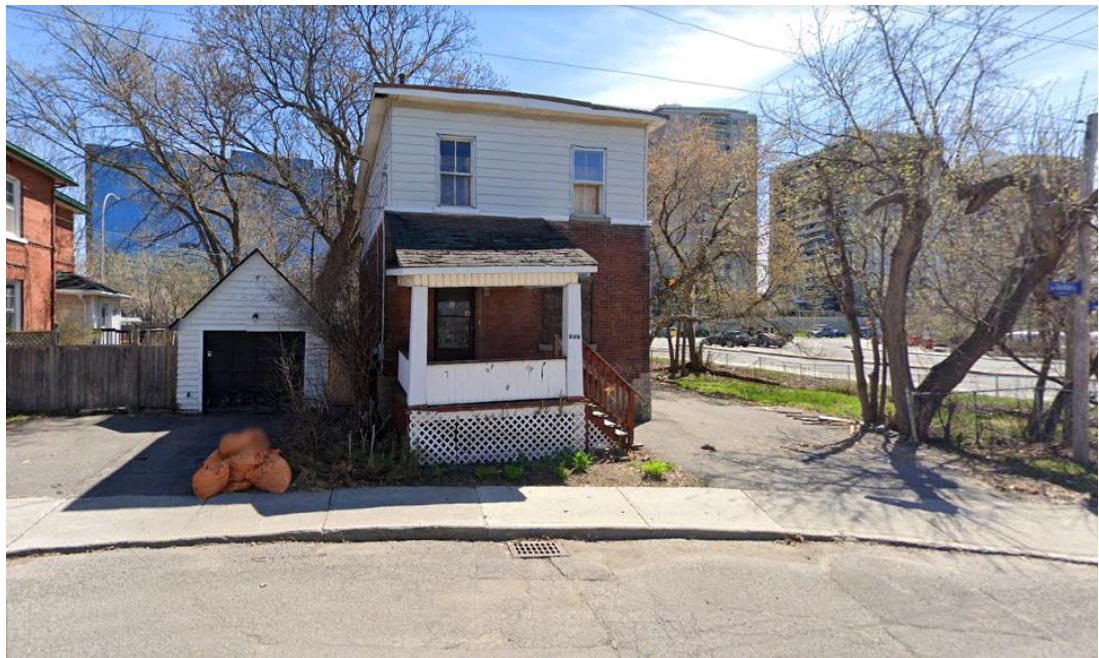


Figure 8: Existing Residential on Gardner Street north of Subject Property



Figure 9: View of Subject Property from Vanier Parkway



Figure 10: Office building on north east corner of Vanier Parkway/McArthur Avenue

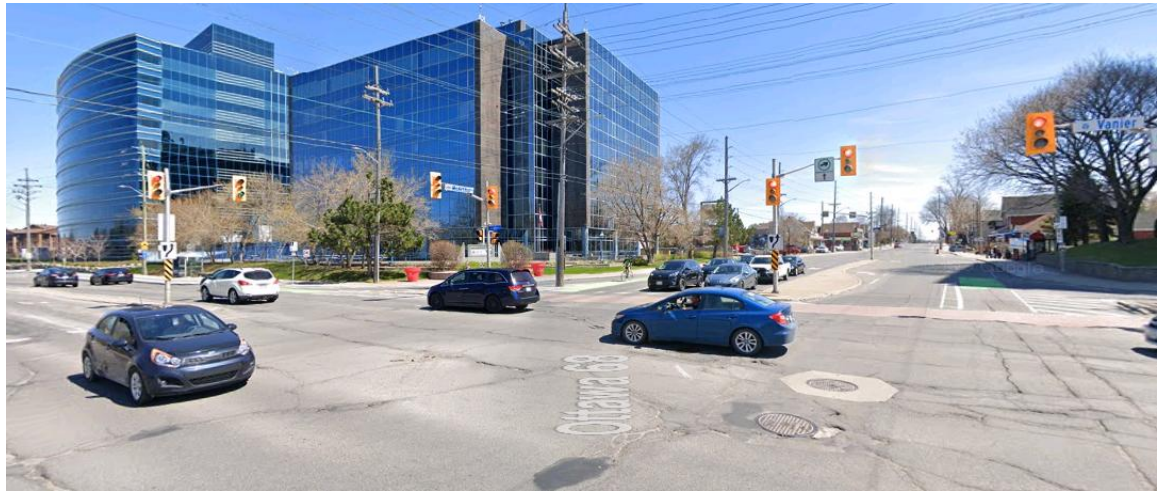


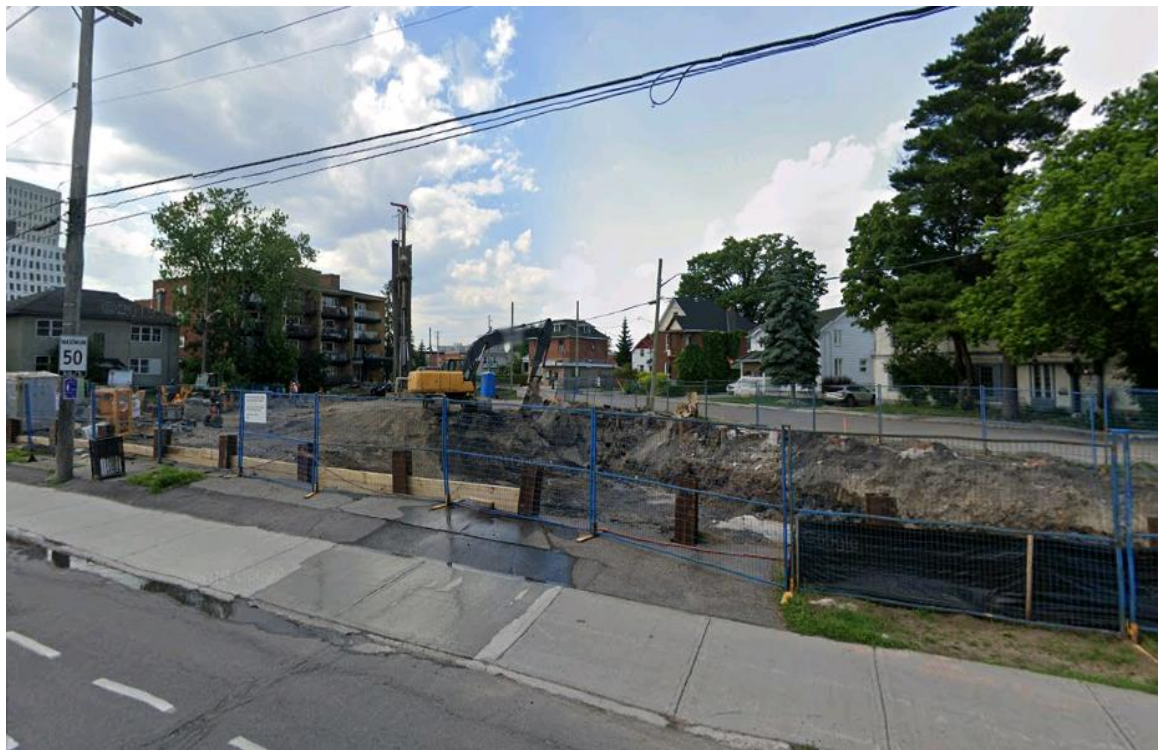
Figure 11: Residential on south east corner of Vanier Parkway/McArthur Avenue



Figure 12: Loblaw store on south west corner of Vanier Parkway and McArthur Avenue



Figure 13: Sonia Apartment Building under construction at 350 Montgomery Street



In addition to the above there are active development applications in this area including:

337 Montgomery Street (D07-12-19-0156): A Site Plan Control application to construct a 6-storey mixed-use apartment building with 43 residential units, 70 square metres of commercial space at grade, and 43 square metres of office space at grade. The applicant proposes a total GFA of 3,422 square metres, with 14 car parking spaces and 20 bicycle parking spaces. See Figure 14.

Figure 14: Proposal at 337 Montgomery Street



314 Gardner Street (D02-02-20-0019): Proposal to revise Urban Exception 2363 and replace Schedule 365 with a new site specific schedule to accommodate a three tower mixed-use development (ranging in height from 16 to 19 storeys) with 591 residential units, 204 square metres of non-residential space, 787 vehicular parking spaces and 298 bicycle parking spaces. See Figure 15.

Figure 15: Proposal at 314 Gardner Street



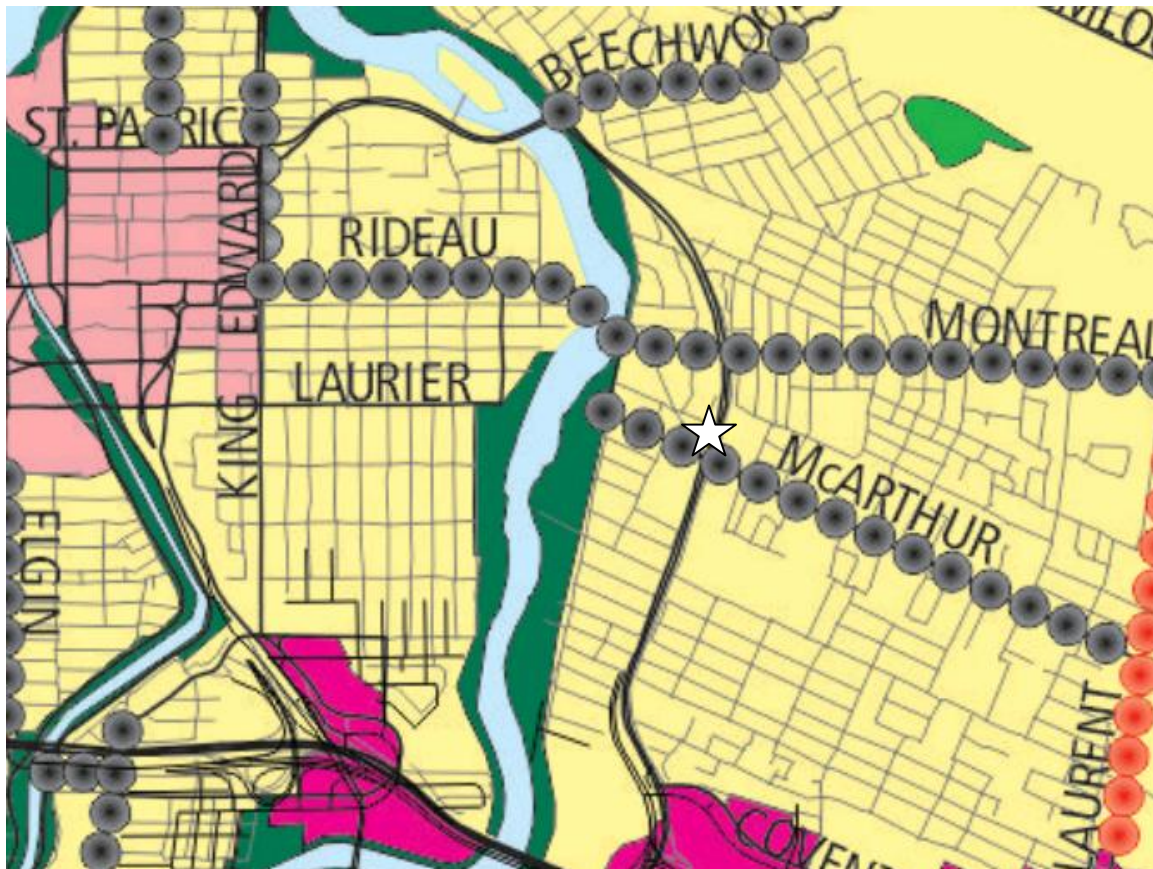
3. Planning Context

3.1 City of Ottawa Official Plan 2003

The subject property is designated 'General Urban Area and 'Traditional Mainstreet' in accordance with Schedule B of the City of Ottawa Official Plan . (Source: consolidation of the Official Plan for the City of Ottawa as adopted under By-law 2003-203 by City Council on May 14, 2003, and modified by the Minister of Municipal Affairs on November 10, 2003, and modified by the Ontario Municipal Board in various decisions and up to official plan amendment 234 by Council. Downloaded April 8 2020)

See subject property  on Figure 16

Figure 16: City of Ottawa Official Plan Schedule B-Urban Policy Plan

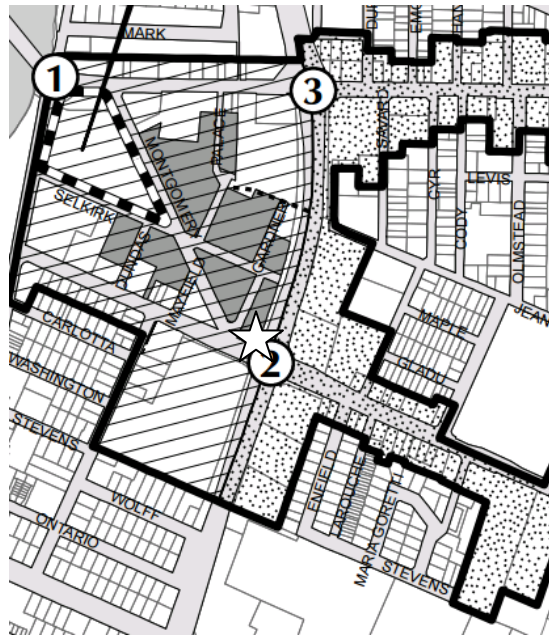


General Urban Area	Zone urbaine générale	Natural Environment Area	Zone écologique naturelle	Major Open Space	
Urban Expansion Study Area	Zone d'étude d'expansion urbaine	Agricultural Resource Area	Zone de ressources agricoles	Urban Natural Features	
Central Area	Zone centrale	Agricultural Research Area	Zone de recherche agricoles	Bedrock Resource Area	
Town Centre	TC Centre ville	Macdonald-Cartier International Airport	Aéroport international Macdonald-Cartier	Significant Wetlands	
Traditional Mainstreet	Rue principale traditionnelle	Greenbelt Employment and Institutional Area	Zone d'emploi et d'équipement collectif de la Ceinture de verdure	Central Experimental Farm	
Arterial Mainstreet	Artère principale	Urban Employment Area	Zone d'emploi urbaine	Greenbelt Boundary	
Mixed Use Centre	Centre polyvalent	Greenbelt Rural	Ceinture de verdure secteur rural	Solid Waste Disposal Site	
Carp River Restoration Policy Area Overlay	Zone sous-jacente de restauration de la rivière Carp	Sand and Gravel Resource Area	Zone de ressources de sable et de gravier	Lands leased by the Ottawa International Airport Authority	
Developing Community (Expansion Area)	Communauté en développement (zone d'expansion)				

3.2 Montreal Road District Secondary Plan (OPA127)

According to the Montreal Road District Secondary Plan, the subject property appears to lie within both the 'West Sector' and 'Interior West Sector' designations per Schedule 1 of this Secondary Plan. (Notwithstanding the above and as discussed in section 5.2 of this report, only the 'Interior West Sector' policies are understood to be applicable). In addition, the subject property is near the identified Major Intersection of Vanier Parkway/McArthur and has frontage on McArthur Avenue which is recognized as Traditional Mainstreet in the Secondary Plan. (Notwithstanding the above and as discussed in section 5.2 of this report, the subject property was not intended to be recognized as Traditional Mainstreet in the Montreal Road District Secondary Plan.). See Figure 17.

Figure 17: Montreal Road District Secondary Plan

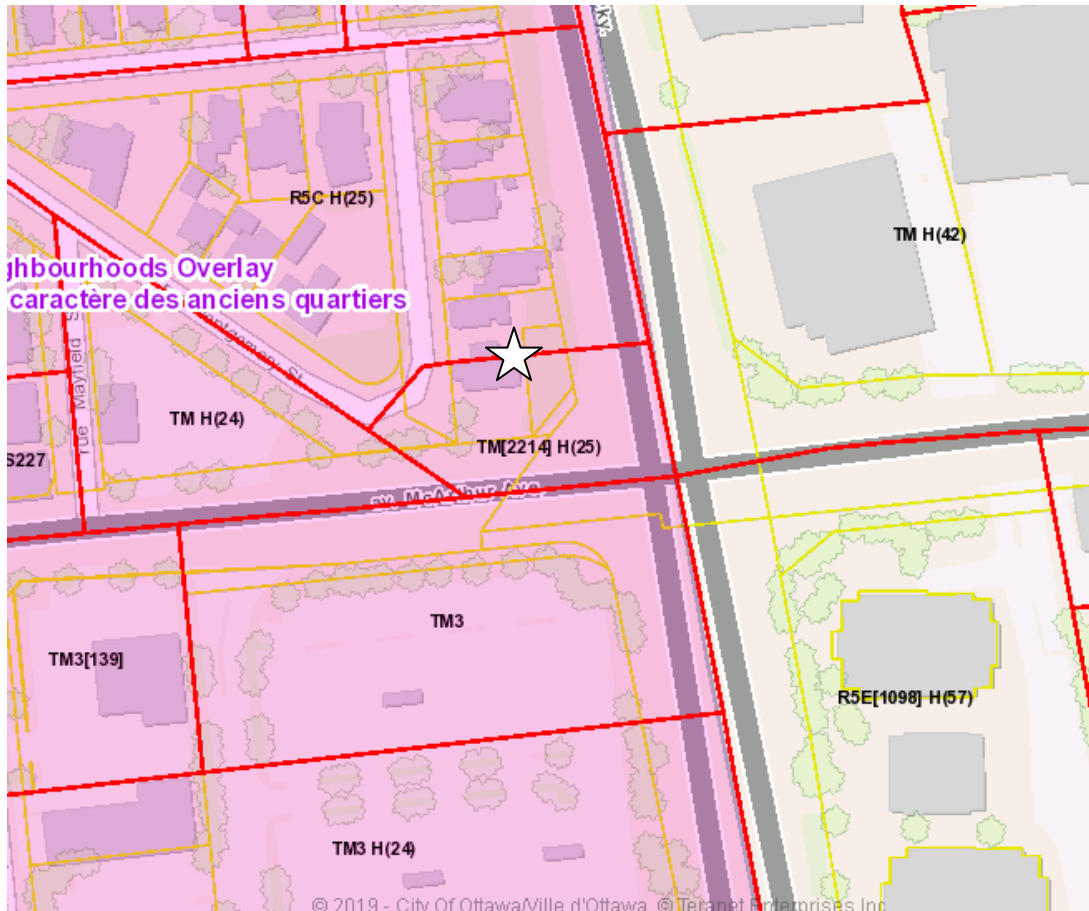


<p>SCHEDULE 1 to AMENDMENT NO.127 to the OFFICIAL PLAN - Volume 2A for the CITY OF OTTAWA</p>	<p>ANNEXE 1 de L' AMENDEMENT No.127 au PLAN OFFICIEL - Volume 2A de la VILLE D'OTTAWA</p>
<p>MONTREAL ROAD DISTRICT SECONDARY PLAN</p>	<p>LE DISTRICT CHEMIN MONTREAL PLAN SECONDAIRE</p>
<p> Boundary of Secondary Plan / Limite du plan secondaire</p>	
<p> West Sector / Secteur ouest</p>	
<p> Interior of West Sector / L'intérieur du secteur ouest</p>	
<p> Central Sector / Secteur central</p>	
<p> East Sector / Secteur est</p>	
<p> Proposed Connection to Vanier Parkway / Raccordement proposé à la promenade Vanier</p>	
<p> Gateways / Portes d'entrée</p>	
<p>MAJOR INTERSECTIONS / INTERSECTIONS PRINCIPALES</p>	
<p> 1 Montreal / North River</p>	
<p> 2 Vanier Parkway / McArthur</p>	
<p> 3 Montreal / Vanier Parkway</p>	
<p> 4 Montreal / St. Laurent</p>	

3.4 Zoning Bylaw 2008-250

According to City of Ottawa Zoning By-law 2008-250, the parcel at 353 Gardner Street is zoned Residential R5C H(25) while the parcel at 357 Gardner Street is zoned Traditional Mainstreet TM[2214] H(25). Both parcels lie within the Mature Neighbourhood Overlay Zone. See Figure 18.

Figure 18: City of Ottawa Zoning By-law 2008-250



The TM zone permits a wide range of commercial and residential uses; the following lists the permitted residential uses per section 197 of Zoning By-law 2008-250:

apartment dwelling, low rise

apartment dwelling, mid-high rise (Subject to By-law 2014-292)

bed and breakfast, see Part 5, Section 121

dwelling units

group home, see Part 5, Section 125

retirement home

retirement home, converted, see Part 5, Section 122

rooming house

rooming house, converted, see Part 5, Section 122

rooming units (By-law 2014-189)

Exception 2214 permits additional residential uses as follows:

Urban Exceptions 2001-3000

Exception Provisions				
I Exception Number	II Applicable Zones	III Additional Land Uses Permitted	IV Land Uses Prohibited	V Provisions
2214 (By-law 2015-43)	TM[2214] TM[2184] S221	- detached dwelling - duplex dwelling - linked-detached dwelling - semi-detached dwelling- stacked dwelling - three-unit dwelling - townhouse dwelling		

The R5C zone permits a variety of residential uses as follows:

apartment **dwelling**, low rise

apartment dwelling, mid-high rise (*Subject to By-law 2014-292*)

bed and breakfast, *see Part 5, Section 121*

community garden, *see Part 3, Section 82*

detached **dwelling**

diplomatic mission, *see Part 3, Section 88*

duplex dwelling, *see Part 5, Section 138* (By-law 2010-307)

dwelling unit

group home, *see Part 5, Section 125*

home-based business, *see Part 5, Section 127*

home-based daycare, *see Part 5, Section 129*

linked-detached dwelling, *see Part 5, Section 138*(By-law 2010-307)

park

planned unit development, *see Part 5, Section 131*

residential care facility

retirement home, converted, *see Part 5, Section 122*

retirement home

rooming house, converted *see Part 5, Section 122*

rooming house

secondary dwelling unit, *see Part 5, Section 133*

semi-detached dwelling, *see Part 5, Section 138*(By-law 2010-307)

shelter, *see Part 5, Section 134*

stacked dwelling, *see Part 5, Section 138* (By-law 2010-307)

three-unit **dwelling**

townhouse dwelling, *see Part 5, Section 138* (By-law 2012-334) (By-law 2010-307) (By-law 2014-189)

The R5C subzone recognises zone specific requirements as detailed in Appendix A.

Both parcels are subject to a 25 meter height restriction.

4. Proposal and Required Approvals

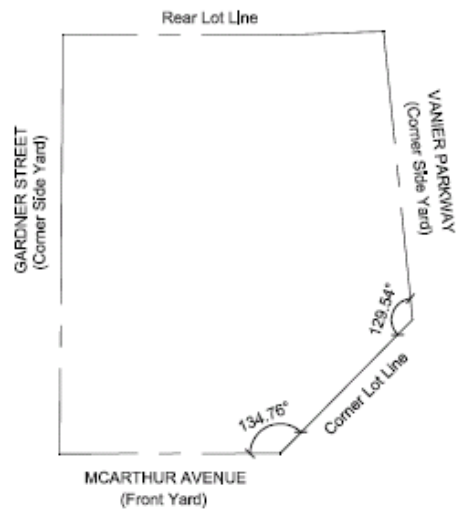
The proposal calls for the construction of a 61 unit 9 storey rental apartment building. See Figure 19.

Figure 19: Proposed Site Plan



The proposed site plan assumes the yard locations presented on Figure 20.

Figure 20: Assumed Yard Locations



The proposal calls for the construction of a 9 storey 44,600 square foot apartment building with 61 units, basement parking, and partial ground floor parking with 'front' entrances on both the corner of Vanier Parkway and McArthur Avenue as well as on the Gardner Street. The ninth floor is proposed to be reduced in size, providing a stepping down to the north. More than half of the units would have balconies or rooftop terraces. One level of underground parking is proposed, as well as an additional 6 spaces in the north east corner of the ground floor. A total of 29 parking spaces would be provided.

The building is proposed to be designed with simple rectilinear forms in two colours of masonry. Proposed rhythmical banding and masonry detailing would add character, interest and scale. Although this is not a high-rise, the design proposes to use the tools of base middle-top to articulate, provide scale and enhance the streetscape.

The ground and second floors of the building facing McArthur Avenue are intended to be unique to this part of the building. The street frontage along McArthur Avenue is proposed to be animated with large windows between deep masonry pilasters. Concrete window sills will invite short term sitting, but will also be sloped to discourage long stays. Abutting the sidewalk, the ground floor windows are proposed to open into a boldly decorated bike repair room. Above, on the second floor, the architecture includes the use of large and deeply set windows, punctuated with canopy details. The second floor space overlooking McArthur is proposed to be used for a gym. A double horizontal canopy line is proposed to unify this design element and to ground it to the pedestrian space.

See the proposed elevations on Figures 21-24.

Figure 21: View from McArthur Avenue/ Vanier Parkway with future context to the north



Figure 22: Proposed Streetscaping and Pedestrian spaces on McArthur Avenue



Figure 23: Proposed Elevation facing Gardner Street with future context to the north



Figure 24: McArthur Elevations with zoning envelopes behind in grey



The proposed landscaping is as follows:

On the Vanier Parkway facade the proposal calls for an emphasis on landscaping, in order to continue the parkway landscaping. The green band of trees and bushes along the parkway are intended to be reinforced with a planted berm up the wall (angled to prevent loitering) and a line of street trees.

On the Gardner side the functions of pick-ups, deliveries, pedestrian, bike and car traffic, is proposed to be framed with planting beds of flowering bushes and perennials.

Required Approvals

In order to proceed with this project, the following approvals will be required:

- a zoning bylaw amendment; and
- site plan approval.

Please note our understanding that an Official Plan Amendment is not required (as discussed in section 5.2 of this report).

As far as zoning is concerned, please note that the subject property is made of two zones (R5C and TM) and as such it is recommended that the two parcels be consolidated into one zone ; to this end, and as discussed with City planning staff, it is recommended that the subject property be rezoned to R5C with exceptions as identified in the zoning compliance chart shown in Appendix A and summarized as follows:

- a) Rezone property from R5C H(25) and TM[2214] H(25) to R5C with the following exceptions:
- b) Recognition of the following yard locations as shown in Figure 20 as follows:
 - McArthur Avenue as front yard;
 - Gardner Street, Vanier Parkway and angled lot line connecting McArthur Avenue and Vanier Parkway as corner yards;
 - North property line as rear yard;
- c) 20 m. minimum lot width ;
- d) Corner yard setback of .5 m for the angled lot line connecting McArthur Avenue and Vanier Parkway;
- e) 29 m permitted height ;
- f) Projection of canopy and awning to 0 meter from front or corner side yard;

- g) 3 meter driveway access ;
- h) Permit parking reduction if required depending on calculation methodology as discussed in Appendix A;
- i) Recognize 2 private approaches on Gardner Street per proposed site plan.

The proposal is supported by a number of reports and plans as follows:

- Site Plan prepared by Rosaline J. Hill Architect Inc. June 25, 2020
- Landscape Plan and Tree Conservation Report Landscape Plan prepared by Thakar Associates Design Consultants June 25, 2020
- Tree Conservation Report prepared by IFS Associates June 26, 2020
- Servicing Brief & Storm Water Management Report prepared by D. B. Gray Engineering Inc. June 26, 2020
- Roadway Traffic Noise Feasibility Study prepared by Gradient Wind June 26, 2020
- Pedestrian Level Wind Study prepared by Gradient Wind June 26, 2020

5. Planning Rationale

The following section examines how the proposal complies with the City of Ottawa Official Plan and Montreal District Secondary Plan.

5.1 City of Ottawa Official Plan (consolidated on line per May 2019)

The City of Ottawa Official Plan provides a complete set of policies and guidelines to evaluate development proposals such as the one that is subject to this report. To this end, the following sections of the Official Plan were consulted to ensure compliance: section 1.3 re The Challenge Ahead, section 2.2 Managing Growth, section 2.5.1 Urban Design and Compatibility, section 3 Land Designations and section 4.11 Review of Development Applications.

Section 1.3 – The Challenge Ahead

The City also needs to pursue a more affordable pattern of growth based on higher densities and increased use of transit. This pattern allows for more efficient use of municipal infrastructure and reduces the need to build and maintain roads over their life-cycle. This pattern is compact and allows for more efficient delivery of municipal services such as solid waste collection and emergency services that are costly to provide over large areas' .

Attention to urban design creates spaces and buildings that look good and function well. Quality of life is supported by building:

- *A more affordable, compact urban area where walking, cycling and transit are attractive options and there is less reliance on private automobiles*

Comment: The proposal represents a *more affordable pattern of growth based on a slightly higher density than initially anticipated for this property* in keeping with this goal. In addition, the proposal represents a *more efficient use of municipal infrastructure*.

Section 2.2 Managing Growth

Concentrating growth within the designated urban area also allows for a pattern and density of development that supports walking, cycling and transit as viable and attractive alternatives to the private automobile.

Growth will be distributed throughout the urban area to strengthen the city's liveable communities through:

- *Intensification and infill; and*
- *New development on vacant land in designated growth areas that contributes to the completion of an existing community or builds a new community(ies). [OMB decision February 1, 2018]*

Comment: The proposal represents intensification of an infill site

Policy 10: Intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. Building heights and densities for different areas may be established through this plan or a secondary plan and will be implemented through zoning.

Comment: The subject property is located in an area well supported by transit service and is served by a mix of uses as called for in this policy.

Section 2.5.1 re Urban Design and Compatibility

This section of the Official Plan contains design objectives intended to be applied to new developments.

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

Comment: The subject property is strategically located on the corner of two key roads (Vanier Parkway and McArthur Avenue) which represents a key intersection in this east Ottawa. As such

the site's location is an opportunity to present a form of development oriented towards the community as a means of supporting a distinct identity for the area.

To define quality public and private spaces through development

Comment: The proposal includes private amenity space for the residents. More specifically, balconies are provided for about half the units and shared indoor amenity includes the bike repair room with pump/tool/lifts, lounge near main entrances as well as a gym on the 2nd floor overlooking McArthur; an outdoor amenity area is provided for on the north east corner of the property.

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

Comment: The proposed site plan provides for the vehicular accesses to be located off Gardner Street at the northern portion of the property to ensure the highest visibility from the corner.

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

Comment: The proposal calls for the creation of multi residential housing forms (ie. apartment dwellings) which is consistent with the type of housing located in this area or under construction or recently approved .

To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice. [OMB decision #2649, September 21, 2006]

Comment: The proposed building is intended to accommodate rental apartments.

To understand and respect natural processes and features in development design

Comment: The proposal includes new landscaping to provide a natural buffer against the adjoining arterial roads.

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

Comment: The proposed development represents a form of shared wall construction using state of the art energy efficient building practices.

According to policy 3.6.1.1 of the Official Plan 'the General Urban Area designation permits all types and densities of housing, as well as employment, shopping, service, industrial, cultural, leisure, park and natural areas, entertainment and institutional uses'.

The key provisions of the 'Traditional Mainstreet' policy 3.6.3 are as follows:

Focusing intensification on Mainstreets allows for less disruption and more convenient services for adjacent communities and more efficient use of transit. The objective of the Mainstreet designation is to encourage more dense and mixed-use development that supports, and is supported by, increased walking, cycling and transit use. Intensification is most likely to occur over time through the redevelopment of sites such as vacant lots, aging strip malls, and former automobile sales lots, parking lots and gas stations, as well as through additions to existing buildings. Mainstreets are diverse in character and change and renewal will take into account the character of the street and adjacent areas.

Comment: The proposal is consistent with this policy in that it proposes more density through intensification *that supports, and is supported by, increased walking, cycling and transit use.* All 3 amenities (ie. sidewalks , cycling path and public transit) serve this property directly.

Policy 3.6.3.9 On Traditional Mainstreets surface parking will not be permitted between the building and the street. The location of surface parking will avoid interruption of building continuity along the Traditional Mainstreet street frontage and will minimize impacts on pedestrians. However, there may be exceptional circumstances, where locating parking adjacent to the street frontage is unavoidable. In these cases, appropriate means such as coordinated tree planting and landscaping, pedestrian amenities and the dimension, location and number of vehicular access will be used to minimize the interruption of the Traditional Mainstreet street frontage and to ameliorate the impact on the pedestrian environment. On Arterial Mainstreets, the location of surface parking will be evaluated in the context of Section 2.5.1 and Section 4.11

Comment: The proposal is consistent with this policy as no parking is proposed between the building and the street.

Policy 3.6.3.10 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 with active frontages that provide direct pedestrian access to the sidewalk. [Amendment #150, October 19, 2018]

Comment: The proposal is consistent with this policy ie. Encouraging intensification on Traditional Mainstreets.

Policy 3.6.3.11 *This Plan supports mid-rise building heights on Traditional Mainstreets, but secondary plans may identify circumstances where different building heights may be permitted. In the absence of a secondary plan, the Zoning By-law may establish as-of-right building heights, lower than those permitted above, based upon site conditions, existing character and compatibility. Building heights greater than those specified in this Section will only be permitted through a Secondary Plan. The Zoning By-law will establish a minimum building height equivalent to a two-storey building, except for those existing gas bars, service stations, automobile sales and drive-through facilities identified in policy 8 above. [Amendment #150, LPAT October 22, 2018]*

Comment: This policy supports mid –rise buildings on Traditional Mainstreets but refers to the Secondary Plan and Zoning Bylaw to clarify the permitted height. In turn this area is subject to the Montreal District Secondary Plan as discussed in section 5.2 of this report.

Policy 3.6.3.12: *In order to demonstrate its commitment to development on Mainstreets, the City will consider them to be priority locations for considering:*

1. *New or relocated municipal buildings and facilities or for leasing space for municipal functions;*
2. *The assembly of land to ensure an adequate supply that is strategically located for redevelopment or community improvement purposes;*
3. *Infrastructure and public facilities improvement strategies, including measures such as those contained in policy 12 of Section 2.5.5;*
4. *The creation of comprehensive traffic and parking strategies;*
5. *The creation of brownfield redevelopment strategies;*
6. *The use of techniques such as increased height and density provisions;*
7. *The application of financial and regulatory incentives;*
8. *Exploring partnerships between the public and private sectors*

Comment: The proposal makes use of height and density provisions in support of this policy. The proposal is also an opportunity to recognize the significance of the property’s location on the corner of a major intersection with a building that will be higher than what is permitted on adjacent lands. Specifically, the vision behind the design concept is to allow a taller 9 floor building on the subject property as an opportunity to announce the corner relative to adjacent lands which are zoned to accommodate 8 floors. The higher building at this location will also

help define the quadrant's edge while tying in with the taller buildings on the s.e. corner of this intersection.

The City of Ottawa Official Plan 2003 provides a complete set of policies and guidelines to evaluate development proposals such as the one that is subject to this report. This section of the report assesses how the proposed development conforms to section 4.11 of the City of Ottawa Official Plan policies and guidelines.

- *Policy 4.11 (Urban Design and Compatibility)*

1. *When evaluating compatibility of development applications, the City will have regard for the policies of the site's land use designation, and all applicable Community Design Plans, Secondary Plans, Plans for Transit-Oriented Development Areas approved by Council, or site specific policies, Council-approved design guidelines, Provincial Environmental Assessments, and functional design plans for capital projects, as well as the Design Objectives and Principles in Section 2.5.1, and the preceding policies in Sections 4.1 through 4.10. [Amendment #76, OMB File #PL100206, August 18, 2011] [Amendment #113, July 30, 2013]*

Comment: The subject property is within the Montreal District Secondary Plan area as discussed in section 5.2 of this report .

2. *In addition to those matters set out in Policy 1, above, the City will evaluate the compatibility of development applications on the basis of the following compatibility criteria. The measures of compatibility will vary depending on the use proposed and the planning context. Hence, in any given situation individual criteria may not apply and/or may be evaluated and weighted on the basis of site circumstances: [Amendment #76, OMB File #PL100206, August 18, 2011]*
 - a) *Traffic: Roads should adequately serve the development, with sufficient capacity to accommodate the anticipated traffic generated. Generally development that has the potential to generate significant amounts of vehicular traffic should be located on arterial or major collector roadways so as to minimize the potential for traffic infiltration on minor collector roadways and local streets;*

b) *Vehicular Access: The location and orientation of vehicle access and egress should address matters such as the impact of noise, headlight glare and loss of privacy on development adjacent or immediately opposite. Vehicular access and egress for development that has the potential to generate a significant amount of vehicular traffic should be oriented on streets other than local streets, wherever the opportunity exists, considering traffic safety and other transportation objectives of this Plan; [Amendment #76, OMB File #PL100206, August 18, 2011]*

Comment: The plan calls for vehicular access off Gardner Street which is where the existing dwellings are accessed from.

c) *Parking Requirements: The development should have adequate on-site parking to minimize the potential for spillover parking on adjacent areas. A range of parking forms, including surface, decked, and underground, should be considered taking in account the area context and character. Opportunities to reduce parking requirements and promote increased usage of walking, cycling and transit will be pursued, where appropriate, particularly in the vicinity of transit stations or major transit stops in accordance with the provisions of Section 4.3; [Amendment #76, OMB File #PL100206, August 18, 2011]*

Comment: Subject to interpretation, parking is proposed in full compliance with Zoning Bylaw 2008-250.

d) *Outdoor Amenity Areas: The development should respect the privacy of outdoor amenity areas of adjacent residential units and minimize any undesirable impacts through the siting and design of the buildings and the use of screening, lighting, landscaping or other mitigative design measures;*

Comment: The proposed development calls for the creation of amenity space in full compliance with the requirements of Zoning By-law 2008-250 and this includes the provision outdoor amenity area on the corner of Vanier Parkway and McArthur Avenue

e) Loading Areas, Service Areas, and Outdoor Storage: The operational characteristics and visual appearance of loading facilities, service areas (including garbage), parking and areas for the outdoor storage of goods or materials should be mitigated using a variety of methods (e.g., location, containment, screening, berms, and/or landscaping). These uses and activities should be located away from residences where possible;

Comment: Garbage is proposed to be stored inside the building.

f) Lighting: The potential for light spill over or glare from any lighting source onto adjacent light-sensitive areas should be avoided or mitigated;

Comment: No spill over lighting is anticipated will be generated from this proposal.

g) Noise and Air Quality: The development should be located and designed to minimize the potential for significant adverse effects on adjacent sensitive uses related to noise, odours, and other emissions.

Comment: Acknowledged. A noise study has been prepared in support of this project.

h) Sunlight: The development should minimize shadowing on adjacent properties, to the extent practicable, particularly on outdoor amenity areas, through the siting of buildings or other design measures;

Comment: Please see sun shadow study

- i) *Microclimate: The development should be designed to minimize adverse effects related to wind, snow drifting, and temperature on adjacent properties;*

Comment: The proposed building height is not anticipated to trigger adverse microclimatic conditions.

- j) *Supporting Neighbourhood Services: The development should contribute to or be adequately served by existing or proposed services and amenities such as health facilities, schools, parks and leisure areas. Where the proposed development itself is to contribute such services and amenities, they should be of a scale appropriate to the needs and character of the area.
[Amendment #28, July 13, 2005] [OMB decision #2649, September 21, 2006]*

Comment: The proposed development will be well served by existing commercial, institutional and recreational facilities within walking distance as well as shopping and employment opportunities.

3. *Development proponents will indicate how the proposed development addresses the intent of the Design Objectives and Principles. The Design Considerations, set out in Annex 3, offer some ways in which the Design Objectives and Principles might be realized. The importance of each principle will be evaluated and weighted according to the specific circumstances under consideration. While all Design Objectives and Principles must be considered, not all elements will apply in all cases and not all will apply with equal importance. The City will work with the proponent and will consult with the community to best determine how the design framework will be implemented in the local context. [Amendment #76, OMB File #PL100206, August 18, 2011]*

Comment: The proposal is viewed as being in keeping with the applicable objectives and principles of this policy.

4. *Buildings, structures and landscaping will be used to clearly define public spaces, such as streets and parks. In density target areas identified in S.2.2.2 of this Plan, development will be in the form of continuous building frontages that frame the street edge and support a more pedestrian-friendly environment. In some parts of the city, this will mean that new development consolidates an existing building fabric through infill or redevelopment opportunities. In other cases, where there is no established building fabric along the street, new buildings will occupy gaps in the streetscape caused by parking and/or deep building setbacks. New buildings must either be properly integrated into their existing building fabric, or help create a new building fabric.[Amendment #76, OMB File #PL100206, August 18, 2011]*

Comment: The proposal is also an opportunity to recognize the significance of the property's location on the corner of a major intersection with a building that will be higher than what is permitted on adjacent lands. Specifically, the vision behind the design concept is to allow a taller 9 floor building on the subject property as is an opportunity to announce the corner relative to adjacent lands which are zoned to accommodate 8 floors. The higher building at this location will also help define the quadrant's edge while tying in with the taller buildings on the s.e. corner of this intersection.

5. *The City will work with development proponents to achieve the Design Objectives and Principles of this Plan through means such as the coordination and development of capital improvements within the public realm with development and redevelopment activities on adjacent properties in the private realm.[Amendment #76, OMB File #PL100206, August 18, 2011]*

Comment: Acknowledged

6. *As the owner of many public places, public works and buildings, the City will set an example for the community through the provision of public art in municipal facilities (to include all types of municipal structures, and lands) and will encourage other public- and private-sector owners and developers to include art as a public component of their developments.[Amendment #76, OMB File #PL100206, August 18, 2011]*

Comment: Existing artwork along Vanier is on the east side. The west side of the parkway is dominated by trees and bushes, which limit visibility of potential artwork. That said the building

design itself is intended to be noteworthy architectural expression visible at a distance along the Vanier Parkway.

7. *The following guidance is provided as a guide for the preparation of secondary plans and community design plans, and for consideration when reviewing development applications:*
 - a. *Low-Rise – a one to four storey building;*
 - b. *Medium-Rise – a five to nine storey building;*
 - c. *High-Rise – a building 10 storeys or more.*

Comment: Acknowledged

8. *High-rise buildings may be considered on lands within the following designations as defined on Schedule B of this Plan, provided all other policies of this Plan are met”*
 - a. *Central Area;*
 - b. *Mixed-use Centres and Town Centres;*
 - c. *Employment Areas that are principally prestige business parks and Enterprise Areas, subject to the provision of appropriate built form transitions between the Employment or Enterprise Area and adjacent residential communities built at lower profiles; and*
 - d. *Traditional and Arterial Mainstreets, provided the provisions of policy 10 below are satisfied.*

[Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: Not applicable as building is not considered to be a high rise.

9. *In addition to provisions in policy 8 above, high-rise buildings may be considered in the following locations, provided all other policies of this Plan have been met:*
 - a. *Within areas characterized by high-rise buildings that have direct access to an arterial road, or;*
 - b. *Within 600 metres of a rapid transit station as identified on Schedule D, or;*
 - c. *Where a community design plan, secondary plan, or other similar Council-approved planning document identifies locations suitable for the creation of a community focus on a*

strategic corner lot, or at a gateway location or on a terminating site to strategic view, or a site that frames important open spaces, or at a location where there are significant opportunities to support transit at a transit stop or station by providing a pedestrian and transit-oriented mix of uses and activities, or;

d. Within areas identified for high-rise buildings where these building profiles are already permitted in the Zoning By-law approved by Council, or;

e. Within areas where a built form transition as described in policy 12 below is appropriate

Comment: Not applicable as building is not considered to be a high rise.

5.2 Montreal District Secondary Plan(OPA 127)

Interpretation: Based on a review of the Montreal Road District Secondary Plan and a discussion with it's author, Melanie Knight, the *subject was not intended to be part of the TM designation in the Secondary Plan.*

Given the above and a subsequent review of the Secondary Plan, it is understood that the following is applicable in this case:

- 357 Gardner Street was not intended to be recognized as a Traditional Mainstreet designated property in the Montreal Road District Secondary Plan (OPA 127); (note: 357 Gardner Street never fronted on McArthur Avenue; it is only now, when combined with 353 Gardiner Street, that the subject property has its technical frontage on McArthur Avenue);
- Both properties (353 and 357 Gardner Street) are subject to the 'Interior of the West Sector' policies and not the 'West Sector' policies of the Montreal Road District Secondary Plan. As such , an Official Plan Amendment would not be required to increase the height from 8 or 9 floors provided the policies of section 1.3.4 (3) are respected;
- Both parcels are subject to section 1.3.5 re Vanier Parkway.

The following analysis is predicated upon the above stated interpretations and evaluates how the proposal complies with the applicable policies of the Secondary Plan.

The Main Goals for the District are to:

- 1. Foster development and redevelopment along the Traditional Mainstreets and Arterial Mainstreet which complements and improves upon the positive qualities of the existing character of the District.*

Comment: The proposal will support the character of the District by reinforcing the intersection of McArthur Avenue and Vanier Parkway with a community anchor building at this major intersection.

- 2. Improve streetscaping along Montreal Road, McArthur Avenue, St. Laurent Boulevard and the Vanier Parkway.*

Comment: The proposal will be putting a face (glazing and street level courtyard) onto McArthur Avenue and will improve the streetscape at this important corner location in Vanier.

- 3. Improve pedestrian, cycling and transit facilities throughout the District.*

Comment: The proposal will integrate the subject property with local amenities and thus improve the viability of these public transportation facilities.

- 4. Provide open spaces or other areas for public functions, publicly accessible landscaped open spaces and public art that reflects the history of the District.*

Comment: The proposal calls for the creation of an amenity area abutting the public space at the corner of Vanier Parkway and McArthur Avenue.

Policies for the District:

The following policies apply throughout the District:

1. *The goals for the District will be achieved through the development application process, the provision of funds collected under Section 37 of the Planning Act in accordance with the City's guidelines and the completion of any City capital projects.*

Comment: Not applicable as the proposed density increase is less than 25% of what is currently permitted.

2. *In addition to the policies of this Plan, there may be reference to specific policies in the Official Plan. All development and redevelopment will meet all of the applicable policies of Volume 1 of the City's Official Plan, whether or not the policies are referenced in this Plan.*

Comment: Noted

3. *In the case of corner lots where two separate sections of this Plan apply, the policies of both sections are applicable.*

Comment: Noted

4. *The Right-of-Way protection in Annex 1, Road Classification and Rights-of-Way Protection, of the Official Plan will be used to improve pedestrian, cycling and transit facilities through the development process.*

Comment: The existing McArthur Avenue right of way is understood to be protected per said Annex.

5. *New automobile body shops, automobile dealerships, automobile rental establishments, automobile service stations, gas bars or surface parking lots will not be permitted in the District.*

Comment: Identified uses are not being proposed

6. ***[Introduced by Amendment #200, December 13, 2017]***
7. ***[Introduced by Amendment #200, December 13, 2017]***

8. *The gateways identified in this Plan are unique sites and are able to accommodate significant mixed-use and residential intensification. Development or redevelopment of gateway sites will be distinctively different than any other development within the Sector.*

Comment: The subject property is not located within an identified 'gateway'

9. *Through the design of the site, development and redevelopment in the vicinity of transit stops will consider the connection to transit stops and reduce conflicts between vehicular access and transit-only lanes. Improvements to transit stops including new accessible bus shelters may also be required during the development application process.*

Comment: The proposal will provide a direct connection to the McArthur Avenue sidewalk and the nearby bus stops transit stops.

10. *New bus shelters may be incorporated into the design of new buildings subject to the review and approval of all applicable agencies.*

Comment: No new shelter is required as the occupants of the proposed building will be making use of existing bus stops and shelters nearby.

11. *Development and redevelopment on lots with frontage along Montreal Road, North River Road, McArthur Avenue and the Vanier Parkway will have building setbacks that provide a minimum width of 5.0 metres for sidewalks and related boulevards, which may include a combination of private and public property. For sidewalks located on private property, an easement and maintenance and liability agreement may be required subject to the City's discretion. The design of the sidewalk located on private property will adhere to current City standards.*

Comment: The proposal provides for more than 5 meters between the curb and building face along McArthur Avenue as required per this policy.

12. *The City will place priority on improving cycling facilities to ensure greater safety for cyclists within the Montreal Road, McArthur Road, North River Road and the Vanier*

Parkway right-of-ways in accordance with the Official Plan and the Transportation Master Plan.

Comment: The proposal calls for the creation of a public courtyard in front of the building along McArthur Avenue which in turn will provide for a safer corner for pedestrians and cyclists relative to the existing condition.

13. Development and redevelopment will include streetscaping and the preservation of street trees. No net loss of street trees will occur and additional streetscaping elements such as benches and planters are encouraged.

Comment: All existing trees in the road allowance will be saved while some private trees will be displaced with additional street trees proposed to be planted within the Vanier Parkway and the McArthur Avenue road allowances as well as within the Gardner Street road allowance.

Any large format retail uses will be designed in an urban multi-storey, street related form with direct pedestrian access to each street on which the lot fronts.

Comment: Not applicable

14. To maintain a consistent Traditional Mainstreet building form fronting on Montreal Road and McArthur Avenue, the maximum building height along the Traditional Mainstreets will be six storeys, unless otherwise specified in this Plan.

Comment: Not applicable as the subject property was never intended to be recognized as Traditional Mainstreet in the Secondary Plan as discussed in the interpretation above. The proposal is compliant with the 'Interior West Sector' policies which are the primary applicable Secondary Plan policies in this case.

15. For lots with:

- - *frontage on a Traditional Mainstreet; and*
 - *a lot depth greater than 30 metres; and*
 - *a minimum lot area of 1200 m².*

building height up to a maximum of seven storeys may be permitted provided the design of the site meets the following criteria:

2. *Include a maximum six storey building height along the Traditional Mainstreet.*
 3. *Provide for adequate setbacks and built form transition to adjacent low-rise residential uses including:*
 - i. *maintaining the provisions for incremental changes in building height from the rear lot line as contained in the TM Zone;*
 - ii. *maintaining the minimum interior side yard setback provisions as contained in the TM Zone.*
 4. *Address shadowing impacts and overlook onto residential areas.*

Comment: Not applicable as the subject property does meet stated criteria.

16. *For lots with:*

-
- *frontage on a Traditional Mainstreet; and*
- *a lot depth greater than 30 metres; and*
- *a minimum lot area of 0.5 ha.*

building height up to a maximum of nine storeys may be permitted provided the design of the site meets the following criteria:

1. *Include a maximum six storey building height along the Traditional Mainstreet.*
2. *Provide for adequate setbacks and built form transition to adjacent low-rise residential and institutional uses including:*
 - . *maintaining the provisions for incremental changes in building height from the rear lot line as contained in the TM Zone;*
 - i. *maintaining the minimum interior side yard setback provisions as contained in the TM Zone;*
 - ii. *providing incremental changes in building height for any interior lot line which begins at the maximum building height permitted in the abutting zone, or other similar building design techniques.*

3. *Address shadowing impacts and overlook onto residential and institutional areas by orienting high-rise buildings away from low-rise uses.*

Comment: Not applicable as the subject property does meet stated criteria.

17. *For lots with:*

- *frontage on a Traditional Mainstreet; and*
- *a lot area greater than 0.5 ha; and*
- *a minimum lot depth of 100 metres*

building heights up to a maximum of 12 storeys may be permitted provided the design of the site meets the following criteria:

1. *Include a maximum six storey building height along the Traditional Mainstreet.*
2. *Provide for adequate setbacks and built form transition to adjacent low-rise residential and institutional uses including:*
 - i. *maintaining the provisions for incremental changes in building height from the rear lot line as contained in the TM Zone;*
 - ii. *maintaining the minimum interior side yard setback provisions as contained in the TM Zone;*
 - iii. *providing incremental changes in building height for any interior lot line which begins at the maximum building height permitted in the abutting zone, or other similar building design techniques.*
3. *Address shadowing impacts and overlook onto residential and institutional areas by orienting high-rise buildings away from low-rise uses.*

Comment: Not applicable as the subject property does meet stated criteria.

Major Intersections

The primary goal for the Major Intersection policies is to improve pedestrian and cycling crossings. These intersections serve as important links between each Sector as well as linkages to other neighbourhoods and commercial areas within the city.

Major Intersection Two is the intersection of a Traditional Mainstreet (McArthur Avenue) and a Scenic Entry Route (Vanier Parkway). It is an important link between the commercial uses on McArthur Avenue west of the Vanier Parkway and the residential areas on the east side of the Vanier Parkway.

The following policy applies to all Major Intersections identified in this Secondary Plan:

- 1. Design changes to the intersection will:
 - 1. Prioritize pedestrians and cyclists by providing enhanced crossings and improve safety in accordance with the Official Plan and Transportation Master Plan.*
 - 2. Improve connections to transit stops.*
 - 3. Include design techniques that reduce pedestrian crossing distances.**

Comment: These policies are aimed at improving pedestrian and cycling crossings within the road allowance at major interactions including the one at Vanier Parkway and McArthur Avenue. Such improvements will support the proposed development which will be accommodating future residents on one of the corners of the Vanier Parkway and McArthur Avenue intersection. The proposal calls for the creation of a public courtyard in front of the building along McArthur Avenue which, in turn, will provide for a safer corner for pedestrians and cyclists relative to the existing condition.

West Sector

The primary role of the West Sector is the entryway from downtown into the District. While employment is an important and necessary component of this Sector, a greater mix of uses is necessary to draw urban activity across the Cummings Bridge from the west.

Comment: Not applicable as discussed earlier in the interpretation section.

West Gateway

The boundaries of the West Gateway are identified on Schedule 1.

Comment: Not applicable as the subject property is not part of the West Gateway.

North River Road

North River Road is an important connection between Montreal Road and McArthur Avenue and to the Rideau River on the west side of North River Road. Most lots that have frontage on North River Road also have frontage on another street.

Comment: Not applicable as the subject property is not on North River Road.

McArthur Avenue

The south side of McArthur Avenue is generally comprised of smaller lots where conversions of residential dwellings to commercial or office uses have occurred. Along the north side of McArthur Avenue, the lots are generally larger in size and contain a variety of office, residential and commercial uses.

The following policy applies to lots with frontage on McArthur Avenue:

Policy

- 1. Development and redevelopment will reduce the number of vehicular accesses and will relocate these accesses to improve pedestrian connections and safety. No net increase to the number of vehicular accesses will be permitted on McArthur Avenue.*

Comment: The proposal does not propose any vehicular access to McArthur Avenue.

Interior of the West Sector

The boundaries of the Interior of the West Sector are delineated on Schedule 1 of this Plan. This area consists of a mix of lot sizes, land uses and building types. The proximity to the Traditional

Mainstreets provides opportunities to redevelop lots to non-residential uses that are compatible with residential uses.

The north portion of Montgomery Street contains commercial and institutional uses which provide a transition from the commercial area of Montreal Road to the residential area of the interior portion of the West Sector. Palace Street has a very narrow right of way. With a direct connection to Montreal Road, the uses on Palace Street have the opportunity to evolve into a mix of uses. The following policies apply to the Interior of the West Sector:

Comment: The subject property is within the area referred to in this policy

Policies

- 1. The Zoning By-law will permit a mix of uses which provide opportunities for compatible non-residential uses and the retention of low-rise residential uses.*
- 2. If a number of lots with frontage on Palace Street are consolidated for development or redevelopment purposes a maximum four storey building height fronting onto Palace Street will be permitted.*
- 3. Development or redevelopment will provide building transitions from low-rise residential uses and include site and building design techniques that reduce shadowing and overlook onto residential uses.*

Comment: The transition policy above is being accommodated by the following measures:

- the proposed increase in height to 9 floors as a mid rise is modest relative to what is currently permitted (being 8 floors);
- The site plan proposes to locate the garage access lane along the north wall of the building to enhance the separation distance between the new building and the dwelling located at 351 Gardner Street;
- The proposed north elevations and related floor plans call for a reduced number of balconies facing north to enhance privacy for the occupants of 351 Gardner Street;
- The proposal incorporated a step down on the north side from 9 floors to 8 floors to facilitate this transition for both the existing condition and ultimate condition assuming lands the north and west are one day re-developed to their permitted height of 8 floors.

Vanier Parkway

The Vanier Parkway is a Scenic Entry Route in the City's Official Plan. Schedule 1 of this Plan illustrates a proposed connection to the Vanier Parkway in alignment with Jeanne Mance Street on the east side of the Vanier Parkway. This proposed connection can be a private access to the property at 112 Montreal Road or a public road. The location of the access is flexible however the intent of the connection is to provide a mid-block connection from the Vanier Parkway to the Interior of the West Sector. The Vanier Parkway Agreement of 1974 and associated restrictive covenant between the National Capital Commission and the City governs all new accesses to the Vanier Parkway.

The Vanier Parkway has an existing vegetative buffer and the priorities are the preservation and enhancement of this buffer and providing pedestrian connections to the Vanier Parkway.

The following policies apply to those lots which have frontage on the Vanier Parkway:

Policies

- 1. New non-residential use buildings, mixed-use buildings or mid- to high-rise residential use buildings will provide direct pedestrian access to Vanier Parkway.*

Comment: While the subject property does not technically front onto Vanier Parkway, it does have exposure to this road; to this end, the site plan introduces a building entry, courtyard and landscaping facing the corner of Vanier Parkway and McArthur Avenue to improve the pedestrian environment on this corner.

- 2. Development or redevelopment will include enhanced streetscaping and the preservation of the existing vegetative buffer. Any reduction of the vegetative buffer along the Vanier Parkway for specific site design requirements or to increase pedestrian access to the Parkway will be at the City's discretion.*

Comment: The development calls for the planting of new trees and vegetation per the proposed landscape plan.

3. *Development or redevelopment will include public art that reflects the historic route of the Vanier Parkway or the history of the former City of Vanier.*

Comment: While the proposal does not include any public art, it is felt that the proposed building entry, courtyard and landscaping putting a face onto facing the corner of Vanier Parkway and McArthur Avenue will serve to celebrate the significance of the Vanier Parkway when compared to the existing condition.

4. *Development or redevelopment of the site at 112 Montreal Road will include a publicly accessible pedestrian walkway from the Vanier Parkway to Palace Street.*

Comment: Not applicable

5.3 Additional Rationale in support of Proposed Zoning Changes

1. It is proposed that the two parcels be consolidated into one R5C zone with exceptions.

Rationale: The use of one zone will facilitate bylaw enforcement; the proposal aligns itself better with the R5C zone than it does with the TM zone in terms of use ; the Traditional Mainstreet designation per OPA127 was not intended to apply as discussed in section 5.2 of this report.

2. It is proposed that the following yard locations be recognised in the implementing zoning by-law amendment:

- McArthur Avenue as front yard;
- Gardner Street, Vanier Parkway and angled lot line connecting McArthur Avenue and Vanier Parkway as corner yards;
- North property line as rear yard;

Rationale: To avoid any confusion on where setbacks are to be applied from given the irregular parcel configuration.

3. 20 m. minimum lot width.

Rationale: To recognize the actual condition of subject property.

4. Corner yard setback of .5 meters for the angled lot line connecting McArthur Avenue and Vanier Parkway be set at .5 meters.

Rationale: While most of the corner yard setbacks proposed as part of the site plan are compliant with the R5C 3 meter requirement, the portion of the

building facing the McArthur Avenue/Vanier Parkway corner boulevard is proposed to be positioned closer to the street to improve the streetscape at this location and to help announce the importance of this corner.

5. 29 meter permitted height ;

Rationale: To recognize the 9th floor as discussed in this report.

6. Projection of canopy and awning to 0 meter from front and corner side yards;

Rationale: The intent is to provide a cover over the courtyard to enhance its enjoyment and aesthetic appeal.

7. 3 meter driveway aisle width

Rationale: The bylaw permits a 3 meter driveway aisle for parking lots accommodating 20 or fewer vehicles and 6 meters for more than 20 vehicles. The proposal call for 23 vehicles to be served by this driveway which is close to the 20 car criteria identified.

8. Permit parking reduction if required depending on calculation methodology as discussed in Appendix A.

Rationale: Amendment would be minor if required.

9. Recognize 2 private approaches per site plan on subject property.

Rationale: 197(7)A maximum of one private approach may be provided for each property having a lot frontage of 45 meters or less. Amendment would ensure clarity on this issue given existing zoning.

6. Conclusion

The proposed zoning bylaw amendment and site plan control applications referred to in this report are believed to represent good planning consistent with the policies of the City of Ottawa Official Plan and the Montreal District Secondary Plan.