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## 393 McArthur Avenue

### Planning Rationale



Prepared for: Elite Homes Management Inc.

Engineering excellence.

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Liveable landscapes.

**393 McArthur Avenue**

**Ottawa, Ontario**

**Planning Rationale**

**in support of**

**Minor Zoning By-law Amendment &**

**Site Plan Control Applications**

Prepared For:

**Elite Homes Management Inc.**

Prepared By:

**NOVATECH**

Suite 200, 240 Michael Cowpland Drive  
Ottawa, Ontario  
K2M 1P6

June / 21 / 2022

Novatech File: 121085  
Ref: R-2022-082

June 21, 2022

City of Ottawa  
Planning, Real Estate and Economic Development Department  
110 Laurier Avenue West, 4<sup>th</sup> Floor  
Ottawa, ON, K1P 1J1

**Attention: Kimberley Baldwin, Planner II, Planning Services**

**Reference: Minor Zoning By-law Amendment and Site Plan Control Applications  
393 McArthur Avenue  
Our File No.: 121085**

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The following Planning Rationale has been prepared in support of a Minor Zoning By-law Amendment application and a Site Plan Control application to facilitate the development of the property at 393 McArthur Avenue (the "Subject Property"). 393 McArthur Avenue is legally described as Part of Lot 7, Concession JG, Part 1, Plan 5R12736, Vanier/Gloucester (PIN 042410135).

The Subject Property is designated Traditional Mainstreet on Schedule B of the City of Ottawa's 2003 Official Plan. The Subject Property is within the Inner Urban Transect, and designated Neighbourhood and Mainstreet Corridor on Schedule B2 of the 2021 Official Plan adopted by Council on November 24<sup>th</sup>, 2021. The Subject Property is within the Evolving Neighbourhood Overlay of the 2021 Official Plan. The property is zoned Traditional Mainstreet (TM) in the City of Ottawa's Zoning By-law 2008-250.

It is proposed to construct a six-storey mixed-use building on the Subject Property. The building will include 207 square metres of commercial space on the ground floor, and 66 apartment units. A one-level underground parking garage will provide 28 parking spaces for tenants. Three additional parallel parking spaces for visitors are proposed at grade in the rear yard. A terrace with common access is proposed on the roof of the building. The site will be accessed via a driveway along Belisle Street.

This Planning Rationale examines the location and context of the Subject Property, provides a description of the proposed development, details the proposed Zoning By-law Amendment, sets out the planning policy and regulatory framework of the site, and makes a recommendation on the Zoning By-law Amendment and proposed development.

Should you have any questions regarding any aspect of these applications please feel free to contact me at your earliest convenience.

Yours truly,

**NOVATECH**



Ryan Poulton, M.PL.  
Project Planner

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## 1.0 INTRODUCTION

Novatech has prepared this Planning Rationale in support of a Minor Zoning By-law Amendment application and a Site Plan Control application for the property at 393 McArthur Avenue (the “Subject Property”). The Subject Property is designated Traditional Mainstreet on Schedule B (Urban Policy Plan) of the City of Ottawa’s 2003 Official Plan. The Subject Property is within the Inner Urban Transect, is designated Neighbourhood and Mainstreet Corridor, and is within the Evolving Neighbourhood Overlay on Schedule B2 of the City of Ottawa’s 2021 Official Plan. The Subject Property is zoned Traditional Mainstreet (TM) in the City of Ottawa’s Zoning By-law 2008-250.

The Minor Zoning By-law Amendment and Site Plan Control applications will facilitate the development of a six-storey mixed-use building on the currently vacant lot. Requested site-specific zoning provisions are discussed in Section 4 of this Rationale.

This Planning Rationale will demonstrate that the proposed Minor Zoning By-law Amendment and development will:

- Be consistent with the policies of the Provincial Policy Statement (2014);
- Conform to the policies of the City of Ottawa 2003 Official Plan;
- Conform to the policies of the City of Ottawa 2021 Official Plan;
- Establish appropriate zoning standards for the Subject Property; and
- Be compatible with surrounding uses.

## 1.1 Description of Subject Property

393 McArthur Avenue is located in the Rideau – Vanier Ward (Ward 12) in the City of Ottawa, along the north side of McArthur Avenue (see Figure 1). The Subject Property is legally described as Part of Lot 7, Concession JG, Part 1, Plan 5R12736, Vanier/Gloucester (PIN 042410135). The property has an approximate area of 1,471 square metres, approximately 16.6 metres of frontage along McArthur Avenue, and approximately 63.2 metres of frontage along Belisle Street. The property is currently vacant.

**Figure 1. Aerial Photo of Subject Property**



## 1.2 Site Location and Community Context

**North:** North of the Subject Property along Belisle Street are low-rise apartment buildings and townhouse buildings. Belisle Street is a local residential street that is only accessible from McArthur Avenue. North of Belisle Street is a low-rise residential community.

**Figure 2. Residential Buildings along Belisle Street.**



**South:** South of the Subject Property are commercial buildings. South of McArthur Avenue is a low-rise residential community including a mix of apartment buildings and single-detached dwellings.

**Figure 3. Commercial Buildings along McArthur Avenue**



**East:** East of the Subject Property along McArthur Avenue is a mix of low-rise commercial and residential buildings. Further east near the intersection of McArthur Avenue and St-Laurent Boulevard are several automobile dealerships and a mid-rise apartment building.

**Figure 4. View east along McArthur Avenue**



**West:** Immediately West of the Subject Property is a two-storey strip-mall fronting onto McArthur Avenue. Robert E. Wilson Public School is northwest of the strip-mall and Subject Property.

**Figure 5. Robert E. Wilson Public School**





### 1.3 Linkages and Transportation Framework

393 McArthur Avenue is a corner lot with frontage along McArthur Avenue and Belisle Street. The Subject Property is northwest of the intersection of McArthur Avenue and Belisle Street. McArthur Avenue is designated Traditional Mainstreet on Schedule B of the 2003 Official Plan (see Figure 6). McArthur Avenue is designated a Mainstreet Corridor on Schedule B2 of the 2021 Official Plan (see Figure 7).

Figure 6. 2003 Official Plan Schedule B Excerpt

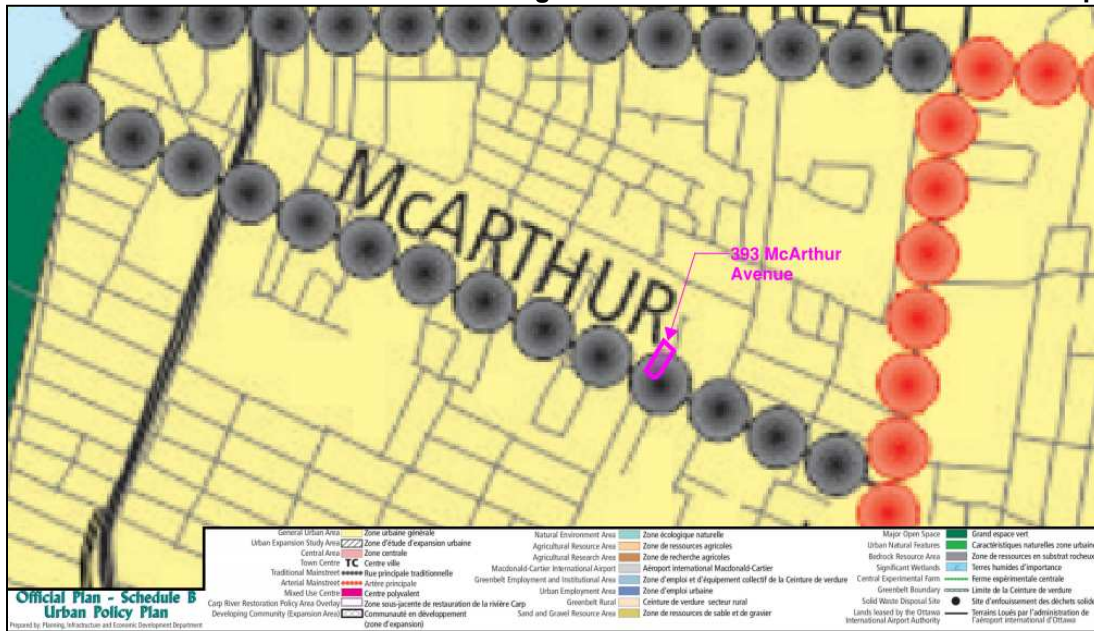
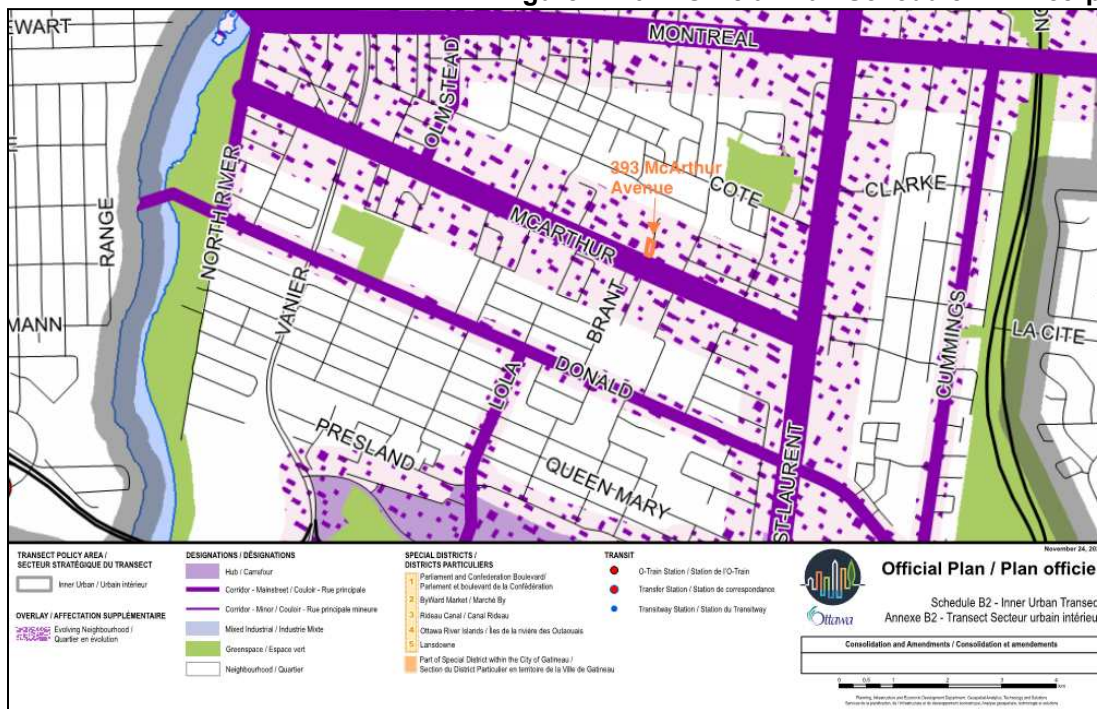


Figure 7. 2021 Official Plan Schedule B2 Excerpt



McArthur Avenue is designated an Arterial Road, and Belisle Street is shown as a local road on Schedule E of the 2003 Official Plan (see Figure 8). McArthur Avenue is designated Arterial – Existing, and Belisle Street is shown as a local road on Schedule C4 of the 2021 Official Plan (see Figure 9).

Figure 8. 2003 Official Plan Schedule E Excerpt

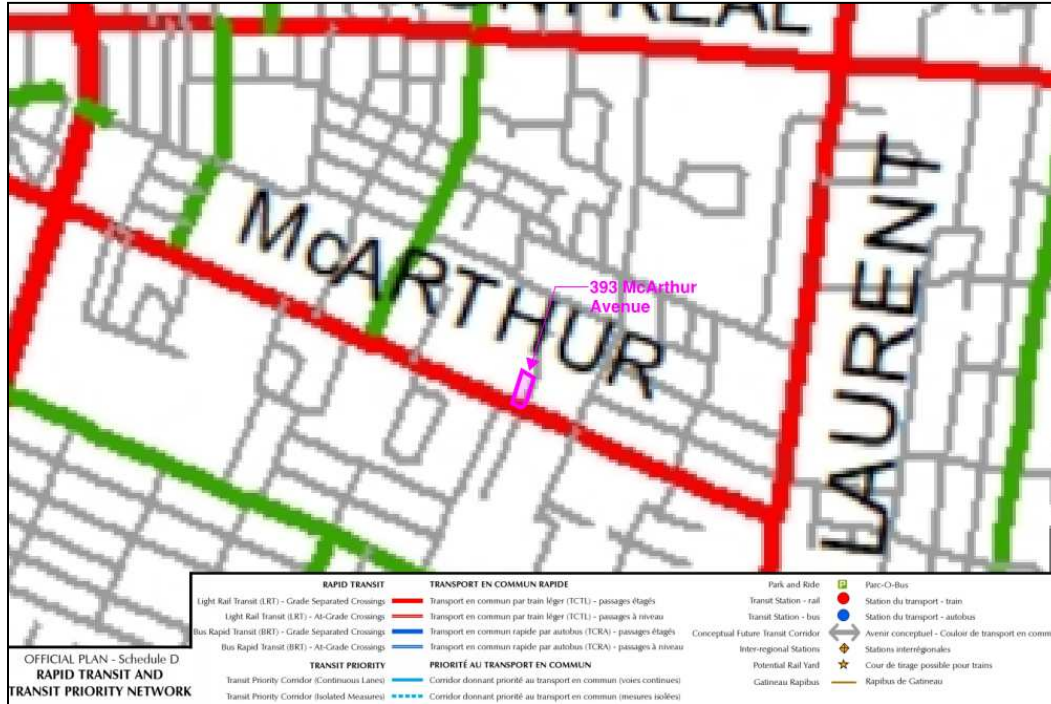


Figure 9. 2021 Official Plan Schedule C4 Excerpt



McArthur Avenue is a two-lane road with dedicated turning lanes at signalized intersections. There are dedicated bicycle lanes and public sidewalks along both sides of McArthur Avenue.

Belisle Street is a two-lane residential road with no exit. There is a layby adjacent to the Subject Property on the west side of Belisle Street. There is no public sidewalk along Belisle Street.

McArthur Avenue is designated Transit Priority Corridor (isolated measures) on Schedule D of the 2003 Official Plan (see Figure 10). McArthur Avenue is designated Transit Priority Corridor on Schedule C2 – Transit Network Ultimate of the 2021 Official Plan (see Figure 11).

Bus stop number 7066 encroaches onto the Subject Property. This bus stop includes a concrete pad, bus shelter, and a garbage and recycling receptacle. Route 14 St-Laurent to Tunney’s Pasture provides 15-minute bus service to the Subject Property. The Subject Property has convenient access to public transportation.

Figure 10. 2003 Official Plan Schedule D Excerpt

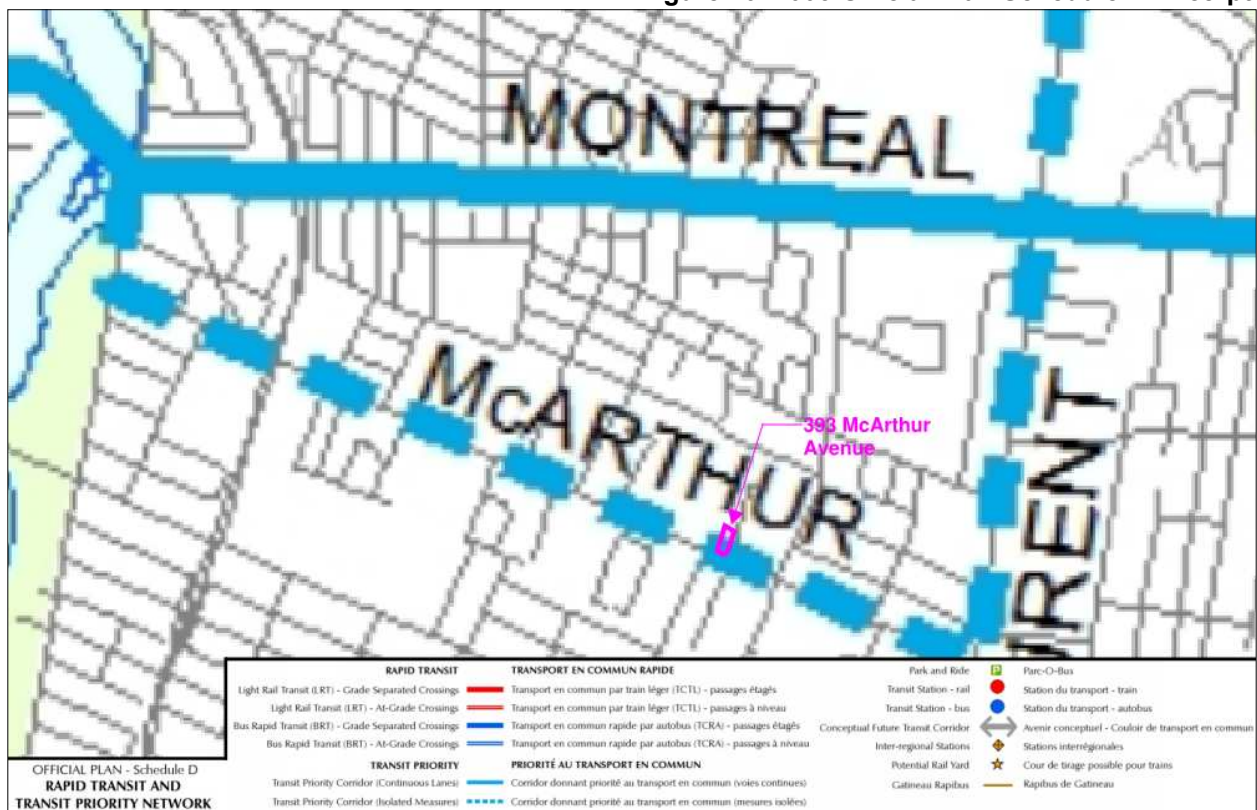


Figure 11. 2021 Official Plan Schedule C2 Excerpt



## 2.0 PROPOSED DEVELOPMENT

The proposal is to develop the property to accommodate a six-storey mixed-use building (see Figure 12). An 11x17 copy of the Site Plan is attached as Appendix A. Sixty-six apartment units, and three commercial units are proposed within the building. A driveway is proposed off Belisle Street that provides access to three at-grade visitor parking spaces in the rear yard, and an underground parking garage including 28 parking spaces for tenants. A total of 31 parking spaces are proposed on the property.

An existing lay-by is located adjacent to the Subject Property along Belisle Street. This lay-by is proposed to be maintained to serve as a drop-off location for people and deliveries to the apartments and commercial units.

Figure 12. Site Plan Excerpt



The commercial units are located at grade and are accessible from the public sidewalk (see Figure 13). Private balconies are proposed for specific residential units on the upper floors of the building. The fifth and sixth floors of the building are stepped back from the eastern façade. The fifth floor step-back creates an opportunity to provide balconies for most apartment units on the fifth floor. A private rooftop terrace is proposed for use by residents of the building. The façades of the building are proposed to be a mix of masonry and cement siding.

Figure 13. Elevations Excerpt



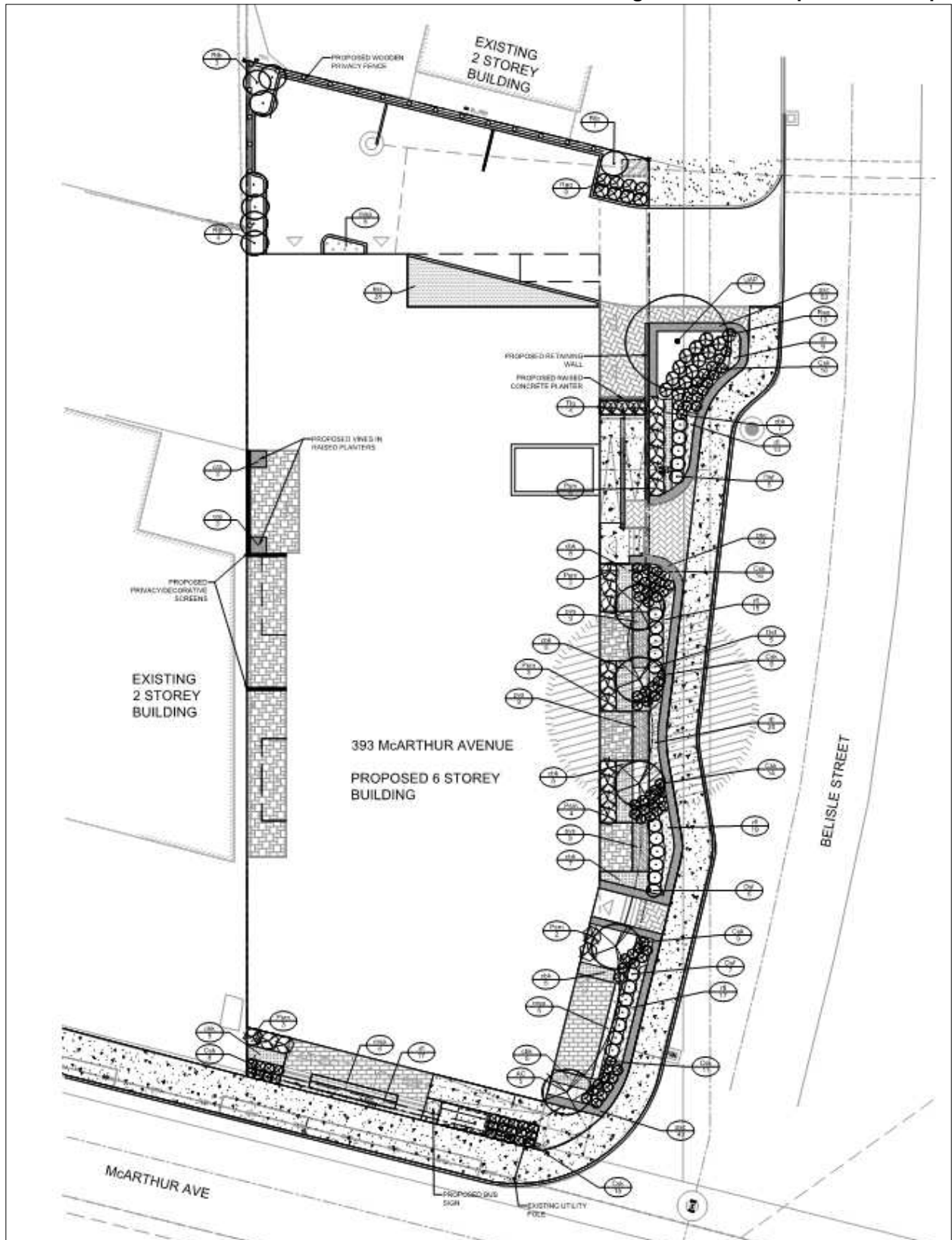
The public sidewalk is proposed to be extended along Belisle Street (see Figure 14). Two pedestrian entrances are proposed facing Belisle Street that provide access to the residential area of the building. The five ground-floor apartment units and one commercial unit have access to at-grade private patios. Patios along Belisle Street are separated from the public sidewalk by trees, shrubs, and soft landscaping. A 1.8 metre opaque privacy fence is proposed along the northern property line.

The front yard landscaping has been designed to facilitate easy pedestrian access to the entrances of the commercial units fronting onto McArthur Avenue. A concrete ramp and concrete steps lead to a landing constructed of pavers. Three plantings including shrubs, perennials, and ornamental grasses are also located in the front yard.

The existing bus stop encroaching onto the Subject Property is proposed to be moved east to a location that does not conflict with pedestrian access to the building. The new location is easily accessible from the public sidewalk.

Canopies are proposed in both the front yard and corner side yard. These canopies provide weather protection to accessibility ramps and landings at entrances to the building. The front yard canopy also provides weather protection for the relocated bus stop.

Figure 14. Landscape Plan Excerpt



### 3.0 PROPOSED ZONING BY-LAW AMENDMENT

393 McArthur Avenue is zoned Traditional Mainstreet (TM) in the City of Ottawa's Zoning By-law 2008-250 (the Zoning By-law). Section 197 sets out provisions for the TM zone. The proposed development will not be in conformity with all provisions of the Zoning By-law. The following site-specific zoning provisions are requested through the Zoning By-law Amendment application:

#### **Proposed Site-specific Provisions**

- Minimum corner side yard setback is 0.77 metres.
- Table 197 Row (g)(ii)(2) does not apply.
- Minimum width of a landscaped area abutting a residential zone is 0.5 metres where a minimum 1.8 metre high opaque fence is provided.
- No active entrance required to be in the front façade facing the main street for a residential use on the ground floor.
- Despite the requirements of Table 65, canopies are permitted to project up to the entire depth of a front or corner side yard, but not closer than 0.2 metres to a lot line.
- Despite the requirements of Table 102, only three visitor parking spaces are required for a mixed-use building.

The proposed mixed-use building is within 0.77 metres of the corner sight triangle (considered a corner lot line) at the intersection of McArthur Avenue and Belisle Street. Relief is required for a reduced setback of 0.77 metres from the corner sight triangle. The rest of the building is setback the required three metres from the corner lot line along Belisle Street.

Table 197 Row (g)(ii)(2) requires a building be setback a minimum of two metres more than the provided setback from the front lot line and the corner lot line at and above the fourth floor or 15 metres, whichever is lesser. The proposed mixed-use building is setback an additional two metres at the fifth floor from the façade of the building facing Belisle Street. No additional setback is provided at the fifth floor from the façade facing McArthur Avenue. Relief is required so that Table 197 Row (g)(ii)(2) will not apply to the proposed development.

The TM zone requires a minimum width of landscaped area of three metres where a property abuts a residential zone. The minimum width of landscaped area can be reduced to one metre where a minimum 1.4-metre-high opaque fence is provided. The property to the north of the Subject Property along Belisle Street is zoned residential. The proposed development includes a 0.5 metre landscaped area between rear yard parking spaces and the rear lot line. A 1.8 metre opaque privacy fence is proposed to screen the parking spaces from the residential property to the north. Relief is required to permit a reduced width of landscaped area abutting a residential zone.

Provision 13 of Section 197 of the Zoning By-law requires each residential and non-residential use occupying any part of the ground floor to have at least one active entrance in the façade facing the main street. The proposed development includes one active entrance in the front façade for each commercial unit facing McArthur Avenue. The residential areas of the mixed-use building are accessed via two entrances in the façade of the building facing Belisle Street. Relief is required to require no active entrance in the façade of the building facing the main street for a residential use on the ground floor.



Canopies are permitted to project half of the depth of front yard or corner side yard, but not closer than 0.6 metres from a lot line. Canopies are proposed in both the front and corner side yard. These canopies provide weather protection to accessibility ramps and landings at commercial entrances and the principle residential entrance to the building. The canopy in the front yard also provides weather protection to the relocated bus stop in the front yard. To provide adequate weather protection, relief is required to permit the canopies to project most of the depth of the front and corner side yards, and to within 0.2 metres of a lot line.

The provisions of Part 4 of the Zoning By-law require 5 visitor parking spaces in support of the proposed mixed-use building. Three visitor parking spaces are proposed at-grade in the rear yard. Relief is required to permit the provision of three visitor parking spaces for a mixed-use building on the Subject Property.

The proposed Zoning By-law Amendment does not seek to change the underlying Traditional Mainstreet zone of the Subject Property. The requested site-specific zoning provisions are considered appropriate for the Subject Property. Processing of a Zoning By-law Amendment application includes a review by various agencies and will require a statutory public meeting. Proposed wording for the Zoning By-law Amendment is attached as Appendix B.

## 4.0 PLANNING POLICY AND REGULATORY FRAMEWORK

### 4.1 Provincial Policy Statement

The Provincial Policy Statement, 2020 provides policy direction on land use planning and development matters of provincial interest. The PPS was issued under the authority of Section 3 of the Planning Act and came into effect on May 1, 2020. All decisions affecting planning matters “*Shall be consistent with*” policies issued under Section 3 of the Planning Act.

Section 1.1 of the PPS sets out policies for managing and directing land use to achieve efficient and resilient development and land use patterns. Policy 1.1.1 states:

*“Healthy, liveable and safe communities are sustained by:*

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;”*

The PPS defines “*intensification*” as:

*“the development of a property, site or area at a higher density than currently exists through:*

- a) redevelopment, including the reuse of brownfield sites;*
- b) the development of vacant and/or underutilized lots within previously developed areas;*
- c) infill development; and*
- d) the expansion or conversion of existing buildings”*

The proposed mixed-use building at 393 McArthur Avenue will provide a mix of commercial units and residential apartment units on a currently vacant lot. The proposed development is considered intensification. The mixed-use building includes uses that support the economic wellbeing of the area and adds to the mix of residential uses in the community. The commercial units will have direct access to the public sidewalk along McArthur Avenue. Residential access to the building is proposed from pathways that connect to a new sidewalk along Belisle Street.

Section 1.1.3 of the PPS sets out policies for settlement areas. The Subject Property is within the Urban Settlement Area of Ottawa. Policy 1.1.3.1 of the PPS states: *“Settlement areas shall be the focus of growth and development.”* Policy 1.1.3.2 states:

*“Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) Prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed; and*
- g) are freight-supportive.”*

The proposed mixed-use building will efficiently use the Subject Property to accommodate a mix of commercial and residential units. The proposed mix of uses will efficiently use infrastructure and public service facilities near the Subject Property. The proposed development supports active transportation by extending the public sidewalk along Belisle Street, and by providing 35 bicycle parking spaces at-grade on the ground floor of the building. The proposed development is transit-supportive by relocating an existing bus stop that encroaches onto the property to a location in the front yard that does not conflict with pedestrian access to the building.

Policy 1.1.3.3 states:

*“Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.”*

The development of a vacant lot is considered intensification. The proposed development will add to the supply of housing options through intensification of a vacant lot. The Subject Property is adjacent to isolated bicycle lanes along McArthur Avenue, and has direct access to a bus stop. The Subject Property is in the urban area of the City and is designated Traditional Mainstreet by the 2003 Official Plan. The Subject Property is also within the Inner Urban Transect, and designated Neighbourhood and Mainstreet Corridor on Schedule B2 by the 2021 Official Plan. The Subject Property is an appropriate location for transit-supportive development.

Policy 1.1.3.4 states:

*“Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.”*

The proposed development incorporates a mix of uses within one building. The mixed-use building is a compact urban form of development. The proposed development is within a design priority area and is subject to review by the City of Ottawa’s Urban Design Review Panel.

Section 1.3 of the PPS sets out policies for employment. Policy 1.3.1 states:

*“Planning authorities shall promote economic development and competitiveness by:*

- d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4;”*

The proposed development includes a mix of commercial and residential units within one building. The mixed-use building is a compact urban form of development. The commercial units will be compatible with and support the community and provide new employment opportunities.

Section 1.4 of the PPS sets out policies for housing. Policy 1.4.3 states:

*“Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*

- b) permitting and facilitating:*
  - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations;”*

The proposed mixed-use building includes sixty-six apartment units. The proposed building is intensification and redevelopment of the Subject Property. The proposed development is consistent with Policy 1.1.3.3. The proposed development will efficiently develop the Subject Property with a mix of uses that are transit supportive and support active transportation.

Section 1.6.7 of the PPS sets out policies for Transportation Systems. Policy 1.6.7.4 states:

*“A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.”*

McArthur Avenue includes protected bicycle lanes along both sides of the street. There is a bus stop encroaching onto the Subject Property. This bus stop is proposed to be relocated and to a location in the front yard that does not conflict with pedestrian access to the building. The six-storey building includes a density and mix of uses that support the existing transit and active transportation facilities along McArthur Avenue.

Section 2.0 of the PPS provides policies related to the use and management of resources. The proposed rezoning adheres to the policies in Section 2.0 as follows:

- Relating to Section 2.1 (Natural Heritage), there are no natural heritage features on the Subject Property;
- Relating to Section 2.2 (Water), there are no water features on the Subject Property;
- Relating to Section 2.3 (Agriculture), the Subject Property is within the urban area of Ottawa, designated Traditional Mainstreet by the City of Ottawa 2003 Official Plan, and designated Neighbourhood and Mainstreet Corridor by the 2021 Official Plan. The Subject Property is not considered Agricultural Resources;
- Relating to Section 2.4 (Minerals and Petroleum), the Subject Property has no known areas of mineral or petroleum potential;
- Relating to Section 2.5 (Mineral Aggregate Resources), there are no lands on or near the Subject Property designated Mineral Aggregate Resource Areas;
- Relating to Section 2.6 (Cultural Heritage and Archaeology), the PPS requires that if any archaeological resources are discovered, the resources are conserved by removal and documentation;

**The proposed Minor Zoning By-law Amendment is consistent with the policies of the Provincial Policy Statement.**

#### **4.2 City of Ottawa Official Plan (2003)**

The City of Ottawa Official Plan was adopted by City Council on May 14, 2003 and modified by the Minister of Municipal Affairs on November 10, 2003. There have been numerous modifications and amendments approved by City Council and former Ontario Municipal Board. For the purposes of this Planning Rationale, the Official Plan Consolidation up to and including Official Plan Amendment No. 254 (the “2003 Official Plan”) was used for reference.

##### **4.2.1 Patterns of Growth**

Section 2.1 of the 2003 OP speaks to population growth in Ottawa and states that:

*“Ottawa will meet the challenge of growth by managing it in ways that support liveable communities and healthy environments. This means that growth will be directed towards key locations with a mix of housing, shopping, recreation and employment – locations that are easily accessible by transit and that encourage walking and cycling because destinations are conveniently grouped together. ...*

*By pursuing a mix of land uses and a compact form of development, the city will be able to support a high-quality transit service and make better use of existing roads and other infrastructure rather than building new facilities.”*

McArthur Avenue is designated Transit Priority Corridor (isolated measures) on Schedule D of the 2003 Official Plan. There are protected bicycle lanes on both sides of McArthur Avenue. The Subject Property is easily accessible by transit, or by walking or cycling.

The proposed six-storey mixed-use building will provide 66 new apartment units and three commercial units along McArthur Avenue. The compact urban form of the proposed development support the high-quality transit service and will take advantage of existing multi-modal transportation infrastructure adjacent to the Subject Property.

#### **4.2.2 Managing Growth**

Section 2.2 of the 2003 OP sets out policies for managing growth. Section 2.2 states:

*“In all areas, the density, mix of uses, and land use pattern will work together to make the most efficient use of transit. This means that pedestrians and cyclists have direct access to transit, since most transit trips are combined with travel on foot or by bicycle. Density is highest adjacent to transit and includes a mix of uses so that residents can meet many of their daily needs within the community or can find them conveniently nearby. This pattern of transit-oriented development results in very liveable communities at any scale, from the central area to the suburbs.”*

The proposed development includes a mix of residential apartment units and at-grade commercial units. The front yard is designed to provide convenient and direct pedestrian access to the front entrances of the commercial units. Residential access to the building is proposed off Belisle Street. Thirty-five bicycle parking spaces are located on the ground floor. The bicycle parking spaces are accessible via a separate entranceway into the building. The density and mix of proposed uses on the Subject Property have direct access to transit and active transportation infrastructure. The proposed development will contribute to a pattern of transit-oriented development along McArthur Avenue.

Section 2.2 of the 2003 OP also states:

*“Throughout the urban area, linear networks of Mainstreets act as primary transit corridors, meeting places, and shopping streets for adjacent neighbourhoods. These corridors have significant potential for intensification and most are on roads where transit has priority over other vehicles.”*

393 McArthur Avenue is designated Traditional Mainstreet on Schedule B of the 2003 OP. The Subject Property is a vacant corner lot along a Traditional Mainstreet. McArthur Avenue is

designated a Transit Priority Corridor, and includes protected bicycle lanes on both sides of the street. Section 2.2 recognizes the significant potential to redevelop the Subject property.

#### 4.2.3 Traditional Mainstreets

393 McArthur Avenue is designated Traditional Mainstreet on Schedule B of the 2003 Official Plan. Section 3.6.3 of the 2003 Official Plan sets out policies for Mainstreets.

Policy 1 in Section 3.6.3 states:

*“The former (Traditional Mainstreets) are planned as compact, mixed-use, pedestrian-oriented streets that provide for access by foot, cycle, transit and automobile. ... To facilitate this evolution, the zoning by-law may define the portion of the street frontage of an Arterial Mainstreet to be occupied by buildings located at or set back minimally from the sidewalk. Both Traditional and Arterial Mainstreets will fulfill and take advantage of their multi-modal transportation corridor function.”*

The proposed mixed-use building is setback 5 metres from existing overhead high voltage power lines located along the north side of McArthur Avenue. Commercial units at grade will front onto McArthur Avenue. Each commercial unit will have direct pedestrian access to the public sidewalk.

Policy 5 in Section 3.6.3 states:

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

The proposed mixed-use building will accommodate 66 apartment units and three commercial units. A variety of retail and service commercial uses could be located within the building that are compatible with the proposed residential apartment units. The proposed development includes uses permitted on lands designated Traditional Mainstreet.

Policy 9 in Section 3.6.3 states:

*“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.”*

Three visitor surface parking spaces are proposed in the rear yard. Access to these parking spaces is provided via a driveway off Belisle Street. The proposed surface parking is not located between the building and McArthur Avenue, avoids any disruption to building continuity along McArthur Avenue, and minimizes surface parking impacts on pedestrians.

Policy 10 in Section 3.6.3 states:

*“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.”*

The Subject Property is currently vacant and has been used for vehicle parking. Redevelopment of the property to accommodate a mixed-use building optimizes the use of the land through intensification. The building has been located as close to McArthur Avenue as permitted by the Zoning By-law. Entrances to the commercial units at grade create an active street frontage and provide direct access to the public sidewalk.

Policy 11 in Section 3.6.3 states:

*“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.”*

There is no secondary plan applicable to the Subject Property. The proposed six-storey mixed-use building is a mid-rise building.

Policy 7 in Section 3.6.3 states:

*“Community Design Plans and development proposals on Mainstreets will be evaluated in the context of the policies in this section and the Design Objectives and Principles in Section 2.5.1, and the Compatibility policies set out in Section 4.11.”*

The policies of Section 2.5.1 and 4.11 of the 2003 Official Plan are discussed in the following sections of this Rationale.

#### **4.2.4 Designing Ottawa**

Section 2.5.1 of the Official Plan sets out design objectives for how the city intends to influence the built environment as the city matures and evolves. The proposed development is subject to a formal review by the Urban Design Review Panel. The design objectives are broadly applied to all plans and development in the City of Ottawa. The design objectives are addressed below.

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

393 McArthur Avenue is currently a vacant corner lot at the intersection of McArthur Avenue and Belisle Street. The proposed six-storey mixed-use building will add massing and scale to development along McArthur Avenue. The proposed development will enhance the identity of McArthur Avenue as a mixed-use urban environment.

2. *To define quality public and private spaces through development.*

The proposed six-storey building is located as close to the front lot line as permitted by the Zoning By-law. The provided front yard includes a concrete ramp, steps, and a landing to access the commercial units. The front yard landscaping also includes three plantings with a mix of shrubs, perennials, and ornamental grasses. The front yard is designed to define quality public and private spaces by integrating the building and at-grade commercial units with the public sidewalk.

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

The front yard ramp, steps, and landing have been designed to provide safe and easy access to the at-grade commercial units. These elements of the front yard do not impede nor conflict the public sidewalk.

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

There are a mix of commercial and residential uses along McArthur Avenue. The proposed commercial units at grade and facing McArthur Avenue reflect the existing character and pattern of development along the mainstreet.

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

The proposed mixed-use building will add 66 apartment units and three commercial units to the community. A variety of commercial uses could be located at grade along McArthur Avenue that would be compatible with the proposed apartment units. The proposed apartment units add to the variety of housing options along McArthur Avenue.

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

There are no urban natural heritage features identified in proximity to the Subject Property.

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

Approval of the proposed Zoning By-law Amendment and Site Plan Control application will locate a mid-rise mixed-use building on a currently vacant lot within the urban area of the City, on a site along a traditional mainstreet with direct access to public transportation and active transportation infrastructure. Occupants of the proposed apartment units will have access to commercial uses on-site, and easy access to public and active transportation. The proposed development promotes a flexible form of infill development that encourages reducing resource consumption.

The proposed development is consistent with the design objectives in Section 2.5.1 of the 2003 Official Plan.

#### **4.2.5 Urban Design and Compatible Development**

Section 4.11 of the Official Plan discusses the relationship between new and existing development and provides policies to evaluate the compatibility of a development with regard to Views, Building Design, Massing and Scale, High-Rise Buildings, Outdoor Amenity Areas, Public Art, Design Priority Areas, and First Nations Peoples Design Interests.



Policy 1 of Section 4.11 states:

*“A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development. The Brief shall evaluate consistency and demonstrate that the following content is considered and/or incorporated into the development proposal with:*

- a) The provisions of this Plan that affect the design of a site or building;*
- b) Design Guideline(s) approved by Council that apply to the area or type of development; and*
- c) The design provisions of a community design plan or secondary plan.”*

A design brief has been prepared by CSV Architects in support of the Minor Zoning By-law Amendment and Site Plan Control applications.

**Views** – The proposed development is not a high-rise building and is not within any of the viewshed areas directly addressed in Section 4.11.

**Building Design** – Policy 5 of Section 4.11 requires proponents of new development to demonstrate how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of:

- a) Setbacks, heights and transition;*
- b) Façade and roofline articulation;*
- c) Colours and materials;*
- d) Architectural elements, including windows, doors and projections;*
- e) Pre- and post-construction grades on site; and*
- f) Incorporating elements and details of common characteristics of the area.*

The proposed six-storey mixed-use building is consistent with the maximum permitted building height in the Traditional Mainstreet (TM) zone, and respects the required 45 degree angular plane setback from residential zone north of the Subject Property. The proposed building generally conforms to the required three metre side yard setback from Belisle Street, except for the southwest corner of the building which is 0.77 metres from the corner sight triangle (considered a corner side lot line). The building generally conforms to the two-metre step-back required at the fifth floor along Belisle Street.

The building will be located on a currently vacant lot, and fill a gap in the existing streetscape along McArthur Avenue. Balconies, patios, and front doors face MacArthur Avenue and Belisle Street. The façade of the commercial units fronting onto McArthur Avenue includes transparent glass. The at-grade commercial units continue the commercial use of space along McArthur Avenue east and west of the Subject Property.

Policy 6 in Section 4.11 states:

- “The City will require that all applications for new development:*
- a. Orient the principal façade and entrance(s) of main building(s) to the street.*
  - b. Include windows on the building elevations that are adjacent to public spaces;*

- c. Use architectural elements, massing, and landscaping to accentuate main building entrances.”*

The entrances to the commercial units face McArthur Avenue. Windows for the ground floor commercial units face both McArthur Avenue and Belisle Street. The front yard is designed to facilitate easy pedestrian access to the commercial units.

Policy 8 in Section 4.11 states:

*“To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible.”*

Garbage is stored on the ground floor within the building. All mechanical equipment is contained within the building.

Policy 9 in Section 4.11 states:

*“Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.”*

A private roof-top amenity area is proposed for residents of the building.

**Massing and Scale** – Policy 10 of Section 4.11 states:

*“Where there are no established criteria provided in an approved Plan, the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria:*

- a. Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting development and development that is across the street;*
- b. Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development;*
- c. The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section.”*

The City’s ‘Urban Design Guidelines for Traditional Mainstreets’ are discussed in Section 5.4 of this Rationale. There is no Secondary Plan applicable to the Subject Property. Section 2.5.1 of the OP states: “Planned function refers to a vision for an area which is established through a community design plan or similar Council-approved planning exercise, or the Zoning By-law.” The Subject Property is designated Traditional Mainstreet on Schedule B of the OP. The proposed Zoning By-law Amendment does not propose to change the existing Traditional Mainstreet (TM) zoning of the Subject Property. The proposed development generally conforms to the building height, massing, and scale of development permitted in the Traditional Mainstreet zone.

**High-Rise Buildings** – The proposed development is not a high-rise building.

**Outdoor Amenity Areas** – Outdoor amenity areas are provided in the form of at-grade patios, balconies, and a rooftop terrace. The proposed development conforms with the requirement for providing amenity area, including communal amenity area, in the City’s Zoning By-law.

**Public Art** – The proposed development is not a Major Urban Facility or High-Rise Building, and will not include site-specific public art.

**Design Priority Areas** – Policy 22 of Section 4.11 states:

*“The portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features:*

- a. Design the building(s) first storey to be taller in height to retain flexibility or opportunity for ground floor uses in the future;*
- b. Locate front building façades parallel to the street; however, consideration may be given to allow for interruptions of continuous building facades at strategic locations to provide pocket parks, plazas or other open spaces that provide a supportive function to the street activity or enable views and vistas;*
- c. Transparent windows at grade to give views into the building to observe the function of the building and out of the building to enhance natural surveillance;*
- d. Using architectural treatments (e.g. projections from continuous building lines, awnings, canopies, alcoves and bays) to soften the interface between buildings and the public realm;*
- e. Sufficient lighting sources for public uses after dark and to accentuate and animate buildings, natural features, public monuments and public spaces;*
- f. Utilize façade treatments to accentuate the transition between floors and interior spaces to provide visual interest and relief; and*
- g. Signage that contributes to the character of the surrounding area and architectural design of the building through appropriate architectural design elements, materials, and colour.”*

Commercial units are proposed on the ground floor facing McArthur Avenue. The commercial units can accommodate a wide variety of retail and service commercial uses that are compatible with residential apartment units. The proposed building is parallel to both McArthur Avenue and Belisle Street. The ground floor façade facing McArthur Avenue is primarily transparent windows for the benefit of the commercial units. The front yard landscaping has been designed to facilitate easy pedestrian access to the commercial units. A canopy is proposed to provide weather protection at the commercial and principle residential entrances to the building. Streetlights are already present adjacent to the Subject Property along both McArthur Avenue and Belisle Street. The front façade facing McArthur Avenue transitions from a highly transparent façade for the benefit of the commercial units, to masonry and cement siding for upper floors of the building. Commercial signage will be dependent on the tenants of the commercial units.

Policy 23 of Section 4.11 states:

*“The portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements, such as:*

- a. weather protection elements, (e.g. colonnades, and awnings);*

- b. *shade trees, median planting and treatments and other landscaping;*
- c. *wider sidewalks and enhanced pedestrian surfaces;*
- d. *coordinated furnishings and utilities, transit stops, and decorative lighting; and*
- e. *memorials and public art commissioned for the location.”*

*To achieve these public realm improvements, coordination with the City will be required in accordance with Section 2.5.1, policy 5(d).”*

The front yard has been designed to facilitate easy pedestrian access to at-grade commercial units. Three plantings including shrubs, perennials, and ornamental grasses are proposed in the front yard. Shade trees are not a viable option along McArthur Avenue as there is a high voltage power line adjacent to the Subject Property. A canopy is proposed at the entrances to the commercial units that will provide weather protection to pedestrians. The existing encroaching bus stop will be moved to a location in the front yard that does not conflict with pedestrian access to the building.

Policy 24 of Section 4.11 states:

*“The massing and scale of development will define and enclose public and private spaces (e.g. streets, parks, courtyards, squares) using buildings, structures and landscaping; and relate to the scale and importance of the space they define (e.g. street width to height ratios).”*

The six-storey building is proposed as close to the front lot line as is permitted by the Zoning By-law. The location of the building on the Subject Property will define and enclose both public streets. The front yard includes three plantings of shrubs, perennials, and ornamental grasses, and is designed to facilitate pedestrian access to at-grade commercial units.

**First Nations Peoples Design Interests** – The proposed development is not on publicly owned lands.

The proposed development is consistent with criteria and policies of Section 4.11 of the 2003 Official Plan.

#### **4.2.6 Review of Development Applications**

Section 4 of the City of Ottawa’s 2003 Official Plan outlines the policies used to review development applications. These policies ensure that development applications meet the objectives contained on the Official Plan. The appropriate policies and related studies and plans were identified through a pre-application consultation meeting with the City at the beginning of the design and review process.

Required studies and plans were identified as relevant and have been prepared in support of the proposed development. Detailed and technical information can be obtained by reviewing the respective documents.

Relating to Section 4.1 – Site-Specific Policies and Secondary Policy Plans:

The Subject Site is not subject to any Secondary Plans.

Relating to Section 4.3 – Walking, Cycling, Transit, Road and Parking Lots:

Section 4.3 states that the City will assess the adequacy of the transportation network to meet the needs of the proposed development. Following a pre-application consultation meeting with City staff it was determined a Transportation Impact Assessment Report was not required in support of the proposed development. A Parking and Transportation Demand Management Memorandum has been prepared by Novatech, dated June 20<sup>th</sup>, 2022 in support of the proposed development.

Relating to Section 4.4 – Water and Wastewater Servicing:

Section 4.4.1 states that the City will require development applications to be supported by an assessment of the adequacy of public services. A Site Servicing Study & Storm Water Management Report as well as a 'Site Servicing Plan', a 'Roof Plan and Drainage Plan', and an 'Existing Conditions, Grading Plan and Sediment Control Plan' have been prepared by D. B. Grey Engineering Inc., dated June 15<sup>th</sup>, 2022, in support of the proposed development. Section 5.0 of the Site Servicing Study & Storm Water Management Report sets out a list of conclusions. The report and plans conform to the relevant policies in Section 4.4.1 of the 2003 OP.

Relating to Section 4.7 – Environmental Protection:

There are no sensitive environmental features on or in proximity to the Subject Property. Policy 1 of Section 4.7.2 requires applications for Site Plan Approval will be supported by a Tree Conservation Report and Landscape Plan. A Tree Conservation Report and Landscape Plan have been prepared by Novatech, dated June 20<sup>th</sup>, 2022, in support of the proposed development. The Tree Conservation Report and Landscape Plan conform to the relevant policies in Section 4.7.2 of the 2003 OP.

Policy 1 of Section 4.7.6 states the City will require that stormwater site management plans be required in support of site-plan applications. A Site Servicing Study & Storm Water Management Report as well as a 'Site Servicing Plan', a 'Roof Plan and Drainage Plan', and an 'Existing Conditions, Grading Plan and Sediment Control Plan' have been prepared by D. B. Grey Engineering Inc., dated June 15<sup>th</sup>, 2022, in support of the proposed development. Section 5.0 of the Site Servicing Study & Storm Water Management Report sets out a list of conclusions. The report and plans conform to the relevant policies in Section 4.7.6 of the 2003 OP.

Relating to Section 4.8 – Protection of Health and Safety:

Policy 1 in Section 4.8.3 states that site plan applications shall be supported by a geotechnical study to demonstrate that the soils on site are suitable for development. In support of the proposed development, a Geotechnical Investigation has been prepared by Gemtec, dated November 4<sup>th</sup>, 2019.

Section 4.8.4 states that the identification of potentially contaminated sites is important in the planning application review process and that the City will utilize available information to help ensure that development takes place only on sites where the environmental conditions are suitable for the proposed use of the site. A Phase One & a Phase Two Environmental Site Assessment have been prepared by Gemtec, dated May 31<sup>st</sup>, 2022, and June 2<sup>nd</sup>, 2022 respectively, in support of the proposed development.

Policy 3 in Section 4.8.7 states that the City will require a noise study where new noise sensitive development is proposed along a Mainstreet identified on Schedule B. A Roadway Traffic Noise Assessment has been prepared by Gradient Wind Engineering Inc., dated February 17<sup>th</sup>, 2022, in support of the proposed development. The Roadway Traffic Noise Assessment provides recommendations on building components, central air conditioning, and a noise warning clause to be included in Purchase and Sale or Lease Agreements.

**The proposed Minor Zoning By-law Amendment and Site Plan Control application conform to the policies of the City of Ottawa's 2003 Official Plan.**

### **4.3 City of Ottawa Official Plan (2021)**

City Council adopted a new Official Plan on November 24<sup>th</sup>, 2021. The 2021 Official Plan has been sent to the Minister of Municipal Affairs and Housing and is awaiting a final decision. For the purposes of this Planning Rationale, the Official Plan approved by City Council was used for reference (the "2021 Official Plan").

#### **4.3.1 Growth Management Framework**

Section 3 of the 2021 Official Plan sets out population projections for the City of Ottawa over the planning horizon of the Official Plan. Section 3 states:

*"Most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area through intensification, increasing over time during the planning horizon."*

Section 3 also states:

*"Within the Greenbelt, where most of the housing growth in the built-up area is expected to occur, new housing development will be both in the form of larger dwelling units and apartments."*

393 McArthur Avenue is within the urban area of the City of Ottawa, and located in the Inner Urban Transect on Schedule A of the 2021 Official Plan. The Subject Property is in an area where new residential development is anticipated to be accommodated. The proposed development will add 66 apartment units and three commercial units to the community.

#### **4.3.2 Support Intensification**

Section 3.2 of the 2021 Official plan sets out policies that support intensification within the urban area of the City. Section 3.2 states:

*"Intensification will support 15-minute neighbourhoods by being directed to Hubs and Corridors, where the majority of services and amenities are located, as well as the portions of Neighbourhoods within a short walk to those Hubs and Corridors."*

McArthur Avenue and the Subject Property are designated “Corridor – Mainstreet” on Schedule B2 of the 2021 Official Plan. The proposed Zoning By-law Amendment will facilitate the development of a mixed-use six-storey building on a currently vacant site. The proposed development is considered intensification. The policies of Section 3.2 of the 2021 Official Plan directs intensification to Corridors, including the Subject Property.

Table 2 in Section 3.2 of the 2021 Official Plan specifies residential intensification targets for the City of Ottawa broken down by the size of residential dwellings. Table 2 specifies a target of 43,000 for “*Apartment / Small-household dwellings*”. The proposed mixed-use building will add 66 apartment dwelling units on a currently vacant site. The proposed development will contribute to meeting the City’s “*Apartment / Small-household dwellings*” target for residential intensification.

Policy 2 in Section 3.2 of the 2021 Official Plan states:

*“Intensification may occur in a variety of built forms and height categories, from Low-rise to High-Rise 41+ buildings provided density requirements are met. Unless more specific policies provide alternate direction, minimum densities are intended to establish a minimum starting point for the intensity of development, and maximum building heights are intended to establish a limit to building height.”*

The minimum density requirement applicable to the Subject Property is identified in Table 3a of Section 3.2 of the 2021 Official Plan. Table 3a specifies for Mainstreets the minimum residential density requirement for intensification is 120 dwellings per net hectare.

Sixty-six apartment dwelling units are proposed on the Subject Property. The Subject Property has an area of approximately 1,471 square metres. The density of the proposed development is approximately 489 dwelling units per net hectare. The proposed development meets the minimum required density for intensification on lands designated Corridor - Mainstreet.

Policy 3 in Section 3.2 states:

*“The vast majority of Residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.”*

McArthur Avenue and the Subject Property are designated Corridor – Mainstreet. Policy 3 directs residential intensification to properties along Corridors including the Subject Property. The Subject Property represents a significant opportunity for residential intensification of currently vacant land. The proposed commercial units at grade will add to the concentration of commercial uses along McArthur Avenue.

Policy 4 in Section 3.2 states:

*“Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable. When reviewing planning applications for intensification, the City shall ensure that surface water and groundwater resources are protected, particularly where the groundwater resource is used for drinking water.”*

The Subject Property has access to municipal water and sewer services along Belisle Street. The policies of the Inner Urban Transect and the Corridor – Mainstreet designation are discussed in following sections of this Rationale.

**The proposed development conforms to the policies of the 2021 Official Plan that support intensification.**

### **4.3.3 Urban Design**

Section 4.6 of the 2021 Official Plan sets out policies for urban design. McArthur Avenue is designated a Corridor – Mainstreet within a Design Priority Area on Schedule C7-A of the 2021 OP. Section 4.6.1 of the 2021 OP sets out policies to promote design excellence in Design Priority Areas.

Policy 5 of Section 4.6.1 states:

*“Development and capital projects within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:*

- a) The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;*
- b) Lighting that is context appropriate and in accordance with applicable standards and guidelines; and*
- c) Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.”*

The façade of the building is proposed to be highly transparent at the ground floor for the commercial units. A mix of masonry and fiber cement siding is proposed along Belisle Street and for the upper floors of the building. Plantings are proposed in the front yard. Plantings will also separate private at-grade patios from the public sidewalk along Belisle Street. There are existing street lights along both McArthur Avenue and Belisle Street. Canopies are proposed in the front and corner side yards to provide weather protection to ramps and steps used to access main entrances to the building.

Section 4.6.5 of the 2021 OP sets out policies ensure effective site planning that supports the objectives of Corridors. Policy 2 of Section 4.6.5 states:



*“Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.”*

The 2021 Official Plan policies for Corridors, Transects, and Overlays are discussed in following sections of this Rationale. The proposed six-storey mixed-use building is located at the minimum required setbacks along McArthur Avenue and Belisle Street. A step-back is provided at the fifth floor of the building along Belisle Street. Entrances to at-grade commercial units will be clearly visible and accessible from the public sidewalk along McArthur Avenue.

Section 4.6.6 of the 2021 OP sets out policies to integrate new development to meet intensification targets while also considering livability. Policy 2 of Section 4.6.6 states:

*“Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.”*

The property north of 393 McArthur Avenue is designated Neighbourhood on Schedule B2 of the 2021 OP. The Subject Property is zoned Traditional Mainstreet (TM). Where a property zoned TM is adjacent to a residential zone the Zoning By-law requires the provision of a 45-degree angular plan measured at a height of 15 metres from a point 7.5 metres from rear lot line. The proposed building is consistent with the required 45-degree angular plane of the TM zone. The proposed mid-rise mixed-use building is designed to transition appropriately in height to the adjacent low-rise residential neighbourhood north of the Subject Property.

Policy 4 of Section 4.6.6 states:

*“Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential*

- a) Provide protection from heat, wind, extreme weather, noise and air pollution; and*
- b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.”*

Private amenity areas are proposed on site, including at-grade private patios, balconies, and a rooftop terrace. Canopies are proposed in the front and corner side yard to provide weather protection to main entrances of the building.

Policy 7 of Section 4.6.6 states:

“Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:

- a) Frame the street block and provide mid-block connections to break up large blocks;
- b) Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;
- c) Be generally proportionate in height to the width of the right of way as illustrated in the Figure below, with additional height permitted in the Downtown Core Transect; and
- d) Provide sufficient setbacks and step backs to:
  - i) Provide landscaping and adequate space for tree planting;
  - ii) Avoid a street canyon effect; and
  - iii) Minimize microclimate impacts on the public realm and private amenity areas.”

The proposed development is located at the minimum required setbacks along McArthur Avenue and Belisle Street. No mid-block connection is required for the size of the Subject Property. The ground floor façade along McArthur Avenue is an active frontage that is highly transparent and includes entrances to commercial units that are easily accessible from the public sidewalk. The height of the proposed building is proportionate to the 20-metre width of McArthur Avenue. Plantings are proposed in the front and corner side yards.

The proposed development conforms to the policies of the 2021 Official Plan for urban design.

#### 4.3.4 Inner Urban Transect

393 McArthur Avenue is designated Inner Urban Transect on Schedule A of the 2021 Official Plan (see Figure 15).

Figure 15. 2021 Official Plan Schedule A Excerpt



Section 5.2 of the 2021 Official Plan sets out policies for the Inner Urban Transect. Policy 3 of Section 5.2.1 states:

*“The Inner Urban Transect is generally planned for mid- to high-density development, subject to:*

- a) Proximity and access to frequent street transit or rapid transit;*
- b) Limits on building heights and massing, as per the underlying functional designation, and the separation of tower elements, established through secondary plans or area-specific policy, the functional designations and urban design policies in Subsection 4.6, or as a result of the application of heritage conservation policies in Subsection 4.5; and*
- c) Resolution of any constraints in water, sewer and stormwater capacity.”*

The proposed development includes the construction of a mid-rise mixed-use building. There is an existing bus stop encroaching on the Subject Property. The existing bus stop is proposed to be retained and moved to a location in the front yard that does not conflict with pedestrian traffic, and with easy access to the public sidewalk. The building design includes a step-back at the fifth floor along the corner side yard along Belisle Street. Water, sewer, and stormwater management are available along Belisle Street.

Policy 4 of Section 5.2.1 states:

*“The Inner Urban Transect shall continue to develop as a mixed-use environment, where:*

- a) Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods;*
- e) Increases in existing residential densities are supported to sustain the full range of services noted in Policy a)”*

A six-storey mixed-use building is proposed on the Subject Property. The proposed development will enhance a mixed-use environment along McArthur Avenue, a mainstreet corridor. The proposed building includes 66 residential apartment units. Adding 66 residential apartment units on a currently vacant site will increase the residential density of the area and contribute to sustaining a range of services along McArthur Avenue.

Policy 3 of Section 5.2.2 states:

*“Motor vehicle parking in the Inner Urban Transect shall be managed as follows:*

- d) Where new development is proposed to include parking as an accessory use, such parking:*
  - i) Shall be hidden from view of the public realm by being located behind or within the principal building, or underground;*
  - ii) Shall be accessed by driveways that minimize the impact on the public realm and on both City-owned trees and privately-owned distinctive trees, and result in no net increase in vehicular private approaches; and*
  - iii) May be prohibited on small lots or where parking cannot reasonably be accommodated in a manner consistent with the intent of this Plan.”*

Three visitor surface parking spaces are proposed in the rear yard. An underground parking garage is proposed to provide 28 parking spaces for residential apartment units. One driveway is proposed off Belisle Street to provide vehicle access to all parking spaces on the Subject Property. Belisle Street is considered a local road. One driveway off a local road is appropriate for providing access to parking on the Subject Property.

Policy 2 of Section 5.2.3 states:

*“Along Mainstreets, permitted building heights are as follows, subject to appropriate height transitions, setbacks, and angular planes:*

- b) On sites that front on segments of streets whose right-of-way is narrower than 30 metres, generally up to 9 storeys except where a secondary plan or area-specific policy specifies different heights; and*
- c) In all cases:*
  - i) The wall heights directly adjacent to a street, and the heights of the podiums of High-rise buildings, where permitted, shall be proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise and High-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and*
  - ii) The height of such buildings may be limited further on lots too small to accommodate an appropriate height transition.”*

The existing right-of-way for McArthur Avenue is approximately 20 metres. There is no secondary plan applicable to the Subject Property. The proposed building has a height of 19.48 metres. The height of the proposed building is proportionate to the existing width of McArthur Avenue.

Policy 4 of Section 5.2.3 states: *“All buildings along Mainstreets or Minor Corridors shall have active entrances facing the Mainstreet or Minor Corridor, regardless of use.”* The façade of the building facing McArthur Avenue includes separate entrances for each commercial unit. These entrances are accessible from the public sidewalk.

**The proposed development conforms to the policies of the Inner Urban Transect.**

#### **4.3.5 Evolving Neighbourhood Overlay**

Section 5.6.1 of the 2021 Official Plan sets out policies for Build Form Overlays. 393 McArthur Avenue is designated Evolving Neighbourhood Overlay on Schedule B2 of the 2021 Official Plan (see Figure 7 above).

Policy 1 of Section 5.6.1.1 of the 2021 Official Plan states:

*“The Evolving Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Overlay will be applied generally to the properties that have a lot line along a Minor Corridor; lands 150 meters from the boundary of a Hub or Mainstreet designation; and to lands within a 400-metre radius of a rapid transit station. The Overlay is intended to provide opportunities that allow the City to reach the goals*

*of its Growth Management Framework for intensification through the Zoning By-law, by providing:*

- a) Guidance for a gradual change in character based on proximity to Hubs and Corridors,*
- b) Allowance for new building forms and typologies, such as missing middle housing;*
- c) Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and*
- d) Direction to govern the evaluation of development.”*

The Subject Property is adjacent to McArthur Avenue, a Mainstreet Corridor. The proposed development will add three commercial units and 66 apartment units to the community along McArthur Avenue. The proposed development will support the evolution of McArthur Avenue to achieve an urban form, and contribute to achieving the 2021 Official Plan goals for intensification.

Policy 2 of Section 5.6.1.1 states:

*“Where an Evolving overlay is applied:*

- a) The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies; and*
- b) The Zoning By-law shall include minimum-density requirements as identified in Table 3a, and permissions to meet or exceed the density targets of Table 3b.”*

The proposed Zoning By-law Amendment will maintain the existing traditional mainstreet zone of the property. Site-specific zoning provisions are requested to bring the proposed development into compliance with the provisions of the Zoning By-law. The proposed development supports the planned function of McArthur Avenue as a Traditional Mainstreet by adding a mix of uses to a currently vacant corner lot.

Policy 6 states:

*“Zoning By-law development standards and development on lands with an Evolving Overlay should generally include built form and site design attributes that meet most of the urban characteristics described in Table 6 in Section 5, and where suburban attributes are retained, that these do not structurally impede the achievement of a fully urban site design over time.”*

The general characteristics of urban built form listed in Table 6 of Section 5 of the 2021 Official Plan include:

- Shallow front yard setbacks and in some contexts zero front yards with an emphasis on built-form relationship with the public realm
- Principal entrances at grade with direct relationship to public realm
- Range of lot sizes that will include smaller lots, and higher lot coverage and floor area ratios
- Minimum of two functional storeys
- Buildings attached or with minimal functional side yard setbacks

- Small areas of formal landscape that should include space for soft landscape, trees and hard surfacing
- No automobile parking, or limited parking that is concealed from the street and not forming an integral part of a building, such as in a front facing garage

The proposed development is setback the minimum required from McArthur Avenue. Main entrances to commercial uses are located at the ground floor in the front façade of the building. The proposed building includes six functional storeys, and does not provide an interior side yard setback. The front and corner side yards includes planting of a mix of shrubs, perennials, and ornamental grasses. Limited visitor parking is provided in the rear yard. Residential parking is provided in an underground parking garage.

**The proposed development conforms to the Evolving Overlay policies of the 2021 Official Plan.**

#### 4.3.6 Corridors

Section 6.2 of the 2021 Official Plan sets out policies for lands designated Corridors. 393 McArthur Avenue is designated “Corridor – Mainstreet” on Schedule B2 of the 2021 Official Plan (see Figure 7 above).

Policy 2 of Section 6.2.1 of the 2021 Official Plan states:

- “Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development:*
- a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;*
  - b) May be required to provide public mid-block pedestrian connections to nearby streets or abutting designations;*
  - c) For sites generally of greater than one hectare in area or 100 metres in depth:*
    - i) Shall be required to establish an enhanced circulation network throughout the site that prioritizes the needs of pedestrians, cyclists and transit users; and*
    - ii) Where development is proposed to occur in phases, may be required to build phases closest to the Corridor before phases located at the back of the site, subject to any overlay that may apply; and*
  - d) Shall be prohibited from including functions or uses causing or likely to cause nuisance due to noise, odour, dust, fumes, vibration, radiation, glare or high levels of heavy truck traffic.”*

The Zoning By-law requires the proposed development to be located 5 metres from the high voltage power lines along the north side of McArthur Avenue. The Subject Property is not large enough to require a mid-block pedestrian connection, is not one hectare in area, and is not 100 metres in depth. The proposed mixed-use building does not include functions incompatible with other residential uses.

Policy 3 of Section 6.2.1 states:

*“Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:*

- a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;*
- b) Residential and/or office uses on the upper floors of otherwise commercial buildings; and/or*
- c) Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.”*

The proposed mixed-use building meets the minimum density requirements for intensification in the Inner Urban Transect. The proposed development will contribute to and integrate commercial and residential uses into a dense, mixed-use urban environment. Commercial units are proposed at-grade and accessible from the public sidewalk along McArthur Avenue. Residential apartment units are proposed on the ground floor and upper floors of the building.

Policy 4 of Section 6.2.1 states:

*“Unless otherwise indicated in an approved secondary plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:*

- a) Development shall address the Corridor as directed by the general policies governing Mainstreet Corridors Minor Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped; and*
- b) Vehicular access shall generally be provided from the parallel street or side street.”*

The principal façade of the building addresses McArthur Avenue. Vehicle access is provided via a driveway off Belisle Street.

Policy 1 of Section 6.2.2 states:

*“In the Mainstreet Corridor designation, this Plan shall permit a mix of uses including offices. These uses are permitted throughout the building, however the Zoning By-law may require active commercial or service uses on the ground floor, which include those that support cultural development in order to maintain, extend, or create a continuous stretch of active frontages along a Mainstreet.”*

Three commercial units are proposed at-grade on the ground floor. The commercial units are accessible to pedestrians along McArthur Avenue.

**The proposed development conforms to the policies of the Minor Corridor designation.**

#### **4.3.7 Protection of Health and Safety**

Section 10.1.6 sets out policies for the requirement of Environmental Site Assessments. A Phase One & a Phase Two Environmental Site Assessment have been prepared by Gemtec, dated May 31<sup>st</sup>, 2022, and June 2<sup>nd</sup>, 2022 respectively, in support of the proposed development.

Section 10.2.1 sets out policies for environmental noise control. A Roadway Traffic Noise Assessment has been prepared by Gradient Wind Engineers & Scientists, dated February 17<sup>th</sup>, 2022, in support of the proposed development. The Roadway Traffic Noise Assessment provides recommendations on building components, central air conditioning, and a noise warning clause to be included in Purchase and Sale Agreements.

**The proposed development conforms to the policies for the Protection of Health and Safety.**

**The proposed Minor Zoning By-law Amendment and Site Plan Control application conform to the policies of the City of Ottawa's 2021 Official Plan.**

#### **4.4 Urban Design Guidelines for Traditional Mainstreets**

The proposed development at 393 McArthur Avenue is an infill project on a vacant lot fronting onto a Traditional Mainstreet. The City of Ottawa's Urban Design Guidelines for Traditional Mainstreets help guide infill projects proposed for properties designated Traditional Mainstreet. The proposed development has been designed to incorporate relevant design guidelines where possible.

##### Streetscape

**Guideline 2:** *Plant clusters of trees on the flanking residential streets, where they meet the mainstreet, for additional greenspace.*

The proposed development includes planting trees and shrubs along Belisle Street. Due to the location of high voltage power lines, no trees are proposed along McArthur Avenue. A planting of shrubs is proposed at the corner of MacArthur Avenue and Belisle Street.

**Guideline 3:** *Provide or restore a minimum 2.0 metre wide concrete sidewalk and locate to match approved streetscape design plans for the area. Where there is no approved streetscape plan, match the existing context. Provide a boulevard for street furniture, trees, and utilities; next to the sidewalk where possible. Provide an area adjacent to storefronts for canopies, outdoor patios or special merchant displays (the frontage zone). Create wider sidewalks for locations with high pedestrian volumes such as along traditional mainstreets in core urban areas.*

There is an existing sidewalk along McArthur Avenue. A new public sidewalk is proposed to be extended along Belisle Street. The front yard includes a ramp, steps, and a landing to provide pedestrian access to entrances to at-grade commercial units. Three plantings including shrubs, perennials, and ornamental grasses are also located in the front yard. A canopy is proposed in the front yard to provide weather protection to the front yard ramp, steps, landing, and the new location of the bus stop.

**Guideline 5:** *Locate streetscape elements in the boulevard clear of the unobstructed 2.0 metre sidewalk, including trees, paving, benches, newspaper boxes, bicycle parking, and parking meters.*



There is limited space between the proposed building and the public sidewalk along McArthur Avenue. Most of the front yard is used to accommodate a ramp, steps and a landing to facilitate pedestrian access to at-grade commercial units. There are three plantings that include a mix of shrubs, perennials, and ornamental grasses.

**Guideline 7:** *Cluster or group streetscape elements and utilities wherever possible to minimize clutter. Coordinate tree and street light locations with above and below-grade utilities.*

Streetscape elements have been located based on restrictions from existing utilities including high voltage power lines.

### Built Form

**Guideline 8:** *Design quality buildings that are rich in architectural detail and respect the rhythm and pattern of the existing or planned, buildings on the street, through the alignment of elements such as windows, front doors, cornice lines, and fascias etc.*

The proposed six-storey mixed-use building respects the planned function of McArthur Avenue as a Traditional Mainstreet. The building will define a streetscape that is currently a vacant corner lot. The building is located near the front lot line, addresses McArthur Avenue, and provides commercial units that are consistent with existing at-grade commercial uses along McArthur Avenue.

**Guideline 10:** *Design street sections with a ratio of building height to road corridor width of between 1:1 and 1:3. A ratio of 1:1 is appropriate for urban core areas, while a ratio of 1:2 to 1:3 is ideal for other traditional mainstreets.*

The proposed six-storey mixed use building has a height of 19.48 metres. McArthur Avenue is designated an arterial road. There are no additional protected Right-of-Way limits identified in the City's Official Plans. The existing Right-of-Way width of McArthur Avenue is approximately 20 metres. The ratio between the proposed building height and existing road corridor width is approximately 1:1.

**Guideline 11:** *Use clear windows and doors, to make the pedestrian level façade of walls facing the street highly transparent, and locate active pedestrian-oriented uses at-grade.*

The pedestrian level façade along McArthur Avenue will include clear windows and doors.

**Guideline 13:** *Locate residential units above the level of vehicular traffic in a mixed-use building and provide shared entrances to residential units, clearly accessible from the street. (For these units, consider triple glazed windows and bedrooms located away from the mainstreet for noise and ventilation concerns).*

Apartment units are located at grade along Belisle Street and on all floors above the ground floor. Separate entrances to the building for residential access are provided along Belisle Street. The residential entrances are connected directly to a new public sidewalk proposed along Belisle Street.

**Guideline 14:** *Locate mixed-use development by concentrating height and mass at nodes and gateways.*

393 McArthur Avenue is not considered a node, nor a gateway.

**Guideline 17:** *Provide pedestrian weather protection such as colonnades, individual canopies, awnings and balconies.*

A canopy is proposed above the at-grade entrances to the three commercial units along McArthur Avenue. A canopy is also proposed over the principle residential entrance to the building. These canopies provide weather protection to ramps, steps, and landings used to access the building. The front yard canopy also provides weather protection to the relocated bus stop.

### Pedestrians and Cyclists

**Guideline 19:** *Locate front doors to face the mainstreet and be directly accessible from the public sidewalk.*

The front doors of the commercial units face McArthur Avenue, and are directly accessible from the public sidewalk.

**Guideline 20:** *Design pedestrian walkways of materials such as concrete or unit pavers that are easily maintained for safety.*

All proposed walkways will be constructed using a mix of different types of pavers and poured concrete.

### Vehicles and Parking

**Guideline 23:** *Locate surface parking in the rear yard with vehicular access off side streets and laneways.*

Three surface parking spaces for visitors are proposed in the rear yard. Access to these spaces is proposed via a driveway off Belisle Street.

**Guideline 27:** *Provide only the minimum number of required car parking spaces. Consider parking on the mainstreet.*

The Zoning By-law requires 27 parking spaces for the proposed 66 residential apartment units. The proposed underground parking garage provides 28 underground parking spaces for the 66 residential apartment units. Three visitor parking spaces are proposed at grade. A site-specific zoning provision is proposed to reduce the number of required visitor parking spaces from 5 to 3.

### Landscape and Environment

**Guideline 28:** *Select trees, shrubs and other vegetation considering their tolerance to urban conditions such as road salt or heat. Give preference to native species of the region that are of equal suitability.*

Species of trees and shrubs have been selected with their tolerance to salt and heat in mind.

### Signs

**Guideline 33:** *Design buildings to include defined spaces to accommodate signs that respect building scale, architectural features, signage uniformity and established streetscape design objectives*

Commercial signage will be located on the front façade of the building. The commercial signs will be designed for the tenants of the commercial units.

**Guideline 35:** *Eliminate visual clutter.*

The proposed development has been designed to minimize visual clutter. The front yard has been designed to provide direct pedestrian access to the building. A new public sidewalk and private pathways will provide residential access to the building. The proposed corner side yard landscaping will soften the appearance of the building from the street and shelter private at-grade patios.

### Servicing and Utilities

**Guideline 37:** *Share service and utility areas between different users within a single building or among different buildings.*

A garbage storage area is proposed within the building on the ground floor. All utility areas are proposed within the building.

The proposed Minor Zoning By-law Amendment and Site Plan Control application will facilitate the development of a currently vacant lot to accommodate a new mixed-use building including commercial and residential units.

**The proposed development is in keeping with the Urban Design Guidelines for new development along traditional mainstreets.**

## **4.5 City of Ottawa Zoning By-law 2008-250**

393 McArthur Avenue is zoned Traditional Mainstreet (TM) in the City of Ottawa's Zoning By-law 2008-250 (the Zoning By-law). Site-specific zoning provisions are proposed to support the development of a mixed-use building on the Subject Property. Section 197 of the Zoning By-law sets out zone regulations for a mixed-use building in the TM zone.

The purpose of the TM zone is to:

- (1) *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;*
- (2) *foster and promote compact, mixed-use, pedestrian-oriented development that provide for access by foot, cycle, transit and automobile;*

- (4) 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.

It is proposed to develop 393 McArthur Avenue to accommodate a six-storey building including three commercial units and 66 residential apartment units. The proposed development is considered a mixed-use building by the Zoning By-law. Each commercial unit will be located at grade, front onto McArthur Avenue, and will have an entrance in the front façade of the building providing direct pedestrian access. The proposed development is consistent with the purpose of the TM zone.

Provision 1 of Section 197 of the Zoning By-law lists a wide variety of non-residential uses as permitted uses in the TM zone. The proposed commercial units on the ground floor facing McArthur Avenue are permitted to be occupied by a variety of commercial uses. Provision 2 of Section 197 of the Zoning By-law lists “apartment dwelling, mid rise” as a permitted use in the TM zone. The proposed mixed-use building includes uses that are permitted in the TM zone.

Table 1 below summarizes the performance standards for a mixed-use building in the TM zone (required column), and summarizes additional zoning provisions applicable to the Subject Property. Regulations in red in the “Proposed” column do not meet the requirements of the Zoning By-law. Relief for the zoning regulations not met by the proposed development are requested through the proposed Minor Zoning By-law Amendment (see Appendix B).

**Table 1. Performance Standards for the Subject Property**

Zoning Provisions - TM Zone	Required	Proposed
Minimum Lot Area (m <sup>2</sup> )	no minimum	1471
Minimum Lot Width (m)	no minimum	21.8
Maximum Front Yard Setback (m) [exception provision 197(4)(e)]	5 from high voltage power line	5 from high voltage power line
Maximum Interior Side Yard Setback (m)	3	0
Minimum Corner Side Yard Setback (m)	3, additional 2 for any part of the building above 15m	<b>0.77 existing sight triangle</b>
Minimum Rear Yard Setback abutting residential zone (m)	7.5	9.14
Minimum Building Height (m)	6.7 for first 20m from front lot line	19.48
	20, not more than 6 storeys	19.48
Maximum Building Height (m)	2 metre step back required from the provided setbacks from front lot line & corner side lot line, at and above the 4th floor or 15m whichever is lesser	<b>0 metre step back from the provided front lot line setback; 2m step back from the provided corner side lot line setback</b>

	45 degree angular plane required, measured at height of 15m from a point 7.5 m from rear lot line	See elevations
Minimum Width of Landscape Area abutting a residential zone (m) [Table 197 Row (i)]	3, may be reduced to 1 where a minimum 1.4-metre-high opaque fence is provided	<b>0.5 with 1.8 metre high opaque fence</b>
Façade facing main street [Provision 13]	must include 1 active entrance per each residential and non-residential use on the ground floor	<b>No residential entrance facing McArthur Avenue</b>
<b>Projections</b>		
Landing [Table 65(5)(b)(i)(2)]	In the front yard or corner side yard: no closer than 0.6m to a lot line	0.84
Canopies [Table 65(4)(b)(i)]	a distance equal to ½ the depth of a front, rear or corner side yard but not closer than 0.6m to a lot line	<b>Approximately 90% of the depth of the front yard and 0.29m from front lot line; Approximately 94% of the depth of the corner yard and 0.2m from corner lot line</b>
<b>Parking Provisions</b>		
Minimum Parking Spaces – Dwelling Units (Area Y) [101(4)(b), Table 101 Row R15]	27 (66 Residential Units - none required for first 12 units, then 0.5/unit)	28
Minimum Parking Spaces – Commercial Use (Area Y) [101(4)(d)(iii)]	none	none
Visitor Parking Spaces – Dwelling Units [Table 102]	5 (66 Residential Units - none required for first 12 units, then 0.1/unit)	<b>3</b>
Minimum width of driveway accessing parking garage for a single traffic lane (m) [107(1)(a)(i)]	3	3
Minimum width of driving aisle in parking garage (m) [Sec 107(1)(c)(ii)]	6.0 (where angled at 90 degrees from driving aisle)	6
Minimum Bicycle Parking Spaces [Table 111A Row (b)(e)]	33 (0.5 per dwelling unit, 1 per 250m <sup>2</sup> GFA for retail)	35
Location of Bicycle Parking Spaces [111(11)]	minimum %50 of required bicycle parking spaces must be horizontal spaces at ground level	Yes

Amenity Area		
Amenity Area (m <sup>2</sup> ) [Table 137(5)]	396 (6/dwelling unit), 198 (%50 Communal Amenity Area, at least one communal area 54m <sup>2</sup> )	552 (Amenity Area), 204 (Communal Amenity Area)

The proposed Minor Zoning By-law Amendment and Site Plan Control application are consistent with the purpose of the Traditional Mainstreet zone, include uses permitted in the Traditional Mainstreet zone, and are generally consistent with the relevant provisions of the City of Ottawa Zoning By-law.

**5.0 PUBLIC CONSULTATION STRATEGY**

**5.1 Prior to Submission:**

A formal pre-application consultation meeting was held with City staff and members of the Vanier Community Association in March 2021. The project architect and developer had a virtual meeting with Councillor Fleury to discuss the proposed development in May 2021.

**5.2 Virtual Open House:**

**Who:** Residents of the community.

**Where:** The Open House will be held electronically through Zoom (Note, it should be held during the early evening and during the week in order to capture the most numbers of available people.)

**When:** Soon after the City’s circulation and comments on the first circulation are received by the Project Team. This is to ensure that members of the public are aware of the project far in advance of any public meeting of Planning Committee.

**City rep.:** The File Lead may wish to attend, depending on the level of interest from the public. This can be determined after the first round of City comments are received. This meeting will be coordinated with the Ward Councillor.

**Follow-up:** Attendees wishing to receive follow-up information may email Novatech’s file lead or the City’s file lead. The Project Team will do their best to keep interested citizens informed of significant changes and/or the final submission that will be heard at Planning Committee.

**Notes:** Due to the restrictions from COVID-19, meetings cannot be held in person. Electronic presentations will be the primary form of information for interested community members. Handouts will not be made available, however interested parties can request further information through the Project Team or their Community Association Primary Contact.

## 6.0 CONCLUSION

This Planning Rationale has been prepared in support of a Minor Zoning By-law Amendment application and a Site Plan Control application to facilitate the development of a six-storey mixed-use building including 66 residential apartment units and three commercial units at 393 McArthur Avenue. A driveway is proposed off Belisle Street that provides access to three surface parking spaces for visitors, and an underground parking garage including 28 parking spaces for tenants.

The proposed development is appropriate to support the growth and development of the settlement area of Ottawa. A mix of commercial and residential uses are proposed within the building. The proposed Minor Zoning By-law Amendment will have no negative impacts to natural heritage and features, natural resources, or cultural heritage resources. The requested Minor Zoning By-law Amendment and proposed development are consistent with the policies of the Provincial Policy Statement.

The proposed Minor Zoning By-law Amendment and development conforms to the policies of the City of Ottawa's 2003 Official Plan, and conforms to the policies of the City of Ottawa's 2021 Official Plan. The requested Zoning By-law Amendment establishes appropriate zoning provisions for the proposed mixed-use building, and permits development that is compatible with surrounding uses.

The Minor Zoning By-law Amendment and Site Plan Control applications are appropriate for the development of the Subject Property and represent good land use planning.

### NOVATECH

Prepared by:

  
Ryan Poulton, M. PL.  
Planner

Reviewed by:

  
Murray Chown, RPP, MCIP  
Director | Planning & Development

## Appendix A: Site Plan





STAMP

REV DATE	ISSUE
10	2022-05-24 Issued for Site Plan Control
8	2021-12-06 Issued for Review
7	2021-11-23 Issued for Coordination
6	2021-11-11 Issued for Coordination
5	2021-11-03 Issued for Coordination
4	2021-10-26 Issued for Coordination
3	2021-10-17 Issued for Coordination
2	2021-09-09 Issued for Review
1	2021-08-13 Issued for Review

NOTES

1. OWNERSHIP OF THE COPYRIGHT OF THE DESIGN AND THE WORKS EXECUTED FROM THE DESIGN REMAINS WITH CSV ARCHITECTS, AND MAY NOT BE REPRODUCED IN ANY FORM WITHOUT THE WRITTEN CONSENT OF CSV ARCHITECTS.
2. THE DRAWINGS, PRESENTATIONS AND SPECIFICATIONS AS INSTRUMENTS OF SERVICE ARE AND SHALL REMAIN THE PROPERTY OF CSV ARCHITECTS. THEY ARE NOT TO BE USED BY THE CLIENT ON OTHER PROJECTS OR ON EXTENSIONS TO THIS PROJECT WITHOUT THE WRITTEN CONSENT OF CSV ARCHITECTS.
3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER PROJECT DRAWINGS AND SPECIFICATIONS.
4. DO NOT SCALE DRAWINGS. CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY DIMENSIONS ON SITE.
5. ALL WORK SHALL BE IN ACCORDANCE WITH THE ONTARIO BUILDING CODE AND ALL SUPPLEMENTS AND APPLICABLE MUNICIPAL REGULATIONS.

CLIENT

OTTAWA  
ONTARIO, CANADA

PROJECT  
**McArthur Development**

393 McArthur Avenue  
Ottawa, Ontario  
TITLE

**SITE PLAN**

PROJECT NO: 2019-1650  
DRAWN: MM  
APPROVED: JS  
SCALE: 1:200  
DATE PRINTED: 2022-06-22 12:17:41 PM

REV DRAWING NO.  
**10 A.100**

**SITE PLAN GENERAL NOTES:**

1. ALL GENERAL SITE INFORMATION AND CONDITIONS COMPILED FROM EXISTING PLANS AND SURVEYS
2. DO NOT SCALE THIS DRAWING
3. REPORT ANY DISCREPANCIES PRIOR TO COMMENCING WORK. NO RESPONSIBILITY IS BORN BY THE CONSULTANT FOR UNKNOWN SUBSURFACE CONDITIONS
4. CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS ON SITE AND REPORT ANY ERRORS AND/OR OMISSIONS TO THE CONSULTANT
5. REINSTATE ALL AREAS AND ITEMS DAMAGED AS A RESULT OF CONSTRUCTION ACTIVITIES TO THE SATISFACTION OF THE CONSULTANT
6. CONTRACTOR TO LAYOUT PLANTING BEDS, PATHWAYS ETC. TO APPROVAL OF CONSULTANT PRIOR TO ANY JOB EXCAVATION
7. THE ACCURACY OF THE POSITION OF UTILITIES IS NOT GUARANTEED - CONTRACTOR TO VERIFY PRIOR TO EXCAVATION
8. INDIVIDUAL UTILITY COMPANY MUST BE CONTACTED FOR CONFIRMATION OF UTILITY EXISTENCE AND LOCATION PRIOR TO DIGGING
9. ALL DISTURBED AREAS TO BE RESTORED TO ORIGINAL CONDITION OR BETTER UNLESS OTHERWISE NOTED

**SITE PLAN KEYNOTES:**

- 1 EXISTING BUS STOP TO BE RELOCATED
- 2 BIKE ROOM ENTRANCE
- 3 GARBAGE ROOM ENTRANCE
- 4 UNDERGROUND PARKING GARAGE ENTRANCE
- 5 COMMERCIAL SPACE ENTRANCE
- 6 PLANTER
- 7 RAMP, SLOPE 1:12
- 8 BUILDING OUTLINE ABOVE
- 9 RETAINING WALL
- 10 BALCONY ABOVE
- 11 5.0 m CORNER SIGHT TRIANGLE
- 12 SCREEN
- 13 SLOPED WALKWAY (SLOPE 1:20)
- 14 PRIVATE RESIDENTIAL PATIO ACCESS
- 15 OVERHANG/CANOPY ABOVE
- 16 VISITOR PARKING SPACE
- 17 1.8m HIGH OPAQUE FENCE

**SITE PLAN LEGEND:**

- EXISTING BUILDING
- ASPHALT PAVING
- NEW GRASS
- NEW SOFT LANDSCAPED AREA - REFER TO LANDSCAPE PLANS
- CONCRETE SIDEWALK (NEW)
- CONCRETE SIDEWALK (EXISTING)
- CONCRETE PAD
- MULCH/PLANTING
- GRAVEL/RIVERSTONE/MAINTENANCE STRIP
- STONE DUST/SAND
- PAVER TYPE 1
- PAVER TYPE 2
- PAVER TYPE 3
- EXISTING CONCRETE SLAB
- EXISTING MATERIAL 2
- EXISTING ASPHALT
- OTHER ENTRANCE/EXIT DOOR
- SERVICE DOORS
- BUILDING MAIN ENTRANCE
- PROPERTY LINE
- FENCE PER LANDSCAPE
- NEW DOMESTIC WATER
- NEW SANITARY
- NEW STORM
- NEW ELECTRICAL SERVICE (BELOW GRADE)
- GAS
- CATCH BASIN
- CATCH BASIN
- LIGHT STANDARD
- LIGHT STANDARD EXISTING
- FIRE HYDRANT
- FIRE HYDRANT EXISTING
- MANHOLE
- MANHOLE EXISTING
- UTILITY POLE
- UTILITY POLE EXISTING
- NEW BUS STOP SIGN
- SIAMESE CONNECTION
- DROPPED CURB



**1 SITE PLAN**  
A.100 | 1:200

**LEGAL DESCRIPTION:**

PART OF LOT 7 JUNCTION GORE CITY OF OTTAWA

**REFERENCE SURVEY:**

THIS DRAWING IS BASED ON A SURVEY PREPARED BY J.D. BARNES LIMITED DATED JULY 20, 2020.

**MUNICIPAL ADDRESS:**

393 MCARTHUR AVENUE

**DEVELOPMENT INFORMATION:**

SITE AREA	1,471 m <sup>2</sup>
BUILDING AREA	987 m <sup>2</sup>
GROSS FLOOR AREA (PER ZONING BYLAW)	4,140 m <sup>2</sup>
BUILDING HEIGHT	19.25 m / 6 STOREYS
ZONE	TM (TRADITIONAL MAIN STREET)
SCHEDULE 1	AREA B
SCHEDULE 2	DISTANCE EXCEEDS 600 m
NUMBER OF UNITS	
1 BEDROOM	23
1 BEDROOM + DEN	30
2 BEDROOM	13
TOTAL	66

**ZONING PROVISION**

	REQUIRED	PROVIDED
MIN. LOT WIDTH	N/A	21.8 m
MIN. LOT AREA	N/A	1,471 m <sup>2</sup>
MAX. FRONT YARD SETBACK	5 m FROM HIGH VOLTAGE POWER LINES	5 m FROM HIGH VOLTAGE POWER LINES
MIN. CORNER YARD SETBACK	3 m	0.77 m
MIN. REAR YARD SETBACK	7.5 m	9.147 m
MAX. INTERIOR YARD SETBACK	3 m	0 m
MAX. HEIGHT	REFER TO ELEVATIONS	REFER TO ELEVATIONS
AMENITY AREA	396 m <sup>2</sup>	552 m <sup>2</sup>
COMMUNAL AMENITY AREA	198 m <sup>2</sup>	204 m <sup>2</sup>
LANDSCAPED AREA	TBD	

**PARKING QUEING + LOADING**

	REQUIRED	PROVIDED
RESIDENTIAL SPACES	27	28
VISITOR SPACES	5	3
ACCESSIBLE PARKING	1 (TYPE A)	1
COMMERCIAL PARKING	0 (UNITS LESS THAN 500 m <sup>2</sup> )	0
BICYCLE PARKING	33	35

## Appendix B: Proposed Zoning By-law Amendment

## APPENDIX ‘B’

### BY-LAW 2022-XXX

A by-law of the City of Ottawa to amend By-law Numbered 2008-250 of the City of Ottawa to change the zoning for the property known municipally as 393 McArthur Avenue.

The Council of the City of Ottawa, pursuant to Section 34 of the *Planning Act*, R.S.O. 1990, enacts as follows:

(a) The Zoning By-law Map of By-law 2008-250, entitled the “City of Ottawa Zoning By-law” is amended by rezoning the lands shown on Attachment No. 1 to this by-law as follows:

(a) Area A – rezoned from TM to TM[xxxx]

(b) Section 239 – Urban Exceptions of By-law No. 2008-250 entitled “City of Ottawa Zoning By-law” is amended by adding urban exception [xxxx] as follows:

Applicable Zones	Additional Land Uses Permitted	Land Uses Prohibited	Provisions
TM [xxxx]			<ul style="list-style-type: none"> <li>- Minimum corner side yard setback is 0.77 metres.</li> <li>- Table 197 Row (g)(ii)(2) does not apply.</li> <li>- Minimum width of a landscaped area abutting a residential zone is 0.5 metres where a minimum 1.8 metre high opaque fence is provided.</li> <li>- No active entrance required to be in the front façade facing the main street for a residential use on the ground floor.</li> <li>- Despite the requirements of Table 65, canopies are permitted to project up to the entire depth of a front or corner side yard, but not closer than 0.2 metres to a lot line.</li> <li>- Despite the requirements of Table 102, only three visitor parking spaces are required for a mixed-use building.</li> </ul>

ATTACHMENT NO. 1



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Lands Affected by By-law



To be Rezoned From TM to TM [xxxx]

ECHELLE  
N. T. S.  
METRES



SCALE  
N. T. S.  
METRES