



## 15 & 17 des Oblats Avenue

Planning Rationale + Design Brief  
Zoning By-law Amendment + Site Plan Control  
August 23, 2022



Prepared for Smart Living Properties & Forum Asset Management

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# 1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Smart Living Properties & Forum Asset Management (“Forum/SLP”) to prepare this Planning Rationale and Design Brief in support of concurrent Zoning By-law Amendment and Site Plan Control applications to facilitate the proposed development on the lands municipally known as 15 & 17 des Oblats Avenue in the City of Ottawa.

## 1.1 Application Overview

Smart Living Properties and Forum Asset Management (Forum/SLP) purchased the property in April of 2021. Forum / SLP intends to retrofit the existing former vacant convent building and develop an addition on the northwest portion of the property located at 15 (17) des Oblats Avenue, the former site of the Convent of the Sisters of the Sacred Heart of Jesus Order. The proposed development consists of the adaptive reuse of the former convent into residential units, and a four (4) storey building addition on the northwest portion of the property that provides continuous connectivity to the existing T-shape building. The proposed retrofit and addition will contain a total of 284 residential rental units in 9,700 square metres of gross floor area, which includes 572 square metres of interior amenity space. The proposed development also includes 1,970 square metres of landscape area and 615 square metres for parkland dedication.

To facilitate the development, concurrent Zoning By-law Amendment and Site Plan Control applications are being submitted. The property is currently split zoned Residential Fourth Density, Subzone UD, Urban Exception 1848 with a holding zone (R4UD[1848]-h) on the northern portion of the property and Residential Fifth Density, Subzone B, Urban Exception [1846]-h (R5B[1846]-h) on the southern portion. The Zoning By-law Amendment proposes to rezone the property to Residential Fifth Density, Subzone B with site-specific zoning provisions to permit the built form of the development as proposed, a height schedule and will remove the holding symbol (R5B[XXXX] H(XX)).

This Planning Rationale and Design Brief will assess the proposed development at 15(17) des Oblats Avenue against the applicable policy and regulatory framework to determine if the development is appropriate for the site and compatible with adjacent developments and the surrounding community.

## 1.2 Application History

A motion was brought forward at the March 9<sup>th</sup>, 2021, Built Heritage Committee to add 15 des Oblats Avenue to the City of Ottawa Heritage Register and for staff to review the property to determine if it meets the criteria under Ontario Regulation 9/06 for designation under part IV of the *Ontario Heritage Act*. This motion was amended to reflect the submitted Cultural Heritage Opinion Letter prepared by Robertson Martin Architects, in which staff agreed that the subject property was not a strong candidate for heritage designation. The amended motion directed staff to explore meaningful commemoration of the role and contribution of the Sisters of the Sacred Heart of Jesus through the Site Plan Control process. Honouring these women and their work in education, health care and social services should reflect but not be limited to the direction contained in the Ottawa East Secondary Plan to retain the grove of trees and statue of the Blessed Virgin located to the west of the existing convent.

A pre-application consultation meeting was held on May 27, 2021, where comments were provided by City Staff on June 7, 2021, and changes to the plan were made based on these comments. Upon completion of the recommended changes, an engagement process commenced, which included two (2) meetings with Councillor Menard and select members of the Old Ottawa East Community Association (OOECA), one (1) meeting with the OOECA Planning Committee, and one (1) public meeting facilitated by Councillor Menard that included the broader public.

The initial meeting with Councillor Menard, held on March 29, 2022, provided an overview of the application. As a result of this initial meeting, Forum / SLP and Fotenn presented the proposed development at the OOECA monthly Planning Committee meeting on April 5, 2022, and a subsequent Mainstreeter article was written about the proposal. A second

meeting requested and facilitated by Councillor Menard was held on May 17, 2022. Finally, a public meeting open to the broader community was held on June 28, 2022, where the proposed development was presented, outlining the changes from the initial meeting with Councillor Menard and the OOECA Planning Committee.

Comments have been received from members of the public and OOECA, which have been considered in the refinement of the proposed development, as outlined below.

<b>Comments</b>	<b>Response</b>
<b>Relocation of the Virgin Mary Statue</b>	The existing Virgin Mary statue will be relocated to the northeast side of the property along Springhurst Avenue within lands that are proposed to be dedicated as parkland to the City. This ensures that the statue is in a public space accessible to the community. The relocation of the statue has been supported by City of Ottawa Heritage Staff in the Pre-Application Consultation meeting.
<b>Location of the addition in proximity to the properties along the western property line</b>	The main wall of the proposed addition will be setback 5.69 metres, with a portion of the addition closest to Springhurst Avenue setback 4.17 metres. The existing zoning requires a setback of 1.5 metres. The proposed setbacks are greater than what is required as of right, and in doing so ensures that the addition to the existing building creates a cohesive street wall with adjacent developed properties.
<b>Overlook and nuisance from the rooftop amenity space</b>	The enclosed rooftop amenity space was originally proposed on the Oblats frontage. In response to comments, the rooftop amenity was relocated to the westerly portion of the proposed addition and a 4.0 metre setback has been provided away from the western limit of the proposed addition. This will screen the outdoor roof-top amenity area from the existing units to the west. The enclosed rooftop amenity space will also include windows on the north, south and eastern face of the projection, with no windows proposed on the western face. Further, the rooftop amenity space has been located away from the northern edge of the addition, located in line with the southern portion of the addition. The rooftop amenity space will look over the proposed internal courtyard. A green buffer will be provided between amenity spaces and the edges of the building, providing additional space to the nearby properties and will prevent overlook from those enjoying the space.
<b>Level of density compared to the surrounding developments (135 units at The Corners on Main and 235 units at Milieu/Ballantyne)</b>	The Secondary Plan sets out a minimum number of new dwelling units and jobs for the Oblats Lands, Sacre Coeur area of 1,000 units. While the density is more than the neighbouring condominium buildings, the proposal provides smaller, more efficient rental units that have access to appropriate amenity spaces. The smaller units add much needed housing supply and inherently, more attainable rental rates. The site can support the density as proposed.

<p><b>Proposed pathway along the west property line is too narrow and is seen as an area where people can cause a nuisance</b></p>	<p>The width of the pathway is determined by the existing building and its proximity to the western property line. A 1.5 metre mid-block connection has been provided along this property line, as it is the only location on the site with sufficient space to formalize this needed link. Units along this mid-block connection will provide for passive surveillance of the area.</p>
<p><b>Parking concerns with the reduced parking amount</b></p>	<p>Measures such as increased bicycle parking has been considered when reducing parking on site. A total of 291 interior and 8 exterior bicycle spaces are proposed. Additionally, some of the proposed parking spaces are proposed to be used for car-sharing services which provides an alternative travel mode for individuals without personal vehicles. At the time of rental, it will be clearly stated that there is no parking available for tenants.</p>
<p><b>Target demographic of students and young professionals is of concern due to the transient community and yearly turnover</b></p>	<p>The proposed development would provide 284 rental units in an established community with existing infrastructure, community amenities and proximity to transit, jobs and resources. The demographics of residents will depend on the market and who finds this form, cost, and location of housing desirable. The length of tenure will be no less than a year.</p>
<p><b>Concern over loss of natural light and shadows from the proposed development</b></p>	<p>As the proposal is for a four storey low-rise apartment, City Staff have not required a shadow study to be submitted as part of this application.</p>

## Site Context and Surrounding Area

The subject property, municipally known as 15 des Oblats Avenue, is located on the north side of des Oblats Avenue, east of Main Street (Ward 17), south of Springhurst Avenue and west of Parish Private in the City of Ottawa. The subject property has approximately 98.8 metres of frontage on des Oblats Avenue and 99.9 metres of frontage on Springhurst Avenue, with a total site area of approximately 6,777 square metres (0.68 hectares) (Figure 1).



Figure 1. Aerial image of the subject property, surrounding area and proximity to transit.

The subject property is currently developed with an existing vacant four (4) storey T-shaped building. The original building along Oblats Avenue was constructed in 1915, with additional floors added to the building in 1926 and the back wing creating the T-shape along Springhurst Avenue added to the building in 1954. Prior to dividing the land into two sites in 2008, the parcel of land that the existing building is situated on extended further west to Main Street. Upon Domicile's purchase and eventual development on the new lot to the west, the Statue of the Blessed Virgin Mary was relocated to its current location.

The existing building is currently vacant and proposed to undergo internal renovation. A parkette which contains the statue of the Blessed Virgin Mary and associated grove trees is located along Springhurst Avenue behind the west wing of the building. Surface parking is located off Springhurst Avenue, to the east and west side of the middle portion of the existing building. Additional surface parking is located along des Oblats Avenue, in front of the main entrance to the existing building. Approximately 50 parking spaces are currently located on the subject property.

Access and egress to and from the site is from Springhurst Avenue and des Oblats Avenue. The access on Springhurst provides a direct connection to the surface parking lot at the rear of the building, while the access on des Oblats Avenue provides a direct connection to the surface parking lot at the front of the building. There is no curb in front of the surface parking on des Oblats Avenue, and as such the parking area appears as if it is a continuation of the road right-of-way. Some of these parking spaces appear to be located within the City's right-of-way.

Despite a large portion of the property being developed with the existing T-shaped building and hardscaped parking, there are some grassed areas, as well as several mature trees located across the site. There is a cluster of trees located at the front of the west wing of the building on des Oblats Avenue, a large tree at the rear of the existing building and east of the current commemorative park and statue, and two large trees behind the east wing of the existing building. The trees located at the rear of the property are included in the City's Urban Tree Canopy.



Figure 2. Images of the subject property and surrounding area

## 2.1 Surrounding Area

The subject property is in the Old Ottawa East neighbourhood, between the Rideau Canal and the Rideau River. Main Street, a major north-south arterial road within Old Ottawa East is located approximately 110 metres west of the subject property, while the Rideau River and its adjacent pathways are located approximately 200 metres east of the subject property. The area surrounding the property is characterized by a broad mix of uses and building typologies including low



and mid-rise residential and mixed-use buildings, commercial buildings and institutional uses. Gradual infilling of the surrounding neighbourhood has occurred, as seen along Main Street and throughout the residential area north of the subject property.



Figure 3. Site and Surrounding Area

The surrounding uses can be described as follows:

**North:** Across Springhurst Avenue, to the north of the subject property are residential dwellings. These dwellings appear to be primarily detached dwellings, although there is one semi-detached dwelling located directly across from the subject property. These dwellings range in height from single-storey structures up to 3-storey structures. Further north of the site is a residential neighbourhood, bound by Highway 417. The neighbourhood is made up primarily of residential dwellings that range in form, from detached and semi-detached dwellings to low-rise apartment buildings. Building heights of up to 11 metres are permitted in this neighbourhood. Hawthorne Avenue Parkland is located at the edge of this neighbourhood, just south of Highway 417, with Lees Avenue, an east-west arterial road, located approximately 200 metres north of the subject property. Approximately 750 metres northeast of the subject property is the University of Ottawa – Lees Campus and the Lees LRT Station, which provides efficient transit connections throughout the City and to the main campus of the University of Ottawa.

**East:** Directly abutting the subject property to the east are townhouses that front onto Springhurst Avenue. The subject property also abuts Parish Private, a private road that is included as part of the Greystone Village development. Across from Parish Private, to the east, are newly constructed townhouses. Further east of the site is another portion of the Greystone Village development, specifically the Greystone Village Retirement building, the Rideau River and associated Rideau River Nature Trail.

**South:** The subject property abuts des Oblats Avenue to the south. Across from des Oblats Avenue is Deschatelets Avenue and a portion of Greystone Village under construction. In the future, a mid-rise apartment building will be located at this intersection of des Oblats Avenue and Deschatelets Avenue. The remainder of the Greystone Village that will be constructed south of the subject property will be a mix of low and mid-rise buildings. The development will feature residential, mixed-use, and commercial uses. Further south of the site, approximately 180 metres away, is the Saint Paul University campus, and south of that is a residential neighbourhood. This neighbourhood includes a park along the Rideau River that includes a baseball diamond, tennis court, swimming pool, playground and skating rink, among other features.

**West:** Abutting the subject property to the west is a residential apartment building with a mid-rise profile along Oblats Avenue and low-rise profile along Springhurst Avenue. Connected to that building via enclosed walkway is a mixed-use

building with heights ranging from low- to mid-rise, and a mix of commercial uses at grade with residential on the upper floors. Further west of the site are several schools, such as Immaculata High School, École élémentaire catholique Au Coeur d'Ottawa, and St. Nicholas Adult High School Central. There are also many religious institutions, such as the Sagrada Family Parish/Holy Family Parish, Church of the Ascension, Ottawa Chinese Bible Church, among others. Many of these schools and religious institutions are located on Main Street, a designated Traditional Mainstreet and arterial road that runs down the center of the Old Ottawa East neighbourhood. Lastly, the Old Ottawa East neighbourhood, in general, is bound by the Rideau Canal to the west.

## 2.2 Road Network

The subject property is located approximately 110 metres east of Main Street and 210 metres south of Lees Avenue, which are both designated as Arterial Roads pursuant to Schedule E (Urban Road Network) in the City of Ottawa's Official Plan (Figure 4). Arterial roads are intended to move traffic through the city in conjunction with lower-order roads. As Arterial Roads, Main Street and Lees Avenue provide efficient vehicular connections to the Downtown Core (via Colonel By Drive), the Provincial Highway, and to surrounding neighbourhoods.

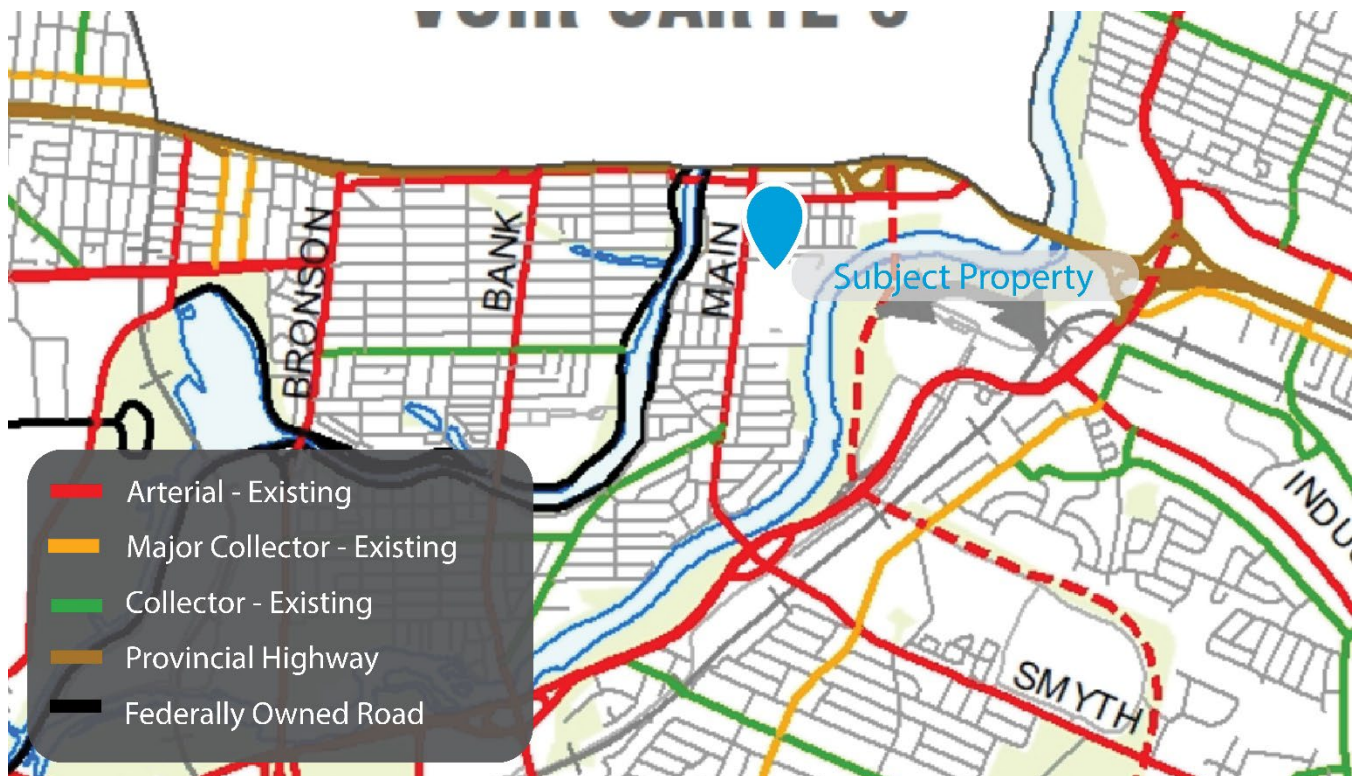


Figure 4. Extract of Schedule E – Urban Road Network, from the City of Ottawa's Official Plan

## 2.3 Transportation

Pursuant to Schedule D (Rapid Transit and Transit Priority Network) of the Official Plan, the property is in close proximity to existing transit. The entirety of the property is within an 850 metre (approx. 820 metre walking distance) radius of the existing Lees LRT Station. The Lees Transit Station was part of Phase 1 of the Confederation Line which provides efficient connections between Tunney's Pasture at its west end and Blair Station at its terminus to the east. Additionally, Schedule D identifies a Transit Priority Corridor with isolated measures just south of Highway 417, approximately 350 metres from the subject property (Figure 5).

The subject property is also well served by local bus transit, with three bus stops located at the corner of Main Street and des Oblats Avenue, approximately 110 metres walking distance west of the property. These bus stops service OCTranspo Bus Routes #5, #16, and #55. Stations are located on both the east and west side of Main Street. Bus Route #5 generally runs in a north-south direction and provides a connection from Billings Bridge at its south end and Laurier Avenue East at its north terminus. Bus Route #16 currently travels in an east-west direction and provides a connection from Main Street and des Oblats Avenue in the east to Tunney's Pasture/Westboro at its west terminus. Additionally, Bus Route #55 generally runs in an east-west direction as well, with the Elmvale Shopping Centre at its terminus to the east and Westgate Shopping Centre at its terminus to the west.

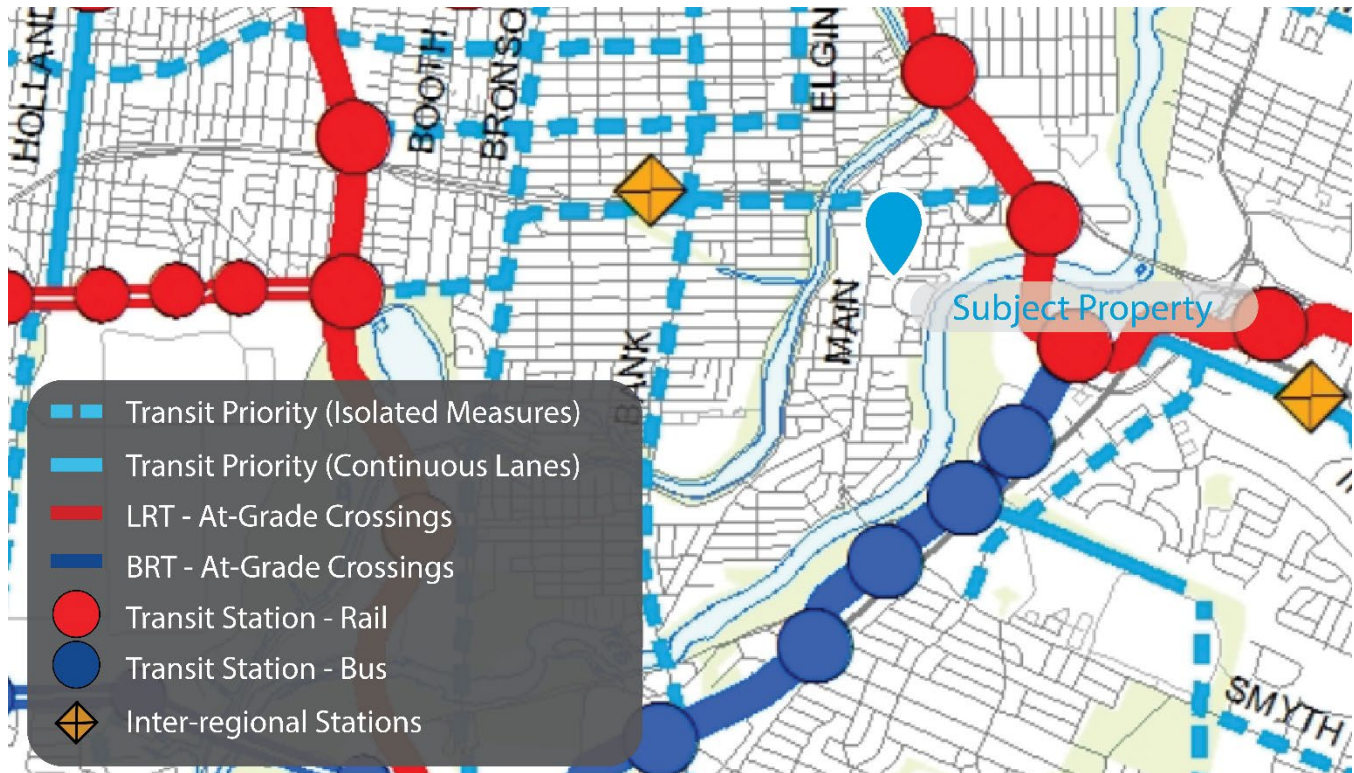


Figure 5. Extract of Schedule D - Rapid Transit and Transit Priority Network, of the City of Ottawa's Official Plan

## 2.4 Active Transportation

The subject property is well-served by the greater cycling network (Figure 6). Pursuant to Schedule C (Primary Urban Cycling Network) of the Official Plan, Main Street and Lees Avenue are identified as cycling spine routes providing increased access to the greater cycling network. This allows cyclists to connect to various other routes throughout that city and rapid transit, promoting multi-modal transportation.

The site is also well serviced by city-wide and community-level multi-use pathways along the Rideau Canal pathway and the Rideau River Nature Trail, as identified on Schedule C. Additionally, the site is located approximately 850 metre walking distance from an identified Cross-Town Bikeway, which provides continuous connectivity of cycling infrastructure over long distances, as well as on-road and off-road facilities to provide comfort for cyclists.



Figure 6. Extract of Schedule C - Primary Urban Cycling Network, of the City of Ottawa's Official Plan

## 2.5 Neighbourhood Amenities

The subject property is in the established Old Ottawa East neighbourhood, between the Rideau Canal and the Rideau River. The subject property enjoys proximity to many neighbourhood amenities including a variety of small and locally oriented commercial uses such as restaurants, coffee shops, and retail shops. The neighbourhood also benefits from access to one (1) large grocery store, Loblaw's at 64 Isabella Street, located west of the Rideau Canal (approx. 900 metre walking distance from the site). A smaller grocery store is located within an approximate 150 metre walking distance from the subject property.

As outlined in Figure 3 above, the site is well-served with respect to parks, community facilities and institutions being within walking distance of the following:

- / Immaculata High School;
- / Calvary Baptist Church;
- / Lady Evelyn Alternative School;
- / Rainbow Kidschool;
- / Church of the Ascension;
- / St. Nicholas Adult High School, Central;
- / Ecole elementaire catholique Au Coeur d'Ottawa;
- / Riverside Montessori Pre-School;
- / Saint Paul University Campus;
- / Ottawa East Community Garden;
- / Brantwood Park; and
- / Springhurst Park.

## 3.0

# Proposed Development and Design Brief

## 3.1 Proposed Development

Forum / SLP is proposing to renovate the interior of the existing building and construct a four (4) storey residential L-shaped addition (Figure 7). The interior renovations and addition will result in a total of 284 units of varying sizes. The unit size breakdown includes 227 studio units, 13 one-bedroom units, 19 two-bedroom units, and 25 three-bedroom units. The proposed addition has a total height of 14.5 metres, with a 3.5 metre projection above the fourth floor devoted to amenity space only.

The development proposes to maintain the existing building while locating the addition on the northwestern portion of the property, connecting to the west wing of the existing building. The proposed addition will replace the existing park that contains the statue of the Blessed Virgin Mary, as well as a surface parking lot. This open space will be relocated to the northeast side of the property, east of the proposed surface parking lot by way of parkland dedication.

The proposed development will include 20 vehicle parking spaces which will be in the existing surface parking lot located off Springhurst Avenue. It is proposed that the eight (8) parking spaces that currently exist along des Oblats Avenue will be reconfigured into on-street lay-by parking including on loading space for deliveries or larger vehicles. A total of 291 interior bicycle parking spaces will be located at the basement level as part of the proposed development and 8 exterior bicycle parking spaces will be provided at the building entrance off Springhurst Avenue, providing a greater than 1:1 ratio of bicycle parking spaces to units. Access to the interior bicycle parking will be from the ground floor through an elevator. The proposed development will also be designed to include geothermal energy, which will contribute to the sustainability of the adaptive reuse project.

As a co-living housing typology, emphasis has been given to quality and quantity of amenity space. Common amenity space is located throughout the building with a lounge on each floor, as well as the indoor amenity space above the fourth storey. Outdoor amenity space is provided for on the rooftop of the new addition and within the courtyard created by connecting the addition to the existing building. A total of 1,034 square metres of indoor amenity space is proposed, while 1,800 square metres of soft landscaping at-grade will be provided. In total, 2,834 square metres of amenity space is proposed as part of this development.

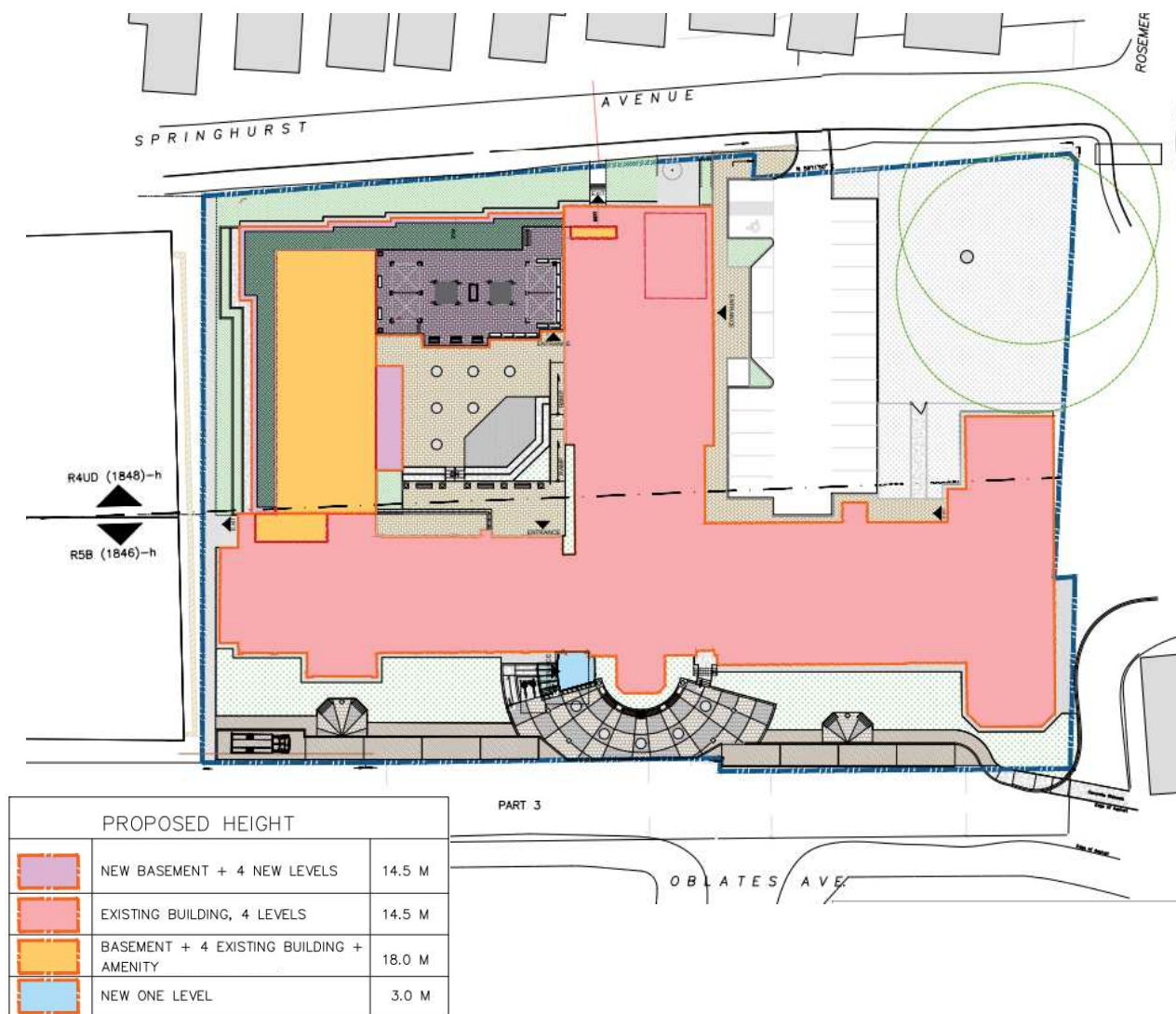


Figure 7. Illustrative Site Plan, extracted from the submitted architectural Site Plan

### 3.2 Site & Building Design

In designing the proposed development, many components were considered to respond to the existing and planned context, and to ensure liveability for future residents of the development. The following sections outline and describe these considerations.

#### 3.2.1 Building Massing and Scale

The proposed addition respects the existing neighbourhood context by locating residential units within the proposed addition within the first four-storeys of the building. The enclosed rooftop amenity space of the proposed development has been stepped back 2.7 metres from the northern edge and 4.0 metres from the western edge of the addition. The design of the indoor amenity space and building stepbacks provides for a transition between the nearby residential dwellings to the north and the abutting mid-rise residential building to the west (Figure 8).



Figure 8. Birdseye perspective of the proposed addition from the northeast

In addition to the use of setbacks for the proposed indoor amenity space, the mass of the proposed addition has been located in an area already characterized by building mass and density along the western property line, a “landscape boarder” feature has been located along the edge of the roof. Locating new units in this location provides a transition to the low-rise residential to the east. The proposed addition’s massing will be broken up using fenestration and materiality. The west wall of the enclosed rooftop amenity space will not contain any windows, mitigating any overlook concerns. An increased setback from the front lot line on Springhurst Avenue than what is required in the R5B zone is proposed (3.5 metres proposed vs. 3.0 metres required), providing additional transition between the low-rise residential neighbourhood to the north, and additional opportunities for greenspace on the property.



Figure 9. North elevation of the proposed addition



Figure 10. south elevation of the proposed development



Figure 11. East elevation of the proposed addition



Figure 12. West elevation of the proposed development

### 3.2.2 Views

The addition's location along Springhurst Avenue is clearly visible, however the addition does not overpower the roofline of the existing convent building or the surrounding buildings, particularly the low-rise apartment building to the west. Increased fenestration on the proposed addition as compared to the existing building is visually interesting. The projecting enclosed amenity space has been stepped back from the western and northern edge of the addition, providing an area for a green buffer that will limit overlook onto the abutting and adjacent neighbours. Similarly, the rooftop amenity space on top of the fourth floor has also been stepped back from the northern edge of the addition and will have a green buffer limiting overlook on the properties north of Springhurst Avenue. No windows are proposed on west façade of the enclosed, rooftop amenity space.





Figure 13. View along Springhurst Avenue from the northeast



Figure 14. View along Springhurst Avenue from the northwest

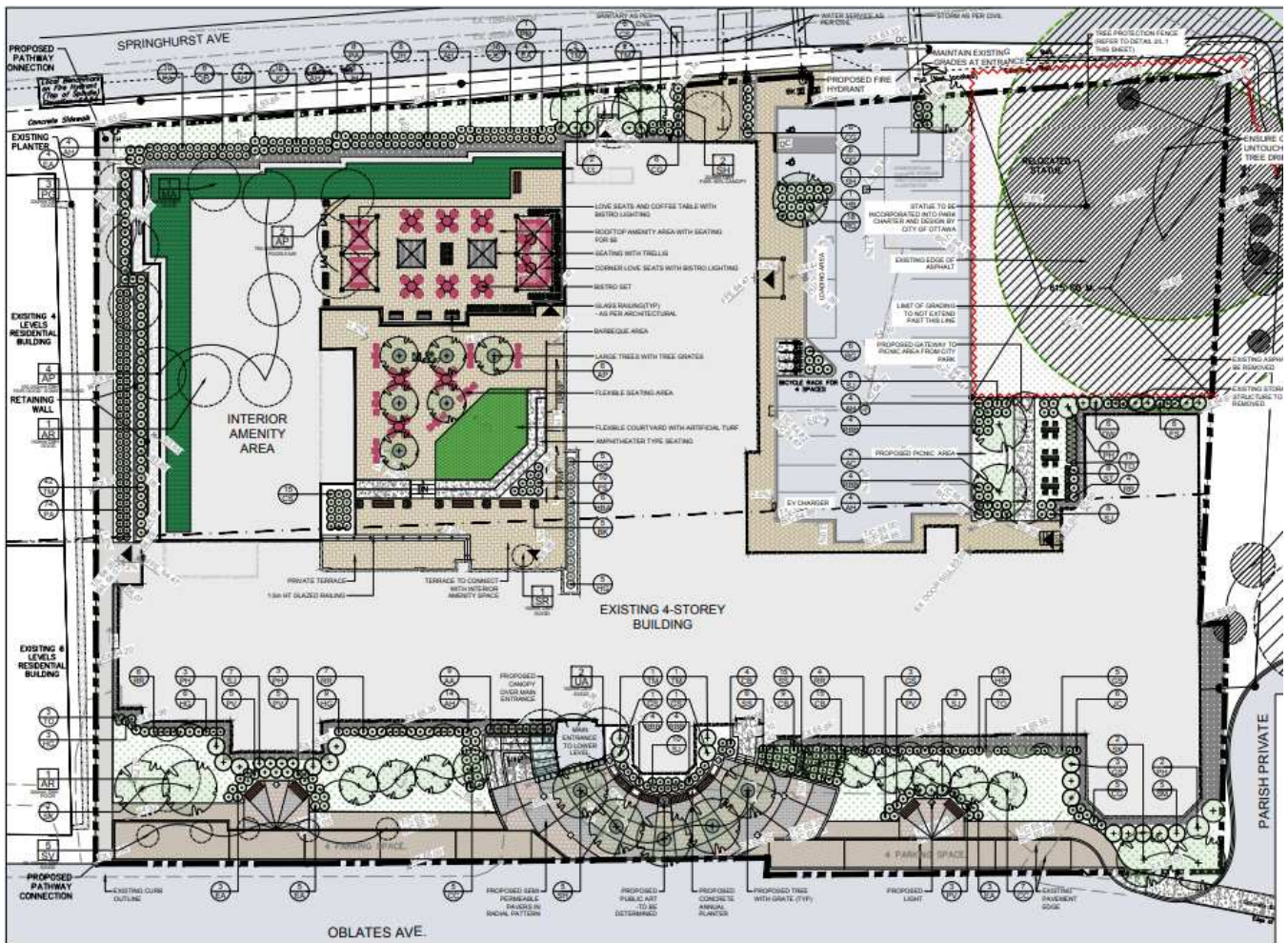


Figure 15. Landscape Plan, outlining the rooftop amenity space and interior courtyard



Figure 16. View from des Oblats Avenue

### 3.2.3 Alternative Building Layouts

The design of the proposed addition went through several iterations, including designs that proposed the building mass across most of the Springhurst frontage. Other designs included the projecting amenity space and rooftop amenity space on the top of the east wing of the existing structure, which was larger in area, however these designs removed space at-grade for landscaping and at-grade amenities.

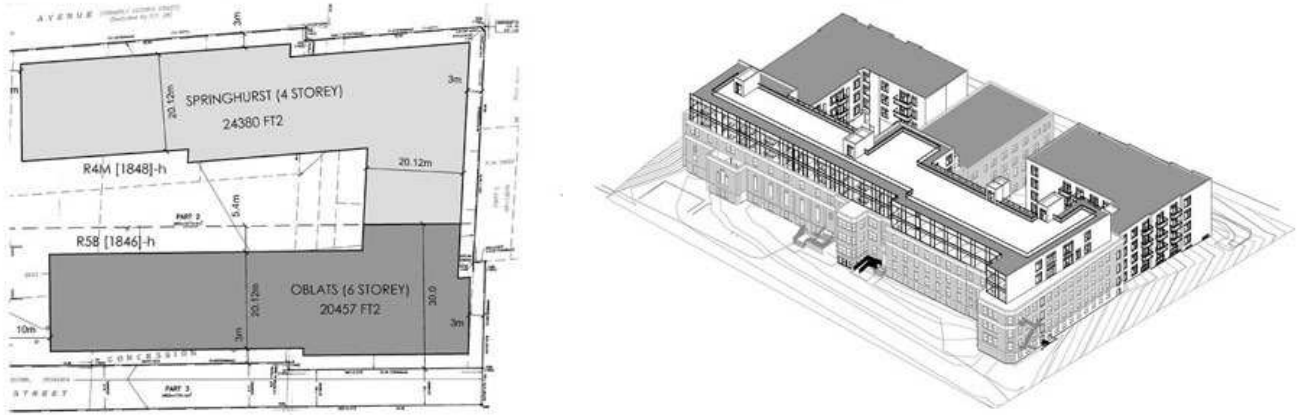


Figure 17. Development Concepts prior to pre-application consultation meeting in May 2021



Figure 18. Development Concept presented at the pre-application consultation meeting in May 2021

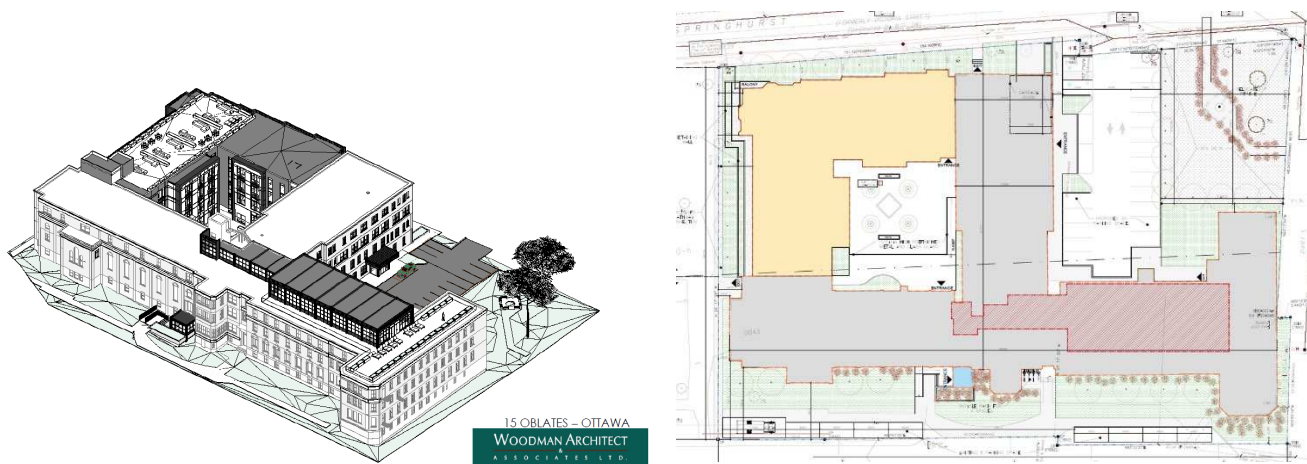


Figure 19. Development Concept presented to the Old Ottawa East Community Association in March 2022

Considering the different concepts and the comments received, it was decided to proceed with a development, with reduced massing along Springhurst Avenue, maintaining the low-rise interface along this street to blend in with what already exists along the south side of Springhurst Avenue. Additionally, the reduction in massing along Springhurst Avenue provides a larger area for the relocation of the statue of the Blessed Virgin Mary among retained trees that would be protected for in a new public park.

In response to the comments received during the public consultation the amenity space was moved to the addition and reduced in size to limit overlook on the townhouses to the east of the proposed development, limit the construction impact of an addition on the existing structure and provide for a screen to the outdoor amenity area on the addition.

### 3.2.4 Sustainability

The proposed development will be serviced with geothermal energy, a renewable energy resource. Geothermal energy is generated within the Earth, that is then harvested using boreholes, for human use to heat buildings and provide electricity. The geothermal system is an efficient system that uses approximately 60% to 75% less energy than conventional heating and cooling systems. Geothermal is considered a long-term solution for sustainability, which has been identified as a priority by the City of Ottawa.

On a large, city-scale, the use of geothermal energy for this project contributes to greener and more sustainable projects within Ottawa. On a site-specific scale the use of a geothermal system creates additional rooftop space by removing traditional HVAC components from the mechanical penthouse. The additional rooftop space is being utilized for the projecting amenity space and the outdoor rooftop amenity space, contributing to the quality amenity space that is emphasized in the co-living housing model. The use of geothermal energy also contributes to natural snow removal through snow melt, as opposed to removal using snow ploughs and other gas powered machinery.

Additional sustainability features of the proposed development include the adaptive reuse of an existing structure instead of demolition. Maintaining the existing building will result in less waste being contributed to City of Ottawa landfills.

## 3.3 Pedestrian Experience and Public Realm

The proposed development includes the relocation of the statue of the Blessed Virgin Mary from the northwest corner of the property to the northeast corner of the property. The proposed relocation will place it in the new park to be easily accessible from Springhurst Avenue and the greater neighbourhood. The park has been placed in this area of the property to preserve the existing mature trees on the property. During the Pre-Application Consultation the City identified mature trees on the property that should not be removed, and as such the proposed development has ensured that no residential addition is built in this area and instead the commemorative park for the Sisters of the Sacred Heart of Jesus and the statue of the Blessed Virgin Mary are relocated to this portion of the property.

The proposed development also includes a pedestrian walkway (referenced as the mid-block connection) along the western property line between the proposed development and the abutting The Corners on Main development, as outlined in Figure 20. This mid-block connection provides direct access between des Oblats Avenue and Springhurst Avenue.

Passive surveillance of the proposed pedestrian mid-block connection will occur through the location of dwelling units on both sides, with the addition and existing building on the east side of the pathway also providing lighting to this space. Through this development application, the walkway is becoming a formalized feature of the neighbourhood, as it is something that is already being used. By properly planning this mid-block connection, through this development will ensure that proper maintenance is provided along with the appropriate safety considerations (signage, bollards, lighting) for this desired community link.

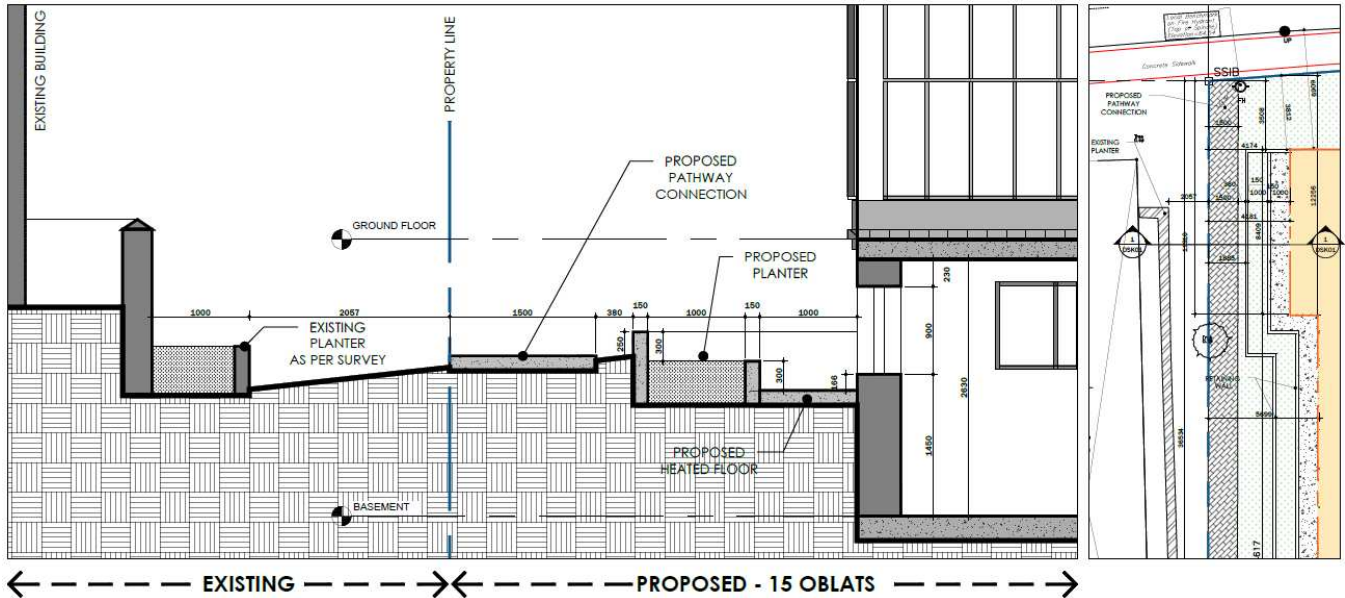


Figure 20. Cross Section (left) of Proposed Mid-Block Connection indicated on the Site Plan (right)

## 4.0 Policy and Regulatory Framework

### 4.1 Provincial Policy Statement, 2020

The Provincial Policy Statement, 2020 (PPS) provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act, which includes the PPS.

The PPS supports the goal of enhancing the quality of life for residents of Ontario, including the protection of public health and safety, the quality of the natural and built environment, and resources of provincial interest. The PPS also recognizes that the “long-term prosperity and social well-being of Ontario depends upon planning for strong, sustainable and resilient communities for people of all ages...”. The policies of the PPS support building strong healthy communities, wise use and management of resources, and protecting public health and safety. The following PPS policies are applicable to the proposed development.

#### 4.1.1 Section 1.0 – Building Strong Healthy Communities

Section 1.0 of the PPS recognizes that “efficient land use and development patterns support sustainability by promoting strong, liveable, healthy and resilient communities...” and provides policies to achieve these healthy communities throughout Ontario. Within this section, the policies applicable to the site and proposed development are as follows:

- / 1.1.1: Healthy, liveable and safe communities are sustained by:
  - a) promoting efficient development and land use patterns...;
  - b) accommodating an appropriate affordable and market-based range and mix of residential types, employment,..., 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...; and
  - g) ensuring that necessary infrastructure and public service facilities are or will be available....
  
- / 1.1.3.2: 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...;
  - e) support active transportation; and
  - f) are transit-supportive, where transit is planned, exists or may be developed.
  
- / 1.1.3.3: 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.
  
- / 1.4.3: 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: 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
  - c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
  - 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; and
  - f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.
- / 1.5.1: Healthy, active communities should be promoted by:
- a) planning public streets, spaces, and facilities to be safe, meet the needs of pedestrians, foster social interaction, and facilitate active transportation and community connectivity;
- / 1.7.1: Long-term economic prosperity should be supported by:
- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
  - d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets; and
  - e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.
- / 1.8: Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:
- a) promote compact form and a structure of nodes and corridors;
  - b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas; and
  - e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.
- / Section 2.6 of the PPS provides policy direction related to Cultural Heritage and Archeology and states:
- Significant built heritage resources and significant cultural heritage landscapes shall be conserved (2.6.1); and,
  - Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved (2.6.3).

**The proposed development is consistent with the Provincial Policy Statement. As a property located in an established neighbourhood and within proximity of a Transit Priority Corridor and LRT Station, the proposed addition advances the provincial goals of healthy, liveable, and safe communities that efficiently use infrastructure, improve the range and mix of housing types, and support transit use. This is done while honouring the heritage resources and recognizing the cultural contributions of the past uses on the subject site.**

## 4.2 City of Ottawa Official Plan

The Official Plan promotes efficient land-use patterns through intensification of locations strategically aligned with the transportation network and specifically the rapid transit network. Section 2.2.2 addresses the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure. Consequently, the Plan directs growth to locations with significant development potential.

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

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

**The proposed development represents residential intensification as defined by Section 2.2.2, Policy 1 of the Official Plan.**

**Policy 10 of Section 2.2.2** states that intensification may occur in a variety of built forms provided urban design and compatibility objectives are met. Policy 11 states that the distribution of appropriate building heights will be determined by:

- / The location in a target area for intensification or by proximity to a rapid transit station or transit priority corridor, with the greatest height and the tallest building heights being located closest to the station or corridor; and
- / The design and compatibility of the development with the surrounding context and planned function as detailed in Section 4.11 (discussed below), with buildings clustered with other buildings of similar height.

While the Official Plan identifies specific land use designations as target areas for intensification, **Policy 22 of Section 2.2.2** states that the City also supports compatible intensification in other locations within the urban boundary including areas designated General Urban Area. The City will promote opportunities for intensification in areas determined by the policies in Section 3.6.1, discussed in further detail below.

**The proposed development achieves residential intensification through the conversion and expansion of the existing building on the property into additional residential units. Though not located in an identified Target Area for Intensification, the subject property can support the proposed addition due to the context, configuration and size of the property. The subject property is located in an area with a variety of uses and building heights in the General Urban Area. Main Street consists of a variety of commercial uses, while Lees Avenue and Hawthorne Avenue to the north are identified as Corridors which expand upon the uses of the area as well. The development provides a design that is compatible with the adjacent existing development and provides an appropriate building height and form.**



The proposed use for the site conforms to the intent of the Official Plan policies on managing growth within the City, where intensification in the General Urban Area is to relate to the existing community character and contribute to a balance of housing types and tenures. The proposed development is consistent with the existing and planned scale and character of development in the area.

#### 4.2.1 Land Use Designation

The subject property is designated **General Urban Area** on Schedule B (Urban Policy Plan) in the City of Ottawa Official Plan (Figure 21). The General Urban Area designation permits the development of a range and choice of housing types to meet the need of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The intent of the General Urban Area is to contribute to the formation of healthy and complete neighbourhoods.

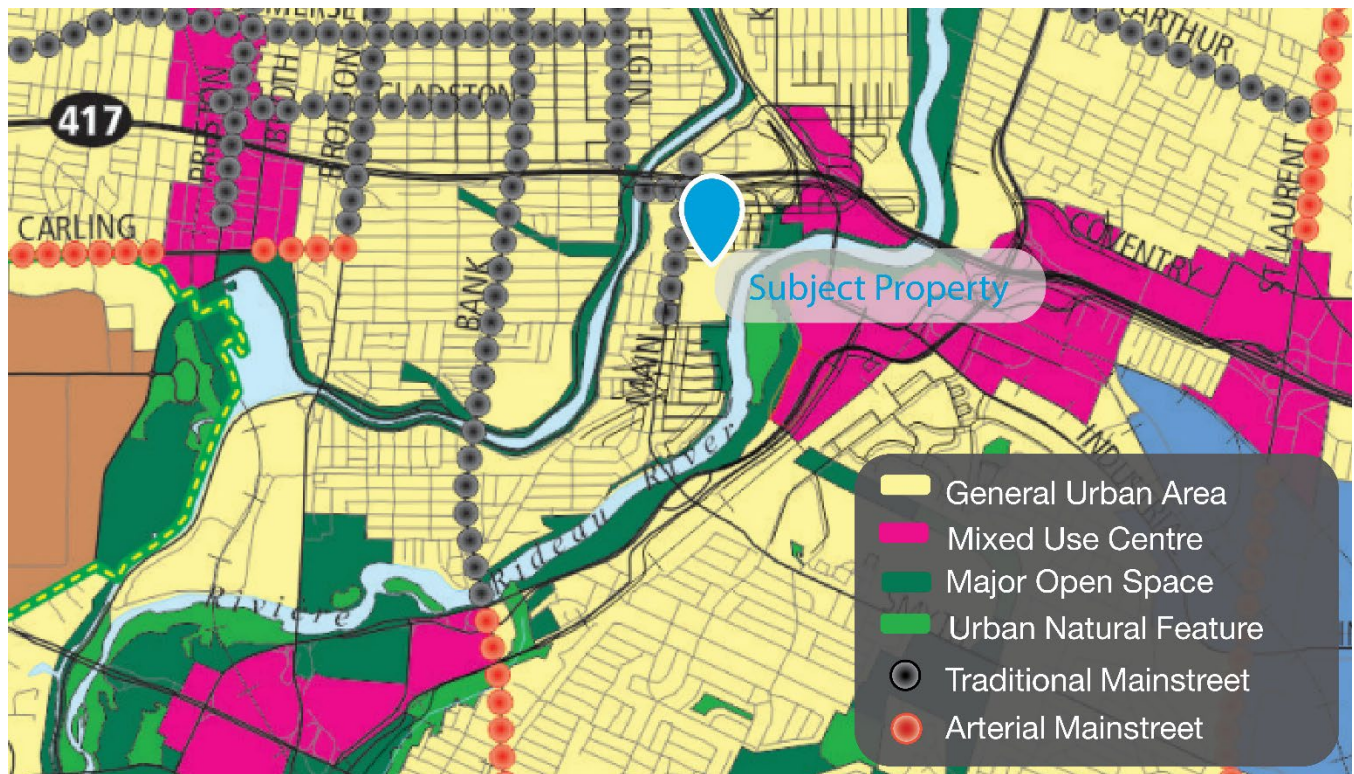


Figure 21. Extract of Schedule B – Urban Policy Area, of the Official Plan

**Policy 1 of Section 3.6.1** notes the General Urban Area designation permits many types of densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment, and institutional uses.

**Policy 2** states that new development must follow the design and compatibility directives included in Section 2.5.1 and Section 4.11 of the Official Plan.

**Policy 3** states that building height in the General Urban Area will continue to be predominantly low-rise (up to four storeys), however secondary plans or zoning may permit building heights greater than four storeys.

Furthermore, **Policy 4** outlines that notwithstanding Policy 3, new taller buildings may be considered for sites that:

- / Front an Arterial Road on Schedule E or F of this Plan and which are:
  - Within 800 metres walking distance of a Rapid Transit Station on Schedule D of this Plan, or

- On a Transit Priority Corridor on Schedule D of this Plan;
- / Are in an area characterised by taller buildings or sites zoned to permit taller buildings.

**Policy 5** states that intensification within the urban area is supported where it complements the existing pattern and scale of development and planned function of the area. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- / Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon established patterns of built form and open spaces;
- / Consider its contribute to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area

**The proposed development seeks to redevelop the subject property with a compatible built form that fits well within the existing community through its low-rise profile. The proposed development maintains the existing convent building, renovating the inside of the building with residential units. The proposed addition is considered low-rise with the indoor amenity space located within a permitted projection above the height limit. The immediate context of the surrounding area consists of buildings that range in height from low-rise (along Springhurst Avenue) to mid-rise (along des Oblats Avenue). The heights along Springhurst range from two to three storey single detached dwellings on the north side of Springhurst Avenue and four to six storey residential and mixed-use buildings on the south side of Springhurst Avenue. The heights along Oblats Avenue range from three storey townhouses to six storey mixed-use residential apartment buildings on the north side of Oblats Avenue and six-storey to nine-storey residential and mixed-use buildings on the south side of Oblats Avenue.**

**The proposed development maintains the character of the retained convent building by matching the exterior materiality for the addition and will contribute to the variety of housing types and tenures in a desirable location that is walkable to many amenities and services within the inner urban area of the City. The proposed development will consist of 284 rental units that range in size from studio units to three-bedroom units. The breakdown of units consists of 227 studio units (11 barrier free), 13 one-bedroom units (4 barrier free), 19 two-bedroom units (2 barrier free), and 25 three-bedroom units (9 barrier free).**

#### **4.2.2 Urban Design, Liveable Communities**

**Section 2.5** of the Official Plan describes the basics of liveable communities – good housing, employment, ample greenspace, and a sense of history and culture – and proposed to create more liveable communities by focusing on community design and collaborative community building. Community design engages with the details of how buildings and landscapes relate. The Official Plan states that compatible development is development that is not necessarily the same as or similar to existing buildings, but that enhances and coexists with existing development without undue adverse impacts on surrounding properties. It is development that fits well and works well with its surroundings. Broadly applicable design objectives are outlined in Section 2.5.1 of the Official Plan, while more specific compatibility criteria are set out in Section 4.11 of the Official Plan.

**The proposed development is of a compatible form and typology. The proposed development is an adaptive re-use project that is maintaining the existing structure, with any new additions maintaining a low-rise building form (four-storeys). Consideration has been taken to design elements of the addition and the property in general to mitigate negative impacts on the adjacent neighbourhoods, as described in greater detail below.**

The proposed development responds to the design objectives of **Section 2.5.1** in the following ways:

#### **1. It enhances the sense of community and creates a sense of identity:**

- / The proposed development will enhance the sense of community by locating an attractive building façade along the des Oblats Avenue frontage and along the Springhurst Avenue frontage.
- / The proposed development maintains the exterior of the existing convent of the Sisters of Sacred Heart of Jesus, which ensures the identity of the site remains.

**2. It defines quality public and private spaces through development:**

- / The development proposes a new pathway between des Oblats Avenue and Springhurst Avenue.
- / The development proposes a new location for the statue of the Blessed Virgin Mary along with a park to commemorate the Sisters of the Sacred Heart of Jesus convent, on the northeast portion of the property along Springhurst Avenue.
- / The proposed development provides residents with quality amenity space proposed throughout the building, upon the rooftop and at-grade.
- / Undesirable overlook impacts on existing properties are minimized by setbacks. The communal amenity spaces have been strategically located such that there are minimal overlook impacts.

**3. It creates places that are safe, accessible and are easy to get to, and move through:**

- / The proposed pathway will provide for passive surveillance and be lit to ensure crime prevention through urban design.
- / Lighting for the proposed development will be strategically located and oriented to ensure safety for building residents at all points of ingress and egress.
- / The proposal is in proximity to existing pedestrian and cycling facilities, encouraging active transportation to and from the property.

**4. It respects the character of existing areas:**

- / The proposed development respects the building heights that are currently present or under construction in the immediate area. The proposed development is four-storeys in height, with a permitted projection above the high limit which will accommodate interior amenity space.
- / The proposed development maintains a low-profile built form along the streetscape, creating a sense of human scale.
- / By maintaining and reusing the convent of the Sisters of Sacred Heart of Jesus, the building which has defined the character of the area since 1915 will remain.

**5. The proposal considers adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice:**

- / The proposed development is an example of an adaptive re-use project which converts an existing convent building into residential units.
- / The proposed development includes a range of unit sizes and is a purpose-built rental building, providing diversity in housing types and tenures to the Old Ottawa East neighbourhood.

**6. The proposal maximizes energy efficiency and promotes sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment:**

- / The proposed development will use geothermal energy to service the development. Geothermal energy is a renewable resource which is efficient and uses approximately 60% to 75% less energy than conventional heating and cooling systems.

The subject property is located outside of the Main Street Traditional Mainstreet Design Priority Area and is not subject to review by the Urban Design Review Panel (UDRP).

**The proposed development addresses the Design Objectives through a design that intensifies the residential use on the site. The proposed addition is distinctive from the existing building in its materiality but is still complementary in its architectural design. The proposed development will contribute to a sense of place within the community and will maintain the existing identity of the site by retaining the convent for the Sisters of the Sacred Heart of Jesus and through the new public, commemorative park containing the statue of the Blessed Virgin Mary.**

### 4.2.3 Urban Design and Compatibility

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of intensification. Like **Section 2.5.1** of the Official Plan, **Section 4.11** outlines a set of criteria that can be used to objectively measure the compatibility of a development proposal. At the scale of neighbourhoods or individual properties, consideration for noise, spillover of light, accommodation of parking and access, microclimatic conditions, views, design, massing, and amenity space, among others, are key factors for assessing the relationship between new and existing development. The following table provides an analysis of how the proposed development meets the applicable policies of **Section 4.11**.

Policy	Proposed Development
<b>Building Design</b>	
<p>5. Design of the portions of the structure adjacent to existing buildings and/or facing the public realm will achieve compatibility through design of:</p> <ul style="list-style-type: none"> <li>/ Setbacks, heights and transition;</li> <li>/ Façade and roofline articulation;</li> <li>/ Colours and materials;</li> <li>/ Architectural elements, including windows, doors and projections;</li> <li>/ Pre-and post construction grades on site; and</li> <li>/ Incorporating elements and details of common characteristics of the area.</li> </ul>	<p><b>The architectural articulation and building facades create visual interest and are compatible with the built form of the surrounding context. Intentional setbacks along the western and northern property lines have been maximized to ensure sufficient separation from the existing low-rise apartment building and low-rise dwellings.</b></p>
<p>6. Orient the principal façade and entrances to the street, include windows on the building elevations that are adjacent to public spaces, and use architectural elements, massing, and landscaping to accentuate main building entrances.</p>	<p><b>Principal entrances are oriented towards the street, improving the interaction with the public realm. The principal entrance on des Oblats Avenue has been redesigned to accentuate the entrance, protect from weather and have additional fenestration.</b></p> <p><b>A secondary entrance and building lobby are oriented towards the surface parking lot off Springhurst Avenue, however the entrance is visible from the street. To maintain the existing structure and identity of the building, the existing window shape and fenestration are remaining as they currently exist.</b></p>
<p>8. 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. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.</p>	<p><b>Servicing, loading areas, and mechanical equipment are generally located internal to the site and away from the public realm.</b></p>
<p>9. Rooftop mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors.</p>	<p><b>Service equipment has been incorporated into the building.</b></p>
<b>Massing and Scale</b>	

<p>10. Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in the Plan.</p>	<p><b>The Old Ottawa East Secondary Plan provides policies that encourage a mix of low- and mid-rise mixed-use development within the Old Ottawa East neighbourhood of Ottawa, including the subject property. The proposed development respects the intended scale of development for the area. The Secondary Plan and CDP are discussed in greater detail below.</b></p>
<p>12. Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.</p>	<p><b>The proposed development is located in an area that is characterized by low-rise residential dwellings to the north and east, and low- to mid-rise apartment buildings to the south (under construction) and west. The proposed development is located on the northwest portion of the subject property and is designed with a setback of 5.7 metres from the property line along Springhurst Avenue, which is greater than the required setback of 3 metres. The interior amenity space which is located within a permitted projection above the height limit on the addition is setback from the northern and western building edges, providing additional transition to the adjacent properties.</b></p>
<p><b>Outdoor Amenity Areas</b></p>	
<p>19. Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.</p>	<p><b>The proposed development has strategically located the communal amenity spaces to mitigate overlook onto the private amenity spaces of adjacent properties, particularly the properties to the north and to the west. This has been achieved through the 2.7 metre and 4.0 metre stepbacks from the north and west edges of the roof edge, respectively, filled with a landscape boarder. It is important to note that the property immediately abutting the proposed development to the west does not have private balconies and therefore concerns of overlook onto private amenity areas on this side of the building are minimal.</b></p>
<p>20. Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.</p>	<p><b>Amenity space is provided as indoor and outdoor communal amenity spaces. The indoor amenity space is proposed above the fourth storey within a permitted projection above the height limit, in addition to the lounges located on every floor. The outdoor communal amenity space is located at-grade in the courtyard of the proposed addition as well as on the rooftop of the fourth storey.</b></p> <p><b>The proposed development also includes the commemorative park that will contain the statue of the Blessed Virgin Mary and will be a public space for residents of the proposed development and the greater neighbourhood.</b></p>

**The proposed development conforms to the policy direction of Section 4.11. The proposed development will positively contribute to the established surrounding neighbourhood through high quality design of a low- rise built form. The**

addition has been designed in a manner that will minimize impacts to the surrounding properties by providing an appropriate height and sufficient setbacks, and internalizing services.

### 4.3 Old Ottawa East Secondary Plan

The Old Ottawa East Secondary Plan provides a framework for change that will see the area develop towards the vision that the community desires while meeting the planning objectives of the City's Official Plan. The planning area of this Plan includes the entire land area between the Rideau Canal and Rideau River, from Sandy Hill on the north to Riverdale on the south.

The subject property is split-designated as Residential Medium-Rise (along des Oblats Avenue) and Residential Low-Rise (along Springhurst Avenue) in Schedule A of the Old Ottawa East Secondary Plan (Figure 22).



Figure 22. Extract of Schedule A - Land Use, from the Old Ottawa East Secondary Plan

#### 4.3.1 General Land Use and Design

Section 10.2 provides general land use and design policies for the entire Secondary Plan area. The following policies are applicable to the subject property and proposed development:

- / **Policy 2 of Section 10.2.1** states that no buildings will be allowed higher than six storeys and 20 metres within the Secondary Plan area, other than the areas identified on the maximum building height schedules.
- / **Policy 4** states that building heights within the low-rise area will not exceed four storeys.
- / **Section 10.2.4** speaks to affordable housing and states that 25% of all new rental housing is to be affordable to households up to the 30<sup>th</sup> income percentile. This section states that these affordable housing policies which are found in Section 2.5.2.2 of the Official Plan will be applied to all new housing built annually in Old Ottawa East to ensure the annual targets are being reached.

The proposed development proposes a four-storey addition to the existing convent building, which will be devoted to a mix of residential unit types. Above the fourth floor will be an enclosed interior amenity space. This amenity space is located within a projection above the height limit and is setback from the edges of the addition. The proposed development is considered to be attainable in price as compared to similar unit types and products within Ottawa that are fully furnished and all inclusive.

#### 4.3.2 Neighbourhood and Precinct Policies

Section 10.3.4 provides policy direction for properties within the neighbourhood on the east side of Main Street between Springhurst Avenue and Clegg Street. The following policies are applicable to the subject property and proposed development:

- / **Policy 2** states that a Demonstration Plan has been prepared for this precinct which illustrates how these lands could be developed over time in conformity with the community's vision as set out in Section 1.5 of the CDP (Figure 23). While the land may not develop as illustrated, its purpose is to provide guidance for the redevelopment of these lands, establish the basis for the preparation of an implementing Zoning By-law and ensure consistency with the policy framework that follows.



Figure 23. Demonstration Plan from the Old Ottawa East Community Design Plan

- / **Policy 4a** states that a variety of residential building types and tenures should be provided for a rich and diverse community to accommodate a full demographic profile of households. A range of housing options are needed to ensure affordability and accommodate a variety of users including families, seniors, empty nesters, single room occupancy and smaller households.
- / **Policy 4b** encourages a diverse mix of uses that contributes to the overall self-sufficiency and sustainability of Old Ottawa East. These include a broad range of housing types, live-work units, public/civic uses, commercial uses that contribute to the vibrancy of Main Street, and a strengthening of the institutional presence of St. Paul University.
- / **Policy 4c** encourages a complementary architectural treatment of buildings, including finish, colour and materials, together with a consistent design treatment of common elements on the property, such as fencing, landscaping, gateway features, street lighting and signage.
- / **Policy 4d** seeks to achieve compatibility with existing lower profile neighbourhoods bordering the subject lands by ensuring an appropriate transition of use and built form as set out in Section 4.11 of the Official Plan.

- / **Policy 4e** seeks to extend the surrounding public street grid and axial views to order and deploy the built form in the redevelopment of these properties. However, primary vehicular access/egress within the site shall be oriented to Main Street. Vehicular access/egress to Clegg Street shall be secondary.
- / **Policy 4f** states a range of building heights between five to nine storeys should be provided in the Residential Medium-Rise designation. The related zoning will reflect a gradual transition between the heights in this range and buildings in proximity of lower height.
- / **Policy 4g** states that parking for the medium-rise buildings should primarily be located below grade. Where necessary, surface parking related to all development in this precinct should be obscured from view by means such as placement behind buildings and landscaping.
- / **Policy 4h** states that a range of buildings heights between three and nine storeys should be provided in the Mixed Use Medium-Rise designation as shown on Schedule C to this Plan. The related zoning will reflect a gradual transition between the heights in this range and buildings in proximity of lower height. In areas with height reference included on Schedule C, projections will be permitted above the maximum height, including but no limited to mechanical and service equipment penthouses, elevator or stairway penthouses, landscaped areas, roof-top gardens, terraces and associated safety guards, access structures, and washrooms
- / **Policy 5a** seeks to create a pedestrian-friendly environment along street frontages and main facades with primary doors at ground level facing the street and accessible from the public sidewalk.
- / **Policy 6a** seeks to recognize, support and commemorate the presence of the existing institutions as part of the community in the redevelopment of these lands.
- / **Policy 6f** states that the statue of the Blessed Virgin and associated grove trees will be retained to commemorate the Sisters of the Sacred Heart.

**The proposed development conforms with the policies of the Old Ottawa East Secondary Plan. The proposed development will include a variety of unit types and contribute to the mix of housing tenure in the neighbourhood, while also contributing a new public space that commemorates the Sisters of the Sacred Heart of Jesus. The proposed development is compatible with the existing development in the neighbourhood, as well as with the developments currently under construction. The proposed surface parking associated with the development will be located out of view from des Oblats Avenue and will have landscaping that shields the parking lot from view of Springhurst Avenue.**

#### 4.4 Old Ottawa East Community Design Plan

The Old Ottawa East Community Design Plan (CDP) was initiated by the community of Old Ottawa East (OOE) due to concern with recent development activity along the Main Street corridor, which could degrade the present and future role of Main Street as a unifying element essential to the evolving community. The study area is defined by the Rideau River to the East, the Rideau Canal to the west, and extends the full length of Main Street from Colonel By Drive to the north and McIlraith Bridge to the south. This CDP form the basis for the Secondary Plan.

Section 3.5 of the CDP provides land use and design strategies for the east side of Main Street from Springhurst Avenue to Clegg Street. This portion of the CDP study area has been planned in greater detail due to its potential for redevelopment and the extensive public consultation that ensued as the land owners engaged in the planning process. This sub-area extends along Main Street, south of Springhurst Avenue, including St. Paul University, the Convent of the Sisters of the Sacred Heart and the property of the Oblate Fathers. This area is intended to develop as a Mainstreet with an adjoining mixed-use neighbourhood extending east to the river.

**The direction contained within this CDP has been captured in the Old Ottawa East Secondary Plan as policy that can only be amended through and Official Plan Amendment. The CDP has been reviewed to ensure the proposed development has captured the direction outlined in the CDP that may not have been included in the Old Ottawa East Secondary Plan. The proposed development conforms with the policies of the Secondary Plan and the direction outlined in the CDP.**



## 4.5 City of Ottawa New Official Plan (adopted October 2021 by Council)

The City of Ottawa has adopted a new Official Plan on October 27<sup>th</sup>, 2021 that will place for a 25-year time horizon. The New Official Plan is currently undergoing review by the Ministry of Municipal Affairs and Housing (MMAH) and is anticipated to receive final Ministerial approval later in 2022. While this Official Plan is not yet in full force and effect, the policy directions adopted and approved by City Council have been considered. The version of the New Official Plan that was reviewed for the purposes of this Report was the version adopted by Council on November 24<sup>th</sup>, 2021, as By-law 2021-386.

The City has the goal of becoming the most liveable mid-size city in North America. By 2046, the population is expected to hit 1.4 million people. The City has drafted an Official Plan that is intended to create a flexible, resilient city where people want to live, work and play. The main thrust of the plan is to achieve more growth by intensification than by greenfield development.

Preliminary policy directions include:

- / Achieve an intensification target of 60% by 2046;
- / Orient land use designations around nodes, corridors and neighbourhoods;
- / Evolve to denser, walkable, 15-minute neighbourhoods;
- / A renewed emphasis on building form; and
- / Establishing minimum densities for new developments in proximity to important rapid transit stations.

### 4.5.1 Transect Policy Areas

Schedule A – Transect Policy Areas of the New Official Plan divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural). Throughout the Transect policies, references are made to urban and suburban built form and site design. The Transect Policies provide direction on minimum and maximum height based on context through the type of Transect and designation.

The subject property is located in the **Inner Urban Transect** (Figure 24), which includes pre-World War II neighbourhoods that immediately surround the Downtown core, and the earliest post-World War II areas directly adjacent to them. Generally, the older neighbourhoods reflect the urban built form, while the post-war neighbourhoods reflect suburban characteristics.

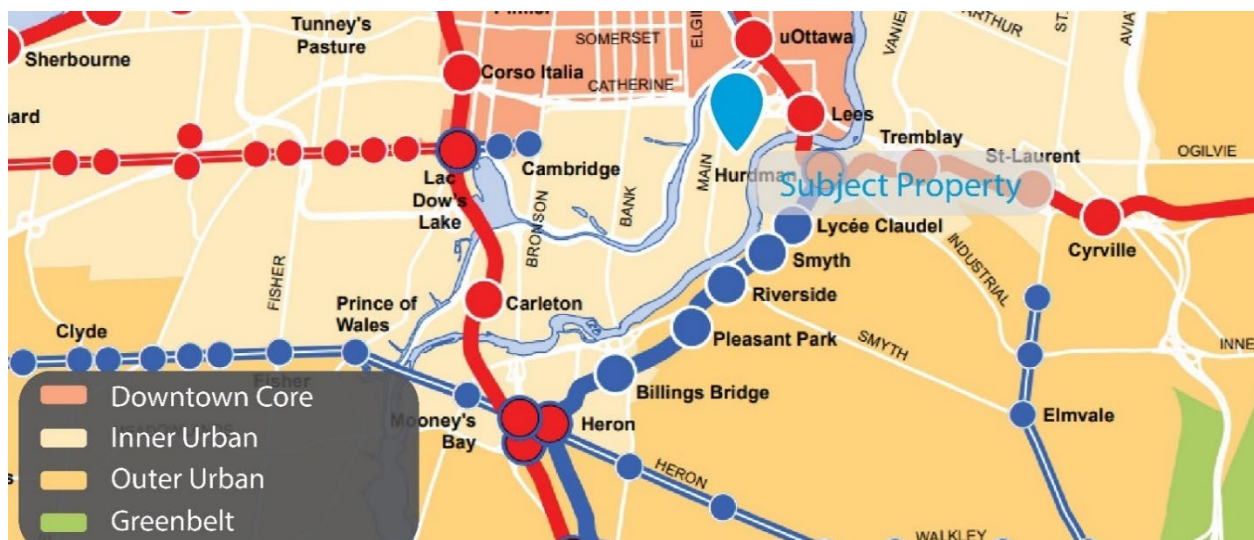


Figure 24. Extract of Schedule A – Transect Policy Area, from the New Official Plan

**Section 5.2.1** speaks to enhancing and establishing an urban pattern of built form, site design and mix of uses within the Inner Urban Transect. **Policy 1** states that the built form and site design of the Inner Urban Area is intended to be urban.

**Policy 3 of Section 5.2.1** states the Inner Urban Transect is generally planned for mid- to high-density development, subject to:

- / Proximity and access to frequent street transit or rapid transit;
- / 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 designation and urban design policies in Subsection 4.6, or as a result of the application of heritage conservation policies in Subsection 4.5; and
- / Resolution of any constraints in water, sewer and stormwater capacity.

**Policy 5 of Section 5.2.4** states that Neighbourhoods located in the Inner Urban area and within a short walking distance of Hubs and Corridors shall accommodate residential growth to meet the Growth Management Framework in Subsection 3.2, Table 3 of the Official Plan.

The proposed development is in an appropriate location to accommodate residential growth to meet the target residential densities for Neighbourhoods. The subject property is located in close proximity to Main Street, an identified Mainstreet Corridor. Table 3b of the New Official Plan provides a target density of 60 to 80 residential dwellings per net hectare, which is exceeded when considering the conversion of residential units of the existing convent and the addition. When considering the addition on its own, 109 units are proposed, making up 38% of the units proposed. Additionally, Table 3b also provides a target of 5% of large household dwelling units for mid-rise buildings within the Neighbourhood designation. The proposed development currently has a unit mix that contains 8.8% large household dwelling units (three bedroom+), more than the identified target.

#### 4.5.2 Urban Designation

Within each Transect, designations further articulate maximum building heights and minimum densities. The four designations are Hubs, Mainstreet Corridors, Minor Corridors, and Neighbourhoods. Each designation represents a different progression in the type and evolution of built environment and development heights and densities, from taller and denser (Hubs) to lower and less dense (Neighbourhoods).

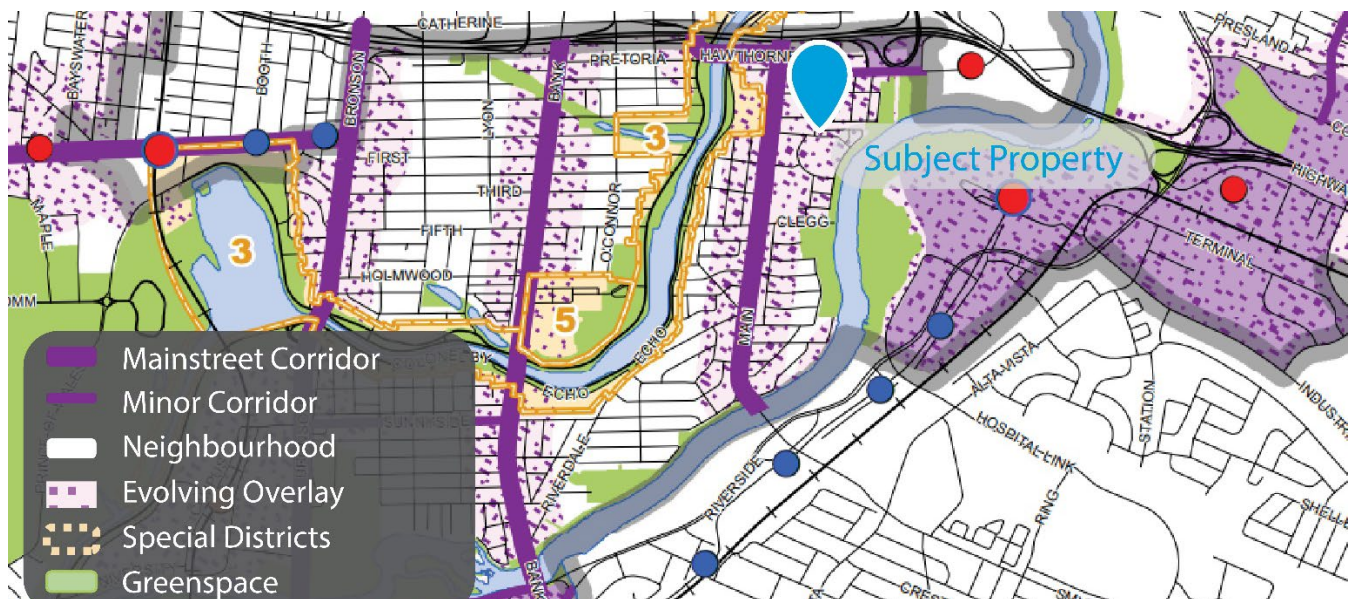


Figure 25. Extract of Schedule B2 - Inner Urban Transect, form the New Official Plan

The subject property is designated as **Neighbourhood**, with an **Evolving Neighbourhood Overlay**, on Schedule B2 – Inner Urban Transect of the New Official Plan (Figure 25). Neighbourhoods are contiguous urban areas that constitute the heart of communities. Neighbourhoods are intended to permit a mix of building forms and densities, while reinforcing the elements of a 15-minute neighbourhood.

**Policy 2 of Section 6.3.1** states that permitted building heights in Neighbourhoods shall be Low-rise, except:

- / Where existing Zoning or Secondary Plans allow for greater building heights; or
- / In areas already characterized by taller buildings.

**Policy 3** states that development in the Neighbourhood designation which seeks additional height beyond 4 storeys:

- / May be evaluated through a Zoning By-law Amendment, without the need to amend this Plan, in cases that fall under the provisions of Subsection 6.3.1 Policy 2, but where the zoning does not provide corresponding permissions; and
- / In all other cases, require an area-specific policy through an amendment to this Plan.

**Policy 4** states that the Zoning By-law and approvals under the Planning Act shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:

- / Generally, a full range of Low-rise housing options sufficient to meet or exceed the goals of Table 2 and Table 3b;
- / Housing options with the predominant new building form being missing middle housing, which meet the intent of Subsection 6.3.2, Policy 1; ...

**Policy 5** states that the Zoning By-law will distribute permitted densities in the Neighbourhood by:

- / Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities;
- / Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities; and
- / Provide for a gradation and transition in permitted densities and mix of housing types between the areas described in a) and b).

**Policy 9 of Section 6.3.3** states that where lots within residential neighbourhoods have through-lot access fronting onto two public rights of way, the Zoning By-law and approvals under the Planning Act shall allow development that establishes separate residential use buildings so as, on separate lots to allow for independent services, to front on both public rights of way while leaving a portion of the internal lot without buildings or structures. The intent of this policy is to frame the public right of way with buildings and structures and to prohibit development that turns its back to a public right of way.

**The proposed four-storey addition is appropriate as it is located in an area that is characterized by buildings four (4) storeys and taller and is in proximity to a Mainstreet Corridor. The proposed development provides a housing type (co-living) that is new to the Old Ottawa East neighbourhood, providing a mix of housing in the immediate area. Additionally, the subject property is a through-lot, which has been considered in the design of the addition. The proposed development fronts both sides of the property, providing an animated public realm on Springhurst Avenue as well as on des Oblats Avenue.**

#### **4.5.3 Urban Design**

Urban Design is the process of giving form and context to our city to create the theatre of public life. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing

resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

**Section 4.6** of the New Official Plan contemplates an urban design framework to outline the City's urban design program. The proposed development meets the following Urban Design policies among others:

**Policy 1 of Section 4.6.4** states that innovative, sustainable and resilient design practices and technologies in site planning and building design will be supported by the High-performance Development Standard, which will apply to site plans, draft plans of subdivision and local plans in accordance with Subsection 11.1, Policy 3. The Standard addresses matters of exterior sustainable design and will align urban design with climate change mitigation and adaptation goals and objectives.

**Policy 2** states that the City shall assess opportunities to conserve energy, reduce peak demand and provide resilience to power disruptions as part of new development. Local integrated energy solutions that incorporate renewable energy such as district energy in high-thermal density areas, geothermal and waste heat energy capturing systems and energy storage are supported.

**Policy 3 of Section 4.6.5** states that development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Share service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

**Policy 1 of Section 4.6.6** states that to minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. In addition, the Zoning By-law shall include transition requirements for Mid-rise and High-rise buildings, as follows:

- / Between existing buildings of different heights;
- / Where the planned context anticipates the adjacency of buildings of different heights;
- / Within a designation that is the target for intensification, specifically:
  - Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
  - Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

**Policy 4** states that 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:

- / Provide protection from heat, wind, extreme weather, noise and air pollution; and
- / 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.

**Policy 7** states that mid-rise buildings shall be designed to respond to context, and transect area policies, and should:

- / Frame the street block and provide mid-block connections to break up large blocks;
- / Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;
- / 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:
  - Provide landscaping and adequate space for tree planting;

- Avoid a street canyon effect; and
- Minimize microclimate impacts on the public realm and private amenity areas

The proposed development responds to its immediate context and has proposed an addition that is similar in height to the building on the abutting property to the west. The addition frames Springhurst Avenue, while the existing building is unchanged and maintains the historic streetscape along des Oblats Avenue. The addition has been setback greater than the required three (3) metre setback on Springhurst Avenue, with a stepback located above the fourth floor along the western and northern edge of addition. The proposed setbacks and stepbacks provide a sufficient transition to the surrounding properties.

As part of the proposed development, communal indoor and outdoor amenity space has been provided. The combination of indoor and outdoor amenity space provides year-round amenity space for the residents of the building. Additionally, the amenity space provided in the courtyard is a protected space that will protect from wind and noise, among other concerns.

#### 4.6 Old Ottawa East Secondary Plan (New Official Plan)

The Old Ottawa East Secondary Plan is intended to manage the redevelopment of properties fronting Main Street and to preserve and enhance the liveability of the Old Ottawa East neighbourhoods, the use of land, building and landscape design, transportation, greenspace network and improvement projects.

The subject property is designated as Neighbourhood Mid-Rise on the portion of land that abuts des Oblats Avenue and Neighbourhood Low-Rise on the portion of land that abuts Springhurst Avenue on Schedule A – Designation Plan, of the Old Ottawa East Secondary Plan (Figure 26). The Neighbourhood Mid-Rise designation permits maximum building heights of 3 to 9 storeys, while the Neighbourhood Low-Rise designation permits maximum building heights of 4 storeys, as per the policies in Section 3.3 and Section 2, respectively.

The subject property is also located within Policy Area 3 on Schedule A. The Secondary Plan has established specific policies for this area, as well as intensification targets. Carried over from the existing Old Ottawa East Secondary Plan, the intensification target for Policy Area 3 as identified in Section 2.4 is 1000 dwelling units on the former property of the Oblate Fathers (Greystone Village Development) and the Sacre Coeur (includes the subject property).



Figure 26. Extract of Schedule A - Designation Plan, from the New Old Ottawa East Secondary Plan

The policies of the existing Old Ottawa East Secondary Plan for Policy Area 3 – East side of Main Street, Springhurst Avenue to Clegg Street have been carried over into the updated Secondary Plan. These policies have been outlined in Section 4.3 of this Report.

## 4.7 Urban Design Guidelines for Low-rise Infill Housing

The City of Ottawa's Urban Design Guidelines for Low-rise Infill Housing are a series of design guidelines that provide the basic framework for the physical layout, massing, functioning and relationship of infill buildings to their neighbours. Infill housing optimizes the efficient use of serviced lands adjacent to existing infrastructure and transportation modes. Design guidelines are a working tool to help developers, designers, property owners, utility providers, community groups, builders, Council and City staff implement policies of the Official Plan and facilitate the approvals process by highlighting the desired type of development,

The guidelines have targets and attributes that guide the development of streetscapes, landscape, building design, parking and service elements. **The following guidelines are met by the proposed addition:**

### **Streetscapes**

- / Contribute to an inviting, safe, and accessible streetscape [Guideline 2.1]
- / Reflect the desirable aspects of the established streetscape character [Guideline 2.2]

### **Landscape**

- / Landscape the front yard and right-of-way to blend with the landscape pattern and materials of the surrounding homes [Guideline 3.1]
- / Design buildings and parking solutions to retain established trees located in the right-of-way, on adjacent properties, and on the infill site [Guideline 3.3]
- / For energy conservation, plant deciduous trees to shade south and south-west windows from the summer sun [Guideline 3.5]
- / Support sustainability and improve environmental performance by creating landscaped green roofs that are functional and have aesthetic value [Guideline 3.6]

### **Building Design**

- / Ensure new infill faces and animates the public streets [Guideline 4.1.1]
- / Locate and build infill in a manner that reflects the existing or desirable planned neighbourhood pattern of development [Guideline 4.1.2]
- / Orient buildings so that their amenity spaces do not require sound attenuation walls and that noise impacts are minimized [Guideline 4.1.4]
- / Contribute to the amenity, safety and enjoyment of open spaces by offering living spaces that face them [Guideline 4.1.6]
- / Avoid the arrangement of units where the front of one dwelling faces the back of another [Guideline 4.1.7]
- / Respect the grades and characteristic first floor heights of the neighbourhood [Guideline 4.1.11]
- / Create a transition in building heights through the harmonization and manipulation of mass [Guideline 4.2.3]
- / Locate roof projections so that height impacts are reduced [Guideline 4.2.4]
- / Provide primary building entrances that are inviting and visible from the street [Guidelines 4.3.3]

### **Parking and Garages**

- / Limit the area occupied by driveways and parking spaces to allow for greater amounts of soft landscaping [Guideline 5.1]
- / Limit the number and width of access depressions (curb cuts), and share driveways in order to maintain as much on-street parking as possible [Guideline 5.8]

### **Service Elements**

- / Integrate and screen service elements into the design of the building so that they are not visible from the street and/or adjacent public spaces [Guideline 7.1]

## **4.8 Bird Safe Design Guidelines**

The Bird Safe Design Guidelines were approved by City Council in November 2020 and serve to “inform building, landscape and lighting design at the planning stage of private or public development projects to minimize the threat of bird collisions”.

The document requires development to consider a total of seven Bird Safe Guidelines. They are as follows:

- / Consider the environmental context;
- / Minimize the transparency and reflectivity of glazing;
- / Avoid or mitigate design traps;
- / Consider other structural features;
- / Create safe bird-friendly landscaping;
- / Design exterior lighting to minimize light trespass at night; and
- / Avid nighttime light trespass from the building’s interior.

**The proposed development will consider the above noted guidelines as the proposed development is refined through the application process.**

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

The subject property is split zoned Residential Fifth Density, Subzone B, Exception 1846, Holding Zone (R5B[1846]-h) on the southern portion of the property and Residential Fourth Density, Subzone UD, Exception 1848, Holding Zone (R4UD[1848]-h) on the northern portion of the property (Figure 27). The R5 zone permits a wide range of residential building forms from detached dwellings to mid- and high-rise apartment dwellings, among others, while the R4 zone permits a smaller range of residential building forms from detached dwellings to low-rise apartment dwellings.

The proposed development is also located within the boundaries of the Mature Neighbourhoods Overlay, which includes zone provisions intended to ensure that new infill development complements and reinforces the established neighbourhood character as seen along each street. Despite being located within the overlay boundary, the provisions of the overlay do not generally apply, as any proposed addition will be located at the rear of the property.

The R5B zone permits **apartment dwelling, low-rise and apartment dwelling, mid-rise** and the R4UD zone permits **apartment dwelling, low-rise**.

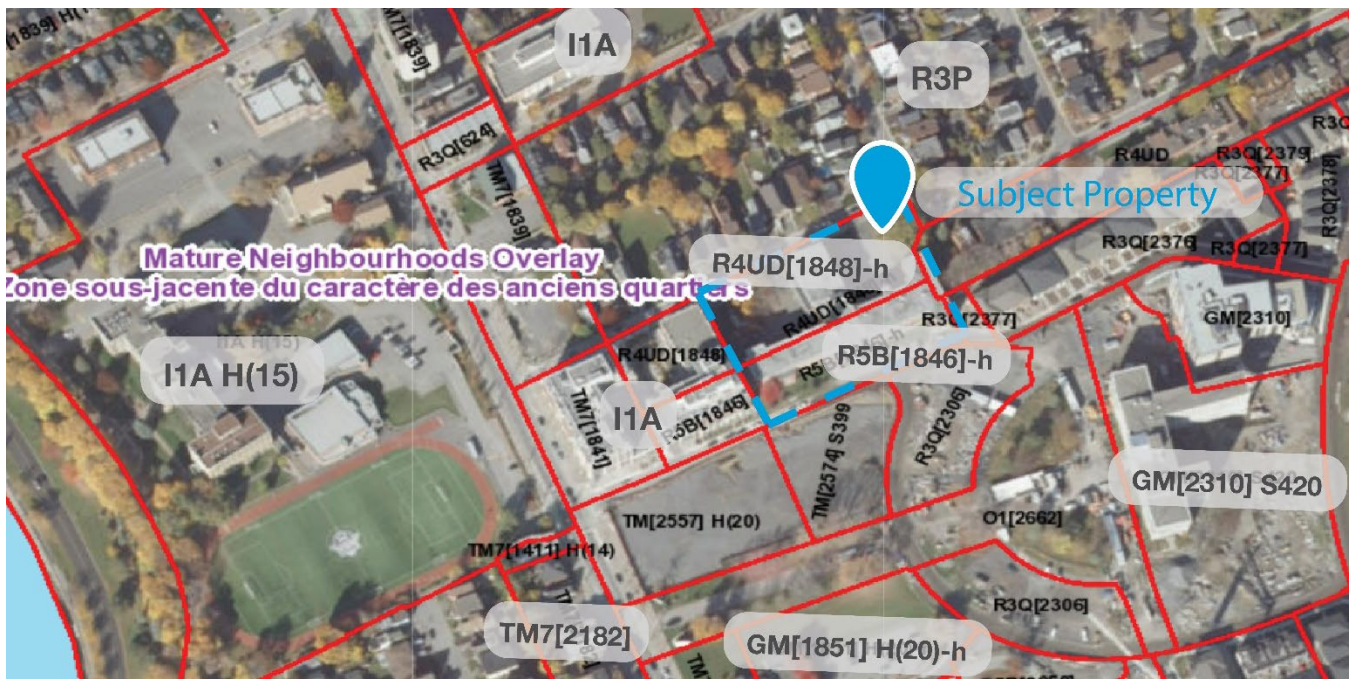


Figure 27. Existing Zoning Map

#### 4.9.1 Zone Provisions and Analysis

The proposed Zoning By-law Amendment for the subject property is to rezone it entirely to Residential Fifth Density, Subzone B with site-specific provisions including a maximum building height of 14.5 metres to address the proposed development (R5B [XXXX] H[XX]).

Table 1 provides a summary of the existing applicable zoning, Residential Fourth Density, Subzone UD and Residential Fifth Density, Subzone B as detailed in Zoning By-law 2008-250. The table also outlines the requirements of the requested new, combined zoning (R5B) in the shaded blue column. Any deviation requiring site-specific relief from the parent R5B zone is in red.

Table 1. Zoning Summary of Existing Split-Zoning and Proposed Development

Zoning Mechanism	Existing Zoning Provisions – R4UD Apartment, Low-Rise Springhurst Avenue	Existing Zoning Provisions – R5B Apartment, Mid-Rise Oblats Avenue	Zoning Provisions – R5B Apartment, Low-Rise Full Site	Proposed (Addition and Existing Building)
Minimum Lot Width	15 m	22.5 m	18 m	Oblats Ave. – 99.7 m Springhurst Ave. – 100.4 m
Minimum Lot Area	450 m <sup>2</sup>	675 m <sup>2</sup>	540 m <sup>2</sup>	6,776 m <sup>2</sup>
Maximum Building Height	14.5 m	20 m	14.5 m	14.5 m
Minimum Front Yard Setback	4.5 m	3.0 m	3.0 m	Oblats Ave. – 4.88 m (to existing building)



				Springhurst Ave. – 3.6 m (to retaining wall)
<b>Minimum Corner Side Yard Setback</b>	4.5 m	3.0 m	3.0 m	N/A
<b>Minimum Rear Yard Setback</b>	4.5 m	3.0 m	3.0 m	As per Section 135 – Through lots in Residential Zones, same as front yard setback
<b>Minimum Interior Side Yard Setback</b>	<b>All interior lot lines:</b> 1.5 m	<b>North Property Line:</b> 6 m  <b>East Property Line:</b> 7.5 m  <b>West Property Line:</b> Within 21m of the front lot line – 1.5 m  Further than 21 m from the front lot line – 6 m	<b>North Property Line:</b> 6 m  <b>East Property Line:</b> Further than 21 m from the front lot line (Springhurst Ave) - 6 m  <b>West Property Line:</b> Within 21 m of the front lot line (Springhurst Ave) – 2.5 m  Further than 21 m of the front lot line – 6 m	<b>North Property Line:</b> N/A  <b>East Property Line:</b> 0.03 m (existing building)  <b>West Property Line:</b> 1.88 m (proposed addition retaining wall which is part of the foundation)
<b>Amenity Area</b> Section 137	Not required	Total: 6 m <sup>2</sup> per dwelling unit (1,704 m <sup>2</sup> )  Communal: A minimum of 50% of the required total amenity area (852 m <sup>2</sup> )	Total: 15 m <sup>2</sup> per dwelling unit up to eight units, plus 6 m <sup>2</sup> per unit in excess of 8 (1,776 m <sup>2</sup> )  Communal: 100% of the amenity area for the first eight units (120 m <sup>2</sup> )	Total: 2,834 m <sup>2</sup>  Communal: 1,034 m <sup>2</sup>
<b>Landscaped Area – total lot area</b>	30%	30%	30%	30.2%
<b>Permitted Projections Above the Height Limit</b> Section 64	The maximum height limits do not apply to the structures listed below or to any other similar structures that may require a height in excess of maximum height limits in order to serve their intended purpose, unless otherwise specified in the by-law and provided these structures are erected only to such height or area as is necessary to accomplish the purpose they are to serve and that is necessary to operate effectively and safely:  / barn, silo, or other farm-related buildings or structures  / bridge			<b>Enclosed rooftop amenity area to be recognized as a permitted projection in Section 64.</b>

	<ul style="list-style-type: none"> <li>/ chimney or smokestack</li> <li>/ clock tower, church spire, steeple or belfry</li> <li>/ construction equipment during the construction process</li> <li>/ mechanical and service equipment penthouse, elevator or stairway penthouse</li> <li>/ flag pole</li> <li>/ communication transmission and distribution towers forming part or all of a utility installation</li> <li>/ landscaped areas, roof-top gardens and terraces and associated safety guards and access structures (pursuant to Table 55, Row 8)</li> <li>/ ornamental dome, skylight, cupola or parapet</li> <li>/ solar panels</li> <li>/ utility poles</li> <li>/ water tower</li> </ul>		
<b>Urban Exceptions</b>	<p><b>Urban Exception 1848:</b> the lands zoned TM7[1841], R4M[1848] and R5B[1846] are considered one lot for zoning purposes the lot line abutting Main Street is deemed the front lot line minimum rear yard setback: 3 m the holding symbol may not be removed until such time as an application for Site Plan Control has been approved</p>	<p><b>Urban Exception 1846:</b> maximum permitted number of storeys for an apartment dwelling mid rise: 6 maximum permitted height of an apartment dwelling mid rise: 20 m the lands zoned TM7[1841], R4M[1848] and R5B[1846] are considered one lot for zoning purposes the lot line abutting Main Street is deemed the front lot line minimum rear yard setback: 3 m the holding symbol may not be removed until such time as an application for Site Plan Control has been approved</p>	<b>New exception zone to be created.</b>

The following table summarizes the applicable parking, aisle and driveway provisions from Zoning By-law 2008-250 that are applicable to the project. The proposal's compliance with the current zoning is noted with a "✓" and areas of non-compliance are noted with an "✗".

Table 2 - Parking, Aisle and Driveway Provisions

Parking	Required	Proposed	Compliance
<p><b>Vehicle Parking Spaces</b> Area X Residential: 0.5 spaces/dwelling until after the first 12 Visitor: 0.1 spaces/dwelling unit after the first 12</p>	<p><b>Residential:</b> 136 spaces <b>Visitor:</b> 27 spaces <b>Total:</b> 163 spaces</p>	Total: 20	✗

<b>Bicycle Parking Spaces</b>	0.5 spaces/dwelling unit = 142 spaces	Total: 291	✓
<b>Minimum Width of Landscaped Buffer of Parking Lot</b> For 11-99 spaces	3 m	East side of entrance: 3m West side of entrance: 0m	✗ ✓
<b>Landscaped Area – Parking Lot</b>	15%	5.08%	✗
<b>Minimum Width of a Driveway</b>	6.0 m for double traffic lane	3.6 m	✗
<b>Minimum Width of an Aisle Providing Access to Parking Space</b>	6.7 m	6.7 m	✓

The proposal meets the general intent of the provisions of the Residential Fifth Density zone; however relief will be required from the parent zoning provisions. The below outlines the site specific exceptions requested to the R5B zone to accommodate the development as proposed. As the current zoning also includes a Holding Zone symbol, it is Fotenn and Forum/SLP's understanding that the holding symbol will be removed as a result of approval of the Zoning By-law Amendment and Site Plan Control applications.

#### 4.9.2 Proposed Zoning By-law Amendment

The Zoning By-law Amendment proposes to maintain the Residential Fifth Density, Subzone B (R5B) zoning of the property and to introduce a new site-specific exception to address additional uses within a permitted projection above the maximum building height, interior side yard setbacks, vehicle parking and landscaped area and buffer of parking lots. The following is appropriate for the proposed development.

- / **Minimum Interior Side Yard Setback:** As shown on the site plan and described in the table above, the zoning requires minimum interior side yard setbacks ranging from 1.5 metres to 7.5 metres, however the proposed development requires relief to permit setbacks ranging from 0.03 metres to 1.88 metres.

The proposed minimum interior side yard setback along the east side of the property is 0.03 metres. Although no new development is occurring along the east property line, the existing building and property line is irregular and is required to have the interior side yard setbacks amended to be in compliance with the Zoning By-law.

The proposed minimum interior side yard setback along the west side of the property is 1.88 metres. The addition is proposed to be built with a retaining wall that is part of its foundation, which is required to be located closer to the property line. Without the retaining wall, the setback to the addition would be 4.1 metres, which would comply with the R5B zoning. The subject property is currently split-zoned, with the north portion of the property zoned as R4UD. Under the R4UD zoning, the proposed setback would comply with the required 1.5 metre setback, however, as part of this proposal, the subject property is being rezoned to a single zone, simplifying the zoning requirements, as discussed with City Staff at the pre-application consultation meeting. As part of this rezoning, the addition needs to comply with the R5B zoning provisions as outlined in the above table. As the proposed minimum interior side yard setback would comply if the zoning of the property were to remain split-zoned, the proposed setback is appropriate and consistent with the interior side yard setback of the abutting property to the west.

The proposed interior side yard setback north of the east wing to the proposed park block is 1.5 metres. Similar to the side yard setbacks outlined above for the east property line, the existing building is located in close proximity to the proposed park block that is to be dedicated to the City through this development application. As part of the proposed park block, a large, mature tree is being retained. The portion of the existing building subject to this setback is within the portion of the property currently designated R4UD. If the zoning on the site were to remain split-zoned, the proposed setback would comply with the R4UD provisions of a 1.5 metre setback for all interior side lot lines. As discussed above, the subject property is

being rezoned to a single zone for consistency and to simplify the zoning. To meet the required setback as per the R5B zone, the park block would need to be reduced, which limits the programmability of the subject property. As the location of the tree and soft landscaping in proximity to the existing building is an existing condition, the proposed setback is appropriate.

- / **Minimum Vehicle Parking Spaces:** As shown on the site plan and described in the table above, the zoning requires a minimum of 136 resident parking spaces and 27 visitor parking spaces, however the proposed development requires a reduction in minimum vehicle parking spaces by 143 spaces to permit a total of 20 vehicle parking spaces – a parking rate of 0.07 spaces / dwelling unit. The proposed development is located in an area that is well served by pedestrian and cycling facilities, and the development will include a total of 291 bike parking spaces – a bicycle parking rate of 1.03 spaces / dwelling unit. The proposed parking spaces are intended to be used for car sharing services and short-term parking spaces. The reduction in vehicle parking spaces is based on SLP/Forum’s previous experience in Ottawa, with the target demographic for the proposed development typically not having vehicles. In the lease agreements for the proposed development, it would be clearly stated that parking is unavailable.
  
- / **Permitted Projection Above the Height Limit:** As shown on the site plan, an enclosed amenity space is provided above the fourth floor of the proposed addition. Section 64 of the Zoning By-law permits specific structures to project above the permitted height limit to serve their intended purpose. Mechanical and service equipment penthouse, elevator or stairway penthouses are considered permitted projections, however an enclosed amenity space with a washroom is not. This amendment seeks to add an enclosed amenity space that is 350 square metres in size and 3.5 metres in height to be a permitted projection above the height limit. This proposed projection above the height limit will not contain any residential units and will only contain communal amenity space for residents of the building, a communal kitchen as well as a washroom. The true apartment use of the proposed addition is contained within four-storeys, which is permitted within the Old Ottawa East Secondary Plan. To ensure that the enclosed amenity space is not enlarged, the specific dimensions of the projection will be outlined on a height schedule as part of this amendment.
  
- / **Landscaped Area and Buffer of Parking Lot:** As shown on the site plan and described in the table above, the zoning requires a minimum of 15% of landscaped area in a surface parking lot and a minimum landscaped buffer of 3 metres between the parking lot and the street. The proposed development proposes a landscaped area of 5.08% for the surface parking lot, with a 3 metre landscaped buffer along the east side of the entrance/egress to/from the surface parking lot and a 0 metre landscaped buffer along the west side. The reduced landscaped buffer between the street and the surface parking lot is as a result of the configuration of the accessible parking spaces. Additionally, the surface parking lot immediately abuts the proposed park, additional at-grade landscaping around the existing building, and makes use of an existing surface parking lot. The proposed development has maintained many of the existing features of the site, including the Convent building, mature trees and surface parking. To provide additional on-site parking impacts the ability to maintain valuable features of the subject property, and as such, the relief requested in appropriate.
  
- / **Minimum Width of a Driveway:** A driveway providing access to a parking lot (4 or more spaces) must have a minimum width of 6.0 metres for a double traffic lane. The proposal has provided for 3.6 metres to accommodate an existing utility pole. While this is not sufficient for two cars to pass along side one another, the minimal number of spaces and infrequency of trips by vehicles will have this driveway operating as one-way. The design of the parking lot and alignment of the driveway provide adequate sightlines for people leaving and arriving to avoid any conflicts. Please see accompanying Transportation Impact Assessment for additional details.

## 5.0 Supporting Studies

### 5.1 Site Servicing Report, prepared by WSP, dated August 3<sup>rd</sup>, 2022

WSP has prepared the Site Servicing Report that provides servicing, grading and stormwater management design in support of the Site Plan approval for the proposed development.

The report identifies that the sanitary demand will be serviced through a new connection to the development. The service will have a minimum slope of 1% to the 450mm sanitary sewer on Springhurst Avenue. The City has confirmed that the existing 450mm sanitary sewer on Springhurst Avenue has the capacity to take 5.59 L/s from the proposed development.

The report also notes that the development will be serviced by a connection discharging to the existing 1350mm storm sewer on Springhurst Avenue.

The report notes that it is not possible to conclude whether the proposed development can meet all provided servicing constraints and associated requirements given that the existing utility survey has not been received by WSP, nor have the boundary conditions from the City. Upon receipt of these items, the design will be adjusted as necessary so that a recommendation can be made.

### 5.2 Transportation Impact Assessment, prepared by CGH Transportation, dated August 22<sup>nd</sup>, 2022

CGH Transportation has prepared the Transportation Impact Assessment dated March 2022 for the proposed development which found that the proposed development forecasts 114 two-way people trips and 28 two-way vehicle trips during the AM peak hour and 113 two-way people trips and 28 two-way vehicle trips during the PM peak hour. Of the forecasted trips, 15% are anticipated to travel north, 30% to the south, 10% to the east and 45% to the west.

The report has provided supportive TDM measures to be included within the proposed development, such as providing multimodal travel option information packages to new residents; contracts with providers to install on-site bikeshare, scootershare, and carshare spaces; and inclusion of a 1-year Presto card for the first-time new apartment rental, with a set time frame for the offer.

Overall, the report recommends that the proposed development applications proceed from a transportation perspective.

### 5.3 Stormwater Management Report, prepared by WSP, dated August 3<sup>rd</sup>, 2022

WSP has prepared the Stormwater Management Report that examines the potential water quality and quantity impacts of the proposed development and summaries how each will be addressed.

The report identifies that controlled runoff from the site will be detained in a 142.2 m<sup>3</sup> underground storage unit and released at a controlled rate using a 135 mm orifice type ICD.

The report also identifies that as per correspondence with the RVCA, no water quality infrastructure is required. All parking areas will be treated with an OGS unit sized to achieve 80% TSS removal.

Overall, the report notes that the proposed stormwater management strategy will address stormwater management related impacts from the proposed project and will meet the applicable design requirements.

## 5.4 Geotechnical Study, prepared by Paterson Group, dated May 27<sup>th</sup>, 2020

Paterson Group has prepared a geotechnical investigation to determine the subsoil and groundwater conditions at the subject property by means of boreholes and provide geotechnical recommendations for the design of the proposed development including construction considerations which may affect the design. The report makes several recommendations for the construction of any redevelopment on the lands.

These recommendations include:

- / A review of the final grading plan should be completed from a geotechnical perspective.
- / Observation of all bearing surfaces prior to the placement of concrete.
- / Sampling and testing of the concrete and fill materials uses.
- / Periodic observation of the condition of unsupported excavation side slopes in excess of 3m in height, if applicable.
- / Observation of all subgrades prior to backfilling.
- / Field density tests to determine the level of compaction achieved.
- / Sampling and testing of the bituminous concrete including mix design reviews.

## 5.5 Phase One Environmental Site Assessment, prepared by Pinchin Ltd., dated December 18<sup>th</sup>, 2020

Pinchin Ltd. completed the Phase One Environmental Site Assessment (ESA) for the subject property, researching the past and current use of the site and study are to identify any environmental concerns. Based on the findings of the Phase One ESA, Pinchin identified two (2) potentially contaminating activities (PCAs) on site, and one PCA off-site. The on site PCAs represent areas of potential environmental concern (APECs).

As a result of these findings, Pinchin recommends that a Phase Two ESA be conducted at the Phase One Property. Pinchin concludes that one or more contaminants originating from PCAs located on the Phase One Property and within the Phase One Study Area may have affected land or water on, in, or under the Phase One Property.

## 5.6 Phase Two Environmental Site Assessment, prepared by Pinchin Ltd., dated February 22<sup>nd</sup>, 2021

Pinchin Ltd. completed a Phase Two Environmental Site Assessment (Phase Two ESA) dated February 22, 2021. The Phase Two ESA was conducted to assess the soil and groundwater quality in relation to two areas of potential environmental concern (APECs) and related potentially contaminating activities (PCAs) and contaminants of potential concern (COPCs) identified in the previously completed Phase One ESA.

It is Pinchin's opinion that given the nature of the impacts with respect to limited migration behaviours and relative absence of volatilization, the reported soil impacts would not likely represent a significant environmental concern to on-going site operations and/or future occupancy. At the time of redevelopment, the impacted fill material should be addressed.

## 5.7 Roadway Traffic Noise Assessment, prepared by Gradient Wind Engineers & Scientists, dated July 27<sup>th</sup>, 2022

Gradient Wind has prepared a Roadway Traffic Noise Assessment for the proposed development to calculate the future noise levels on the study buildings produced by local roadway traffic, and ensure that interior and exterior noise levels do not exceed the allowable limits specific by the City of Ottawa's Environmental Noise Control Guidelines.

The result of the current noise analysis indicates that noise levels will range between 38 and 55 dBA during the daytime period and between 30 and 47 dBA during the nighttime period. The highest noise level occurs at the north façade, which is nearest and most exposed to Highway 417.

Results of the calculations indicate that standard building components will be sufficient. The building will not require upgraded ventilation for noise mitigation purposes as noise levels at the facades are not expected to exceed 55 dBA. The report notes that the building is expected to have air conditioning for occupant comfort purposes.

Noise levels at the rooftop amenity area are expected to fall below 60 dBA during the daytime period. As such, no acoustic mitigation is required.

## Public Consultation Strategy

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities have already been undertaken in preparation of this application submission or will be undertaken in the following months after the application has been submitted.

- / Pre-Application Consultation Meeting
  - o A Pre-Application Consultation Meeting was held with City Staff and the applicant team on May 27, 2021. Two members of the Old Ottawa East Community Association were present and provided comments. Upon the completion of the recommended changes from the pre-application consultation meeting, an engagement process started as outlined below. City comments from the pre-application meeting have been attached as Appendix A of this Report.
- / Notification of Ward Councillor, Councillor Shawn Menard
  - o The Ward Councillor has been notified of the proposed development for the subject property.
  - o An information session was held with Councillor Menard and members of the Old Ottawa East Community Association to provide an overview of the updated site plan and proposed development on March 29<sup>th</sup>, 2022.
  - o An additional meeting was held with Councillor Menard and members of the Old Ottawa East Community Association to provide an update on the proposed development on May 17<sup>th</sup>, 2022.
- / Community “Heads Up” to local registered Community Associations
  - o A ‘heads up’ notification to local registered community associations will be completed by City of Ottawa during the application process.
- / Community Information Session
  - o As requested by the Old Ottawa East Community Association, Forum/SLP and Fotenn presented the proposed development at the Community Association Planning Committee meeting on April 5<sup>th</sup>, 2022. A subsequent Mainstreet article was written about the proposal.
  - o A community information session was held on June 21<sup>st</sup> via Zoom, as requested and hosted by Councillor Menard. Residents of the Old Ottawa East neighbourhood and surrounding area, as well as residents of The Corners on Main were in attendance and provided the opportunity to ask questions and provide comments to the applicant team.
- / Planning Committee Meeting Advertisement and Report Mail-out to Public
  - o Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
  - o The statutory public meeting will take place at the City of Ottawa Planning Committee.



## 7.0 Conclusions

It is our professional opinion that the proposed Zoning By-law Amendment and Site Plan Applications to permit the proposed development on the subject property constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development is **consistent with the Provincial Policy Statement (2020)** by providing residential development that will provide increase choices for housing within an existing and established neighbourhood.
- / The proposed development **conforms to the Official Plan's** vision for managing growth in the urban area. The proposal responds to its context by proposing a mid-rise building in an area characterised by existing low- and mid-rise buildings. The proposal also responds to its context by proposing transitional building elements in the design, to ease the compatibility with the low-rise neighbourhood to the north. The proposed development meets the urban design and compatibility objectives, principles, and policies in Sections 2.5.1 and 4.11 of the Official Plan.
- / The proposed development **conforms to the Old Ottawa East Secondary Plan's** vision for low-rise development on the north portion of the subject property. A low-rise, four (4) storey addition is being added to the existing building, maintaining the character of the Oblates Lands and Sacre Coeur east of Main Street.
- / The proposed development **conforms to the New Official Plan's** vision for managing growth and intensification. The proposal responds to its context within the Inner Urban Transect, proposing a low-rise apartment building on a portion of under-utilized land. Appropriate setbacks between the surrounding buildings have been provided.
- / The proposed development **responds strongly to the Urban Design Guidelines for Low-rise Infill Housing** by reflecting the established streetscape character and designing the building and open spaces to a similar level of quality and detail.
- / The proposed development **meets several of the applicable requirements in the Comprehensive Zoning By-law 2008-250**. The **requested amendments are appropriate** and will not create undue negative impacts on the community or surrounding properties.
- / The proposed development is **supported by technical studies submitted** as part of this application.

Sincerely,



Lisa Dalla Rosa, RPP, MCIP  
Associate



Patricia Warren, M.PI  
Planner

# 8.0 Appendix A

## Pre-Application Consultation Meeting Notes



### Pre-Application Consultation Meeting Notes

15 Oblats Avenue

PC2021-0140

Thursday, May 27, 2021  
1:30-3pm via Microsoft Teams

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#### **Attendees:**

##### *City of Ottawa:*

Andrew McCreight, File Lead  
Holly Newitt, Planning student  
Josiane Gervais, Transportation  
Luis Juarez, Heritage  
Mark Richardson, Forestry  
Nishant Jhamb, Engineering  
Randolph Wang, Urban Design

##### *Applicant Team:*

Lisa Dalla Rosa  
Brian Casagrande  
Jeremy Silburt  
Aly Damji  
Ryan Denyer  
Andrew Levitan

##### *Community Association Representative:*

Paul Goodkey  
Phyllis Odenbach-Sutton

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**Subject: 15 Oblats**

#### **Meeting Notes:**

##### **Opening & attendee introduction**

- Introduction of meeting attendees
- Confirmation that the Community Association representatives are subject to Non-Disclaimer Agreements (NDA).
- If it is intended to speak with the broader Community Association or general public, please consider waiving the NDA requirements for this proposal.

## Proposal Overview (Applicant Team)

*Note: Presentation provided (requested for sharing post meeting)*

### Ryan Denver, Smart Living Properties & Aly Damji, Forum

- Introduction of Forum and Smart Living Properties
  - Forum Equity Partners = Toronto based private equity firm, private and public partnerships
  - Smart Living Properties = Ottawa-based real estate development company
    - Specialize in fully furnished, all-inclusive rental buildings
  - 3<sup>rd</sup> project of the partnership within Ottawa
    - Focused on adaptive reuse
    - Smaller than average units with larger amenity spaces that are more financially attainable

### Lisa Dalla Rosa, Fotenn

- Site history & context of the neighbourhood
  - Building not defined as historic but there are conditions regarding a statue
  - Highly walkable
  - Majority of surrounding options are condos and larger units that are more expensive
- Currently designated General Urban Area
  - Supports heights up to 4 storeys
- Subject to Old Ottawa East Secondary Plan
  - Residential low-rise on Springhurst
  - Residential mid-rise on Oblats
- Recent BHSC direction on the statue and heritage commemoration
- Split Zoning on site
  - R4-UD on Springhurst
  - R5 on Oblats
- Potential Development Options were created and debated
  - Proposed development is a hybrid
- 340 units, reduced parking, reduced 2-bedroom units (R4)
- Proposal will require zoning change for a reduction in parking spaces and reduction in provided 2-bedroom units (R4 requirement)
  - All parking is surface parking
  - Biking parking of .5 per unit
- Amenities intended for residents only; pool, gym, other co-living lifestyle features.
  - 87 Mann is Ottawa example of building type with furnished suites etc.
- Pathway / parkette will connect Springhurst and Oblats along the West side of the property
  - Including a new statue location and informative plaque
- Cantilevered units to complete Springhurst streetscape and reduce visual of surface parking
- Façade on Springhurst a mix of red brick and more modern materiality

- Limited changes to Oblats façade
- Timeline = Move-in 2024

#### Clarification Questions (at meeting)

- Any non-residential uses proposed beyond amenities for tenants?
  - Tenants only.
- Did you mention a pathway connection?
  - Yes, along west side of property.
- Phyllis
  - Springhurst units – where are the basement suites in images?
    - Will need clarify on the basement units
  - Pool image shows basement windows
- Randolph
  - Parapet height – 2ft
  - Existing elevators? – yes, in middle of “T”
  - Setback on addition to west side. About 5m setback.
  - Parking along Oblates – existing? And expanding. For visitor or resident.... Intended for visitor use. 16 spaces current exist, we are adding 5.
  - Where is main entrance?
    - Oblates middle
- Luis
  - Is exterior architecture being retained. Yes, that is the intent. Some to be rpac

#### Technical Comments

##### Luis Juarez, Heritage

###### Adaptive Reuse of the Convent

- Heritage staff are supportive of the adaptive reuse of the existing convent building for new residential and associated amenity uses.
- Staff do not object to new additions to the existing building subject to design refinements suggested by Urban Design and Development Review Staff. In any case, the additions should be located away from the Oblats frontage, complimentary and subordinate to the existing convent, and of their own time.
- Please indicate which (if any) architectural design features will be altered or removed as part of this development (i.e. confirm if windows/doors will be replaced, etc.).
- A conservation plan will be required to outline the conservation approach for the property. In addition to describing the conservation and relocation approach for the statue, the plan should also describe how the covenant building and its design features



will be preserved or restored, and outline recommendations for the long-term maintenance of the property's heritage value.

#### Proposed Statue and Garden Relocation and Commemoration

- Heritage staff are not opposed to the relocation of the statue along des Oblats Avenue as proposed, or along the Springhurst Avenue bend to facilitate the additions. In any case, the statue's location should be highly visible and accessible to the public.
- Ensure that the statue is protected during its relocation and that it be restored to its original condition once relocated if required. The relocation approach should be detailed in the conservation plan.
- The Ottawa East Secondary Plan mentions a grove of trees that were transplanted to the statue's current location. Clarify if these trees remain, and if so, if they can be transplanted to the statue's proposed location. The statue area shall be well landscaped to maintain the essence of the prayer garden that currently exists.
- The April 2021 BHSC motion requests a meaningful commemoration component be added to the property. A plaque and/or interpretation panel should be erected alongside the statue to commemorate the Order and their work in education, health care and social services in Ottawa East. Heritage Staff would like to work with the Applicant on the content of the commemoration component.

#### Nishant Jhamb, Engineering

Please forward the below information to the applicant regarding a development proposal at **15 Oblates Ave to convert the existing building to approximately 176 rental apartments and then construct 2 additions on to the north side for a further 158 units**. Note that the information is considered **preliminary** and the assigned Development Review Project Manager may modify and/or add additional requirements and conditions upon review of an application if deemed necessary.

#### **General:**

- It is the sole responsibility of the consultant to investigate the location of existing underground utilities in the proposed servicing area and submit a request for locates to avoid conflict(s). The location of existing utilities and services shall be documented on an **Existing Conditions Plan**.
- Any easements on the subject site shall be identified and respected by any development proposal and shall adhere to the conditions identified in the easement agreement. A **legal survey plan** shall be provided and all easements shall be shown on the engineering plans.
- A deep excavation and dewatering operations have the potential to cause damages to the neighboring adjacent buildings/ City infrastructure. Document that construction activities (excavation, dewatering, vibrations associated with construction, etc.) will not have an impact on any adjacent buildings and infrastructure.
- A **Record of Site Condition (RSC) in accordance with O.Reg. 153/04** will be required to be filed and acknowledged by the Ministry prior to issuance of a building permit due to a change to a more sensitive property use.
- Existing sanitary and storm service require a CCTV inspection and report to ensure existing services to be re-used are in good working order and meet current minimum size requirements. Located services to be placed on site servicing plans.

- All underground and above ground building footprints and permanent walls need to be shown on the plans to confirm that any permanent structure does not extend either above or below into the existing property lines and sight triangles.
- Reference documents for information purposes:
  - Ottawa Sewer Design Guidelines (October 2012)
  - Technical Bulletin PIEDTB-2016-01
  - Technical Bulletins ISTB-2018-01, ISTB-2018-02 and ISTB-2018-03.
  - Ottawa Design Guidelines - Water Distribution (2010)
  - Geotechnical Investigation and Reporting Guidelines for Development Applications in the City of Ottawa (2007)
  - City of Ottawa Slope Stability Guidelines for Development Applications (revised 2012)
  - City of Ottawa Environmental Noise Control Guidelines (January 2016)
  - City of Ottawa Accessibility Design Standards (2012) (City recommends development be in accordance with these standards on private property)
  - Ottawa Standard Tender Documents (latest version)
  - Ontario Provincial Standards for Roads & Public Works (2013)

Record drawings and utility plans are also available for purchase from the City (Contact the City's Information Centre by email at [InformationCentre@ottawa.ca](mailto:InformationCentre@ottawa.ca) or by phone at (613) 580-424 x.44455).

Please note that this is the applicant responsibility to refer to the latest applicable guidelines while preparing reports and studies.



**Disclaimer:**  
 The City of Ottawa does not guarantee the accuracy or completeness of the data and information contained on the above image(s) and does not assume any responsibility or liability with respect to any damage or loss arising from the use or interpretation of the image(s) provided. This image is for schematic purposes only.

**Stormwater Management Criteria and Information:**

- **Water Quantity Control:** In the absence of area specific SWM criteria please control post-development runoff from the subject site, up to and including the **100-year storm event**, to a **2-year pre-development level**. The pre-development runoff coefficient will need to be determined **as per existing conditions** but in no case more than 0.5. **[If 0.5 applies it needs to be clearly demonstrated in the report that the pre-development runoff coefficient is greater than 0.5]**. The time of concentration ( $T_c$ ) used to determine the pre-development condition should be calculated. *T<sub>c</sub> should not be less than 10 min. since IDF curves become unrealistic at less than 10 min; T<sub>c</sub> of 10 minutes shall be used for all post-development calculations*.
- Any storm events greater than the established **2-year allowable** release rate, up to and including the **100-year storm event**, shall be detained on-site. The SWM measures required to avoid impact on downstream sewer system will be subject to review.
- Document how any foundation drainage system will be integrated into the servicing design and show the positive outlet on the plan. Foundation drainage is to be independently connected to sewer main unless being pumped with appropriate back up power, sufficient sized pump and back flow prevention. **It is recommended that the foundation drainage system be drained by a sump pump connection to the storm sewer to minimize risk of basement flooding as it will provide the best protection from the uncontrolled sewer system compared to relying on the backwater valve.**
- **Water Quality Control:** Please consult with the local conservation authority (RVCA) regarding water quality criteria prior to submission of a Site Plan Control Proposal application to establish any water quality control restrictions, criteria and measures for the site. Correspondence and clearance shall be provided in the Appendix of the report.
- Please note that as per *Technical Bulletin PIEDTB-2016-01 section 8.3.11.1 (p.12 of 14)* **there shall be no surface ponding on private parking areas during the 5-year storm rainfall event.**
- **Underground Storage:** If underground storage is proposed please note that the Modified Rational Method for storage computation in the Sewer Design Guidelines was originally intended to be used for above ground storage (i.e. parking lot) where the change in head over the orifice varied from 1.5 m to 1.2 m (assuming a 1.2 m deep CB and a max ponding depth of 0.3 m). This change in head was small and hence the release rate fluctuated little, therefore there was no need to use an average release rate.
- When underground storage is used, the release rate fluctuates from a maximum peak flow based on maximum head down to a release rate of zero. This difference is large and has a significant impact on storage requirements. **We therefore require that an average release rate equal to 50% of the peak allowable rate shall be applied to estimate the required volume. Alternatively, the consultant may choose to use a submersible pump in the design to ensure a constant release rate.**
  - In the event that there is a disagreement from the designer regarding the required storage, The City will require that the designer demonstrate their rationale utilizing dynamic modelling, that will then be reviewed by City modellers in the Water Resources Group.
  - Provide information on type of underground storage system including product name and model, number of chambers, chamber configuration, confirm invert of chamber system, top of chamber system, required cover over system and details, interior bottom slope (for self-cleansing), chart of storage values, length, width and height, capacity, entry ports (maintenance) etc. UG storage to provide actual 2- and 100-year event storage requirements.

- In regard to all proposed UG storage, ground water levels (and in particular HGW levels) will need to be reviewed to ensure that the proposed system does not become surcharged and thereby ineffective.
- Modeling can be provided to ensure capacity for both storm and sanitary sewers for the proposed development by City's Water Distribution Dept. – Modeling Group, through PM and upon request.
- Minimum orifice dia. for a plug style ICD is **83mm** and the minimum flow rate from a **vortex ICD is 6 L/s** in order to reduce the likelihood of plugging.
- Post-development site grading shall match existing property line grades in order to minimize disruption to the adjacent residential properties. A **topographical plan of survey** shall be provided as part of the submission and a note provided on the plans.
- Please provide a **Pre-Development Drainage Area Plan** to define the pre-development drainage areas/patterns. **Existing drainage patterns shall be maintained and discussed as part of the proposed SWM solution.**
- If **rooftop control** and storage is proposed as part of the SWM solutions sufficient details (Cl. 8.3.8.4) shall be discussed and document in the report and on the plans. Roof drains are to be connected downstream of any incorporated ICDs within the SWM system and not to the foundation drain system. Provide a **Roof Drain Plan** as part of the submission.
- If **Window wells** are proposed, they are to be indirectly connected to the footing drains. A detail of window well with indirect connection is required, as is a note at window well location speaking to indirect connection.
- There must be at least **15cm of vertical clearance** between the spill elevation and the ground elevation at the building envelope that is in proximity of the flow route or ponding area. The exception in this case would be at reverse sloped loading dock locations. At these locations, a minimum of 15cm of vertical clearance must be provided below loading dock openings. Ensure to provide discussion in report and ensure grading plan matches if applicable.
- Rear yard on grade parking to be permeable pavement. Refer to City Standard Detail Drawings SC26 (maintenance/temp parking areas), SC27 or permeable asphalt materials. No gravel or stone dust parking areas permitted.
- Street catchbasins are not to be located at any proposed entrances.

#### **Storm Sewer:**

- 1350mm Conc (1965) is available on Springhurst Ave. and 375mm PVC(2017) is available on Oblats Ave.
- A storm sewer monitoring maintenance hole is required to be installed at the property line (on the private side of the property) as per City of Ottawa Sewer-Use By-Law 2003-514 (14) *Monitoring Devices*.

#### **Sanitary Sewer**

- A 450mm Conc(1934) is present on Springhurst Ave. and 250mm PVC(2017) available on Oblats Ave.
- Please provide the new Sanitary sewer discharge and we confirm if sanitary sewer main has the capacity.
- Please apply the wastewater design flow parameters in *Technical Bulletin PIEDTB-2018-01*.



- Sanitary sewer monitoring maintenance hole is required to be installed at the property line (on the private side of the property) as per City of Ottawa Sewer-Use By-Law 2003-514 (14) *Monitoring Devices*.
- A backwater valve is required on the sanitary service for protection.
- Include correspondence from the Architect within the Appendix of the report confirming the number of residential units per building **and a unit type breakdown for each of the buildings** to support the calculated building populations.

#### Water

- A 200 mm dia. PVC watermain (2011) is available within Springhurst Ave and 254mm PVC(2017) is available on Oblats
- Existing residential service to be blanked at the main.
- **Water Supply Redundancy:** Residential buildings with a basic day demand greater than 50m<sup>3</sup>/day (0.57 L/s) are required to be connected to a minimum of two water services separated by an isolation valve to avoid a vulnerable service area as per the *Ottawa Design Guidelines - Water Distribution, WDG001, July 2010 Clause 4.3.1 Configuration*. The basic day demand for this site not expected to exceed 50m<sup>3</sup>/day.
- Please review **Technical Bulletin ISTB-2018-0**, maximum fire flow hydrant capacity is provided in Section 3 Table 1 of Appendix I. A **hydrant coverage figure** shall be provided and **demonstrate there is adequate fire protection for the proposal**. Two or more public hydrants are anticipated to be required to handle fire flow.
- Boundary conditions are required to confirm that the require fire flows can be achieved as well as availability of the domestic water pressure on the City street in front of the development. Use Table 3-3 of the MOE Design Guidelines for Drinking-Water System to determine Maximum Day and Maximum Hour peaking factors for 0 to 500 persons and use Table 4.2 of the Ottawa Design Guidelines, Water Distribution for 501 to 3,000 persons. Please provide the following information to the City of Ottawa via email to request water distribution network boundary conditions for the subject site. Please note that once this information has been provided to the City of Ottawa it takes approximately 5-10 business days to receive boundary conditions.
  - Type of Development and Units
  - Site Address
  - A plan showing the proposed water service connection location.
  - **Average Daily Demand (L/s)**
  - **Maximum Daily Demand (L/s)**
  - **Peak Hour Demand (L/s)**
  - **Fire Flow (L/min)**
    - [Fire flow demand requirements shall be based on **Fire Underwriters Survey (FUS) Water Supply for Public Fire Protection 1999**]
    - *Exposure separation distances shall be defined on a figure to support the FUS calculation and required fore flow (RFF).*
- **Hydrant capacity shall be assessed to demonstrate the RFF can be achieved.** Please identify which hydrants are being considered to meet the RFF on a fire hydrant coverage plan as part of the boundary conditions request.

#### Snow Storage:

- Any portion of the subject property which is intended to be used for permanent or temporary snow storage shall be as shown on the approved site plan and grading plan. Snow storage shall not interfere with approved grading and drainage patterns or

servicing. Snow storage areas shall be setback from the property lines, foundations, fencing or landscaping a minimum of 1.5m. Snow storage areas shall not occupy driveways, aisles, required parking spaces or any portion of a road allowance. If snow is to be removed from the site please indicate this on the plan(s).

**Wind impact on the pathway:**

- If the proposed building alignment is to stay the same as submitted during pre-consult meeting, please discuss the wind impacts on the proposed pathway on west side of the proposed building.

**Sensitive marine clay-**

- If Sensitive marine clay soils are present in this area that are susceptible to soil shrinkage that can lead to foundation and building damages. All six (6) conditions listed in the Tree Planting in Sensitive Marine Clay Soils-2017 Guidelines are required to be satisfied. Note that if the plasticity index of the soil is determined to be less than 40% a minimum separation between a street tree and the proposed building foundations of 4.5m will need to be achieved. A memorandum addressing the Tree in Clay Soil Guidelines prepared by a geotechnical engineer is required to be provided to the City. <https://ottawa.ca/en/city-hall/planning-and-development/community-plans-and-design-guidelines/design-and-planning/completed-guidelines/tree-planting-sensitive-marine-clay-soils-2017-guidelines>

**Severance:**

- If severance is planned, this needs to be addressed in servicing to satisfy severance requirements. Where a large parcel with multiple buildings is planned, City will require an ultimate servicing plan so as to appropriately understand how severance requirements are being met.

**Gas pressure regulating station**

- A gas pressure regulating station may be required depending on HVAC needs (typically for 12+ units). Be sure to include this on the Grading, Site Servicing, SWM and Landscape plans. This is to ensure that there are no barriers for overland flow routes (SWM) or conflicts with any proposed grading or landscape features with installed structures and has nothing to do with supply and demand of any product.



Gas Pressure  
Regulating Station.pdf

**Source Protection Policy Screening (SPPS):**

- Here is a summary of the Source Protection policy screening for 15 Oblats Ave.
  - The address lies within the Mississippi-Rideau Source Protection Region and is subject to the policies of the Mississippi-Rideau Source Protection Plan.
  - The area is not located within a Surface Water Intake Protection Zone (IPZ) where significant threat policies apply.
  - The area is not located within a Wellhead Protection Area (WHPA).
  - The area is not located within a Significant Groundwater Recharge Area (SGRA).

- The area is located within a Highly Vulnerable Aquifer (HVA). There are no legally-binding source protection policies related to activities within Highly Vulnerable Aquifers.
- In terms of the development application, please note that the address is not located in an area where activities could be considered a significant threat to drinking water sources and there are no legally-binding source protection policies

#### **CCTV sewer inspection**

- CCTV sewer inspection required for pre and post construction conditions to ensure no damage to City Assets surrounding site.

#### **Pre-Construction Survey**

- Pre-Construction (Piling/Hoe Ramming or close proximity to City Assets) and/or Pre-Blasting (if applicable) Survey required for any buildings/dwellings in proximity of 75m of site and circulation of notice of vibration/noise to residents within 150 m of site. Conditions for Pre-Construction/ Pre-Blast Survey & Use of Explosives will be applied to agreements. Refer to City's Standard S.P. No. F-1201 entitled Use of Explosives, as amended.

#### **Road Reinstatement**

- Where servicing involves three or more service trenches, either a full road width or full lane width 40 mm asphalt overlay will be required, as per amended Road Activity By-Law 2003-445 and City Standard Detail Drawing R10. The amount of overlay will depend on condition of roadway and width of roadway(s).  
<https://ottawa.ca/en/business/permits-and-licenses/right-way/road-cut-permit#resurfacing-requirement>

#### **Required Engineering Plans and Studies:**

- **Plans:**
  - Existing Conditions and Removals Plan
  - Site Servicing Plan
  - Grade Control and Drainage Plan
  - Erosion and Sediment Control Plan
  - Roof Drainage Plan
  - Foundation Drainage System Detail (if applicable)
  - Topographical survey
- **Reports:**
  - Site Servicing and Stormwater Management Report
  - Geotechnical Study/Investigation
  - Noise Control Study
  - Phase I ESA
  - Phase II ESA (Depending on recommendations of Phase I ESA)
  - RSC ( Record of the site Conditions)
  - Site lighting certificate
- Please refer to the **City of Ottawa Guide to Preparing Studies and Plans [Engineering]:**

- Specific information has been incorporated into both the [Guide to Preparing Studies and Plans](#) for a site plan. The guide outlines the requirement for a statement to be provided on the plan about where the property boundaries have been derived from.
- Added to the general information for servicing and grading plans is a note that an O.L.S. should be engaged when reporting on or relating information to property boundaries or existing conditions. The importance of engaging an O.L.S. for development projects is emphasized.

#### **Phase One Environmental Site Assessment:**

- A Phase I ESA is required to be completed in accordance with Ontario Regulation 153/04 in support of this development proposal to determine the potential for site contamination. Depending on the Phase I recommendations a Phase II ESA may be required.
- The Phase I ESA shall provide all the required Environmental Source Information as required by O. Reg. 153/04. ERIS records are available to public at a reasonable cost and need to be included in the ESA report to comply with O.Reg. 153/04 and the Official Plan. The City will not be in a position to approve the Phase I ESA without the inclusion of the ERIS reports.
- Official Plan Section 4.8.4: <https://ottawa.ca/en/city-hall/planning-and-development/official-plan-and-master-plans/official-plan/volume-1-official-plan/section-4-review-development-applications#4-8-protection-health-and-safety>

#### **RSC ( Record of the site Conditions)**

- A RSC is required when changing the land use (zoning) of a property to a more sensitive land use and a memorandum prepared by an environmental consultant confirming that no potential contaminating activities have taken place within the RSC area since the filling of the RSC.  
[Submitting a record of site condition | Ontario.ca](#)

#### **ECA application**

- The consultant shall determine if this project will be subject to an Environmental Compliance Approval (ECA) for Private Sewage Works. It shall be determined if the exemptions set out under Ontario Regulation 525/98: *Approval Exemptions* are satisfied. All regulatory approvals shall be documented and discussed in the report. If the SWM works and lateral are servicing one parcel of land under one ownership an ECA would not be required. Environmental Compliance Approval (ECA) for stormwater works the services more than one parcel of land.  
[Environmental Compliance Approval | Ontario.ca](#)

#### **Geotechnical Investigation:**

- A Geotechnical Study/Investigation shall be prepared in support of this development proposal.
- Reducing the groundwater level in this area can lead to potential damages to surrounding structures due to excessive differential settlements of the ground. The impact of groundwater lowering on adjacent properties needs to be discussed and investigated to ensure there will be no short term and long term damages associated with lowering the groundwater in this area.
- Geotechnical Study shall be consistent with the **Geotechnical Investigation and Reporting Guidelines for Development Applications**.

<https://documents.ottawa.ca/sites/default/files/documents/cap137602.pdf>

**Noise Study:**

- A **Transportation Noise Assessment** is required as the subject development is located within 100m proximity of Main street
- A **Stationary Noise Assessment** is required in order to assess the noise impact of the proposed sources of stationary noise (mechanical HVAC system/equipment) of the development onto the surrounding residential area to ensure the noise levels do not exceed allowable limits specified in the City Environmental Noise Control Guidelines. [https://documents.ottawa.ca/sites/default/files/documents/enviro\\_noise\\_guide\\_en.pdf](https://documents.ottawa.ca/sites/default/files/documents/enviro_noise_guide_en.pdf)

**Exterior Site Lighting:**

- Any proposed light fixtures (both pole-mounted and wall mounted) must be part of the approved Site Plan. All external light fixtures must meet the criteria for Full Cut-off Classification as recognized by the Illuminating Engineering Society of North America (IESNA or IES), and must result in minimal light spillage onto adjacent properties (as a guideline, 0.5 fc is normally the maximum allowable spillage). In order to satisfy these criteria, the please provide the City with a Certification (Statement) Letter from an acceptable professional engineer stating that the design is compliant.

**Fourth (4<sup>th</sup>) Review Charge:**

- Please be advised that additional charges for each review, after the 3<sup>rd</sup> review, will be applicable to each file. There will be no exceptions.

**Construction approach**

- Please contact the Right-of-Ways Permit Office [TMconstruction@ottawa.ca](mailto:TMconstruction@ottawa.ca) early in the Site Plan process to determine the ability to construct site and copy File Lead on this request.

Please note that these comments are considered preliminary based on the information available to date and therefore maybe amended as additional details become available and presented to the City. It is the responsibility of the applicant to verify the above information. The applicant may contact me for follow-up questions related to engineering/infrastructure prior to submission of an application if necessary.

Josiane Gervais, Transportation

- Follow Traffic Impact Assessment Guidelines
  - A full TIA is required. Please feel free to submit the Scoping report to [Josiane.Gervais@ottawa.ca](mailto:Josiane.Gervais@ottawa.ca) at your earliest convenience.
  - Start this process asap. The application will not be deemed complete until the submission of the draft step 1-4, including the functional draft RMA package (if applicable) and/or monitoring report (if applicable).
  - Request base mapping asap if RMA is required. Contact Engineering Services (<https://ottawa.ca/en/city-hall/planning-and-development/engineering-services>)
  - An update to the *TRANS Trip Generation Manual* has been completed (October 2020). This manual is to be utilized for this TIA. A copy of this document can be provided upon request.
- Sidewalks along Oblats and Springhurst are required.

- The parking on Oblats as shown would require a depressed sidewalk and depressed curb along a large portion of the frontage, which would not be supported. In addition, the parking stalls are across from the Oblats/Deschatelets intersection as presented and would result in vehicles having to back out of parking stalls through this intersection which is undesirable.
- Private accesses must meet the Private Approach Bylaw.
- Because a reduction in parking is sought, the TIA and application should clearly demonstrate if/how Transportation Demand Management measures are to be provided. As an example, providing 1 bike stall per unit would be encouraged.
- On site plan:
  - Show all details of the roads abutting the site up to and including the opposite curb; include such items as pavement markings, accesses and/or sidewalks.
  - Turning movement diagrams required for all accesses showing the largest vehicle to access/egress the site.
  - Turning movement diagrams required for internal movements (loading areas, garbage).
  - Show all curb radii measurements; ensure that all curb radii are reduced as much as possible.
  - Show lane/aisle widths.
  - Sidewalk is to be continuous across accesses as per City Specification 7.1.
  - Grey out any area that will not be impacted by this application.
- As the site proposed is residential, AODA legislation applies for all areas accessible to the public and visitors (i.e. outdoor pathways a minimum width of 1.5m, accessible parking stalls and access aisles, etc.). Consider using the City's Accessibility Design Standards.

#### Andrew McCreight, Planning

- Plan and study list combined for concurrent SPC and ZBLA submission.
- Site is split zoned – there is a holding symbol on the property that will not be lifted until a site plan application is approved. See urban exceptions 1848 and 1846
- There is a zoning provision that includes lands west to Main Street – One lot for zoning purposes causes some confusion – you may want to include more detail in your ZBLA to make it part of the review.
- Secondary Plan
  - Schedule A - Split designation – Res low-rise (Springhurst), Res mid-rise (Oblates)
  - 10.2.2 – “3.An architectural conservation study will be undertaken with respect to any proposal for redevelopment of a property that is included on the Heritage Reference List as shown on 3.11 Heritage Resource Strategy. The study will determine the suitability of the existing buildings and landscape features for conservation or adaptive reuse as part of any redevelopment proposal. This study will be submitted as part of a Site Plan Control application.” - Luis – apply?
  - Affordable Housing is encouraged. If rental, will some units be offered below AMR?
  - See 10.3.4 East side of Main Street Springhurst to Clegg, and as further detailed in the CDP.
  - Holding in SP

- Site Plan Control application is approved that includes this entire area and fulfils the following conditions:
  - Stormwater management for the subject lands;
  - Traffic impact analysis and management plan;
  - Water and sewer servicing design; and
  - Parkland and pathway dedication relative to the development of the subject site.
- Locate parking for the medium-rise buildings primarily below grade. Where necessary, surface parking related to all development in this precinct should be obscured from view by means such as placement behind buildings and landscaping.
- Retain the statue of the Blessed Virgin and associated grove of trees to commemorate the Sisters of the Sacred Heart.
- Architecture and materiality should reflect the areas character and history.
- Planning rationale – amenities must remain private to not trigger an OPA and further ZBLA. Clarify intent of amenities areas within the building.
- Secondary Plan - see Policy 10.2.2 – architectural conservation study
- Affordable housing is encouraged in the secondary plan – integrate in planning rationale
- East side of Mainstreet in Secondary plan – is very detailed in CDP
  - Secondary plan details holding process in more detail, will naturally happen through SPC
  - Parking provisions in there as well (primarily below grade),
  - Is the parking along Oblates historical or legally established?
    - Will need confirmation that existing parking is legal-non conforming? Staff will be looking for its removal and recapture this public realm with proper sidewalks and landscaping.
- Happy to see mid-block connection – make sure walkway is wide enough to have public engagement, to be owned and maintained privately, public access easement. Room for snow removal.
- More clarify required on basement units and how they related to height (storeys) and unit functionality.
- Tight relationship to western property; This is creates an undesirable built form relationship, and current design is not sensitively done.
- Internal courtyards seem tight – would like to see them open to east/west instead through re-design.
  - Resulting in an H-shape building, but less of a massing along Springhurst with the corners opened.
- Further analysis on sighting of the building needs to be done
- Statue should stay in the public realm – lots of opportunities on site for relocation while satisfying heritage direction (BHSC).
- Consider integrating car share services for any surface parking spots that remain (see Secondary Plan policies on parking)
- Looking for proposal to include good bicycle infrastructure and design. Ground floor room, visitor parking etc.
- Should consider increased bike parking to support active transportation development

- Current reduction in parking requires further analysis and rationale before reduction would be supported. What is the parking strategy and active transit support strategy for this development?
- Encouraged to design building for City direction on waste collection – will send guidelines
- Will let Randolph elaborate further on Urban design concerns.
- The two mature trees at corner of Springhurst should be preserved.

#### Mark Richardson, Forest

- The City encourages the retention of healthy, structurally sound trees; please seek opportunities for retention of trees that will contribute to the design/function of the site.
- A Tree Conservation Report (TCR) must be supplied for review along with the suite of other plans/reports required by the City
  - an approved TCR is a requirement of Site Plan approval.
- As of January 1 2021, any removal of privately-owned trees 10cm or larger in diameter, or publicly (City) owned trees of any diameter requires a tree permit issued under the Tree Protection Bylaw (Bylaw 2020 – 340); the permit will be based on an approved TCR and made available at or near plan approval.
- The Planning Forester from Planning and Growth Management as well as foresters from Forestry Services will review the submitted TCR
  - If tree removal is required, both municipal and privately-owned trees will be addressed in a single permit issued through the Planning Forester
  - Compensation may be required for city owned trees – if so, it will need to be paid prior to the release of the tree permit
- The TCR must list all trees on site by species, diameter and health condition
- Please identify trees by ownership – private onsite, private on adjoining site, city owned, co-owned (trees on a property line)
- The TCR must list all trees on adjacent sites if they have a critical root zone that extends onto the development site
- If trees are to be removed, the TCR must clearly show where they are, and document the reason they cannot be retained
- All retained trees must be shown and all retained trees within the area impacted by the development process must be protected as per City guidelines available at [Tree Protection Specification](#) or by searching [Ottawa.ca](#)
  - the location of tree protection fencing must be shown on a plan
  - show the critical root zone of the retained trees
  - if excavation will occur within the critical root zone, please show the limits of excavation
- For more information on the process or help with tree retention options, contact Mark Richardson [mark.richardson@ottawa.ca](mailto:mark.richardson@ottawa.ca) or on [City of Ottawa](#)

#### **LP tree planting requirements:**

For additional information on the following please contact [tracy.smith@Ottawa.ca](mailto:tracy.smith@Ottawa.ca)

- Minimum Setbacks
  - Maintain 1.5m from sidewalk or MUP/cycle track.
  - Maintain 2.5m from curb
  - Coniferous species require a minimum 4.5m setback from curb, sidewalk or MUP/cycle track/pathway.



- Maintain 7.5m between large growing trees, and 4m between small growing trees. Park or open space planting should consider 10m spacing.
- Adhere to Ottawa Hydro's planting guidelines (species and setbacks) when planting around overhead primary conductors.
- Tree specifications
  - Minimum stock size: 50mm tree caliper for deciduous, 200cm height for coniferous.
  - Maximize the use of large deciduous species wherever possible to maximize future canopy coverage
  - Tree planting on city property shall be in accordance with the City of Ottawa's Tree Planting Specification; and include watering and warranty as described in the specification (can be provided by Forestry Services).
  - Plant native trees whenever possible
  - No root barriers, dead-man anchor systems, or planters are permitted.
  - No tree stakes unless necessary (and only 1 on the prevailing winds side of the tree)

**Hard surface planting**

- Curb style planter is highly recommended
- No grates are to be used and if guards are required, City of Ottawa standard (which can be provided) shall be used.
- Trees are to be planted at grade

**Soil Volume**

- Please ensure adequate soil volumes are met:

Tree Type/Size	Single Tree Soil Volume (m3)	Multiple Tree Soil Volume (m3/tree)
Ornamental	15	9
Columnar	15	9
Small	20	12
Medium	25	15
Large	30	18
Conifer	25	15

Please note that these soil volumes are not applicable in cases with Sensitive Marine Clay.

**Sensitive Marine Clay**

- Please follow the City's 2017 Tree Planting in Sensitive Marine Clay guidelines

#### Randolph Wang, Urban Design

- The applicants' efforts of early engagement, the base-middle-top approach to architecture design, as well as the retaining and relocation of the statue are appreciated.
- There are some significant concerns on the overall building massing and site plan (see attached diagrams for reference):
  - The conflict between the proposed building and the existing condo building to the west due to the extreme close proximity of the buildings;
  - The conflict between the proposed building and the existing trees at the north west corner of the site.
  - The extended area of surface parking on Oblats.
- Considerations should be given to developing different massing and site plan options. The attached diagram illustrates one of the possible options where the proposed development and the existing building will form a new H shape building with reasonable setbacks from interior lot line as well as the existing trees.
- The Oblats front should be as "green" as possible. Efforts should be made to minimize and eliminate surface parking.
- A Design Brief is required as part of the submission. The Terms of Reference of the Design Brief is attached for convenience.

#### **Preliminary Comments from Community Association Representative**

##### Phyllis

- We really want to see that the statue is retained, and the history of the sisters shared
- Really don't like parking along Oblats. This is generally discouraged in the area.
- Would like to encourage retention of trees
- Would like to clarify the use of the rooftop
- Highlight high quality landscaping within secondary plan
- Importance of community feeling along the pathway
- Concerned re garbage and intensity of development (number of units)
- Would like to highlight newly built rental
- Would also like to raise wheelchair accessibility and affordability
- Are there full kitchens within the units?
- Is there going to be HVAC
- Expects push-back from the community due to number of units
- Agree with the thought of an "H" and more greenery on corners.

##### Paul

- Would like to see more landscaping on the east and west of the lot
- Secondary plan targets 1000 units within area and this will drastically increase that
- Would like to see a reduction in the number of units to be more palatable
- Concerned with projections above the height limit re rooftop mechanical room
- Happy to see retention of the heritage building
- Would like mechanical in building and nor projections



**Next steps:**

- We encourage the applicant to discuss the proposal with the local Councillor and the community association
- We will follow up with meeting minutes and a list of required documents for the submission