

# FOTENN

## 129 MAIN STREET SITE PLAN CONTROL APPLICATION



October 01, 2018

Planning Rationale &  
Design Brief

Site Plan Control



Prepared for:

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Fotenn Consultants Inc. has been retained by The Properties Group to prepare a Planning Rationale and Design Brief in support of a Site Plan Control application for the land municipally known as 129 Main Street in the community of Old Ottawa East, in the Capital Ward of the City of Ottawa. Based on architectural plans prepared by Roderick Lahey Architect Inc. ['RLA'], the intent of this Planning Rationale and Design Brief is to assess the proposed development against the applicable policy and regulatory framework, provide a design analysis and determine whether the development is appropriate for the site and compatible with adjacent development and the surrounding community.

## 1.1 Application History

In 2010, RLA submitted a Site Plan Control Application (D07-12-10-0196) to construct a four (4) storey mixed-use building, with at-grade commercial and three (3) storeys of residential units above, for a total of 50 units. The mixed-use building was proposed to include an underground parking garage, consisting of 34 parking spaces. The Site Plan Control application was approved by Staff in 2014.

It should also be noted that in August 2007, an Application for Minor Variance was submitted to request relief from the subject site's zoning requirements. The application was adjourned at the request of the community to allow for revisions to the site plan and reference plan, along with a community meeting. The application was heard at the Committee of Adjustment in November 2007 and was ultimately denied at the Hearing.

The applicant appealed the decision to the Ontario Municipal Board, and on June 23, 2008, the Board observed that the appeal is allowed, and the variances were authorized to permit the following:

- / A building height of 20 metres;
- / A floor space index of 3.5;
- / Commercial uses and some residential units to occur on the ground floor, and
- / No loading space subject to the condition that the location and size of the proposed construction is generally in accordance with the plans filed, as they relate to the variances sought.

The current Site Plan Control application proposes a revised site layout, building footprints, and elevations. This Site Plan reflects the most recent revisions and no changes are anticipated that would require the need for additional variances.





Figure 1: Subject property outlined in red (taken from geoOttawa)

## 2.1 Subject Property

The subject property, known municipally as 129 Main Street, is located in the Old Ottawa East neighbourhood of the City of Ottawa. More specifically, the site is located north-east of the intersection of Main Street and Springhurst Avenue. The property is irregular in shape and has an area of 1,414 m<sup>2</sup> with 34.09 metres of frontage along Main Street and 25.6 metres of frontage along Springhurst Avenue. The property has limited vegetation and is currently vacant.

The subject property is located in close proximity to several community amenities including parks, schools, a university, a community centre, the Rideau Canal Pathway, places of worship and some commercial uses along Main Street. More specifically, the portion of Main Street on which the site is located is characterized with institutional and residential land uses. Lands immediately to the south of the site are being re-developed by Domicile into the “Corners on Main” development, and “Greystone Village” by EQhomes and the Regional Group.

## 2.2 Surrounding Area

The following land uses surround the subject property:

- / **North:** Directly to the north of the property is a mixed-use building that includes residential units and a portion of the ground floor (and rear yard) is currently used as an auto-repair shop. This property is zoned Traditional Mainstreet, Subzone 7, Urban Exception 1839. Further north, at the corner of Main Street and Evelyn Avenue, is a place of worship and associated surface parking. Further to the north, along Main Street are a several low- to high-rise apartment dwellings, local commercial uses and single and semi-detached dwelling units. Most of these lands are zoned Traditional Mainstreet, Subzone 7, with the exception of the low-rise apartment block that fronts onto Evelyn Avenue, which is zoned R3Q.
- / **East:** To the east of the subject property are numerous residential properties along Springhurst and Evelyn Avenue. The dwellings east of the subject property include single and semi-detached dwellings. Further east is Springhurst Park, along with several high-rise residential buildings, and the Rideau River.

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- / **South:** Directly south of the subject property is the mixed-use 'Corners on Main' development by Domicile Developments, the project includes ground-oriented commercial uses with residential uses above. The first phase has been constructed, while the second phase (fronting onto Main Street) will be constructed in the near future. Further south is the Greystone Village master-planned community, as part of the redevelopment of the Oblates lands. This development includes a mix of residential tenures and open spaces. Further to the south is Saint Paul University.
  
  - / **West:** Located to the west of the subject property is Immaculata High School, a Ottawa Catholic District School Board high school, with associated sports fields and surface parking. To the north-west of the property are a variety of other institutional uses, such as: the Riverside Montessori Pre-School; the Church of the Ascension; Canadian Martyrs Parish; and, the St. Nicholas Adult High School.



## 2.3 Site Photos



Figure 2: Aerial view of subject property looking north (Approximate location outlined in orange)



Figure 3: Aerial view of subject property looking south-west (Approximate location outlined in orange)





Figure 4: View of subject property looking south-east from Main Street



Figure 5: View of subject property looking north from the corner of Main Street and Springhurst Avenue





Figure 6: View of subject property looking north from Springhurst Avenue

## 2.4 Public Transit

As shown in Figure 7 below, the subject property is well-served by public transit being located in close proximity to a variety of transit stops. Upon completion of Stage 1 of LRT in early 2019, the site will be in proximity to transit routes that will connect to the Lees and Hurdman Transit Stations. Lastly, existing bus transit offers efficient and frequent transit services east and west along Hawthorne Street and Lees Avenue.

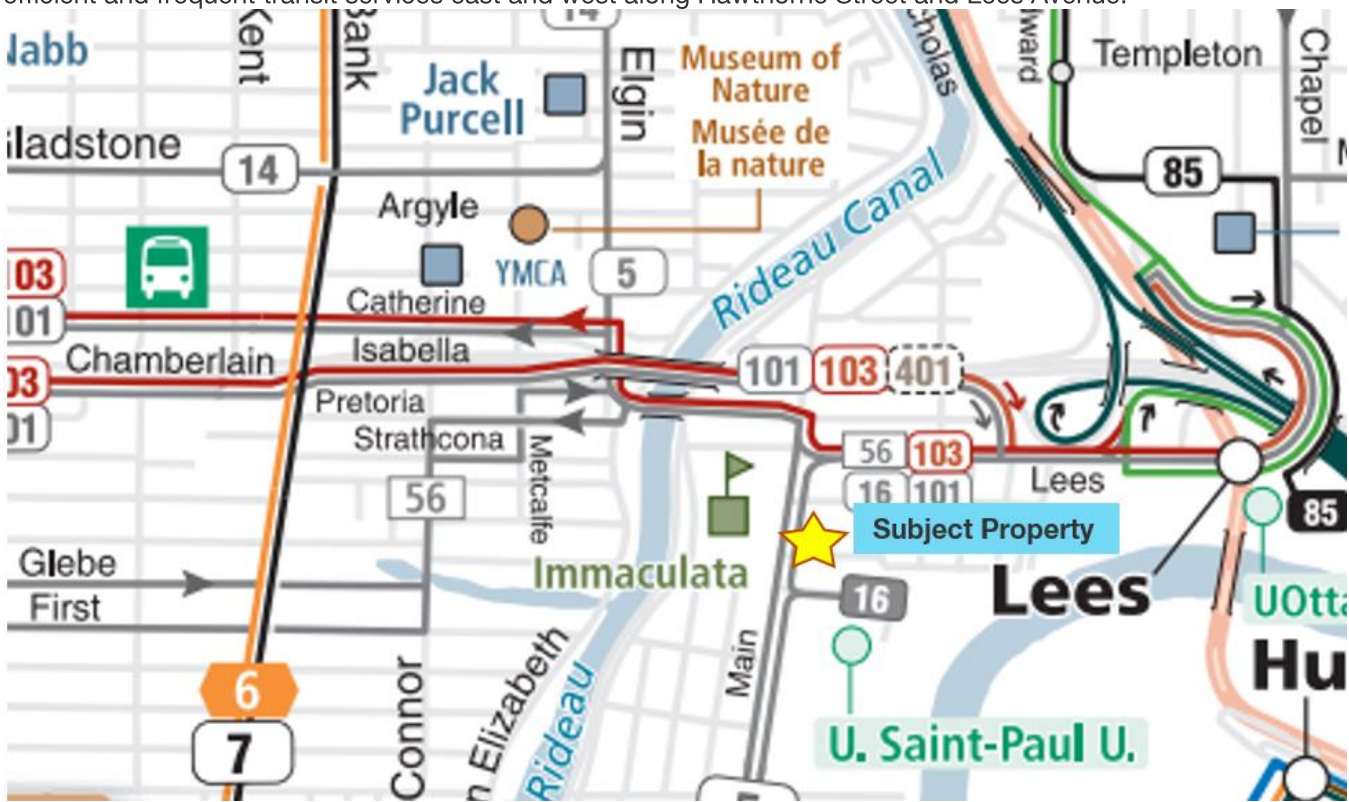


Figure 7: OC Transpo Transit Map

## 2.5 Urban Road Network

The subject property is well served by the existing road network. As shown in Figure 8, the property fronts onto Main Street, an arterial road. The property is in close proximity to other arterials, including Hawthorne Street and Lees Avenue. These roads are designed to carry large volumes of traffic over large distances. In addition, the subject property is in proximity to Ontario Highway 417, the major east-west highway crossing the City.

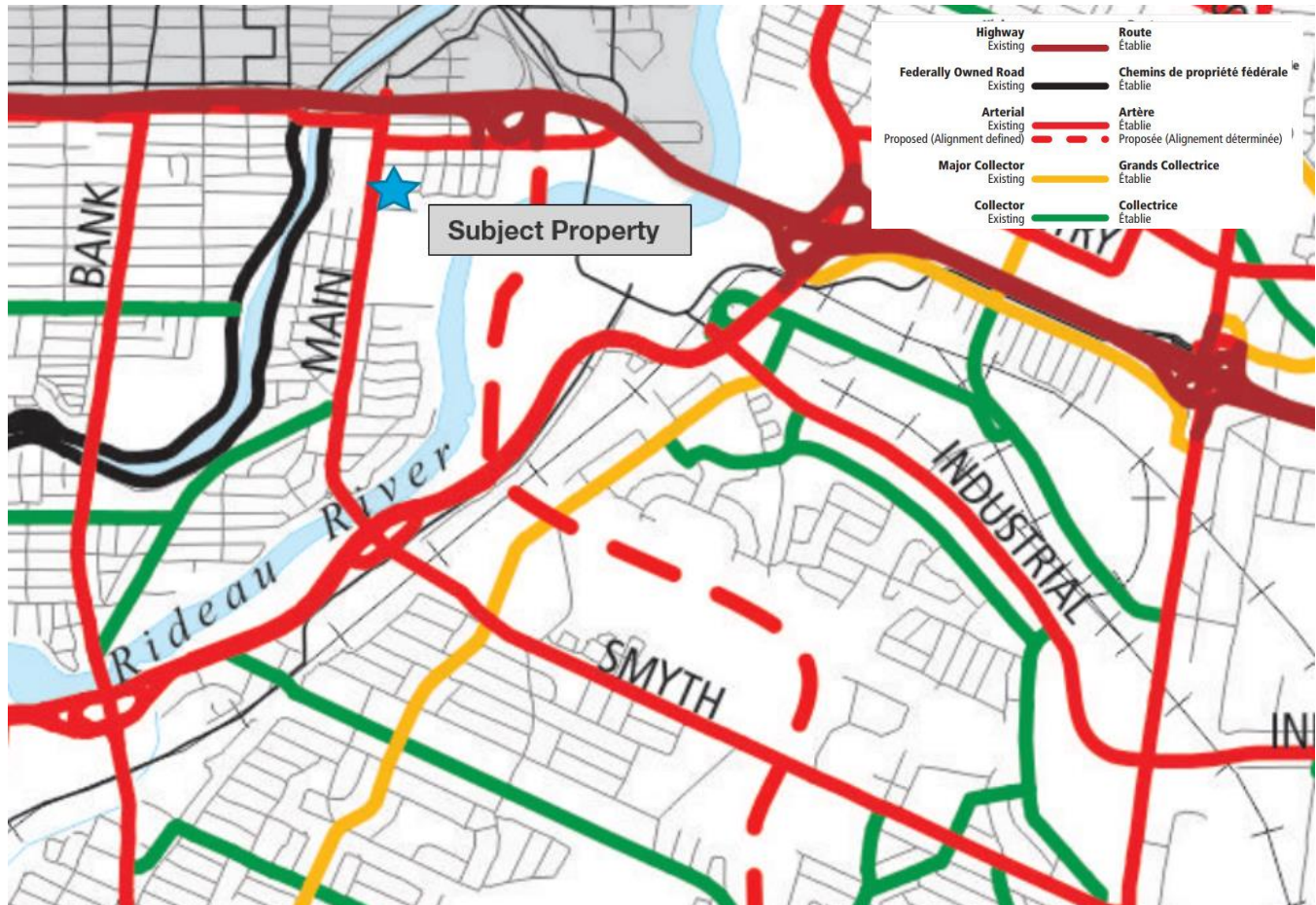


Figure 8: Schedule E of the Official Plan - Urban Road Network



# 3.0 DEVELOPMENT PROPOSAL

The Properties Group has submitted a Site Plan Control application to permit the development of a 5-storey mixed-use building on the subject property. The mixed-use building will be comprised of four (4) commercial units on the ground floor and 46 residential units above. The design has been modified from the original Site Plan Approved design.



Figure 9: Architectural Rendering of proposed building

The proposed development consists of a 3,302.3-square metre, five (5) storey building with commercial units on the ground floor, and four (4) floors of residential units above. The condominium building will include a mix of one (1) and two (2) bedroom apartments for a total of 46 units with rooftop amenity space. The building supports and will contribute to an active frontage along Main Street, with glazing and articulation of building façade, while the 5<sup>th</sup> floor will be stepped back 1.8m from the building edge.

The proposed mixed-use building features a separate apartment entry away from Main Street, along Springhurst Avenue. Access to the residential parking spaces will also be located along Springhurst Avenue, leading to an automated parking system providing 38 spaces to accommodate the development, as shown on the Site Plan. The proposed building orientation is consistent with the intent of the Tradition Mainstreet designation, ensuring that there is an active street edge along with compact-mixed use developments.



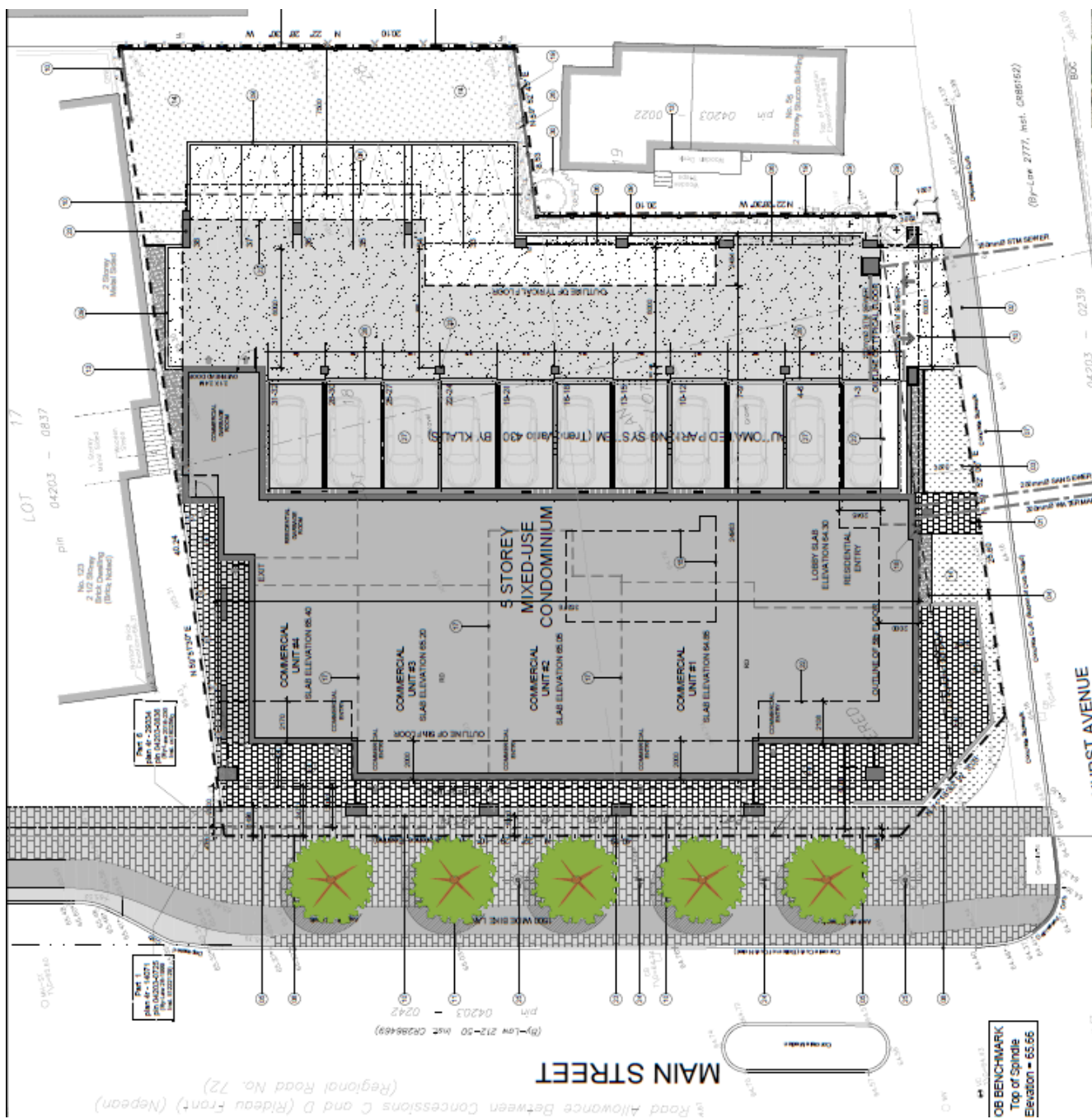


Figure 10: Site Plan

The proposed building replaces a vacant lot along the Traditional Main Street. As a result, the development will improve the public realm along Main Street by creating an active street edge with a built form consistent with the City’s policy directions. The proposal will support the neighbourhood by contributing to a wide mix of uses and acting as a transition towards the Corners on Main development as well as Greystone Village and other residential intensification projects along the Main Street Traditional Mainstreet.

## 4.1 Introduction

The Design Brief has been prepared in conjunction with the Planning Rationale to help illustrate how the development will work with its existing and planned context, improve its surroundings and also to demonstrate how the proposal supports the overall goals of the Official Plan and the relevant design guidelines. The following design analysis has a dual function: to assist the owners in substantiating the design justification in support of the proposal, and to assist staff and the public in the review of the proposal.

Section 2.5.1 of the City of Ottawa Official Plan, provides high-level policy direction on Urban Design and Compatibility. Generally speaking, urban design deals with details relating to how buildings, landscapes and adjacent public spaces look and function together. There are various design objectives to meet and to apply to all new designs and these considerations act as a stimulus for the development proponent to further the City's design objectives.

Built form was identified as a key design consideration by the City of Ottawa and, therefore, the proponent has responded by integrating the following design objective and principles of Section 2.5.1., including:

- / To create distinctive places and to appreciate local identity in patterns of development, landscape and culture;
- / To reflect a thorough and sensitive understanding of place, context and setting;
- / The recognition that every building is part of a greater whole that contributes to the overall coherency of the urban fabric;
- / To encourage a continuity of street frontage by infilling empty spaces between buildings and the building and the street edge;
- / To address the relationship between buildings and between buildings and the street;
- / The integration of the new development to complement and enliven the surroundings;
- / To complement the massing patterns, rhythm, character, and context;
- / To achieve a more compact urban form over time; and
- / To maximize opportunities for sustainable modes of transportation, including walking, cycling and transit;

As noted in the City's Official Plan, there are many ways to achieve the design policies, objectives and principles in the Plan. The following provides a design analysis and narrative on how the proposed mid-rise infill building has been shaped in response to the local context and the existing site conditions.

## 4.2 Building Transition and Massing

The proposed building's massing has been shaped to respect and reflect the surrounding context and planned function of the area as a Traditional Mainstreet. The proposed building's height is five (5) storeys with a maximum height of 19.3 metres and features a four (4) storey podium with a 1.8 to 2.10 metre step-back on the west and south of the 5<sup>th</sup> floor. The building includes balconies on the west, east and south sides of the building from the 2<sup>nd</sup> to the 4<sup>th</sup> storeys, with additional rooftop amenity space on the 5<sup>th</sup> storey. The massing and design of the building is sensitive relative to the residential building south of the building (Corners on Main) and the residential neighbourhood to the east of the building. Privacy issues have been addressed through adequate landscaping and in the design of the balconies and amenity space. The balconies are all designed to not be intrusive to abutting dwelling units, as well as provide adequate noise mitigation for dwelling units facing Main Street. The rooftop amenity space has been stepped back from the east side of the building, providing more privacy to dwellings along Springhurst Avenue.

The front façade of the building along Main Street features entrances to all four (4) commercial units, whereas the entrance to the residential uses is located along Springhurst Avenue. The south side of the façade includes

an access for the automated parking and surface parking spaces, along with the entrance for the residential development. The east façade includes residential balconies and entrances to the parking spaces, as well as associated surface parking.



Figure 11: West elevation of the building (view from Main Street)



Figure 12: East elevation of building (rear of building)



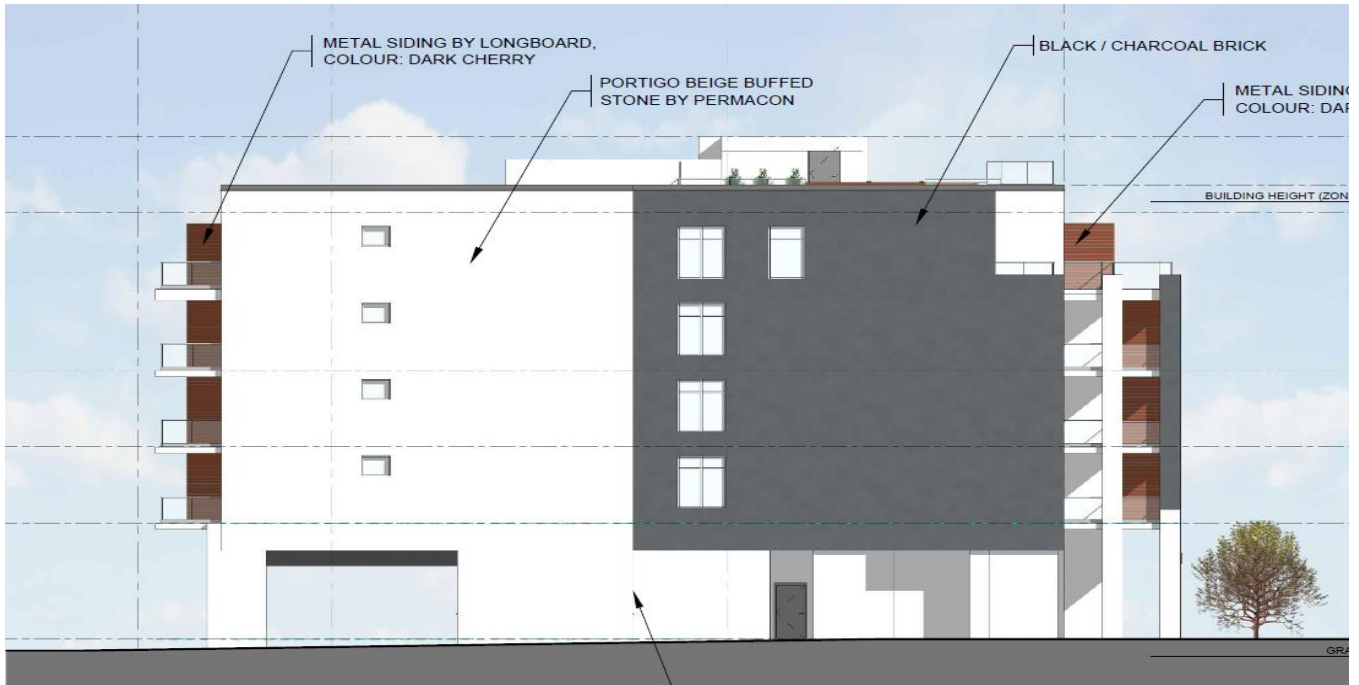


Figure 13: North elevation of proposed development

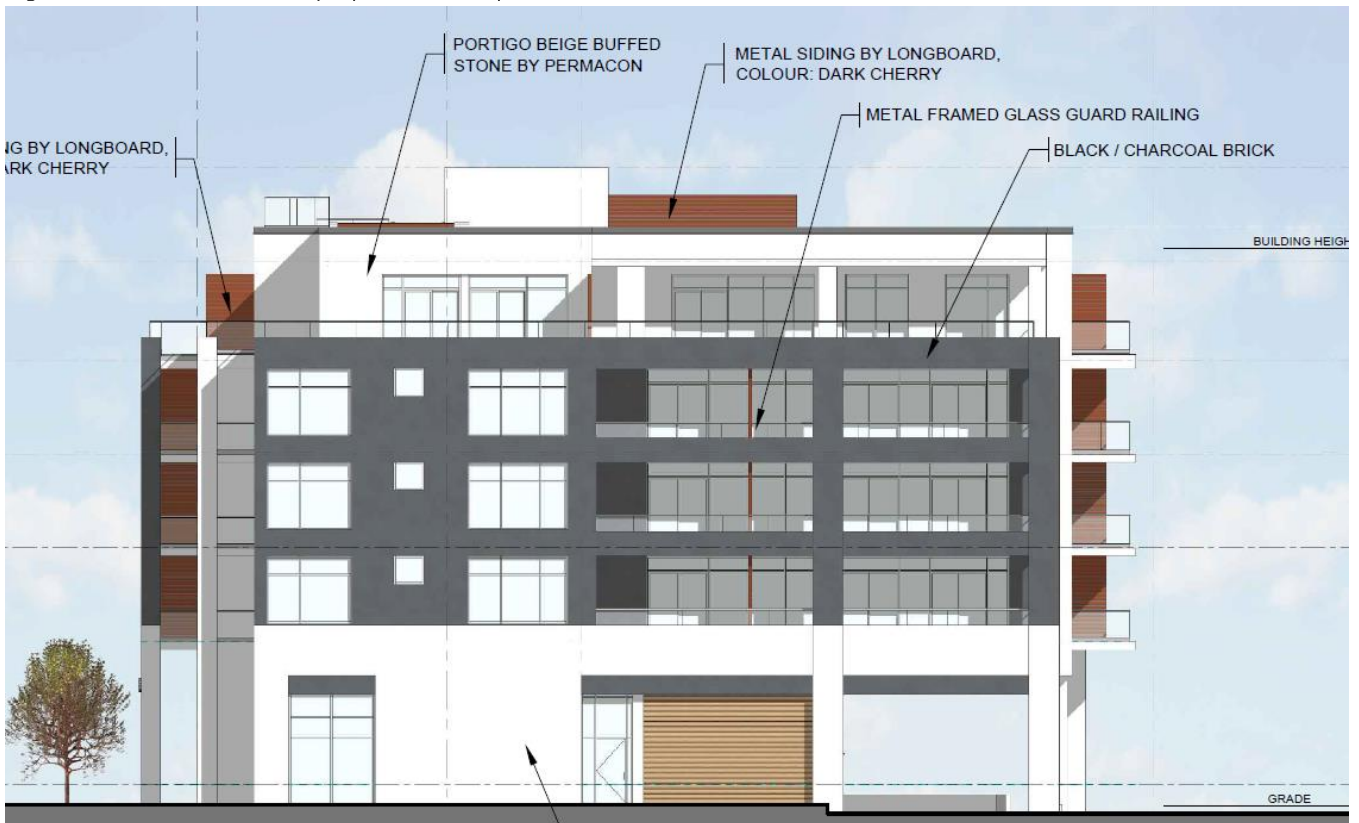


Figure 14: South elevation of proposed development (view from Springhurst Ave)

## 4.3 Streetscape and Public Realm

### 4.3.1 Streetscape



Figure 15: 3D Rendering of the proposed building

The proposed development includes improvements along the public right-of-way, improving the Main Street public realm. The recently constructed dedicated bike lane and trees between the sidewalk and the right of way are to be maintained. The landscaping along the public realm will enhance the sidewalk by providing a wider and more attractive sidewalk with active commercial entrances with generous glazing will create a more enjoyable pedestrian realm. The building's articulation also provides visual interest at both the street-level and from a distance, while also providing shelter to pedestrians from inclement weather.

Further greening along Springhurst Avenue will contribute to an improved streetscape, enhancing the pedestrian realm along the right-of-way. The design of the access/egress to parking garage has been located away from the Traditional Mainstreet, avoiding any interruptions in the active frontage, creating a more appealing pedestrian environment with less opportunity for pedestrian/vehicular conflicts.

#### 4.3.2 Relationship to the Public Realm

The first four (4) storeys along Main Street and Springhurst Avenue maintains a low-profile built form that responds directly to the pedestrian experience at-grade, reinforcing the policy direction and goals of the Traditional Mainstreet designation. The relationship with the public realm is further supported through the building step-back at the 5<sup>th</sup> storey, assuring the building height respects the scale of the area. The fenestration included throughout the building, but particularly at-grade, reinforces 'eyes on the street' and safety for pedestrians moving through the area. The building has been designed to reinforce the street-edge, but to also contribute to the character of the area by mimicking similar architectural styles employed by the future Greystone Village and Corners on Main.



Figure 16: Architectural Rendering: View from the corner of Main Street and Springhurst Avenue





Figure 17: Architectural Rendering: View from Springhurst Avenue



Figure 18: Architectural Rendering: View of East and North Elevation

Overall, the building responds to the existing context of the public realm as well as surrounding properties and reinforces the goals of the Traditional Mainstreet designation by animating Main Street, filling a vacant and underutilized lot. The design along Springhurst Avenue will contribute to a low-impact streetscape to transition into the residential neighbourhood.

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### **4.3.3 Materiality**

With regards to materiality, the building is primarily composed of grey stone, with charcoal brick articulation, metal siding accents and glazing on store-fronts and as a balcony guard railing. The façade along Main Street is heavily fenestrated to create a positive relationship between the building and the streetscape.





## 4.4 Shadow Analysis

The following shadow analysis illustrates the shadowing impact of the proposed building and design:

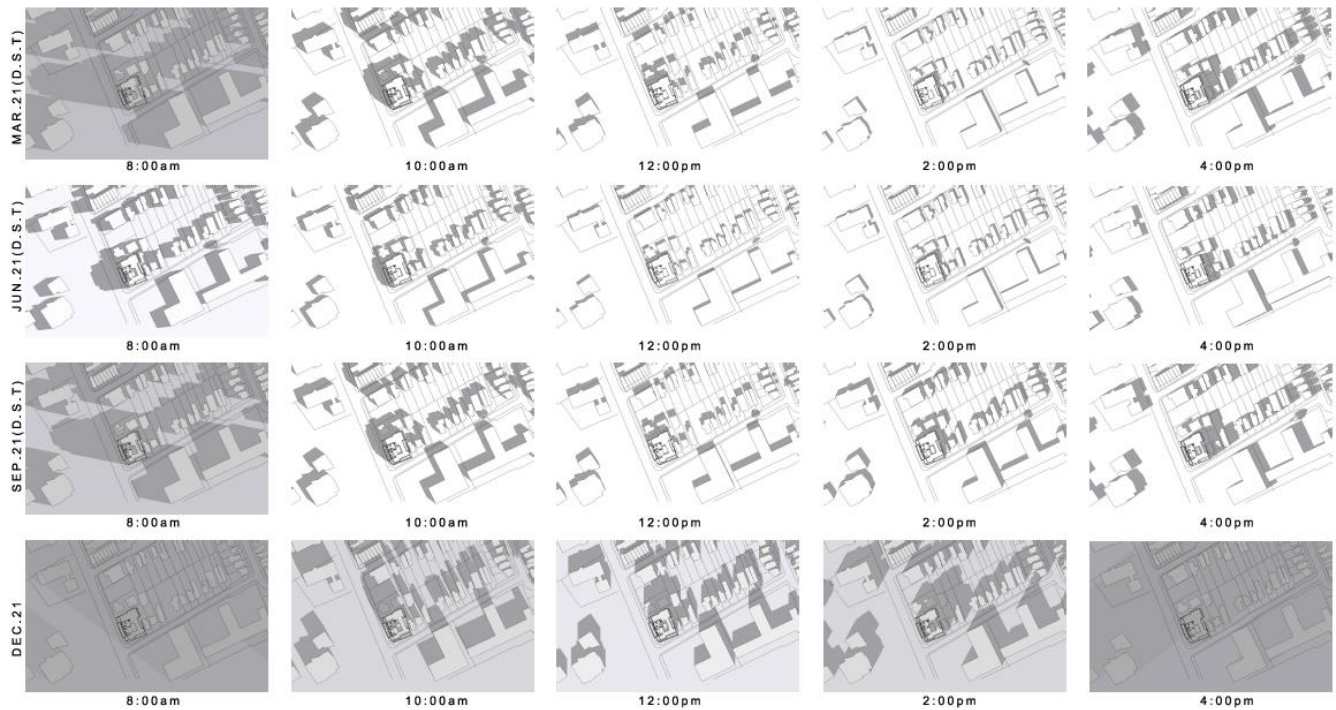


Figure 20: Shadow Analysis for 129 Main Street

## POLICY AND REGULATORY FRAMEWORK

### 5.1 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-effective 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 land use pattern within a settlement area that has densities and a mix of uses which efficiently use land and resources and that is appropriate for, and efficiently uses, the infrastructure and public service facilities which are planned or available [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. It proposes an efficient, cost-effective pattern of development, capitalizes on an intensification opportunity within the City, and anticipates future needs of the community in which it is located. This site possesses significant development potential in an area where infrastructure and public service facilities are available and have capacity.**

### 5.2 City of Ottawa Official Plan (2003, as amended)

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 Official 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.

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

### 5.2.1 Section 2.2.2 – Managing Growth within the Urban Areas

The City anticipates that approximately ninety (90) percent of the growth in population, jobs and housing will be accommodated within the General Urban Area. The City aims to direct growth to locations with significant development potential, specifically those designated as Mainstreets and ensures that a high-quality built environment is compatible with the existing and planned urban context. Furthermore, this section of the Official Plan ensures that areas subject to intensification promotes environmentally focused developments that encourage a healthy lifestyle through walkability and accessibility.

The policies in Section 2.2.2 deal 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. Consequently, it is the intent of the Plan that intensification continues to focus on nodes and corridors including Mainstreets, which are to act as primary service corridors, meeting places, and residences that support the public transit system, to create a community focus that allows for minimized travel times and minimized disruption to existing stable low-profile neighbourhoods.

The City of Ottawa Official Plan policies supports residential intensification of a property that results in a net increase in residential units, including:

- / Redevelopment of Brownfield sites;
- / The development of underutilized lots within previously developed areas;
- / Infill development; and
- / The conversion of existing industrial buildings for residential uses.

**The Official Plan policies of Section 2.2.2 deal 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. Overall, the proposed development conforms to the policies set out in Section 2.2.2 of the Official Plan as site's location in proximity of a large number of amenities and transit supports this infill opportunity.**

**The proposed use conforms to the intent of the policies set out in Section 2.2.2 of the Official Plan by contributing to a mix of housing types and tenures to target areas of intensification. Furthermore, the proposed use is located on an underutilized lot on a Traditional Mainstreet and is intending to develop a compact building form that promotes and enhances the walkability of the Traditional Mainstreet and enhancing the community character.**

### 5.2.2 Section 2.5.1 – Building Liveable Communities: Urban Design and Compatibility



Various design objectives are outlined in Section 2.5.1 to guide development. The following objectives and principles are the most relevant to the proposed development:

- / To enhance the sense of community by creating and maintaining places with their own distinct identity;
- / To define quality public and private spaces through development;
- / To create places that are safe, accessible and are easy to get to, and move through;
- / To ensure that new development respects the character of existing areas; and,
- / To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

**This section was examined more thoroughly in the design brief, however, as the subject property is located within a Design Priority Area, it is noteworthy to identify that the development will be subject to the Urban Design Review Panel (UDRP). The proposal conforms to the urban design objectives, respects the existing character of the area, while simultaneously enhancing the street at the pedestrian level and defining the street edge.**

### 5.2.3 Section 3.6.3 – Land Use Designation

The subject property is designated as Traditional Mainstreet on Schedule B – Urban Policy Plan. The Official Plan identifies the Mainstreet designation as streets that offer some of the most significant opportunities in the City for compact and pedestrian oriented forms of intensification. Mainstreets are identified as performing a dual role of providing adjoining neighbourhoods with a range of daily goods and services, while also serving the needs of others living beyond the neighbourhood boundaries. The following Traditional Mainstreet policies are of relevance to the proposed development:

**Policy 3** outlines a broad range of uses permitted on Traditional Mainstreets including retail and service commercial, office and residential uses. The policy promotes that these uses can be mixed in individual buildings.

**Policy 7** limits the use of surface parking adjacent to the street to avoid interrupting the continuity of the street edge, and specifically infill should ameliorate the pedestrian environment.

Redevelopment and infill are encouraged on Traditional Mainstreets as outlined in **Policy 8** to optimize the use of land through intensification in a building format that defines the street edge and provides direct pedestrian access to the sidewalk. The plan supports building heights of up to six (6) storeys on Traditional Mainstreets, while requiring a minimum height of two (2) storeys (**Policy 9**).

**The proposed development is consistent with the policies set out in the Traditional Mainstreet designation. Once developed, the subject property will accommodate a range of uses permitted by the Official Plan designation. Further, the proposal will redevelop and infill an existing underutilized property to better define the street edge and introduce pedestrian-oriented commercial uses with an active entrance and a generous amount of glazing along facing the public street. The proposed development is within the building height limits of six (6) storeys and is taller than the minimum requirement of two (2) storeys.**

### 5.2.4 Section 4.11 – Urban Design and Compatibility

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of residential infill and intensification. Similar to Section 2.5.1 of the Official Plan, Section 4.11 outlines a set of criteria that can be used to objectively measure the compatibility of a development proposal. The development can be evaluated in the following ways:

Compatibility Criteria	Proposed Development
Traffic	A Transportation Impact Assessment was prepared by Parsons at the time of the original application. The report analysed the existing conditions, including roadways, intersections, driveways, pedestrian and cycling facilities, transit services, existing volumes of traffic & collision records and other relevant information. As the driveway has not been moved, an updated report was not required. No traffic impacts are anticipated as part of this development.
Vehicular Access	Direct vehicular access to the subject property parking is located on Springhurst Avenue, a one-way east bound local road. Vehicular access will require a curb cut on the subject property and the proposed entrance will be visible from the street, thereby reducing any potential pedestrian-vehicle conflicts.
Parking Requirements	Based on the 46 residential units, the proposed residential development requires by by-law to provide 17 residential parking spaces and 3 visitor parking spaces, totalling 20 parking spaces. The proposal is providing 38 parking spots, exceeding the by-law requirements.
Outdoor Amenity Areas	<p>The proposed development is not anticipated to generate any adverse impacts on adjacent outdoor amenity areas. The balconies along the rear of the building are set back from the property line to mitigate any noise impacts. Balconies were not included on the part of the building closest to the abutting property at 55 Springhurst Ave. Stepbacks on the upper levels provide additional separation distances between the balconies and neighboring properties.</p> <p>Noise will be mitigated through landscaping at the ground level along with a 1.8m privacy fence along the property line.</p> <p>The total amenity area requirement is 276 m<sup>2</sup>, with the total communal amenity requirement totalling 138 m<sup>2</sup> (50% of the total amenity area). The proposal provides 800m<sup>2</sup> of public and private amenity area, with a total of 150m<sup>2</sup> of communal amenity both at grade and on the rooftop patio.</p> <p>The outdoor amenity area on the rooftop is located along the façade facing Main Street to avoid any overlook issues for the properties in the neighbouring residential community.</p>
Loading Areas, Service Areas and Outdoor Storage	The residential and commercial uses do not require a loading or service area. Outdoor storage is not proposed as part of this application. The building's service area is located at the basement level, and, a garbage/recycling area is located on the first floor of the building and is accessible by the residents and tenants of the commercial unit.
Lighting	Lighting will be designed and installed to provide a safe and secure environment while meeting the City's requirements and ensuing no undue adverse impacts on adjacent properties.
<b>Noise and Air Quality</b>	The Traffic Noise Study notes that certain parts of the building will require upgraded building components to mitigate noise levels from Main Street and Highway 417. In addition, warning clauses will be included in Purchase and Sale agreements due to the rooftop terrace and air conditioning systems.

	In terms of air quality, the proposed development is not expected to have any adverse effects on adjacent sensitive land uses.
Sunlight	As discussed in previous sections of this Report, there are no significant sun shadow impacts anticipated as a result of the proposed development.
Microclimate	No significant microclimate impacts are anticipated as a result of the proposed development.
Supporting Neighbourhood Services	<p>The proposed development is in close proximity to a range of existing parks and community amenities and services including a community centre, elementary schools, secondary schools and one (1) university all within approximately one (1) kilometre of the proposed development.</p> <p>The central location of the subject property makes it ideal for infill development, serving to strengthen existing neighbourhood services and even may contribute to new ones.</p>

Policy 4 of Section 4.11 promotes the use of buildings and landscaping to clearly define public spaces, while also contributing to a continuous building frontage to help frame the street edge and support a more pedestrian-friendly environment. The proposed development will infill a gap in the streetscape caused by a vacant lot. As a result, the proposal will properly define the street-edge with high quality design.

**The proposed development conforms to the City of Ottawa Official Plan and the policies therein. It meets the goals of the Traditional Mainstreet land use designation, adds infill housing that relates to existing community character, contributes to a liveable community, and is designed to be compatible with its surroundings.**

### 5.3 City of Ottawa Official Plan Amendment 150

In 2013, the City of Ottawa reviewed its Official Plan which resulted in numerous changes to policy references and to land use designations. Ottawa City Council adopted Official Plan Amendment (OPA) 150 to implement the changes in December 2013. The amendment was approved by the Ministry of Municipal Affairs and Housing (MMAH) in April 2014, with appeals. For the purposes of this Planning Rationale, the policies of the City of Ottawa Official Plan 2003 (Consolidated May 2013) have been reviewed and analyzed for the proposed development, as discussed above. In addition, the new policies of OPA 150 which are relevant to the proposed development have been taken into consideration, although they remain under appeal and not in full force and effect.

Policy changes to Section 3.6.3 states that Official Plan supports mid-rise building height of up to six (6) storeys on Traditional Mainstreets, unless a secondary plan states otherwise. The policy revisions further specify that building heights greater than six (6) storeys will only be permitted through a Secondary Plan.

While Section 2.5.1 remains relatively unchanged in OPA 150 except to provide more flexibility in how its objective are addressed, Section 4.11 has been modified with revised compatibility criteria.

These new objectives are listed and discussed in the following table:



Compatibility Criteria	Proposed Development
<b>Views</b>	The low-and mid profile nature of the proposed development will not impact any protected views. By contrast, the proposal will create new views.
<b>Building Design</b>	<p>The proposed development is providing a consistent street wall along Main Street, but the architectural articulation and stepbacks to the building façade helps to create visual interest and an appropriate building transition to the various building forms of the neighbourhood. The facade of the building has been designed to an appropriate height standard consistent with the character of the existing streetscape. Further, the building design at street level will improve the pedestrian realm and promote an active frontage along the Traditional Mainstreet.</p> <p>Architectural treatments such materiality, colours, projections have been carefully chosen to be compatible with its surroundings while contributing to high-quality design.</p>
<b>Massing and Scale</b>	<p>The proposed five (5) storey building is consistent with the height of the nearby buildings and the planned function of the Traditional Mainstreet. As noted throughout the report, the proposal provides an enhanced streetscape to this section of Main Street, supported by the neighbouring developments.</p> <p>The proposed development is designed for appropriate transition from a more built-up Traditional Mainstreet to a stable low-rise community. The stepbacks, materials and other building design elements ensure the building respects the surrounding planned context.</p>
<b>Outdoor Amenity Areas</b>	The proposed development will enhance the streetscape condition on Main Street with updated hard landscaping. The provided terraces and balconies are sensitively located to mitigate issues of overlook and privacy. Amenity areas for residents are being provided in balconies and rooftop patio.
<b>Design Priority Areas</b>	The site is located along the Main Street Traditional Mainstreet Design Priority Area. The proposal has been designed to meet high design standards while helping to define and improve this section of Main Street. The proposal will be subject to the Urban Design Review Panel as part of the Site Plan Control Application.

**While Section 2.5.1 remains largely unchanged in OPA 150 except to provide more flexibility in how its objectives are addressed, Section 4.11 has been significantly modified. As such, the above table assesses the proposed development with regards to the relevant policies of the revised Section 4.11.**

## 5.4 Old Ottawa East Community Design Plan and Secondary Plan

The Old Ottawa East Community Design Plan (CDP) was prepared in conjunction with the community of Old Ottawa East and formed the basis for the Old Ottawa East Secondary Plan. As a result, the CDP and Secondary Plan share many of the same policies and direction. The Old Ottawa East Secondary Plan is intended to supplement the City's Official Plan and be a guide for the long-term design and development of the community taking into consideration land use, urban design, zoning, transportation, existing street conditions, and compatibility of new development among others.

The Secondary Plan encompasses a planning area that is focused on Main Street and recognizes its status as the primary street within the community serving as the main commercial spine, but also includes the remainder of the inner-city neighbourhood. As a result, the plan provides a broad and integrated vision and guidance for the growth of the area over the next 20 years.

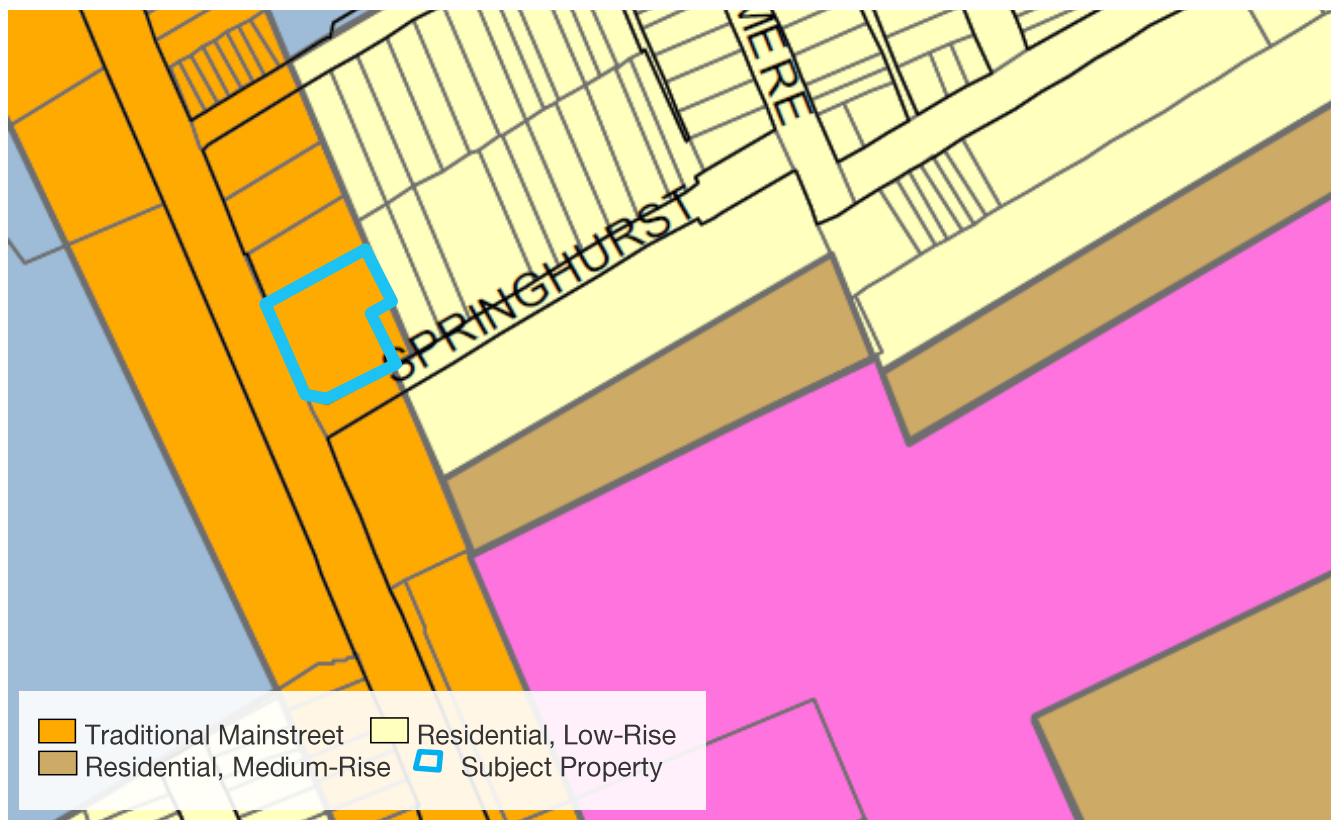


Figure 21: Land Use Plan from Old Ottawa East Secondary Plan

The subject property is subject to the “Traditional Mainstreet” land use designation in the Secondary Plan as demonstrated in the figure above. Within the Traditional Mainstreet designation, the maximum permitted building height is six (6) storeys and buildings are required to be setback from both the front and rear property lines above the fourth (4<sup>th</sup>) storey to mitigate impacts on the neighbours (Policy 10, Section 10.2.1).

Section 10.3.3 of the Secondary Plan sets out policies for developments on Main Street from Springhurst Ave. to Immaculata High School. Relevant policies include:

- / Achieve the intensification target while maintaining compatibility with the flanking lots within the adjacent residential neighbourhoods by adhering to the TM zone building envelope.
- / Improve the public realm, including streetscapes, parks and plazas relative to the potential level of intensification in this precinct of the Traditional Mainstreet.

The CDP identifies various design guidelines for Old Ottawa East in Section 4.14 to guide the look for development in the area. Guidelines for Main Street establish that retail frontage should be clearly defined, and the new retail should be designed in a way that would respect the early 20<sup>th</sup> century store front design, such as recessed entrances, display windows, building cornices and a sign band above the windows. The proposed

development, while not designing an exact replica of an early 20<sup>th</sup> century store front, mimics the design features explained above through recessed entrances, glazing and signage.

The CDP identifies intensification targets for Main Street of 200 dwelling units with a target density of 250 peoples and jobs per gross hectare.

**The proposed development will add 46 dwelling units and commercial units to the Main Street planning area, contributing to meeting the minimum density targets set out in the Secondary Plan for the subject lands.**

**The proposed development maintains the intent of the CDP and is consistent with the policies of the Secondary Plan. It accommodates a built form consistent with the land use designation maintaining a height of four (4) to six (6) storeys and follows the design guideline direction. Further, the base of the building has been set back from the property line along Main Street to provide space for widened sidewalks and an improved pedestrian realm along Main Street. The building also includes retail uses at the ground level along Main Street that will animate the pedestrian streetscape and provides opportunities for outdoor patio space along Main Street and Springhurst Avenue.**

## 5.5 Urban Design Guidelines for Development Along Traditional Mainstreets

The Urban Design Guidelines for Development along Traditional Mainstreets were approved by City Council in 2006 and were initiated to provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development along Traditional Mainstreets. Site specific context and conditions as well as Community Design Plans and other relevant planning studies were reviewed in conjunction with the following guidelines for all streets designated Traditional Mainstreet in the City of Ottawa's Official Plan. A high-level evaluation on how the guidelines have been applied to the proposed development is provided below:

- / Promotes development that will enhance and reinforce the recognized or planned scale and character of the street;
- / The development achieves high-quality built form and strengthen building continuity along Traditional Mainstreets and complements its surroundings;
- / The uses proposed are supportive of transit;
- / The building has been aligned with the average setback of adjacent buildings to create a visually continuous streetscape;
- / Minor wall variations in the building setback and alignment provides added interest to the streetscape to provide space for activities adjacent to the sidewalk;
- / The development uses clear windows and doors, to make the pedestrian level façade of walls facing the street highly transparent, and locates active pedestrian-oriented uses at-grade;
- / The upper floors of the development help to achieve a human scale and the building stepback will allow more light on the sidewalks;
- / Residential units are located above grade, providing shared entrances to residential units, which are clearly accessible from the street;
- / A number of indoor and outdoor bicycle parking spaces will be offered to residents to encourage active transportation;
- / Utility equipment is located out of view and on the rooftop; and,
- / Garbage enclosures are located away from the street.

**The proposed development is consistent with the above guidelines as the built form is in keeping with the planned scale and character of the Traditional Mainstreet. It is compatible with the surrounding uses as it is a mixed-use building with ground floor commercial uses, which fosters a more compact, pedestrian-**



oriented community. The building height and scale is similar to other buildings in the community and reflects the sites close proximity to transit and other amenities.

The proposed development generally meets the design direction provided in the Urban Design Guidelines for Development along Traditional Mainstreets.

## 5.6 City of Ottawa Zoning By-law (2008-250)



Figure 22: City of Ottawa Zoning By-law map (subject property outlined in blue)

The subject lands are currently zoned as Traditional Mainstreet, Subzone 7, Urban Exception 1839 (TM7 [1839]). The purpose of a TM zone is to:

- / Accommodate a broad range of uses including retail, service commercial, office, residential and institutional uses, including mixed-use buildings but excluding auto-related uses, in areas designated Traditional Mainstreet in the Official Plan;
- / Foster and promote compact, mixed-use, pedestrian-oriented development; and
- / Impose development standards that will ensure that street continuity, scale and character is maintained, and that the uses are compatible and complement surrounding land uses.

In Subzone 7 residential dwelling units or rooming units are the only residential uses permitted. Specific to the Subzone, residential uses are only permitted in a building containing one or more of the permitted non-residential uses.

The TM zone permits the following non-residential uses, not limited to:

- |                                      |                          |
|--------------------------------------|--------------------------|
| / bank                               | / retail store           |
| / personal service business          | / instructional facility |
| / recreational and athletic facility | / convenience store      |
| / restaurant                         | / post office            |
| / retail food store                  | / medical facility       |

Urban Exception 1839 adds the following conditions on the property:

- / a parking garage is only permitted below grade;
- / office uses are not permitted on the ground floor; and,
- / despite Table 197(c), the minimum front yard setback is 2 metres, and the maximum front yard setback is 3 metres subject to subsection 197(4)

The following table summarizes the site's compliance with the TM7 zone:

ZONING MECHANISM	TM7	PROVIDED	COMPLIANCE
<b>Min. Lot Area</b>	No minimum	1,414m	Yes
<b>Min. Lot Width</b>	No minimum	25.6m	Yes
<b>Min. Front Yard Setback</b> <b>Max. Front Yard Setback</b>	2m 3m	3m	Yes
<b>Max. Interior Side Yard Setback</b>	3m	0m	Yes
<b>Min. Rear Yard Setback</b>	Abutting a residential zone: 7.5m All Other: 0m	0m (TM Zone) 7.5m (R3 Zone)	Yes
<b>Max. Building Height</b>	20m, no more than 6 storeys	19.2m	Yes
<b>Min. Width of Landscaped Area</b>	Abutting a residential zone: 3m	<3m provided along the R3 zone.	Yes
	For other cases: No min.	Varies	Yes
<b>Upper-storey Stepbacks</b>	After 4 <sup>th</sup> : 2m from the Front and Corner side lot line	2m – Front Yard 2m – Corner Side Yard	Yes
<b>Parking</b>	Residential: 17 spaces Visitor: 3 spaces Commercial: 0 spaces	Residential: 35 Spaces Visitor: 3 Spaces	Yes
<b>Bicycle Parking</b>	Residential: 23 spaces Commercial: 2 spaces	Residential: 27 spaces Commercial: 10 spaces	Yes

While automated parking structures are a relatively new addition to the Zoning By-law, they need to comply to parking space standards set out in the By-law, however, do not require a drive aisle due to the nature of the use.

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In the case of the proposed development, parking spaces provided in the automated parking structures meet the parking requirements set out in the Zoning By-law.

As per the City of Ottawa By-law requirements, the balconies along the front of the building have been designed to meet the following performance standards:

<b>FEATURE</b>	<b>Maximum Size and Extent of Projection</b>	<b>PROVIDED</b>	<b>COMPLIANCE</b>
<b>Covered or uncovered balcony, porch, deck, platform and verandah, with a maximum of two enclosed sides, excluding those covered by canopies and awnings</b>	From the front yard and corner side yard – 2m, but no closer than 1m to a property line	Balconies located 1 metre or greater from the front and corner side yard property line.	Yes

**The proposed development meets all the applicable zoning provisions for this site and therefore complies with the intent of the City of Ottawa Zoning By-law.**



It is our professional land use planning opinion that the proposed Site Plan application represents good planning and in the public interest as follows:

- / The development proposal is consistent with the policies of the Provincial Policy Statement with respect to development within a settlement area. Specifically, the proposed development is located in established urban areas where services and infrastructure are readily available;
- / The proposed development conforms to the Official Plan policies for Traditional Mainstreets, particularly the respect to mixed use development and the creation of attractive streetscapes;
- / The proposal complies with the City's urban design and compatibility criteria established in Section 2.5.2 and 4.11 of the Official Plan including, but not limited to the provisions relating to outdoor amenity areas and supporting neighbourhood services;
- / The proposal conforms to the new policy direction set out in the Official Plan Amendment No. 150 with regards to land use, building design and compatibility;
- / The proposed uses and building design are contemplated in the Old Ottawa East Secondary Plan and Community Design Plan. The proposal is consistent with the policies and guide set out in both documents;
- / The proposed development maintains the intent of the Urban Design Guidelines for Development Along Traditional Mainstreets; and,

The proposed development meets the intent of the Zoning By-law and the provisions applicable to the site.



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