

# PLANNING RATIONALE

## 1518-1526 STITTSVILLE MAIN STREET



Project No.: OCP-19-06080CP-19-0608

Prepared for:

Inverness Homes  
38 Auriga Drive, Suite 200  
Ottawa, ON K2E 8A5

Prepared by:

McIntosh Perry Consulting Engineers Ltd.  
115 Walgreen Road  
Carp, ON, K0A 1A0

November 27, 2020

## TABLE OF CONTENTS

<b>1.0</b>	<b>OVERVIEW / INTRODUCTION.....</b>	<b>4</b>
1.1	<i>Pre-Consultation.....</i>	4
1.2	<i>Urban Design Review Panel .....</i>	5
1.3	<i>Right of Way Protection / Road Widening .....</i>	5
<b>2.0</b>	<b>SITE CONTEXT.....</b>	<b>5</b>
2.1	<i>Trans Canada Trail .....</i>	7
<b>3.0</b>	<b>DEVELOPMENT PROPOSAL .....</b>	<b>9</b>
3.1	<i>Trans Canada Trail and Trailhead .....</i>	9
3.2	<i>Figure 2: Trans Canada Trail Trailhead at Stittsville Main Street (Photo: C. Melanson, 18/11/2020)Heritage ...</i>	10
3.3	<i>Severance / Consents .....</i>	10
3.4	<i>Public Consultation Strategy .....</i>	11
<b>4.0</b>	<b>PLANNING POLICY &amp; REGULATORY FRAMEWORK .....</b>	<b>12</b>
4.1	<i>Provincial Policy Statement.....</i>	12
4.2	<i>City of Ottawa Official Plan.....</i>	16
4.3	<i>Stittsville Main Street Secondary Plan .....</i>	25
4.4	<i>City of Ottawa Zoning By-law 2008-250.....</i>	26
<b>5.0</b>	<b>DESIGN BRIEF .....</b>	<b>27</b>
5.1	<i>Stittsville Main Street Community Design Plan.....</i>	28
<b>6.0</b>	<b>TECHNICAL STUDIES .....</b>	<b>33</b>
6.1	<i>Cultural Heritage Impact Statement.....</i>	33
6.2	<i>Noise Study.....</i>	33
6.3	<i>Scoped Environmental Impact Statement.....</i>	34
6.4	<i>Phase I and Phase II Environmental Site Assessment .....</i>	34
6.5	<i>Tree Conservation Report.....</i>	34
6.6	<i>Traffic Impact Assessment .....</i>	35
6.7	<i>Geotechnical Investigation.....</i>	35
6.8	<i>Grading, Servicing, and Stormwater Management .....</i>	35
<b>7.0</b>	<b>CONCLUSION.....</b>	<b>36</b>

## APPENDICES

**Appendix A:** November 27, 2020 Letter from Michael Polowin

**Appendix B:** Zoning Compliance Summary Table

**Appendix C:** Architectural Design Brief, prepared by Malcolm Wildeboer, and Renderings

## **1.0 OVERVIEW / INTRODUCTION**

This Planning Rationale is submitted in support of a Site Plan application for the development of a four storey apartment building consisting of 33 dwelling units and a two storey commercial building with a restaurant on the ground floor and second storey office. The Site Plan application is being submitted on behalf of Inverness Homes who is developing the project on behalf of KRUMAC HOLDINGS INC.

The subject lands consist of three properties owned by KRUMAC HOLDINGS INC., which are known municipally as 1518, 1524, and 1526 Stittsville Main Street. Legal descriptions of the properties are as follows:

- 1518 Stittsville Main Street (PIN 044461658): PART LOT 23 CONCESSION 10 GOULBOURN, PARTS 1, 2, 3 & 4 5R7746, EXCEPT PART 15 5R14687; S/T & T/W N330740 ; S/T N621224 GOULBOURN
- 1524 Stittsville Main Street (PIN 044460238): PT LT 23 CON 10 GOULBOURN AS IN N395646, EXCEPT PT 14, 5R14687; S/T & T/W N395646 ; GOULBOURN
- 1526 Stittsville Main Street (PIN 044460240): PART OF LOT 23 CONCESSION 10, GOULBOURN, PART 1 PLAN 4R11524 CITY OF OTTAWA

### **1.1 Pre-Consultation**

A pre-consultation meeting was held November 25, 2019 with representatives from the City of Ottawa, McIntosh Perry Consulting Engineers Ltd., Inverness Homes, and Vandenberg & Wildeboer Architects Inc., in attendance.

Following the meeting, the following submission requirements for the Site Plan application were identified:

- Site Servicing Plan
- Site Servicing Study
- Grade Control and Drainage Plan
- Geotechnical Study/Slope Stability Study
- Transportation Impact Assessment (TIA)
- Stormwater Management Report/ Brief
- Noise/Vibration Study
- Plan showing the Layout of Parking Garage
- Planning Rationale
- Site Plan
- Cultural Heritage Impact Statement
- Landscape Plan
- Survey Plan
- Architectural Building Elevation Drawings (dimensioned)
- Design Brief (includes the Design review Panel Submission Requirements)
- Phase 1 Environmental Site Assessment



- Tree Conservation Report
- Public Consultation Strategy (as part of Planning Rationale).

During pre-consultation, discussion focused on the details of the proposal, heritage impact associated with the Green's Hotel, a road widening, the potential for future rail within the Trans-Canada Trail lands abutting the subject lands to the north, and the relationship between the proposed development and the abutting trailhead at Stittsville Main Street. Urban Design Review Panel was also identified as a requirement.

These points of discussion are addressed within appropriate sections within this report.

## **1.2 Urban Design Review Panel**

Given the location of the subject lands within a Design Priority Area, and pursuant to Design Priority Area Policy No. 4 within Section 2.5.1 of the City of Ottawa Official Plan, the proposed development is subject to “enhanced review of the urban design elements” of the project at the City’s Urban Design Review Panel.

The Urban Design Review Panel is intended to provide an objective peer review of development projects throughout the City’s Design Priority Areas. According to the City’s Urban Design Review Panel webpage, this process is intended to “enhance the City’s capabilities in achieving architectural and urban design excellence.”

A submission for Urban Design Review Panel will be made concurrently with this Site Plan Control application.

## **1.3 Right of Way Protection / Road Widening**

Annex 1 of the City’s Official Plan identifies 23 metres of right of way protection for the portion of Stittsville Main Street upon which the subject lands have frontage. Pursuant to Official Plan Policy 2.3.1.21, and further to correspondence with the City’s Surveyor, approximately 4.5 metres of frontage will be dedicated to the City as a condition of Site Plan Control approvals. The proposed Site Plan accounts for this dedication.

It was noted during Pre-Consultation that a 0-metre front yard would be possible following the widening and that Staff would be generally supportive of an encroachment of a restaurant patio within the widened right-of-way.

The following sections of this report discuss the details of the proposal and its suitability in the context of applicable planning policy and zoning.

## **2.0 SITE CONTEXT**

The subject lands comprise 1518, 1524, and 1526 Stittsville Main Street, and form part of the core of the community of Stittsville (Ward 6) in the west end of the City of Ottawa, in the former Township of Goulbourn. The three parcels measure a combined 0.475 hectares (4,750 square metres) and have 47.93 metres of frontage on Stittsville Main Street.

A two-storey historic building, known as the Bradley Store, that previously existed on the subject lands burned in a fire in 2013. A large barn and single detached dwelling also existed on the subject lands, until their demolition in the late summer of 2020.

There are existing vehicular access points to the subject lands from Stittsville Main Street. Pedestrian access is provided by way of a sidewalk located along Stittsville Main Street, within the public right of way.

The nearest intersection to the subject lands is Stittsville Main Street and Abbott Street East/West, approximately 50 metres northwest.

Along the lot line separating the 1518 and 1524 Stittsville Main Street properties, there is a row of approximately 40 existing trees. Woodlands also abut the subject lands to the north, within the Trans Canada Trail property. These trees are addressed within the Tree Conservation Report submitted as part of the Site Plan Control application.

Table 1 details land use activities within the immediate surrounds of the subject lands. Most notably, a childcare centre borders the subject lands to the southwest, the Trans Canada Trail is to the north, and commercial activities surround the subject lands to the northeast (including Quitters Coffee and Stittsville Glass & Sign Co. Ltd.) and southeast (including and Pretty Pots Flower Shop Inc.).

**Table 1: Surrounding Uses**

	Address(es)	Current Use	Ownership	PIN	Zoning
<b>Northeast</b>	1519 Stittsville Main Street	Stittsville Glass & Sign Co. Ltd.	1503993 ONTARIO INC	044500338	TM9[2272] H(15)
	1521 Stittsville Main Street	Quitters Coffee	CHUNG, HAE-TAEK	044500337	TM9[2272] H(15)
<b>Northwest</b>	N/A	Trans Canada Trail	THE REGIONAL MUNICIPALITY OF OTTAWA-CARLETON	044460645	O1
<b>South</b>	1 Henry Goulbourn Way	ZIDA Academy	ZIDA HOLDINGS INC.	044460239	I1B
				044460237	I1B
				044461673	TM9 H(15)
<b>Southwest</b>	1530 Stittsville Main Street	Details Realty	BARRUCCO, GEORGETTE; BARRUCCO, ANTONIO	044461674	TM9[2272] H(15)
		Paul's Pro Korner			
		Primex Project Management Limited			
<b>West</b>	1528 Stittsville Main Street		2557427 ONTARIO LTD.	044460241	

Stittsville Main Street is an historically important local economic corridor within Stittsville and Goulbourn and, as a result, there is an array of land uses in close proximity to the subject lands. Within 100 metres of the subject lands, there is parkland (Village Square Park); a variety of office, restaurant, retail, and personal service businesses; auto-oriented commercial (VOS Trailers Ltd.); and low-rise residential, including a clusters of townhomes opposite Stittsville Main on Meach Private, and to the rear of the subject lands at 5 Henry Goulbourn Way.

A recently approved development by Huntington Properties at 1531 Stittsville Main Street (City File Nos. D02-02-19-0006), approximately 30 metres northeast, is especially notable in the context of the subject lands. The development includes one four storey mixed use building fronting Stittsville Main Street, with 525 sq. metres of ground floor commercial space and 43 residential units within the upper three storeys. A total of 67 parking spaces are provided; 48 for residents, 9 for visitors, and 10 serving the ground floor commercial.

Figure 1 identifies the subject lands in the context of surrounding lands, as noted above.

## **2.1 Trans Canada Trail**

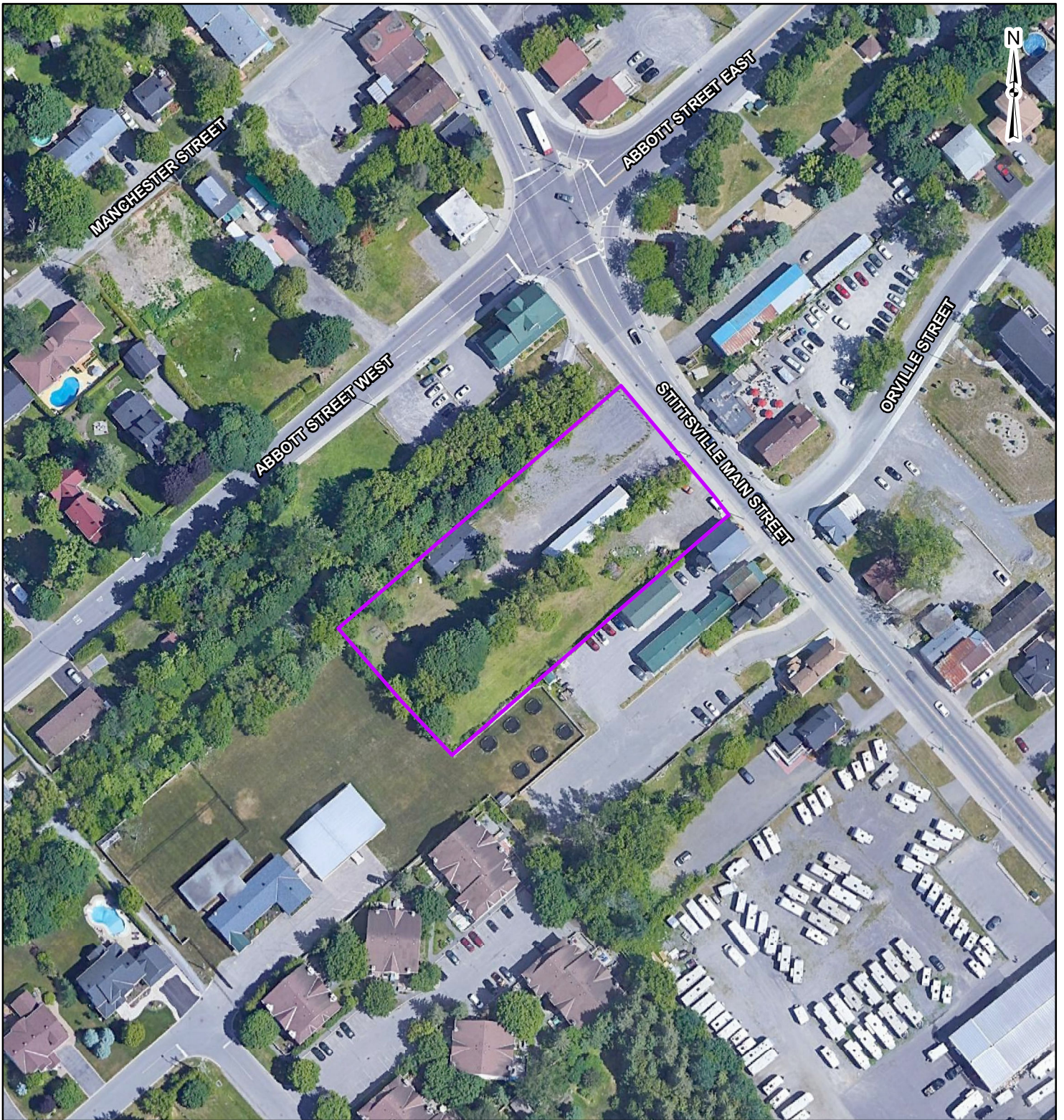
A portion of the Trans Canada Trail runs along the subject lands' northwestern lot line. These lands, which are municipally-owned, are zoned Parks and Open Space (O1) Zone under the City of Ottawa Zoning By-law. The lands are also identified on Official Plan Schedule C (Primary Urban Cycling Network) as forming part of the City's Cross-Town Bikeway and as a Multi-use Pathway.

During Pre-Consultation, City Staff suggested that the City might request a further setback from this lot line to accommodate the potential future use of the trail for commuter rail. This discussion is summarized as follows within Staff's December 13, 2019 Pre-Consultation Meeting Minutes:

*Planning staff noted that the trans-Canada trail is located on a city owned rail corridor (Carleton Place Rail Corridor) and there may be a request from Corporate Real Estate Office to implement the 2013 FCM guidelines for new development in proximity to railway operations. The applicant was advised that this would be looked into following the meeting.*

It was also acknowledged during Pre-Consultation that no setback is technically applicable. As discussed in greater detail within the sections below, and as further explored within the letter from Michael Polowin at Appendix A, the development proposal is based on associated policy direction provided with the City's Official Plan and the Zoning By-law, which in this instance requires a 7.5 metre setback for a non-residential building from lands zoned Parks and Open Space (O1) Zone. A 1.2 metre setback is required for the proposed residential apartment building.





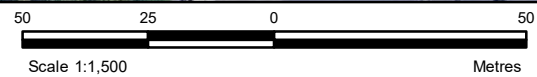
U:\Ottawa\01 Project - Proposals\2019\_Jobs\CP-Projects\0CP-19-0608\_Inverness\_Homes\_The\_Station\_1518\_Stittsville\_Main\_Street\GIS\mxd\CP-19-0608\_01\_Aerial\_of\_Subject\_Lands.mxd

**LEGEND**

Approximate Site Boundary

**REFERENCE**

GIS data provided by the Ontario Ministry of Natural Resources and Forestry, 2020.



CLIENT:		INVERNESS HOMES	
PROJECT:		1518-1526 STITTSVILLE MAIN STREET	
TITLE:		SUBJECT LANDS	
<b>McINTOSH PERRY</b> <small>115 Walgreen Road, RR3, Carp, ON K0A1L0          Tel: 613-836-2184 Fax: 613-836-3742          www.mcintoshperry.com</small>	PROJECT NO: CP-19-0608	FIGURE:	1
	Date	Nov., 18, 2020	
	GIS	EU	
	Checked By	SB	



### 3.0 DEVELOPMENT PROPOSAL

The proposed development involves a four-storey, 33-unit mixed-use residential apartment building and a two-storey commercial building with a ground floor restaurant and second storey office space. The residential units will be rental tenure.

The two structures are connected by a covered archway that serves as sheltered secondary points of access for apartment residents and the office and restaurant, and provides space for eight of the site's proposed 24 bicycle parking spaces.

Seventy-seven parking spaces are proposed in total, with 42 spaces at grade (including three barrier-free) and 35 spaces below-grade (including one barrier-free). Although subject to adjustment: forty spaces are reserved for residents (including all 35 below-grade spaces); 7 for visitor parking; and 30 are shared between the restaurant and office.

Pedestrian and vehicular access to the subject lands is available at Stittsville Main Street. An internal concrete walkway serves the main entrance to the restaurant and office along Stittsville Main Street and runs along the south façade of the two storey building to connect Stittsville Main Street with the residential apartment building.

Municipal water, storm, and sanitary servicing are available on the subject lands.

Aspects of the proposal warranting specific discussion are addressed in the subsections below.

#### 3.1 Trans Canada Trail and Trailhead

During Pre-Consultation, Staff suggested that the relationship between the Trans-Canada Trail and the development could be harnessed to promote private-public connectivity in a way that contributes to the public realm. Figure 2 is a recent photo of the trailhead.

The proposed apartment and commercial structures are setback approximately 7.5 metres from the property line shared with the trail, as required by the Zoning By-law.

The restaurant patio, which has a wrought iron fence along its perimeter, projects approximately 4 metres into the interior side yard, is in close proximity to the trail and trailhead, while private ground floor terraces and upper storey balconies project from the apartment building into the side yard. Complimented by the proposed planting plan, the resultant spatial separation between the proposed site elements and the trail establishes a level of connectivity, but also differentiates adequately between private and public.



*Figure 2: Trans Canada Trail Trailhead at Stittsville Main Street (Photo: C. Melanson, 18/11/2020)*

### 3.2 Heritage

As discussed during Pre-Consultation, the Bradley Store had been designated under Part IV of the Ontario Heritage Act, but following the fire in 2013 and its subsequent demolition, the By-law designating the property was repealed.

The Green's Hotel, at 1510 Stittsville Main Street, which is 23 metres from the subject lands and north of the Trans Canada Trail, is designated under Part IV of the Ontario Heritage Act. Official Plan Policy 4.6.1(3) establishes that the potential impacts of the proposed development on 1510 Stittsville Main Street need to be assessed by way of a Cultural Heritage Impact Statement (CHIS).

A Cultural Heritage Impact Statement is included within this submission package.

### 3.3 Severance / Consents

A future severance is being contemplated, which would legally separate the residential portion of the development from the commercial portion. A Joint Use and Maintenance Agreement, and associated easements, would be required to address access, maintenance, and servicing.

Figure 3 provides a conceptual sketch for consideration as part of the Site Plan approvals process.

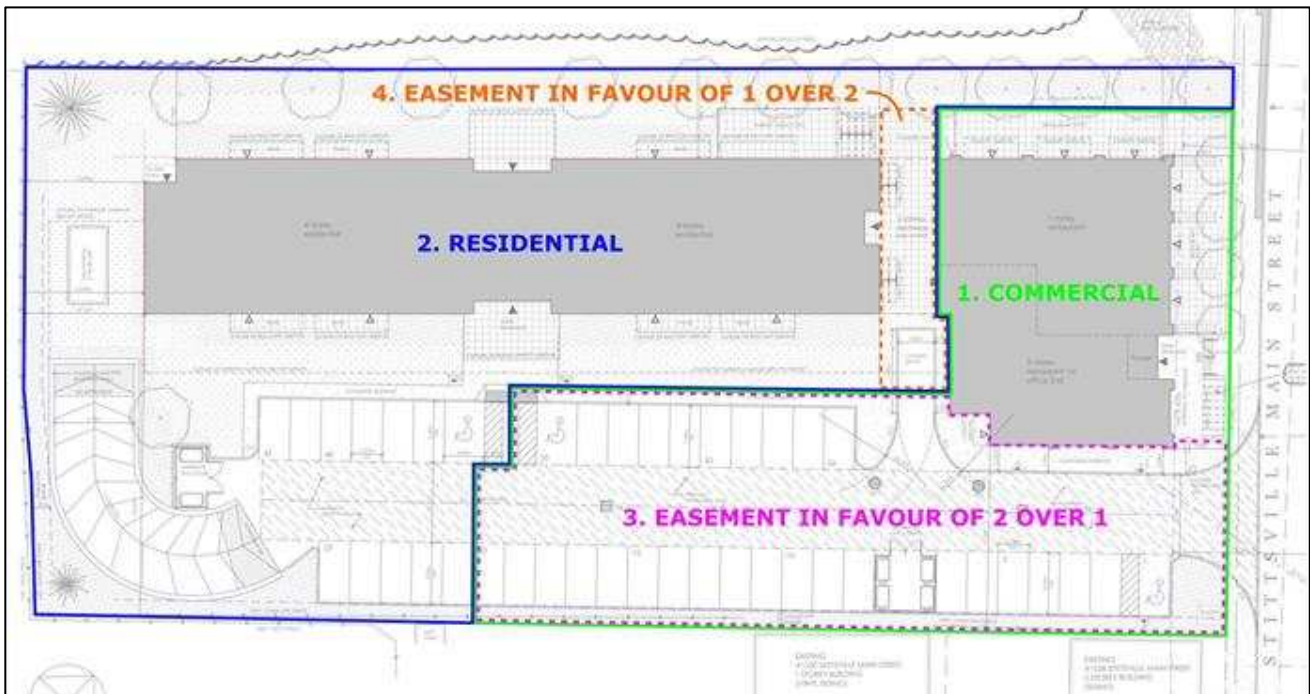


Figure 3: Conceptual Severance / Consent

As explored on a preliminary basis with Staff following Pre-Consultation and in advance of the Site Plan Control application submission, the details of this severance will be finalized as the Site Plan approvals process proceeds.

### 3.4 Public Consultation Strategy

There is no statutory public meeting required for Site Plan approvals pursuant to Section 41 of the Planning Act. However, this application is subject to the City of Ottawa's public notification and consultation process, which includes the placing of a large public notice sign with basic information about the development that invites members of the public to provide comments to the City.

Detailed information about the development will also be made available on the City's website.

The Councillor for Ward 6, Glen Gower, and the Stittsville Village Association have been notified about the development.

No additional public consultation is proposed.



## 4.0 PLANNING POLICY & REGULATORY FRAMEWORK

### 4.1 Provincial Policy Statement

The Provincial Policy Statement, 2020 provides policy direction on land use planning matters of provincial interest.

At a high-level, the proposal will provide a 33-unit residential building and office and restaurant space in an appropriate location, and will contribute to anticipated housing and employment needs of current and future residents in the City of Ottawa.

Table 1 below provides a comprehensive summary of how the proposal is consistent with Provincial Policy Statement policy.

**Table 1: Consistency of the Proposal with the Provincial Policy Statement, 2020**

Policy Section	Response
<b>1.1.3 Settlement Areas</b>	
<p>1.1.3.1 Settlement areas shall be the focus of growth and development.</p> <p>1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:</p> <ul style="list-style-type: none"> <li>a) efficiently use land and resources;</li> <li>b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;</li> <li>e) support active transportation;</li> <li>f) are transit-supportive, where transit is planned, exists or may be developed; and</li> </ul>	<p>The proposed development is within a settlement area.</p> <p>With 33-units proposed on 0.475 hectares of land, the proposal efficiently uses land and resources.</p> <p>Municipal infrastructure provided is appropriate for and will be efficiently used by the proposed 33-unit residential dwelling, restaurant, and office.</p> <p>Active transportation is supported by providing bicycle parking spaces and walkways throughout the property. The portion of Stittsville Main Street abutting the subject lands is a Suggested Route within the Existing Cycling Network. It is also a Spine Route within the Ultimate Cycling Network. Additionally, the Trans Canada Trail northwest of the subject lands is considered a Major Pathway within the Ultimate Cycling Network. The proposed development will support the use of these facilities.</p> <p>The development will promote the viability of existing and future transit, including existing bus routes 61, 261, and 263.</p>

Policy Section	Response
<p>1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.</p>	<p>The proposed development promotes intensification, redevelopment, and compact form. There are no known risks to public health and safety.</p>
<p><b>1.4 Housing</b></p>	
<p>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:</p> <p>b) permitting and facilitating:</p> <ol style="list-style-type: none"> <li>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</li> <li>2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;</li> </ol> <p>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;</p> <p>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;</p> <p>e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations;</p>	<p>The proposed mixed-use residential building will contribute to the City’s provision of housing options that meet social, health, economic and well-being requirements of current and future residents through compliance with applicable directives including the Ontario Building Code. This proposal contributes to the intensification of the surrounding urban area and in doing so, will help meet the needs of a growing and aging population and reduce pressures to expand the City’s urban boundary and infrastructure.</p> <p>Appropriate levels of infrastructure and public service facilities exist in the vicinity of the proposed development. Please refer to the Traffic Impact Study and Servicing and Stormwater Management Report for more details.</p> <p>The proposed 33-unit apartment building efficiently uses land, resources, infrastructure, public service facilities, and supports active transportation and transit, including the Trans Canada Trail and existing OC Transpo bus routes.</p> <p>The proposed development represents intensification and is located approximately 30 metres from a bus stop served by OC Transpo bus routes.</p>
<p><b>1.6.6 Sewage, Water and Stormwater</b></p>	
<p>1.6.6.1 Planning for sewage and water services shall:</p> <p>a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:</p> <ol style="list-style-type: none"> <li>1. municipal sewage services and municipal water services; and</li> </ol>	<p>The proposed development will be serviced by municipal sewage, storm, and water infrastructure.</p>

Policy Section	Response
<p>d) integrate servicing and land use considerations at all stages of the planning process;</p> <p>1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.</p> <p>1.6.6.7 Planning for stormwater management shall:</p> <p>a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;</p> <p>b) minimize, or, where possible, prevent increases in contaminant loads;</p> <p>c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;</p> <p>d) mitigate risks to human health, safety, property and the environment;</p> <p>e) maximize the extent and function of vegetative and pervious surfaces; and</p> <p>f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.</p>	<p>Servicing and land use considerations are being integrated into the Site Plan Control process.</p> <p>The proposed development is considered redevelopment and will be serviced by municipal sewage, storm, and water infrastructure.</p> <p>Stormwater management is addressed by way of the Servicing and Stormwater Management Report.</p>
<b>1.6.7 Transportation Systems</b>	
<p>1.6.7.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.</p> <p>1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.</p>	<p>The proposed development will promote the use of existing and planned infrastructure, including Stittsville Main Street and the adjacent Trans Canada Trail. A Transportation Demand Management program is not warranted according to the Traffic Impact Assessment</p> <p>A mix of uses is proposed on the subject lands that will further contribute to the diversity of land uses along Stittsville Main Street and its surrounds. Future use of transit and active transportation will be supported through the proposed residential dwellings and restaurant.</p>
<b>1.6.8 Transportation and Infrastructure Corridors</b>	

Policy Section	Response
<p>1.6.8.1 Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.</p>	<p>The adjacent corridor is an active transportation facility within the Official Plan and the Transportation Master Plan. A 7.5 metre setback from the trail lands for non-residential development is proposed, pursuant to Zoning By-law requirements.</p>
<p><b>1.7 Long-Term Economic Prosperity</b></p>	
<p>1.7.1 Long-term economic prosperity should be supported by:</p> <p>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;</p> <p>d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;</p> <p>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;</p>	<p>The proposed residential apartment will contribute to the housing supply within Stittsville and will contribute to the diversification of the range of options available.</p> <p>Vitality and viability of Stittsville Main Street and the surrounding area are promoted by introducing new restaurant and office uses (and associated employment opportunities) and an additional 33 residential units.</p> <p>The proposed development promotes well-designed built form. Subsection 5.1 of this report discuss conformity to the Stittsville Main Street Community Design Plan, as the subject lands are under the Stittsville Main Street Design Priority Area.</p>
<p><b>1.8 Energy Conservation, Air Quality and Climate Change</b></p>	
<p>1.8.1 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</p> <p>a) promote compact form and a structure of nodes and corridors;</p> <p>e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;</p>	<p>The proposed 33-unit apartment building promotes compact form and both the apartment and the commercial uses will support the continuation of Stittsville Main Street as land use activity corridor.</p> <p>Per the PPS definition, the proposed apartment building is considered transit-supportive development. 1518-1526 Stittsville Main is located on a Transit Priority Corridor (Isolated Measures), per Schedule D of the Official Plan (Rapid Transit and Transit Priority Network).</p>
<p><b>2.1 Natural Heritage</b></p>	
<p>2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between</p>	<p>Existing vegetation exists towards the rear of the subject lands. The Tree Conservation Report addresses the removal of trees that interfere with the proposed development and the preservation of trees on the periphery of the property that can be saved.</p>

Policy Section	Response
<p>and among natural heritage features and areas, surface water features and ground water features.</p> <p>2.1.8 Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.</p>	<p>Ecological function of the subject lands and adjacent lands have been considered by way of the Environmental Impact Statement and Tree Conservation Report.</p>
<p><b>2.6 Cultural Heritage and Archaeology</b></p>	
<p>2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.</p> <p>2.6.3 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.</p>	<p>A Cultural Heritage Impact Statement has been prepared by Contentworks Inc., as a result of the proximity of the Green’s Hotel at 1510 Stittsville Main Street, which is designated under Part IV of the Ontario Heritage Act.</p>

The proposal is consistent with matters of Provincial interest, as expressed in the 2020 Provincial Policy Statement.

## **4.2 City of Ottawa Official Plan**

The City of Ottawa Official Plan provides a vision for future growth and a policy framework to guide physical development in Ottawa.

The subject lands are designated Traditional Mainstreet per Schedule B (Urban Policy Plan) of the Official Plan.

According to the preamble within Section 3.6.3 of the Official Plan, Mainstreet designations “identify streets that offer significant opportunities for intensification through medium-density and mixed-use development.” Traditional Mainstreets are intended to have “pre-1945 characteristics,” set within a tightly-knit urban fabric, narrow frontages, and development set close to the street.

Traditional Mainstreets are described in the Official Plan as having on-street parking or the potential to provide it, and limited on-site parking. Due to the nature of this development, some required parking is located at-grade on the subject lands, and some below-grade. The preamble to section 3.8.3 indicates that “not all Mainstreets or segments of Mainstreets match these conditions.” Parking is discussed elsewhere throughout this report.

The following table identifies key applicable policy excerpts from the City of Ottawa Official Plan, including Section 3.6.3 (Mainstreets), and contains responses/discussion in relation to the proposed development.

**Table 2: Conformity of the Proposal with the City of Ottawa Official Plan**

Policy Section	Response
<b>2.5.1 – Designing Ottawa</b>	
<p>Design Objectives</p> <ol style="list-style-type: none"> <li>1. To enhance the sense of community by creating and maintaining places with their own distinct identity.</li> <li>2. To define quality public and private spaces through development</li> <li>3. To create places that are safe, accessible and are easy to get to, and move through.</li> <li>4. To ensure that new development respects the character of existing areas.</li> <li>6. To understand and respect natural processes and features in development design.</li> </ol>	<p>The proposed development builds upon historic ties between Stittsville and the former rail corridor that runs through it. The architectural approach is far from standard and promotes the uniqueness of Stittsville Main Street.</p> <p>The proposed design can be considered high-quality from an architectural and urban design standpoint and it enhances the adjacent portions of the public realm, including the Stittsville Main Street and Trans Canada Trail rights-of-way.</p> <p>The proposal has been designed in consideration for accessibility and is safe, accessible, easy to get to, and move through.</p> <p>The design of the proposed development respects the character of the existing area, as discussed within the Cultural Heritage Impact Statement.</p> <p>Natural heritage has been accounted for by way of the submitted Environmental Impact Statement and Tree Conservation Report.</p>
<b>3.6.3 – Mainstreets</b>	
<p>1. Traditional Mainstreets “are planned as compact, mixed-use, pedestrian-oriented streets that provide for access by foot, cycle, transit and automobile.”</p>	<p>The proposed development is compact, mixed-use, and pedestrian oriented. Access to the subject lands is available by pedestrians and vehicles by way of Stittsville Main Street and by way of the internal driveway and walkway. Bicycle parking spaces are provided and OC Transpo bus stops are in close proximity.</p>
<p>3. “The symbol delineating Traditional and Arterial Mainstreet designations on Schedule B of this Plan is a stand-alone land use designation and not an overlay. The Traditional and Arterial Mainstreet designations generally apply to the whole of those properties fronting on the road...”</p>	<p>The Traditional Mainstreet designation applies to the subject lands.</p>

Policy Section	Response
<p>4. "...Where the depth of lots fronting the road is sufficient to enable development to occur both adjacent to the street and to the rear of the property, and where development is initially unlikely to occupy the entire frontage immediately adjacent to the street, the site should be planned in a coordinated fashion that will facilitate:..."</p> <p>a. multi-modal (pedestrian, cycling, transit and vehicular) access between the site and the public street(s),</p> <p>c. attractive, safe and usable pedestrian and cycle connections between the site and adjacent communities,</p> <p>d. an enhanced interconnected pedestrian environment that links individual uses on the site, transit stops and continuous public sidewalks on the adjoining streets, and which is generally distinct from internal vehicle routes,</p> <p>e. measures of sufficient size and quality to relieve the visual impact of surface parking areas,</p> <p>f. the provision of adequate landscaped areas, particularly trees, along the perimeter of the site and street frontages,</p> <p>h. over time, a development that is oriented to the Mainstreet.</p>	<p>Multimodal access is proposed between the site and Stittsville Main Street.</p> <p>Connections between the public realm on Stittsville Main Street and the subject lands are provided. The Trans Canada Trail is also adjacent to the subject lands and accessible by way of Stittsville Main Street.</p> <p>A continuous public sidewalk is provided along Stittsville Main Street and internal concrete walkways are provided to facilitate access to building entrances, parking, and other site features (bike parking, restaurant patio).</p> <p>Some parking is provided below grade, reducing the overall impact of site parking. Surface parking is concentrated towards the rear of the site, partially hidden behind the two-storey commercial building. Proposed plantings also help reduce impact on the public realm.</p> <p>27.1 percent of the subject lands is occupied by vegetation and landscaping, including perimeter treatments.</p> <p>The proposed development is oriented to the Mainstreet.</p>
<p>5. A broad range of uses is permitted on Traditional and Arterial Mainstreets, including retail and service commercial uses, offices, residential and institutional uses. Uses may be mixed in individual buildings or occur side by side in separate buildings. Where a Mainstreet abuts an Employment Area, the zoning by-law may prohibit noise-sensitive uses on the Mainstreet where appropriate.</p>	<p>The proposal includes commercial, office, and residential uses. Commercial and office uses are provided beside a residential use.</p>
<p>7. Traditional and Arterial Mainstreets, or portions thereof, represent important areas for the preparation of Community Design Plans in</p>	<p>Objectives from Section 2.5.1 are discussed in this table.</p>



Policy Section	Response
<p>accordance with the policies of Section 2.5.6. Community Design Plans and development proposals on Mainstreets will be evaluated in the context of the policies in this section and the Design Objectives and Principles in Section 2.5.1, and the Compatibility policies set out in Section 4.11.</p>	
<p>9. On Traditional Mainstreets surface parking will not be permitted between the building and the street. The location of surface parking will avoid interruption of building continuity along the Traditional Mainstreet street frontage and will minimize impacts on pedestrians. However, there may be exceptional circumstances, where locating parking adjacent to the street frontage is unavoidable. In these cases, appropriate means such as coordinated tree planting and landscaping, pedestrian amenities and the dimension, location and number of vehicular access will be used to minimize the interruption of the Traditional Mainstreet street frontage and to ameliorate the impact on the pedestrian environment. On Arterial Mainstreets, the location of surface parking will be evaluated in the context of Section 2.5.1 and Section 4.11.</p>	<p>No surface parking is proposed between the building and the street. Surface parking spaces do not interrupt building continuity along the Traditional Mainstreet street frontage.</p>
<p>10. Redevelopment and infill are encouraged on Traditional and Arterial Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk.</p>	<p>The proposed development is considered intensification, in a building format that defines the street edge providing direct pedestrian access to the sidewalk from the restaurant patio.</p>
<p>16. Any new construction of buildings, structures or modifications, alterations and additions to existing buildings or structures, which have the effect of altering exterior character along a Stittsville Main Street frontage shall be evaluated in the context of the existing Stittsville Main Street Master Plans and Urban Design Guidelines.</p>	<p>The proposed development compliments the exterior character along the Stittsville Main Street frontage and it is consistent with the Stittsville Main Street Secondary Plan and the Stittsville Main Street Community Design Plan.</p>
<p><b>4.3 – Walking, Cycling, Transit, Roads and Parking Lots</b></p>	
<p>7. New development or redevelopment of land abutting a Cross-Town Bikeway identified on Schedule C – Primary Urban Cycling Network will be designed to minimize vehicle access across the Cross-Town Bikeway and where possible having such access relocated to a side street or rear lane. Development approval should generally include a condition requiring the provision of or upgrading of</p>	<p>Vehicle access is not proposed across the Cross-Town Bikeway identified on Schedule C.</p>

Policy Section	Response
a cycling facility to the standard identified in the Ottawa Cycling Plan	
<b>4.6.1 – Heritage Buildings and Area</b>	
<p>3. Where development is proposed on a property that is adjacent to or within 35 metres of the boundary of; a property containing an individually designated heritage building (Part IV of the Ontario Heritage Act), a heritage conservation district (Part V of the Ontario Heritage Act) or a federally-recognized heritage property, the City may require that a cultural heritage impact statement be conducted by a qualified professional with expertise in cultural heritage resources. The cultural heritage impact statement will do the following:</p> <ul style="list-style-type: none"> <li>a. Describe the positive and adverse impacts on the heritage resource or heritage conservation district that may reasonably be expected to result from the proposed development;</li> <li>b. Describe the actions that may reasonably be required to prevent, minimize or mitigate the adverse impacts in accordance with the policies below;</li> <li>c. Demonstrate that the proposal will not adversely impact the defined cultural heritage value of the property, Heritage Conservation District, and/or its streetscape/neighbourhood.</li> </ul>	<p>A Cultural Heritage Impact Statement (CHIS) has been prepared by Contentworks Inc. and is enclosed within this submission package. The CHIS discusses impacts and mitigation measures. In particular, the CHIS demonstrates that the proposed development will have a positive impact on Stittsville Main Street, including its streetscape, and nearby heritage properties including the Green’s Hotel, at 1510 Stittsville Main Street.</p>
<b>4.11 – Urban Design and Compatibility</b>	
<p>1. A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development. The Brief shall evaluate consistency and demonstrate that the following content is considered and/or incorporated into the development proposal with:</p> <ul style="list-style-type: none"> <li>a. The provisions of this Plan that affect the design of a site or building;</li> <li>b. Design Guideline(s) approved by Council that apply to the area or type of development; and</li> <li>c. The design provisions of a community design plan or secondary plan.</li> </ul>	<p>Please refer to Section 5.0 herein.</p>
5. Compatibility of new buildings with their surroundings will be achieved in part through the	

Policy Section	Response
<p>design of the portions of the structure adjacent to existing buildings and/or facing the public realm. Proponents of new development will demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of:</p> <ul style="list-style-type: none"> <li>a. Setbacks, heights and transition;</li> <li>b. Façade and roofline articulation;</li> <li>c. Colours and materials;</li> <li>d. Architectural elements, including windows, doors and projections;</li> <li>e. Pre- and post-construction grades on site; and</li> <li>f. Incorporating elements and details of common characteristics of the area.</li> </ul>	<p>The setback and height of the portion of the proposed development adjacent to existing buildings/facing the public realm are compatible with surrounding buildings, which generally are generally low-profile (one to two and a half storeys) and have minimal setbacks from the right-of-way.</p> <p>The Elevations enclosed within this application detail the façade and roofline articulation, which is compatible with surrounding buildings including 1510 Stittsville Main St.</p> <p>Colours and materials proposed are consistent with those in the vicinity, including 1510, 1523, and 1525 Stittsville Main St.</p> <p>Industrial-style windows, brick cladding, and hip roofs are proposed.</p> <p>Grading in the vicinity is generally flat and no significant alterations are proposed.</p> <p>The architectural elements noted above are common characteristics of the area.</p>
<p>6. The City will require that all applications for new development:</p> <ul style="list-style-type: none"> <li>a. Orient the principal façade and entrance(s) of main building(s) to the street.</li> <li>b. Include windows on the building elevations that are adjacent to public spaces;</li> <li>c. Use architectural elements, massing, and landscaping to accentuate main building entrances.</li> </ul>	<p>The principal façade and entrance of the restaurant are oriented to the street.</p> <p>Windows are shown on building elevations adjacent to public spaces.</p> <p>The main entrance to the office and restaurant is oriented to Stittsville Main Street, but accounts for functional private space in between the building and Stittsville Main Street to address a moderate transition in elevation, to accommodate bicycle parking, and to provide a</p>

Policy Section	Response
	transitional or ‘respite’ area for pedestrians entering or exiting the development from Stittsville Main Street.
<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. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation [of] these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.</p>	<p>The site’s loading area is located behind the 2-storey restaurant/office building and is screened from public view. Two garbage storage areas are within the parking lot and are screened by way of garbage enclosures that are compliant with the Zoning By-law.</p> <p>A 1.2 metre walkway is maintained beside the loading bay to support a pedestrian friendly environment, providing connection to the 2-storey archway from the public sidewalk on Stittsville Main Street.</p>
<p>9. Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.</p>	<p>Rooftop equipment and amenity areas are incorporated into the design of the building.</p>
<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 that Plan. Where there are no established criteria provided in an approved Plan, the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria:</p> <ul style="list-style-type: none"> <li>a. Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting development and development that is across the street;</li> <li>b. Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development;</li> <li>c. The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section.</li> </ul>	<p>Please refer to Section 4.3 herein.</p>

Policy Section	Response
<p>13. Building height and massing transitions will be accomplished through a variety of means, including:</p> <ul style="list-style-type: none"> <li>a. Incremental changes in building height (e.g. angular planes or stepping building profile up or down);</li> <li>b. Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet);</li> <li>c. Building setbacks and step-backs.</li> </ul>	<p>Two storeys are proposed along Stittsville Main Street, which is consistent with a predominantly low-profile character. The four-storey residential building is proposed behind the two storey commercial building, well-separated from nearby structures on other properties. The impact of the four storey structure on Stittsville Main Street is expected to be negligible, and its distance from Stittsville Main Street (approx. 20 metres from the future front lot line, following a road widening dedication) will provide a transition that is superior to a traditional (approx. 2 to 6 metre) setback.</p>
<b>Outdoor Amenity Areas</b>	
<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>Usable amenity areas for residents are provided by way of balconies, ground level terraces, a 60 sq. metre common interior amenity space, and an exterior common amenity terrace at the rear of the building.</p>
<b>Design Priority Areas</b>	
<p>22. The portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features:</p> <ul style="list-style-type: none"> <li>a. Design the building(s) first storey to be taller in height to retain flexibility or opportunity for ground floor uses in the future;</li> <li>b. Locate front building façades parallel to the street; however, consideration may be given to allow for interruptions of continuous building facades at strategic locations to provide pocket parks, plazas or other open spaces that provide a supportive function to the street activity or enable views and vistas;</li> </ul>	<p>The first storey within the commercial building is taller than the second.</p> <p>The building façade of the restaurant and office building is parallel to the street, with an associated patio located between the building and the sidewalk and roadway.</p>

Policy Section	Response
<p>c. Transparent windows at grade to give views into the building to observe the function of the building and out of the building to enhance natural surveillance;</p> <p>d. Using architectural treatments (e.g. projections from continuous building lines, awnings, canopies, alcoves and bays) to soften the interface between buildings and the public realm;</p> <p>e. Sufficient lighting sources for public uses after dark and to accentuate and animate buildings, natural features, public monuments and public spaces;</p> <p>f. Utilize façade treatments to accentuate the transition between floors and interior spaces to provide visual interest and relief; and</p>	<p>Extensive glazing is provided on the two sides of the restaurant that face the public realm (north and east). This will promote natural surveillance. Both the north and south entrances to the apartment use extensive glazing and allow natural light to penetrate the building’s lobby.</p> <p>The proposed buildings are well articulated and include pilasters surrounding the commercial building, roof canopies over primary entrances of both buildings, an archway separating the buildings at grade, roof brackets on the residential building, and a variety of complimentary materials, including masonry veneer, shingle siding, hardie board, and metal roofing.</p> <p>Site lighting will illuminate areas of the site after dark and will tastefully animate architectural elements.</p> <p>Architectural elements, including balconies, changes in material, and roof canopies, articulate the transitions between floors.</p>
<p>23. The portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements, such as:</p> <p>a. weather protection elements, (e.g. colonnades, and awnings);</p> <p>b. shade trees, median planting and treatments and other landscaping;</p> <p>c. wider sidewalks and enhanced pedestrian surfaces;</p> <p>d. coordinated furnishings and utilities, transit stops, and decorative lighting; and</p>	<p>Canopies are provided at each of the site’s primary entrances, and an archway is provided between the restaurant/office and residential portion of the development, providing shelter above secondary entrances.</p> <p>Please refer to proposed landscaping in the Landscape Plan.</p> <p>A concrete walkway is provided throughout the site to promote safety and longevity, and to reduce salt use. Tiled pavers are used elsewhere on site, where less traffic is anticipated, including within the restaurant patio, which enhances the pedestrian experience adjacent to Stittsville Main Street.</p> <p>The treatment along Stittsville Main Street, which incorporates a retaining wall, establishes an appropriate transition between the public and private realms.</p>

Policy Section	Response
To achieve these public realm improvements, coordination with the City will be required in accordance with Section 2.5.1, policy 5(d).	
24. The massing and scale of development will define and enclose public and private spaces (e.g. streets, parks, courtyards, squares) using buildings, structures and landscaping; and relate to the scale and importance of the space they define (e.g. street width to height ratios)	The treatment along Stittsville Main Street, which incorporates a retaining wall, establishes an appropriate transition between the public and private realms. The restaurant’s patio, which is partially enclosed by a retaining wall and wrought iron fence, differentiates private from public.

### 4.3 Stittsville Main Street Secondary Plan

The Stittsville Main Street Secondary Plan provides a framework for change in the area, while also meeting objectives of the Official Plan. The Secondary Plan is to be read and interpreted as Council’s policy direction while reviewing development proposals.

The subject lands are located within Village Centre Precinct of Stittsville Main Street Secondary Plan Schedule A. The subject lands are also designated Traditional Mainstreet, per Schedule B – Land Use of the Secondary Plan.

The following table identifies applicable policy excerpts from the Secondary Plan and provides associated discussion.

**Table 3: Stittsville Main Street Secondary Plan**

Policy Section	Response
<b>3.1 Traditional Mainstreet Designation</b>	
<b>Height Transition and Built Form</b>	
1. Notwithstanding any other policy in the Official Plan the maximum building height will be limited to 4 storeys for all buildings.	The proposed development conforms with the 4-storey permitted maximum building height.
3. Buildings constructed directly adjacent to the front and/or corner lot line will have a setback of the front and/or corner side façade above 2 storeys in order to reduce the sense of overlooking height from the pedestrian viewpoint and to respect the existing built form of 1-3 storeys.	The portion of the development above 2 storeys is approximately 20 metres from the future front lot line (following the road widening dedication).
5. New buildings shall have a built form that encloses and defines the street edge. The implementing Zoning By-law shall require maximum front and corner side yard setbacks to achieve this goal.	The proposal complies with the setback and associated provisions of the Zoning By-law. Following a future road widening, the building will be adjacent to the front property line and will contribute to the existing and future continuous streetscape along much of the Stittsville Main Street right-of-way.



Policy Section	Response
6. All new buildings located directly adjacent to Stittsville Main Street shall orient the main entrance to face Stittsville Main Street.	The main entrance of the restaurant and office building faces Stittsville Main Street.
<b>Land Use</b>	
1. In order to promote an active pedestrian environment and the social and economic role of Stittsville Main Street, new Buildings with a mix of non-residential uses on the ground floor and residential and/or office uses above (mixed-use building) are encouraged.	The site can be considered mixed use. A restaurant is proposed on the ground floor of the commercial building adjacent to Stittsville Main Street, with office uses on the second floor. A four-storey residential building is attached to the rear of the commercial building.
<b>Transportation</b>	
4. Where the right of way of Stittsville Main Street does not meet the minimum width requirements as identified in the Official Plan, the city may require the dedication of a road widening at the time of development or redevelopment of land fronting Stittsville Main Street within this secondary plan area.	The Site Plan acknowledges the future widened limit of Stittsville Main Street, pursuant to correspondence with the City Surveyor.
<b>Village Centre Precinct</b>	
<p>1. The Village Centre precinct is a key location for mixed-use buildings to enhance the traditional village atmosphere. The Zoning By-law shall require new development or redevelopment and major additions to older buildings to include non-residential uses at street level to promote pedestrian use and commercial premises serving both residents and users of the Trans Canada Trail.</p> <p>2. In order to ensure that the design of new or renovated buildings integrate into the existing building fabric of the street and maintain the village character, proponents shall demonstrate how the key elements of scale and detail from the traditional 2 to 3 storey buildings and the narrow lot sizes of the Stittsville Main Street corridor have been incorporated into the building design.</p>	<p>A mixed-use (commercial/office) building is proposed at street level with a residential building to the rear. These uses will promote pedestrian activity, including use of the Trans Canada Trail, and the patronage of existing and proposed businesses in the vicinity.</p> <p>The subject lands include an assembly of three properties. A 2-storey building is proposed adjacent to Stittsville Main Street, which is consistent with the low-profile (one to two and a half storeys) character of the area. To promote the functionality of the development, uses are combined within one structure (as opposed to smaller separate structures fronting Stittsville Main Street), with one common vehicular point of access to the south of the building.</p>

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

The subject lands are zoned TM - Traditional Mainstreet, Stittsville Main Street Subzone [TM9[2272] H(15)] within the City of Ottawa Zoning By-law 2008-250.

The purpose of the TM – Traditional Mainstreet Zone is to:

*(1) accommodate a broad range of uses including retail, service commercial, office, residential and institutional uses, including mixed-use buildings but excluding auto-related uses, in areas designated Traditional Mainstreet in the Official Plan;*

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

*(4) impose development standards that will ensure that street continuity, scale and character is maintained, and that the uses are compatible and complement surrounding land uses.*

As outlined in provisions 197(1) and 197(2)(a), the By-law permits an “apartment dwelling, low rise,” “restaurant,” and “office,” within the TM9 Subzone. An Apartment Dwelling, Low Rise is defined as a residential use building that is four or fewer storeys in height and contains four or more principal dwelling units. The proposed 33-unit, four-storey apartment complies with this definition.

Both the Zoning Table on the Site Plan and the Zoning Compliance Summary Table located at Appendix B identify matters of compliance.

81.4 parking spaces are required by provision 101(1) / Table 101 of the By-law for the apartment, residential visitors, the restaurant, and office uses. However, when provisions 104(1), 108(b), and 197(14)(b) are applied, the number of required parking spaces is reduced to 63. Seventy-seven vehicular parking spaces are proposed.

The proposed development is compliant with the City of Ottawa Zoning By-law 2008-250.

## **5.0 DESIGN BRIEF**

As required by Policy 4.1.1 of the City of Ottawa Official Plan, a Design Brief is required as part of a complete application pursuant to the City’s Design Brief Terms of Reference. As required, this Design Brief discusses the proposal in the context of applicable Official Plan policy, with a focus on direction provided in the Stittsville Main Street Community Design Plan. This brief should be considered in conjunction with the Architectural Design Brief, prepared by Vandenberg & Wildeboer Architects, and the photographic renderings, both provided at Appendix C.

Official Plan Sections 2.5.1, 3.6.3.4, and 4.11 provide design direction applicable to the proposed development. Section 4.2 of this Report responds in detail to this direction; however, the following paragraphs are offered as a summary.

By way of Official Plan policy, the City supports distinct, safe, and quality private and public places, that promote alternative (especially active) modes of transportation, that are well-landscaped, and reduce visual impact caused by surface parking areas. According to the Official Plan, developments are to be well articulated, are to fit within the character and planned function of the area, and they should promote natural surveillance and a positive relationship with the public realm.

The proposal is far from typical. Although it is compatible with the character of the area, it will stand out in form and function. The two-storey commercial structure at, and oriented towards, the front of the site is

compatible with the existing low-profile development in the vicinity, and the proposed four storey apartment at the back of the site represents an appropriate transition in the context of the surrounding properties. As established within the Cultural Heritage Impact Statement, the design will have a positive impact on the streetscape and nearby heritage properties; it incorporates extensive fenestration that will help activate the site and adjacent portions of the public realm. The development is accessible and includes a concrete sidewalk connecting the primary entrances to on-site parking and the public right-of-way, which provides sidewalk access to nearby bus stops, the Trans Canada Trail, and a nearby municipal parking lot. The design establishes an appropriate separation between public and private and screens surface parking and the loading area, which are located behind the commercial building fronting Stittsville Main Street.

Policies within the Stittsville Main Street Secondary Plan expand on the design policies within the Official Plan and, among other matters, establish specific maximum building heights, setback and stepback requirements, reaffirm the need for the main entrance to be oriented to Stittsville Main Street, and require non-residential uses at the street level. As outlined in Section 4.3 of this Report, the proposal conforms to these requirements.

### 5.1 Stittsville Main Street Community Design Plan

The Stittsville Main Street Community Design Plan establishes a vision and planning framework for Stittsville Main Street and intends to “ultimately shape all new physical changes of both private and public lands, ensuring a desirable urban fabric that represents the community’s vision for the area.”

The Community Design Plan is intended to provide “a broad and integrated twenty-year vision and guidance for the growth of the area.” It also provides direction for the previously discussed Secondary Plan.

The subject lands are located within the Village Centre Precinct of the Community Design Plan. Section 3.4 provides recommendations for the Village Centre Precinct, which are included in Table 4 below.

**Table 4: Consistency of the Proposal with the Stittsville Main Street Community Design Plan**

Policy Section	Response
<b>3.4 Village Centre Precinct</b>	
Recommendations:	
The Village Centre precinct is a key location for mixed-use buildings to enhance the traditional village atmosphere. The zoning by-law shall require new development or redevelopment and major additions to older buildings to include non-residential uses at street level to promote pedestrian use and commercial premises serving both residents and users of the Trans Canada Trail.	A restaurant is proposed at street level, which will serve residents of the proposed apartment, users of the second storey office space, residents of the surrounding area in Stittsville and beyond, including users of the adjacent Trans Canada Trail.
In order to ensure that the design of new or renovated buildings integrate into the existing building fabric of the street and maintain village character, proponents shall demonstrate how the key elements of scale and detail from the traditional two (2) to three (3) storey	Aside from height, loading towards Stittsville Main Street, and some consistency in material, there is limited uniformity in the detail of nearby structures. Nevertheless, the proposed two storey commercial building will be immediately adjacent to the future

Policy Section	Response
buildings and the narrow lot sizes of the Stittsville Main Street corridor have been incorporated into the building design.	widened right-of-way. Both its proposed height and materials (predominantly brick cladding) compliment buildings in immediate vicinity, including 1510, 1523, and 1525 Stittsville Main St. In consideration of the overall property, the proposal is narrower than it is wide and, accordingly, does not overwhelm the streetscape; however, given that the development takes place on an assembly of three properties, it represents a moderate departure from the traditional/historic narrow lotting.
<b>4.3 Built Heritage</b>	
New development located on a lot adjacent to a building included on the Heritage Register shall be sensitive to the character of the existing building and ensure that the design of the new development does not present negative impacts on the existing heritage character.	The development is not directly adjacent to a building included on the Heritage Register, but a Cultural Heritage Impact Statement (CHIS) has nevertheless been prepared owing to proximity. The CHIS confirms that the project “will have a positive impact on the streetscape and nearby heritage properties.”
<b>4.4 Affordable and Accessible Housing</b>	
Accessibility shall also be considered in the design of all new buildings, housing and public spaces including street and open space design. Existing buildings will also be required to consider and incorporate accessibility measures at the time of redevelopment or conversion.	The site has been designed in consideration of accessibility and the proposal will comply with associated requirements of the Ontario Building Code.
<b>4.6 Intensification Target</b>	
<b>Figure 6</b>	
The 2031 Target – Stittsville Main Street Corridor targets 129 dwelling units and 6000 square metres within the Village Centre Precinct.	The proposed development includes a total of 33 residential dwelling units, which will contribute to this target.
<b>4.7 Greenspace Improvements</b>	
Identify Stittsville Main Street as a priority location for street tree planting. Street trees should be planted where space allows in conjunction with Forestry Services at the time of road reconstruction.	Trees are proposed within the widened right-of-way within the proposed outdoor commercial patio and at the north and south corners of the subject lands, fronting Stittsville Main Street.
<b>4.11 Stittsville Main Street Design Guidelines</b>	
<b>4.11.1 Built Form</b>	

Policy Section	Response
<p>a. The permitted height range for Stittsville Main Street is between 1 and 4 storeys.</p> <p>c. If a 3rd and or 4th floor are proposed, the top two floors will be set back 2 metres at the front and/or corner lot line to reduce the impression of further enclosing height from the pedestrian viewpoint.</p> <p>d. The front and corner side yard setback will be a maximum of 3 metres for new buildings, to direct built form to define the street edge and promote a high level of pedestrian activity and engagement.</p> <p>e. Front and corner side yard setbacks can be increased to accommodate strategic public spaces such as commercial patios and porches.</p> <p>i. Provide pedestrian weather protection such as colonnades, individual canopies, awnings and balconies</p>	<p>One two-storey and one four-storey building are proposed.</p> <p>Third and fourth floors are not proposed at the front lot line. A clocktower is proposed, but it is a relatively minor interruption and does not enclose the streetscape above the second storey.</p> <p>This setback is not applicable per Section 198(9)(f)(iii) of the Zoning By-law. This provision states that “when an outdoor commercial patio accessory to a restaurant use is located to a front or corner side yard, the maximum setback for that same yard is 6 metres.”</p> <p>Please refer to the previous response. The front yard incorporates a commercial patio accessory to a restaurant.</p> <p>Roof canopies are proposed atop all main building entrances. Further pedestrian weather protection is provided by way of balconies and the archway that connects the two structures.</p>
<p><b>4.11.2 Architectural Direction</b></p>	
<p>a. Ensure the storefront design conforms generally to that of an early to mid- 20th century storefront, having recessed entry areas, large display windows with base panels, storefront and building cornices, with a sign band above and a bay width of generally 7.5 to 9.0 metres.</p> <p>c. Window glazing shall be maximized on street frontages and areas directly visible from public streets and spaces (avoiding tinted and reflective glass) to help bring life and visual interest to the pedestrian realm.</p> <p>d. The building elevations facing Main Street shall have a minimum of 50% of its façade comprised of windows and entrances and, in the case of a corner lot, the entrance may be in an angle at corner walls facing a street intersection. At least 80% of the</p>	<p>Please refer to the Architectural Design Brief at Appendix C.</p> <p>Extensive window glazing is provided on the portion of the proposed commercial building facing Stittsville Main Street. This is visible from the public street and spaces.</p> <p>The proposal complies with provisions 197(1)(c) and 198(9)(d) of the Zoning By-law.</p>

Policy Section	Response
<p>windows and doors must consist of transparent glazing.</p> <p>e. Building materials should include the following: brick, metal, glass, wood, stone and other natural materials.</p> <p>f. Longer building facades shall be broken up to include a variety of architectural treatments to give the impression of multiple smaller occupancies. This will add interest to the pedestrian realm.</p> <p>h. Buildings shall be detailed, and articulated on all four sides, particularly where facing active public areas.</p> <p>j. Rooftop mechanical equipment should be screened wherever possible.</p> <p>k. Architectural design within the Village Centre Precinct should consider traditional details like the following:</p> <ul style="list-style-type: none"> <li>• Double Hung Windows</li> <li>• Trim</li> <li>• Gables</li> </ul>	<p>Proposed building materials include masonry veneer, shingle siding, hardie board, and metal roofing.</p> <p>Intrinsically, the proposed development is a departure from the historic narrow lotting of Stittsville Main Street. Instead, the architectural approach emphasizes the relationship with the former railway and reflects more of an industrial scale. Accordingly, the two-storey commercial building is more monumental in nature; however, it does not impose upon or overwhelm the public realm. The restaurant patio provides an appropriate transition between the building and Stittsville Main Street.</p> <p>The proposed buildings are well articulated and include pilasters surrounding the commercial building, roof canopies over primary entrances of both buildings, an archway separating the buildings at grade, and roof brackets on the residential building.</p> <p>Rooftop mechanical equipment is nestled atop the primary entrance of the residential apartment, enclosed by a proposed screenwall.</p> <p>Please refer to the Architectural Design Brief at Appendix C.</p>
<p><b>4.11.3 Landscape/Streetscape Design</b></p>	
<p>c. Locate streetscape elements in the boulevard clear of the unobstructed 2.0 metre sidewalk, including trees, benches, newspaper boxes, bicycle parking, and parking meters.</p> <p>d. Pedestrian scale heritage inspired lighting and signage shall be considered as one means of further enhancing the pedestrian experience and overall architectural theme.</p>	<p>The width of the proposed internal walkway varies from approximately 1.2 to 2.0 metres. Streetscape elements such as bicycle parking are not located within the sidewalk.</p> <p>Pedestrian scale lighting will be considered as part of the final design.</p>



Policy Section	Response
e. Along store frontages maximize hard surface areas to accommodate pedestrian amenity space i.e. patios, benches, planters, etc.	A hardscaped patio, complimented by perimeter plantings, is proposed along Stittsville Main Street.
<b>4.11.4 Pedestrians and Cyclists</b>	
a. Locate front doors to face the main street and be directly accessible from the public sidewalk.	Front doors face Stittsville Main Street and are accessible from the public sidewalk. An internal concrete walkway provides a pedestrian connection to the apartment.
b. All development at grade shall be pedestrian oriented and barrier free.	There is a short staircase with three risers proposed immediately adjacent to Stittsville Main Street. The staircase is flanked by handrails. A barrier-free at-grade route to the site’s principle entrance is available to the immediate south.
c. Cycling facilities shall be provided near building entrances and shall be incorporated into other amenities such as landscaping, benches, public art, etc.	Bicycle parking spaces are all provided near building entrances. The bicycle parking spaces at the front of the site are partially enclosed within a short retaining wall, which separates them from the public realm.
<b>4.11.5 Vehicles and Parking</b>	
a. Parking is not permitted in the provided and required front and corner side yard.	Parking is not proposed within the front yard.
e. Parking areas shall be screened and landscaped to buffer the pedestrian realm.	Primarily, at-grade parking is screened from the pedestrian realm by way of the proposed commercial building. One street tree and a planting bed are proposed adjacent to the parking area as well. Given that some restaurant patrons are expected to arrive by car, the intent is not to entirely hide at-grade parking. The overall function of Stittsville Main Street is still somewhat auto-oriented and making at-grade parking visible and easily accessible to roadways users remains important.
f. Provide appropriately landscaped connections between parking and public space.	
<b>4.11.6 Servicing, Utilities and Grading</b>	
c. All servicing, utility, loading and mechanical equipment shall be screened to the greatest extent possible.	The loading space and mechanical equipment are screened from public view. A mechanical chiller unit is proposed at the rear of the residential apartment building. Visibility from the exterior private amenity areas of only four residential units is negligible. The unit is not visible from any other active adjacent sensitive land use.
d. Waste and recycling shall be screened or located within buildings where possible.	Two waste and recycling enclosures are proposed within the at-grade parking lot toward the rear of the property.
<b>Annex 1 – Examples of Appropriate Site Design, Architecture and Site Conversions</b>	
3. Alice’s Café - Carp Village – New Mixed Use Building Key Highlights: <ul style="list-style-type: none"> <li>• Mixed Use</li> </ul>	The proposed development, which is designed by the architect of Alice’s Café, includes similar highlights to the Café. It is mixed use, is inspired by heritage buildings



Policy Section	Response
<ul style="list-style-type: none"> <li>• Heritage inspired building design</li> <li>• Porch</li> <li>• Gables</li> <li>• Double hung windows</li> <li>• Pedestrian friendly</li> <li>• Parking located at the rear</li> </ul>	<p>(such as 1510 Stittsville Main), and includes sloped roofs (hip), and double hung windows.</p> <p>The proposal is also pedestrian friendly, incorporating walkways and access to the building from the public sidewalk.</p>

## 6.0 TECHNICAL STUDIES

### 6.1 Cultural Heritage Impact Statement

A Cultural Heritage Impact Statement (CHIS) was prepared by Contentworks Inc. to consider potential impacts of the proposed development on a nearby designated property at 1510 Stittsville Main Street. The CHIS also assesses the compatibility of the proposal with streetscape heritage elements and heritage elements of nearby properties that will be included on the City’s Heritage Reference List.

The findings of the CHIS indicate that the development will have a positive impact on the streetscape and nearby heritage properties. The CHIS also concludes that the proposed development will “help create a more mixed-use streetscape suited to the village character of this section of the street.”

No alternatives are proposed.

Suggested mitigation strategies, to enhance the positive impacts on heritage, include:

- Historic interpretation within the lobby of the restaurant and along the north side of the patio area here the property meets the recreation trail;
- Creative approaches such as using the history of railway gardens as inspiration for plantings along the edges of the property and in greening the patio;
- Lighting and signage that respects the scale of buildings along the street and the quietness and calmness of the recreation trail; and
- Fully addressing the CDP guideline that “Pedestrian scale heritage inspired lighting and signage shall be considered as one means of further enhancing the pedestrian experience and overall architectural theme.”

### 6.2 Noise Study

A Noise Study was prepared by Aercoustics Engineering Ltd. to examine the existing and future noise environment in the development area and evaluate its impact potential on future receptors. The Study analyzes the noise control features required to meet Ministry guidelines, as well as City of Ottawa requirements.

The Study indicates that the subject lands are not significantly impacted by rail traffic, aircraft, or stationary noise sources. Minimal impact on the surrounding environment is expected as a result of the proposed development. The Study notes that further analysis should be conducted once noise generating mechanical equipment information becomes available, to assess the impact of noise sources associated with the development on noise-sensitive locations within development itself.

Example wording for future warning clauses are provided in the Study.

### **6.3 Scoped Environmental Impact Statement**

The Scoped Environmental Impact Statement (EIS) prepared by Gemtec recommends various mitigation measures in order to minimize potential environmental impacts caused by the development. These mitigation measures include: demolition outside of the spring and summer (now complete); vegetation removal outside breeding bird period and following a roost survey; critical root zone identification and tree protection fencing; and construction in accordance with the City's protocols for wildlife protection.

### **6.4 Phase I and Phase II Environmental Site Assessment**

A Phase I Environmental Site Assessment was prepared by Paterson Group to identify any potentially contaminating activities that would result in areas of environmental concern on the property. The Phase I ESA concluded that a Phase II Environmental Site Assessment is required. Two areas of environmental concern (APECs) were identified.

The Phase II Environmental Site Assessment was also prepared by Paterson Group to address the areas of environmental concern (APECs) identified in the Phase I ESA. The Phase II ESA indicates that a Record of Site Condition (RSC) is required. The Phase II ESA also makes recommendations regarding fill material, soil, groundwater testing, and monitoring wells.

### **6.5 Tree Conservation Report**

A Tree Conservation Report (TCR) was prepared by Gemtec to identify trees to be retained and protected under future development scenarios and, where feasible, identify opportunities to offset the loss of trees that cannot be retained or contribute to the City's forest cover targets. The TCR also mentions that the Goulbourn Wetland Complex Provincially Significant Wetland (PSW) is located approximately 700 metres west of the property. No other natural features were identified on-site or adjacent to the site.

The TCR identifies 47 trees as non-retainable with an additional 7 trees with a possible critical root zone conflict. A Butternut Health Assessment was completed for the two butternut trees observed on the adjacent property/along the property boundary. Both butternut trees were found to be Category 1 Trees (poor health). Health and condition of trees are discussed within the report.

The TCR notes that no distinctive trees, per City of Ottawa By-law 2009-200, were identified on the subject lands.

## **6.6 Traffic Impact Assessment**

The following are key summary points from Step 4 of the draft Traffic Impact Assessment, prepared by McIntosh Perry:

- The proposed development is expected to generate 50 automobile trips during the AM peak hour and 45 automobile trips during the PM peak hour.
- Background conditions indicate that all nearby intersections operate well, with the exception of the Hobin Street/Wildpine Court intersection at Stittsville Main Street.
- Addition of site generated traffic causes little change in intersection measures of effectiveness with each lane operating similarly to the background conditions.
- Parking stalls 18 and 19 within the underground parking garage shall be designated as spaces for small/compact vehicles owing to difficult manoeuvring parameters.
- A TDM program is not required.

## **6.7 Geotechnical Investigation**

A Geotechnical Investigation was completed by Paterson Group Inc. for the proposed development. Recommendations specific to the architectural and structural designs are provided as well as to the pavement structure. The pavement structural recommendations are contemplated within the civil engineering design prepared by McIntosh Perry.

## **6.8 Grading, Servicing, and Stormwater Management**

The civil engineering design includes the grading, erosion and sediment control, servicing and stormwater management for the site. The grading for the site is depicted on the civil drawings and erosion and sediment control has been provided for the site. There is proposed storm, sanitary, and water servicing for the site extended from the existing mains on Stittsville Main Street. Stormwater management for the site is provided within the parking area and roof.

## 7.0 CONCLUSION

The development is consistent with the Provincial Policy Statement and conforms to the City of Ottawa Official Plan. A low-rise apartment building is permitted under the City of Ottawa Zoning By-law and the proposal complies with applicable zoning provisions.

The proposal is an appropriate use of the subject property, is in the public interest, and represents good planning.

Respectfully submitted,

Prepared By:



Sarah Butt, M.PL  
Junior Planner

Reviewed By:



Benjamin Clare, MCIP RPP  
Senior Land Use Planner

**APPENDIX A**

November 27, 2020 Letter from Michael Polowin



November 27, 2020

**Via E-Mail**

**Michael S. Polowin**  
Direct +1 613 786 0158  
Direct Fax +1 613 788 3485  
michael.polowin@gowlingwg.com

Inverness Homes  
38 Auriga Drive, Suite 200  
Ottawa, ON  
K2E 8A5

McIntosh Perry Consulting Engineers Ltd.  
115 Walgreen Road  
Carp, ON  
K0A 1A0

Dear Sirs/Mesdames:

**Re: Site Plan Approval Application (the “Application”) - Krumac Holdings Inc. - 1518, 1524 and 1526 Stittsville Main Street, Ottawa (the “Property”)**

---

You have asked that we provide you with our legal opinion with respect to that aspect of the Application having to do with a city staff request for an enhanced set-back from the Trans-Canada Trail.

Specifically, you have asked that we comment on the fact that within Pre-Consultation Meeting Minutes for the Application, city planning staff noted that “there may be a request from Corporate Real Estate Office to implement the 2013 FCM guidelines for new development in proximity to railway operations.” Specifically, you have informed us that such a request may be for a 30m. setback, when the Zoning Bylaw requires only 7.5m for a non-residential use (and 1.2m for the proposed residential apartment).

We note that no language has made its way to the Official Plan on this point. The OP refers in all approved policy documents to the Trans-Canada Trail as forming part of the City’s Cross-Town Bikeway and as a Multi-use Pathway. Further, while Note 4 of Schedule “D” to the OP (Rapid Transit and Transit Priority Network), provides:

*The City, in consideration of potential long-term public transit requirements, shall protect rapid transit corridors beyond those shown in this schedule to enable each of the identified rapid transit corridors to extend through to the edge of the urban boundary.*

The trail corridor is not identified on Schedule D as a rapid transit corridor, nor does it appear to be described as a rapid transit corridor anywhere else in the Official Plan. And even had it been, in our view it would be beyond the City’s authority under the *Planning Act* to require a greater setback. There exists no provision in section 41 of the Act that permits a municipality to require a greater

setback under an Official Plan than is required under a Zoning Bylaw. The law is clear that regardless of the content of an OP, a property owner must comply only with zoning.

We note further that section 41 of the Act does not provide for a taking of land or easement at Site Plan Approval, for rail lines.

The proposed setback is for a potential rapid transit corridor, which corridor has never been approved or considered by Council in any manner. Such a corridor is not reflected in the OP or in the Transportation Master Plan. The OP does provide for land takings for separated crossings of a railway line but the Trans-Canada trail is not a railway. The former status of the lands is irrelevant, and so the OP does not apply. In any event, the Act speaks of dedication of a public transit right of way, which the Trans-Canada trail is not, and does not speak to the requirement of additional setbacks.

We must disagree with your conclusions. We have considered the PPS in this matter; while there may be some inspiration for your position to be found, it is instructive that the section refers to “planned corridors”. The term is defined in the PPS as:

*Planned corridors: means corridors or future corridors which are required to meet projected needs, and are identified through provincial plans, preferred alignment(s) determined through the Environmental Assessment Act process, or identified through planning studies where the Ontario Ministry of Transportation is actively pursuing the identification of a corridor. Approaches for the protection of planned corridors may be recommended in guidelines developed by the Province.*

As the Trans-Canada Trail has not been identified as a future corridor in a provincial plan, nor has it been determined to be such through an EA, or even considered in any form of planning study, it is not a planned corridor within the meaning of the PPS.

Our view is that there is nothing in the Act, or the OP that supports the additional setback; nor in the PPS. To the contrary, in our view is that relevant planning documents specifically argue that the Trail and its lands do not rise to the level required in order to protect any transit right of way.

In this case, we are firmly of the view that this setback has no support in the Zoning Bylaw, which governs. Please provide this opinion to the City of Ottawa for its consideration of the Application.

Respectfully submitted,



Michael S. Polowin  
Partner

**APPENDIX B**

Zoning Compliance Summary Table

Zone	Subzone
TM - Traditional Mainstreet	TM9[2272] H(15)

Section	Requirement	Compliance	Commentary / Discussion
<b>PART 1 - Administration, Interpretation and Definitions</b>			
37 - Special Exception 2272	Where a lot abuts Stittsville Main Street, residential uses are not permitted at grade, within 10 metres of the front lot line.	Y	
39 - H(15)	Height limit of 15 metres.	Y	15.0m
<b>PART 2 - General Provisions</b>			
64 - Permitted Projections Above the Height Limit	Permits ornamental domes, cupolas, parapets and similar projections above the height limit.	Y	Mechanical equipment is proposed above the maximum permitted height.
65 - Permitted Projections into Required Yards	Despite any other provision to the contrary, the following features and other similar features are permitted to project from a principal building or a building containing a coach house into a required yard in accordance with Table 65.	Y	
Table 65, row 3 - Projections for pilasters, etc.	Maximum Size and Extent of Projection  1.2 m, but not closer than 0.6 m to a lot line	Y	0.16m
Table 65, row 4 (b) - Projections for canopies, etc.	Maximum Size and Extent of Projection  i) a distance equal to ½ the depth of a front, rear or corner side yard but not closer than 0.6 m to a lot line, and  ii) 1.8 m into an interior side yard, but not closer than 0.6 m to a side lot line	Y	
Table 65, row 6 - Projections for balconies, etc.	Maximum Size and Extent of Projection  a) uncovered, unenclosed features such as decks or platforms where the walking surface is not higher than 0.6 m above adjacent grade: (i) in the interior side yard and rear yard: no limit  (b) all other cases - 2 metres, but no closer than 1 metre from any lot line	Y	
<b>PART 3 - Specific Use Provisions</b>			
85 - Outdoor Commercial Patios	Permits outdoor commercial patios and confirms no additional parking is required.	Y	

Section	Requirement	Compliance	Commentary / Discussion
93 - One Lot for Zoning Purposes	Permits certain occupancies to be grouped / considered as one lot for zoning purposes.	Y	Future severance could introduce matters of non-compliance, requiring relief at the time of severance.
<b>PART 4 - Parking, Queuing and Loading Provisions</b>			
Note: The subject lands are within Area C on both Schedules 1 and 1A of the By-law.			
100(8)(b)	Rounding of parking spaces if fraction (0.5 or greater vs. less than 0.5).	Y	
101(1) - Minimum Parking Space Rates	Off-street motor vehicle parking must be provided for any land use at the rates in Table 101.		
Table 101 - Minimum Parking Space Rates	R11 - Dwelling, Low-rise Apartment in Area C requires 1.2 parking spaces per dwelling unit.		39.6 spaces required.
	N74 - Restaurant in Area C requires 10 spaces per 100 sq. m of gross floor area.		16.1 spaces required [GFA = 161 sq. m - 150 waived pursuant to 197(14)(b)]
	N59 - Office requires 2.4 per 100 sq. m of gross floor area.		4.08 spaces required (GFA = 170).
102 - Minimum Visitor Parking Space Rates	In addition to Section 101, off-street visitor motor vehicle parking must be provided for the land uses and at the rates in Table 102.		
Table 102 - Minimum Visitor Parking Space Rates	Apartment dwelling, low-rise or mid-high-rise in Area C requires 0.2 spaces per dwelling unit.		6.6 spaces required (33 dwelling units).
104(1) - Shared Parking Provisions	Parking spaces may be shared between uses (when more than one) and cumulative total of parking spaces required for all uses on the lot may be reduced from that required in Section 101.		



Section	Requirement	Compliance	Commentary / Discussion
Table 104 - Percentage of Required Parking Permitted to be Shared	<p>(1) Where more than one of the uses listed in Table 104 are located on the same lot, parking spaces may be shared between the uses, and the cumulative total of parking spaces required for all the uses on the lot may be reduced from that required in Section 101 to the amount calculated using Table 104.</p> <p>(2) The number of parking spaces required for the lot under this section is calculated as follows:</p> <p>(a) multiply the number of parking spaces required for the land use in Section 101 by the percentages shown in Table 104 for that use in each of the eight time periods;</p> <p>(b) repeat (a) for each of the uses on the lot;</p> <p>(c) for each time period add the parking space calculations for all the uses to arrive at a cumulative total; and</p> <p>(d) the largest cumulative total for all the uses in any time period is the number of parking spaces required for the lot.</p>		23.31 shared spaces required for office, restaurant, and visitor parking.
<b>Total parking spaces</b>	<b>63 spaces</b>	<b>Y</b>	<b>62.91, rounded per 100(8)(b). 77 parking spaces provided.</b>
106 (1) - Parking Space Provisions	A motor vehicle parking space must have (a) a minimum width of 2.6 m and a maximum width of 3.1 m, and (b) a minimum length of 5.2 m.	Y	2.6 x 5.2 m
107 (1)(a) - Aisle and Driveway Provisions	(a) A driveway providing access to a parking lot or parking garage must have a minimum width of 6.7 m for double traffic lane (for parking lot) and 6.0 m for a double traffic lane (for parking garage).	Y	6.7 m
107(1)(aa)	For low-rise apartments, max permitted width for double traffic lane leading to (ii) 20 or more parking spaces is 6.7m.	Y	6.7 m
107(1)(b)(ii)	Vertical clearance clear of obstructions, in accordance with Building Code, for a parking garage.	Y	Equal to or less than 2,100mm.
107(1)(c)(i)	Compliance with Table 107 - Minimum Required Aisle Width - 6.7 m	Y	6.7 m
107(1)(c)(ii)	Minimum required aisle width within parking garage - 6.0 m	Y	6.7 m

Section	Requirement	Compliance	Commentary / Discussion
108(1)(b)	Driveway to be compliant with City of Ottawa Private Approach By-law.	TBC	Acknowledged.
109(1) - Location of Parking	TM Zone: no person may park a motor vehicle in the front yard, corner side yard (or extension), or rear yard abutting MD zone.	Y	
110(2)(a)	For a parking lot containing more than 10 but fewer than 100 spaces: (a) 3 m buffer width abutting a street, (b) 1.5 m buffer width not abutting a street.	Y	
110(2)(b)	Any area not used for parking or buildings must be landscaped.	Y	
110(3)	All outdoor loading areas must be (a) nine metres from a lot line abutting a public street, (b) located at least 3 m from any other lot line, and (c) screened from view by an opaque screen with a min height of 2 m.	Y	Loading area is largely screened from public view.
Table 111A - Bicycle Parking Space Rates	Apartment building, low rise: 0.50 spaces per dwelling unit; and  1 per 250 sq. m of office and restaurant GFA;	Y	16.5 spaces (33 dwelling units) and 1.9 spaces (481 sq. m office and restaurant) = 18.4 spaces. 24 spaces provided.
111(3) Location of Bicycle Parking Spaces	Bicycle parking must be located on the same lot as the use or building for which it is provided.	Y	
111(4)	Bicycle parking spaces must be located in order to provide convenient access to main entrances as well as well-used areas.	Y	
111(7)	Maximum of 50% of the required bicycle parking spaces or 15 spaces, whichever is greater, may be located in a landscaped area.	N	16 spaces are located in a landscaped area.
Table 111B - Minimum Bicycle Parking Space Dimensions	Horizontal: 0.6 m x 1.8 m min Vertical: 0.5 m x 1.5 m min	Y	
111(9)	A bicycle parking space must have access from aisle having a min width of 1.5 m	Y	
111(10)	Where there are four or more bicycle parking spaces in a common area, each space must contain a parking rack securely anchored to the ground and attached to a heavy base such as concrete.	Y	
<b>PART 5 - Residential Provisions</b>			
137(1-5) - Amenity Area	Various requirements.	Y	

Section	Requirement	Compliance	Commentary / Discussion
Table 137 - Amenity Area, Row 4	<p>Total amenity area: 6 sq. m per dwelling unit, and 10% of the GFA of each rooming unit</p> <p>Communal Amenity Area: Minimum of 50% of total amenity area</p> <p>Layout: Must be aggregated into areas up to 54 sq. m and where more than one is provided, at least one must be a min of 54 sq. m.</p>	Y	
<b>PART 10 - Traditional Mainstreet</b>			
197(1) - Permitted Non-Residential Uses	Permitted use: restaurant, office.	Y	
197(1)(b) - Permitted Non-Residential Uses	where in a commercial or mixed use building and located on the ground floor abutting a street having direct pedestrian access to that street, residential, office and research and development centre uses must not be located within a depth of six metres of the front wall of the main building abutting the street ;	Y	Does not apply per 198(9)(b).
197(1)(c) - Permitted Non-Residential Uses	Permitted Non-Residential Use: a minimum of 50% of the ground floor façade facing the main street, measured from the average grade to a height of 4.5 metres, must comprise transparent windows and active entrances; and where an active entrance is angled on the corner of the building, such that it faces the intersection of the main street and an intersecting side street, it is deemed to face the main street	Y	
197(2) - Permitted Residential Uses	Permitted use: apartment dwelling, low rise	Y	
Table 197(3)(a) Minimum lot area	No minimum	Y	
Table 197 (3)(b) Minimum lot width	No minimum	Y	
Table 197 (3)(d)(ii)(2) - Interior Side Yard setbacks	<p>1.2 metres for a residential use building</p> <p>All other cases - no minimum (maximum setback provisions of row (d)(i) apply in these cases)</p>	Y	7.65m (north interior side yard) and 25.62 m (south interior side yard) for residential use building; 7.65m (north interior side yard) and 15.72 m (south interior side yard) for non-residential use building.
Table 197 (3)(g)(i) - Building Height, minimum	6.7 m for a distance of 20 m from the front lot line as set out under subsection 197(5) below	Y	

Section	Requirement	Compliance	Commentary / Discussion
Table 197 (3)(h) - Maximum Floor Space Index	No maximum	Y	
Table 197 (3)(i)(ii) - Minimum Width of Landscaped Area, in all other cases	No minimum, except that where a yard is provided and not used for required driveways, aisles, parking or loading spaces, the whole yard must be landscaped	Y	
197(5)(p)	Lot line abutting Stittsville Main Street to be treated as front lot line.	Y	
197(8)	Despite Section 107 - Aisle and Driveway Provisions for Parking Lots and Parking Garages, the minimum driveway width is (b) 6 metres for parking lots with 20 or more parking spaces.	Y	6.7m
197(13)	The façade facing the main street must include at least one active entrance serving each residential or non-residential use occupying any part of the ground floor (Bylaw 2015-190)	Y	
197(14)(b)	any other restaurant use located on the ground floor of a building requires no parking spaces for the first 150 square metres of gross floor area and 10 spaces per 100 square metres over 150 square metres gross floor area.	Y	Reduces restaurant parking requirement by 15 spaces.
<b>TM9 Subzone</b>			
198(9)(a)	Parking lot is a permitted use.	Y	
198(9)(b)	Section 197(1)(b) does not apply:	Y	
198(9)(c)(i)	A minimum of 50 per cent of the lot width within a distance of the front lot line equal to the required maximum front yard setback, must be occupied by building walls if the lot is less than 90 metres wide;	Y	
198(9)(d)	At least 80 per cent of the windows and doors facing Stittsville Main Street must consist of transparent glazing.	Y	
198(9)(e)(i)	maximum front yard setback: 3m	N/A	198(9)(f) applies.
198(9)(e)(iii)	minimum interior side yard setback for a non-residential use building or a mixed-use building abutting a residential, open space or environmental protection zone: 7.5 metres	Y	7.65m (north interior side yard) for non-residential use building.
198(9)(e)(iv)	minimum rear yard setback: in all other cases: 10 m	Y	10.04m

Section	Requirement	Compliance	Commentary / Discussion
198(9)(f)	<p>The maximum front yard and corner side yard setbacks in Section 198(9)(e)(i)(ii) do not apply in the following instances:</p> <p>(iii) when an outdoor commercial patio accessory to a restaurant use is located in a front or corner side yard, the maximum setback for that same yard is 6 metres.</p> <p>(iv) any part of a building above 7.5 metres, for which a minimum front and corner side yard setback of 2 metres must be provided;</p>	Y	Outdoor commercial patio accessory to a restaurant use is located in the front yard.
198(9)(g)	(i) no building may be more than 4 storeys in height	Y	

**APPENDIX C**

Architectural Design Brief, prepared by Malcolm Wildeboer, and Renderings





November 17, 2020

## Architectural Design Brief

**Re: The Station** 1518-1524 Stittsville Main Street, Ottawa, ON

As architect and designer of *'The Station'* and resident of Stittsville, (living just west of the site for more than 22 years), I'm acutely aware of the importance of this site in revitalizing the core of our town. While living directly across from the TransCanada Trail and enjoying it daily, I also marvel at how much the trail is appreciated and by so many, at all times of the year. Whether by walkers, joggers, cyclists or X-country skiers, the trail is a vibrant village asset and must be celebrated and leveraged in the on-going development of Stittsville.

Last year, the City invested in developing the trailhead at Main Street, between our site and the historic "Green's Hotel". The new trailhead incorporates rail-inspired benches and artifacts, as well as rail tracks embedded in the concrete of the outdoor public plaza space. The creation of this public space has figured prominently in our design considerations for the site.

Key to our design is a pedestrian friendly access from the trailhead to the restaurant, its patio and the apartments. We are confident this project will enhance a *sense of place* and a *sense of destination* to the village core.

We have been strategic in keeping all vehicular traffic entering the proposed development to the opposite (south side) of the property, thereby maximizing a safe and pedestrian friendly experience at the trailhead and in the core of Stittsville.

As Julie Harris imparts in her Cultural Heritage Impact Statement (CHIS), Stittsville's core grew out of and was spurred on by the railway that ran right through the heart of the village next to our site.

In designing *'The Station'* I felt the use of materials (primarily red clay brick) would lend a sense of memory and permanence to the revitalization of the village's central precinct. We are very aware that *'The Station'* is replacing the once, two storey, redbrick "Bradley Store" circa 1870, a heritage property that was lost to a fire in 2013. As a resident of Stittsville, I was hopeful there would have been a way to salvage this brick building and when that was not deemed possible, I was pleased to be engaged by Stittsville developer, Inverness Homes, to design *'The Station'*. I see this as a tremendous opportunity to work with a local developer with a shared vision to create a meaningful architectural development in place of what was lost.

..12



-2-

We understand and see that Stittsville is growing rapidly and Main Street is experiencing a significant transformation. Our vision has been to use the proposed '*Station*' development (through its massing, scale and use of materials) as a bridge between the historic built assets of the core and the more contemporary developments envisioned and occurring along Main Street.

*The Station*, does not try to replicate the historic wood frame train station of Stittsville's past, but rather, draws on a design language resonating with a railway vernacular; an ensemble of industrial structures, rail sheds, and now, "a platform" to the TransCanada Trail.

*The Station*, with its repetition of large brick arches and projecting steel awnings will house a restaurant. Along with the dominant use of brick, this 'great hall' of *the station* will see a combination of exposed, nail laminated timber (NLT) and steel structure with suspended lights to enhance a warm and inviting dining space. The black industrial glazing units/windows will open in warm weather to further animate the indoor-outdoor experience of the restaurant.

We are excited to include a 'clock tower' as an additional vertical element in the ensemble. This clock tower, marking the restaurant's entrance, was not an uncommon feature of train stations nor foreign to the historic core of a village.

To the left of the clock tower is a simple two storey façade with black hung windows (similar to those found on the original "Bradley Store") on the ground floor, behind the large storefront windows, is the kitchen. We believe that seeing activity, including year around food preparation, helps animate the street and enhance the pedestrian experience. The second floor above the kitchen and behind the tower offers commercial office space.

The drive aisle to the south of *The Station* leads to the 4-storey residential apartment component of this mixed-use development. Once again, redbrick is a key material with the 4<sup>th</sup> floor being differentiated by incorporating cedar shingles and large brackets beneath the sweeping eaves of its hipped roofs. The façade treatment of the upper floor and its roof visually lowers the overall massing of the building. These elements are also a nod to the roofs, finishes and brackets so prevalent in historic wood frame stations and rail sheds of rural Ontario villages. The brick façade has been further articulated and divided by large brick arches and two separate hipped roofs to reduce the overall massing of this longer building. One final unique feature is the two-storey pedestrian arch between the apartment block and *The Station*. This gesture enforces the sense that the development is pedestrian friendly and accessible to the trail.

Sincerely,

MALCOLM WILDEBOER,  
Principal, B. ARCH., OAA, MRAIC.















