

120 Den Hagg Drive
Site Plan and Zoning By-law Amendment Applications
Planning Rationale Report
December 2020

Prepared for

Groupe Sovima

by

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1. Introduction

This report is intended to provide the necessary planning background and rationale in connection with the proposed development of the westerly portion of 120 Den Hagg Drive (also referred to as 800 Montreal Road) for the purposes of accommodating an eight storey mixed use building with 126 residential rental units and limited ground floor commercial space. The proposal will necessitate the approval of a site plan application as well as a zoning by-law amendment application which have been submitted along with this report.

2. Site Context and Existing Land Use

The subject property, which is .5969 ha in area, is located on the south east corner of Montreal Road and Den Hagg Drive in the Rideau-Rockcliffe community of Carson Grove. The subject property, which is immediately adjacent to LeBoutillier Park is L shape in configuration with frontage on Montreal Road, Den Hagg Drive and LeBoutillier Avenue. The subject property was acquired by Groupe Sovima from Canada Lands as part of the sale of it's residual lands at this location. The subject property is legally known as Part of Lot 25 Concession 1, Geographic Township of Gloucester, City of Ottawa. Please note that only the western portion of the subject property comprising .3933 ha is proposed to be developed at this time; the balance of the property is intended to accommodate a second development phase to be confirmed in the future.

Figure 1: Subject Property ☆ Location

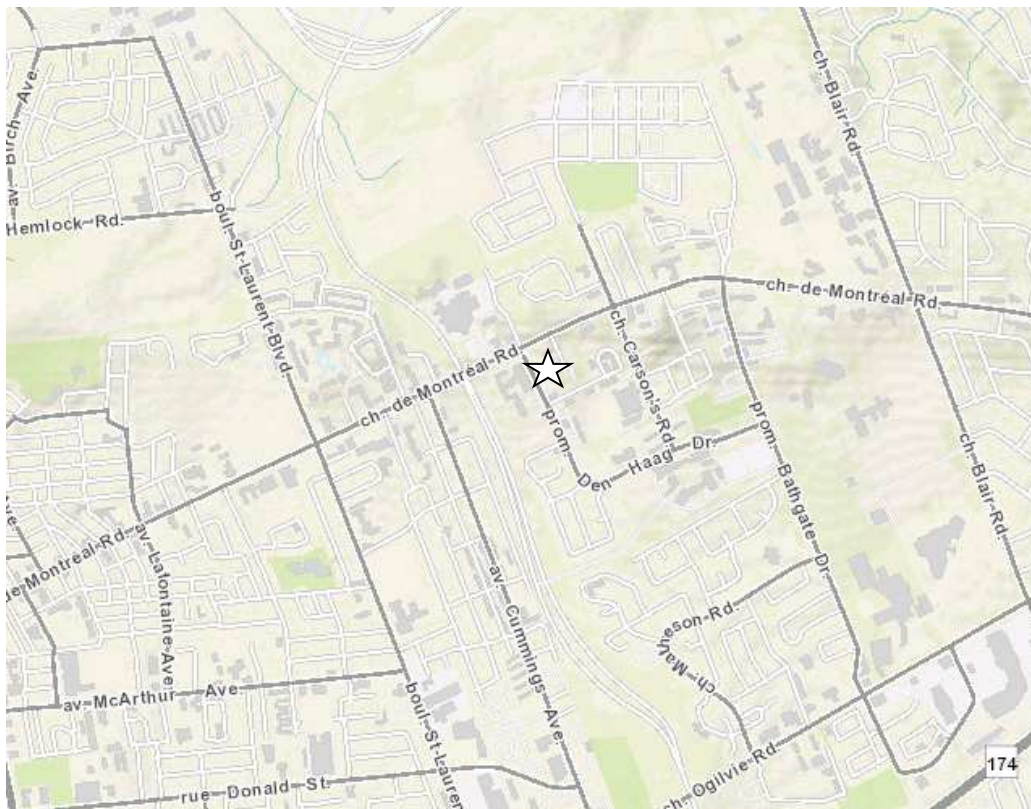


Figure 2: Subject Property ☆ Location (Detail Plan)

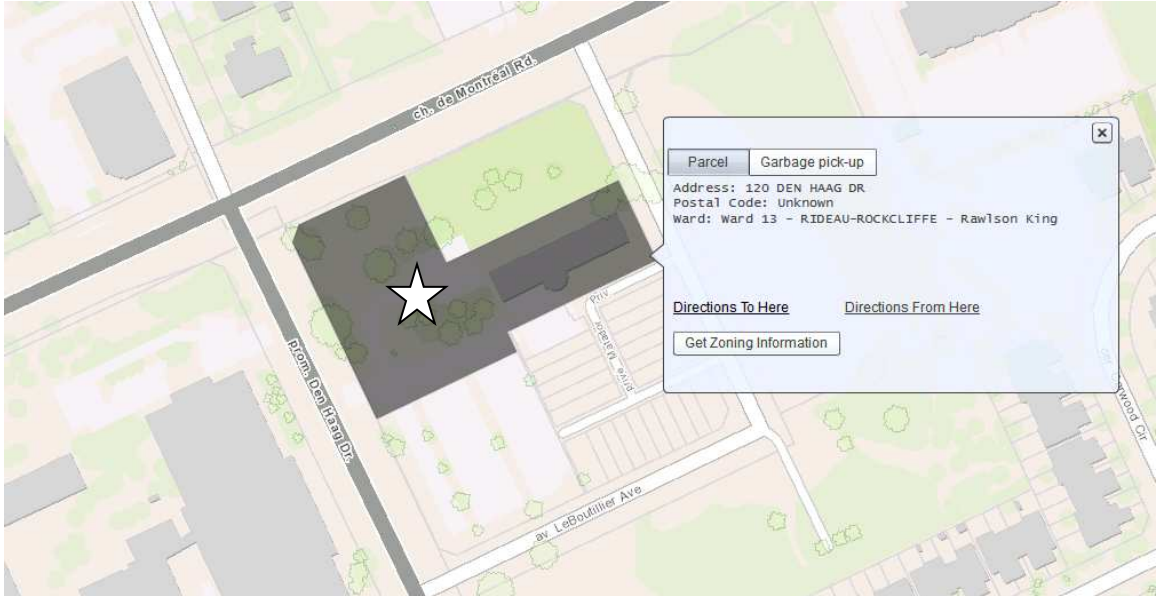
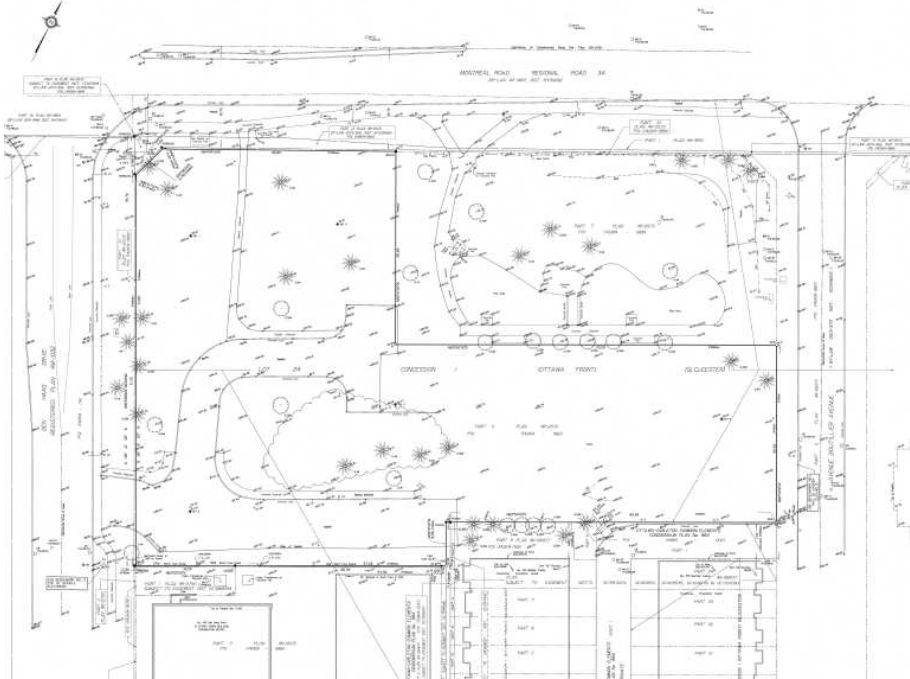


Figure 3: Subject Property ☆ on Air Photo Base



Figure 4: Subject Property Survey



Save and except for some surface parking associated with the former office use, the subject property is currently vacant. There are a few mature trees on the property as described in the Tree Conservation Report. The property is generally flat but slopes slightly from north to south.

The property has considerable frontage on Montreal Road which is major east west arterial road connecting directly to downtown Ottawa.

The subject property is well served by public transit with a transit stop (serving routes 12, 17, 25 and 27) located immediately adjacent to the property on Montreal Road. Other bus stops are located on the north side of Montreal Road across from the site as well as along Den Hagg Drive as shown on Figure 5.

Figure 5: Transit stops near subject property



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

- South: Existing 8 storey residential building and stacked townhouses.
- East: LeBoutillier Park to the immediate east; townhouses and multi storey multi residential building on LeBoutillier Avenue;
- North: On the north side of Montreal Road near Den Hagg Drive, there are existing commercial uses as well a site under construction intended to accommodate a mixed use commercial- residential building. Also, on the north side of Montreal Road (closer to LeBoutillier Ave) there are commercial and residential land uses.
- West: Existing CMHC office headquarters.

See Figures 6 to 13.

Figure 6: View of subject property taken from Montreal Road at Den Hagg Drive



Figure 7: Existing 8 storey residential building south of subject property



Figure 8: Stacked townhouses on LeBoutillier Ave. south of subject property



Figure 9: Townhouses and multi storey multi residential building on LeBoutillier Avenue east of subject property



Figure 10: Existing 10 storey mixed use residential-commercial building on s.e. corner of Montreal Road and LeBoutillier Avenue



Figure 11: LeBoutillier Park taken from Montreal Road



Figure 12: Existing commercial office uses and multi residential units on north side of Montreal Road near LeBoutillier Ave.



Figure 13: View of commercial uses and construction site on north side of Montreal Road at Den Hagg Drive



Figure 14: CMHC office building east of subject property



Nearby development Applications

According to the City of Ottawa a Site Plan application proposing a 10 storey mixed-use residential building with ground-floor commercial space and at-grade parking has been received as City File No: D07-12-15-0142, 807-825 Montreal Road, Site Plan Control north east of site.

See Figure 15

Figure 15: Proposed development at 807-825 Montreal Road



3. Planning Context

3.1 City of Ottawa Official Plan 2003

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


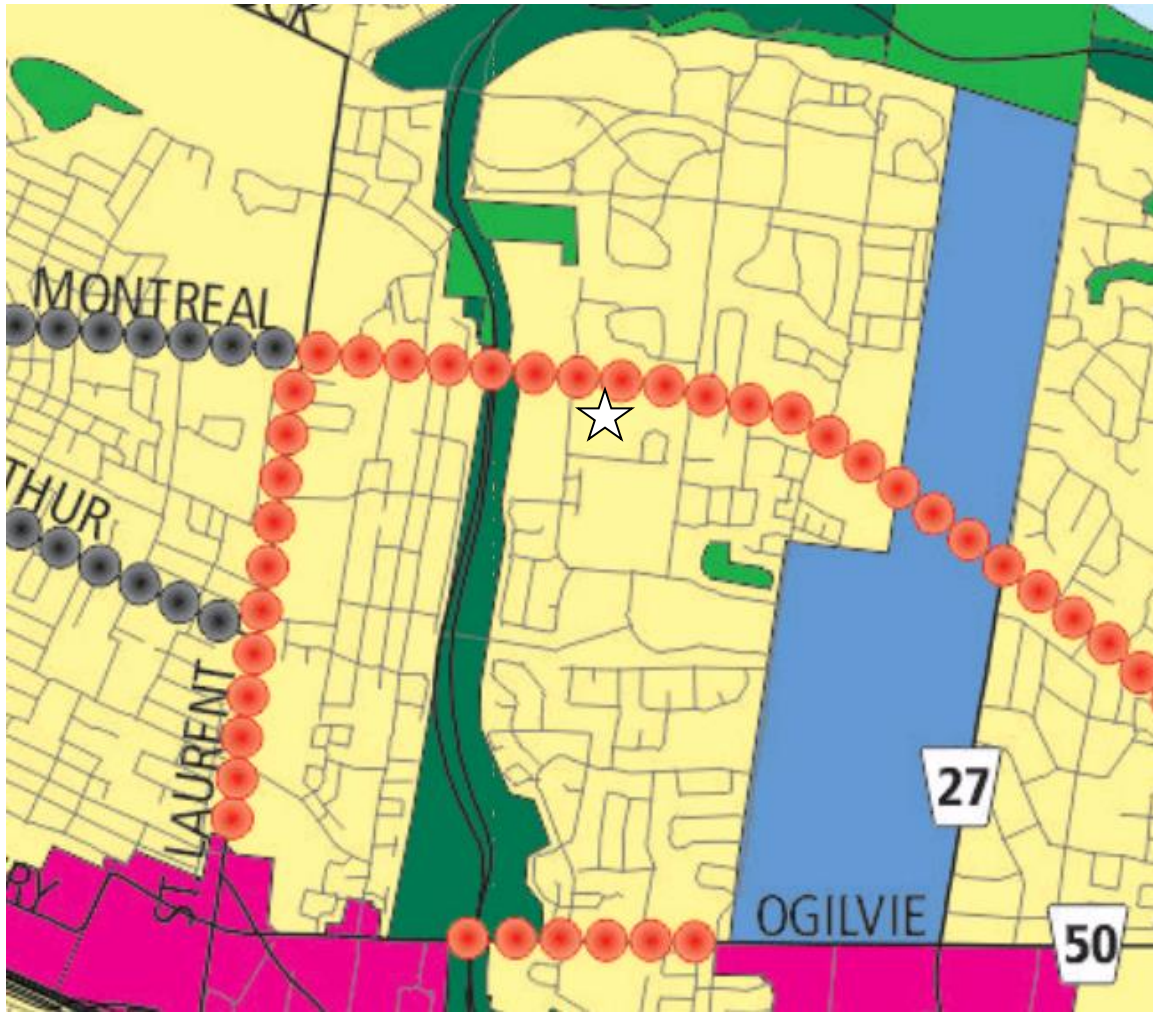
See subject property  on Figure 16

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



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

3.2 Secondary Plan CDP

There are no Secondary Plans or Community Design Plans in place for this area according to the City of Ottawa web site.

3.3 Zoning Bylaw 2008-250

According to City of Ottawa Zoning By-law 2008-250, the subject property is zoned Arterial Mainstreet AM10 [1779]. See Figure 17.

Figure 17: City of Ottawa Zoning By-law 2008-250



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

Permitted Non-Residential Uses

1. *The following non-residential uses are permitted subject to:*
 1. *the provisions of subsections 185(3) to (5), and*
 2. *amusement park being located within a building;*
amusement centre

amusement park

animal care establishment

animal hospital

artist studio

automobile dealership

automobile rental establishment

automobile service station

bank

bank machine

bar

broadcasting studio

car wash

catering establishment

cinema

click and collect facility (By-law 2016-289)

community centre

community health and resource centre

convenience store

day care

diplomatic mission, see Part 3, Section 88

drive-through facility

emergency service

funeral home

gas bar

hotel

instructional facility

library

medical facility

municipal service centre

museum

nightclub

office

park

parking garage

payday loan establishment (By-law 2017-302)

personal brewing facility (By-law 2019-41)

personal service business

place of assembly

place of worship

post office

production studio

recreational and athletic facility

research and development centre

residential care facility (By-law 2011-273)

restaurant

retail food store

retail store

school

service and repair shop

sports arena

storefront industry, see Part 3, Section 99 (By-law 2018-171)

technology industry

theatre

training center

urban agriculture, see Part 3, Section 82 (By-law 2017-148)

Permitted Residential Uses

2. The following residential uses are permitted:

apartment **dwelling**, low rise

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

bed and breakfast, see Part 5, Section 121

dwelling unit

group home, see Part 5, Section 126

home-based business, see Part 5, Section 127

home-based day care, see Part 5, Section 129

planned unit development, see Part 5, Section 131

retirement home

retirement home, converted, see Part 5, Section 122

rooming house

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

townhouse dwelling, see Part 5, Section 138 (By-law 2012-334) (By-law 2010-307) (By-law 2014-189) (By-law 2018-206)

The AM zone is subject to the provisions of Table 185 as follows:

Zone Provisions

(3) The zone provisions are set out in Table 185 below.

Table 185 - AM Zone provisions

I ZONING MECHANISMS		II PROVISIONS	
(a) Minimum lot area			No minimum
(b) Minimum lot width			No minimum
(c) Front yard and corner side yard	(i) non-residential or mixed-use buildings	Minimum	No minimum
	(ii) residential use building	Minimum	3 m
(d) Minimum interior side yard	(i) abutting a residential zone		7.5 m
	(ii) all other cases		No minimum
(e) Minimum rear yard	(i) abutting a street		3 m
	(ii) rear lot line abutting a residential zone		7.5 m
	(iii) for a residential use building		7.5 m
	(iv) all other cases		No minimum

	abutting a R1, R2 or R3 residential zone (By-law 2011-124)	11 m
(f) Maximum building height	(i) in any area up to and including 20 metres from a property line abutting a R4 zone (By-law 2011-124)	15 m
	(ii) in any area over 20 metres and up to and including 30 metres from a property line abutting a R1, R2, R3 or R4 zone (By-law 2011-124)	20 metres, or as shown on the zoning map
	(iv) more than 30 metres from a property line abutting a R1 – R4 zone	30 metres but in no case greater than nine storeys, or as shown on the zoning map (By-law 2015-45)
	(v) in all other cases	30 metres but in no case greater than nine storeys, or as shown on the zoning map (By-law 2015-45)
	(g) Maximum building height for AM, AM1, AM4 and AM5 zones, on specific street segments as noted below: (By-law 2015-45)	25 metres, or as shown on the zoning map
Street Segments	i) Baseline Road from St. Helen's Place to Merivale Road ii) Merivale Road from Baseline Road to Caldwell Avenue iii) Clyde Avenue from Doheny Street to Highway 417 iv) Bronson Avenue from Carling Avenue to Kippewa Drive v) St. Laurent Blvd. from VIA Rail right-of-way to Queen Mary Street vi) Michael Street from Tremblay Road to Kenaston Street vii) Ogilvie Road from St. Laurent Blvd. to Cyrville Road viii) Brittany Drive from Montreal Road to Kristin Way ix) Montreal Road from Shefford Road to Regional Road 174 x) Innes Road from Page Road to Tenth Line Road xi) Bank Street from VIA Rail right-of-way to Walkley Road xii) Bank Street from Walkey Road to Rail right-of-way (South of Ledbury Ave.) xiii) Bank Street from Rail right-of-way (South of Ledbury Ave.) to Lester Road	
(h) Maximum floor space index (By-law 2015-45)	(i) for AM, AM1, AM4 and AM5 zones, on specific street segments as noted in clause (g) above	1. if 80% or more of the required parking is provided below grade 3.5
		2. in all other cases 2, unless otherwise shown
	(ii) in all other cases	none
(i) Minimum width of landscaped area around a parking lot	see Section 110 – Landscaping Provisions for Parking Lots	

(4) Outdoor storage is permitted subject to:

- (a) being located in an interior side yard or rear yard;
- (b) being completely enclosed and screened from a public street, and from residential or institutional zone; and
- (c) the provisions of subsection 185(4) (b) above does not apply to **automobile dealership**.

(5) For other applicable provisions, see Part 2 – General Provisions, Part 3 – Special Use provisions, and Part 4 – Parking and Loading Provisions.

(6) (a) Despite the list of permitted residential uses, where the zoning on a lot is accompanied by a H suffix, schedule or exception that permits a height of 30m or greater on part of the lot, the use Apartment Dwelling, High Rise is a permitted use on that lot.

(b) Despite the list of permitted residential uses, where the zoning on a lot is accompanied by a H suffix, schedule or exception that restricts building height to less than 15m or to fewer than five storeys, on the entire lot, the use Apartment Dwelling, Mid Rise is a prohibited use on that lot. (By-law 2014-292)

The AM10 subzone is subject to the following provisions:

Section 186 (10)

- (a) the lot line abutting the designated "Arterial Mainstreet", as per Schedule B of the Official Plan, is the front lot line, and in the case of a lot with more than one lot line abutting an arterial mainstreet the provisions applying to front lot line will apply to all of the lot lines abutting an arterial mainstreet regardless of it being a front or other lot line,*
- (b) despite Table 185(c), the following provisions apply;*
 - (i) the minimum front and corner side yard setback for all buildings is 0 metres, and at least 50% of the frontage along the front lot line and corner side lot line must be occupied by building walls located within 4.5 metres of the frontage for a Residential use building, and within 3.0 metres for Non-residential and Mixed use buildings; and*
 - (ii) in the case of a phased development, all phases must be shown on a site plan approved pursuant to Section 41 of the Planning Act, and must satisfy the following;*
 - 1. the first phase is required to satisfy (b)(i) prior to or concurrent with the construction of any building at the interior or rear of the lot for the portion of property shown in that phase; and*
 - 2. all subsequent phases are not required to comply with (b)(i) independently, provided that (b)(i) is satisfied upon the completion of all phases; and*
 - 3. the boundary of a phasing line will be determined through Site Plan Control, and each phase of development must comply with the zone requirements and incorporate the site plan elements required and provided to support the uses of land within that phase,*
- (c) despite Table 185(d)(i), the minimum interior side yard setback from a lot line abutting a residential zone is;*
 - (i) 3.0 metres for the first 20 metres back from the street,*

- (ii) 7.5 metres beyond 20 metres back from the street,
- (d) despite Table 185(e), sub clauses (ii) and (iii), the minimum rear yard setback is:
 - (i) 3.0 metres for any building wall within 20 metres of a lot line abutting a public street.
 - (ii) 7.5 metres in all other cases,
- (e) any portion of a building located within 10 metres a front lot line or corner lot line must satisfy the following minimum building heights:
 - (i) if the building is a non-residential or mixed-use building, the ground floor requires a minimum height of 4.5 metres; and
 - (ii) the minimum building height required is 7.5 metres, and must contain at least two storeys,
- (f) a building existing as of the day of the passing of the By-law may be expanded without having to comply with clause (b) above, provided the following:
 - (i) the addition does not exceed the greater of 600 m² or 20% of the gross floor area of the existing building,
 - (ii) subsequent additions are not permitted within 12 months of an issued building permit for expansion of the same building,
- (g) the ground floor façade facing a public street of a building located within 4.5 metres of the front lot line or corner side lot line must include:
 - (i) a minimum of one active entrance from each individual occupancy located immediately adjacent to the front lot line or corner side lot line in the case of non-residential uses; and
 - (ii) a minimum of one active entrance in the case of a residential use building; where an active entrance is angled on the corner of the building, such that it faces the intersection of the arterial mainstreet and a side street intersecting the arterial mainstreet, it is deemed to face both streets;

- (h) a minimum of 50% of the surface area of the ground floor façade, measured from the average grade up to a height of 4.5 metres, facing a public street must be comprised of transparent glazing and active customer or resident entrance access doors,*
- (i) clauses (b) and (e) do not apply to a lot containing only an automobile dealership, automobile rental establishment, automobile service station, or gas bar, but the following must be satisfied;*
- (i) a maximum front yard setback of 3 metres is required to any building containing these uses; and*
- (ii) an automobile dealership and automobile rental establishment require a minimum building height of 7.5 metres,*
- (j) despite Table 185(f) the following maximum building heights apply:*
- (i) In any area up to and including 20 metres from a rear lot line abutting a R1, R2 or R3 zone: 11 m*
- (ii) In any area up to and including 20 metres from a rear lot line abutting an R4 zone: 15 m*
- (iii) In any area over 20 metres and up to and including 30 metres from a rear lot line abutting a R1, R2, R3, or R4 zone: 20 m*
- (iv) In any area:*
- 1. outside of the areas identified in (i) through (iii) above; and,*
 - 2. up to 7.5 metres from that part of a side lot line within 20 metres of a street and abutting a R1, R2, R3 or R4 zone: 15 m*
- (v) In all other cases: 30 m (By-law 2015-45)*

Exception 1779 states as follows:

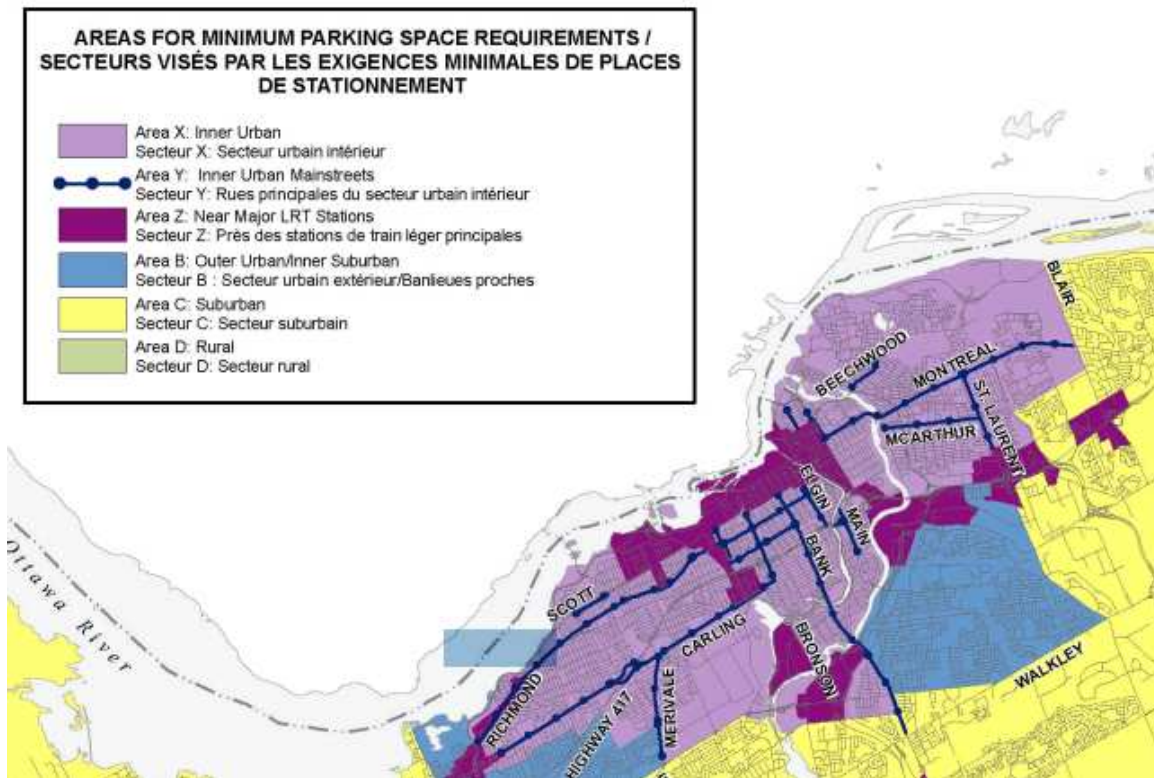
I Exception Number	II Applicable Zone	Exception Provisions		
		III Additional Land Uses Permitted	IV Land Uses Prohibited	V Provisions
1779 (By-law 2016-249) (By-law 2011-13)	AM5[1779]	-retirement home	-car wash -drive-through facility -stacked dwelling -parking lot as a principle use -service and repair shop	-minimum front and corner side yard setback for any part of a building above 11 m in height: 6 m -maximum permitted front and corner side yard setback for any part of a building wall 11 m or less in height where the front or side lot abuts: a) Montreal Road: 25 m from centreline of Montreal Road b) Other streets: 3.0 m from street lot line -the wall at grade facing a public street shall have 50% of its facade 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

Applicable zone is AM10[1779] notwithstanding reference to AM5[1779] above per email received from Simon Deiac received November 30, 2020.

Minimum Parking Standards

The subject property is located on Area Y per Schedule 1A as shown on Figure 18.

Figure 18: Schedule 1A per Zoning By-law 2008-250



In turn, the applicable parking standards are shown in Table 101 as follows:

	I	II
Row	Land Use	Area X and Y on Schedule 1A
R12	Dwelling, Mid-high Rise Apartment	0.5 per dwelling unit

Provisions affecting Area Y

(4) Despite Subsection (1), on a lot described in 1 (a) above:

- (a) where a residential use is located within a building of four or fewer storeys, no off-street motor vehicle parking is required to be provided under this section for the residential use;
- (b) where a residential use is located within a building of five or more storeys, no off-street motor vehicle parking is required to be provided under this section for the first twelve residential units;
- (c) where an office use or artist studio is located above the first storey in a building of four or fewer storeys, no off-street motor vehicle parking is required to be provided for the office use or artist studio;
- (d) where a non-residential use is located partly or entirely on the ground floor or in the basement: (By-law 2017-148)
 - (i) in the case of a retail food store with a gross floor area of 1500 square metres or less, no off-street motor vehicle parking is required to be provided.
 - (ii) in the case of a restaurant with a gross floor area of 350 square metres or less, no off-street motor vehicle parking is required to be provided.
 - (iii) in the case of any other non-residential use with a gross floor area of 500 square metres or less, no off-street motor vehicle parking is required to be provided. (By-law 2016-249)

4. Proposal and Required Approvals

4.1 Proposal

The proposal calls for the construction of an 8 storey mixed use building with underground parking on the westerly portion of the subject property referred to as phase 1 on the proposed site plan as shown on Figure 19. The easterly portion of the subject property, referred to as phase 2, is envisaged to accommodate a 4 storey building but is not part of this application.

The proposed building is intended to accommodate 126 residential rental units as well as 274.06m² for commercial space consisting of 143.44 m² on the ground floor and 130.62 m² on the 2nd floor. The proposal also calls for the construction of a single level underground parking garage which will eventually be extended to serve the phase 2 lands. Access to the garage is proposed to be located on the south side of the building off Den Hagg Drive as shown on the site plan. The parking garage is intended to accommodate 78 spaces in full compliance with Zoning

Bylaw 2008-250. The compliance of the proposed site plan with Zoning By-law 2008-250 is shown in Appendix A.

In support of the proposed site plan a number of elevations are proposed as presented on Figures 20 to 22

Figure 19: Proposed Site Plan

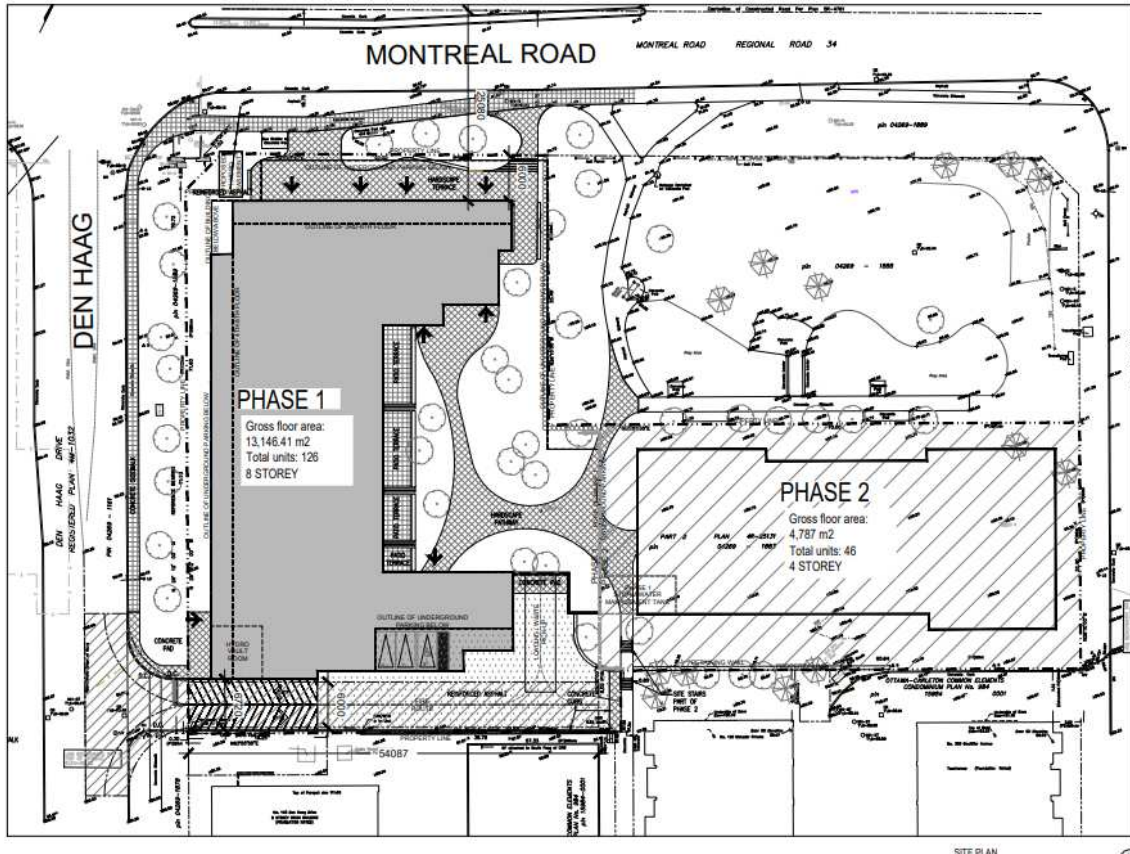


Figure 20: Proposed Elevation facing Montreal Road/ Den Hagg Drive



Figure 21: Proposed Elevation from the south east



Figure 22: Proposed Elevation from LeBoutillier Park

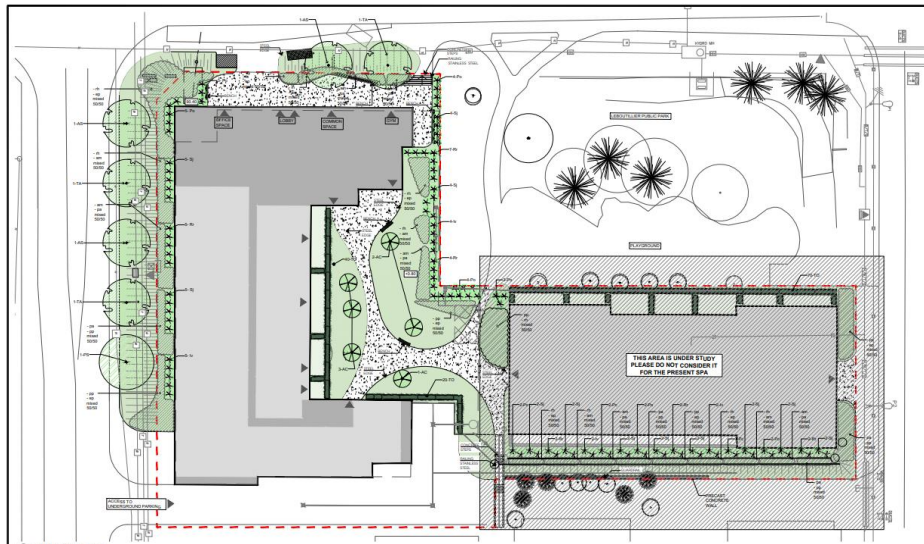


The following reports and plans are submitted in support of the proposed site plan before you.

- proposed Landscape Plan revision 1 dated December 1, 2020 and Tree Conservation Report dated July 29, 2020 both prepared by Lashley and Associates.

The proposed Landscape Plan (see Figure 23) has been prepared based on the tree evaluation presented in the said Tree Conservation Report which contemplates new plantings to offset the proposed removal of both on site and off site vegetation (including a tree on the extreme west side of the park) necessary to accommodate the proposal before you.

Figure 23: Proposed Landscape Plan



- Design Brief dated December 11, 2020 prepared by Neuf Architects. The Design Brief includes a complete review of the applicable Arterial Mainstreet Urban Design Guidelines and how the proposal complies with said guidelines.
- Transportation Impact Assessment dated December 9, 2020 prepared by the IBI Group; this report concludes as follows: *' it is the overall opinion of IBI Group that the proposed development will integrate well with the adjacent transportation network and will have an overall negligible impact on the operations of study area intersections.'*
- Roadway Noise Traffic Assessment dated December 10, 2020 prepared by Gradient Wind Engineers and Scientists; this report recommends the use of mitigation measures and noise warning clauses to address its findings.

Further to the above, the following additional reports and plans have been prepared in support of the proposal before you:

- Plan of survey dated April 21, 2020 of the subject property prepared by Annis O'Sullivan, Vollebeck Ltd.;
- Proposed Site Plan, Elevations and Floor plans revision 1 dated December 11, 2020 prepared by Neuf Architects;
- proposed Site Servicing Plan, Grade Control and Drainage Plan revision 1 dated December 10, 2020 prepared by IBI Group;
- Site Servicing Report dated December 14, 2020 prepared by IBI Group;
- Geotechnical Investigation and Hydrogeological Investigation dated December 14, 2020 prepared by DST Consulting Engineers;

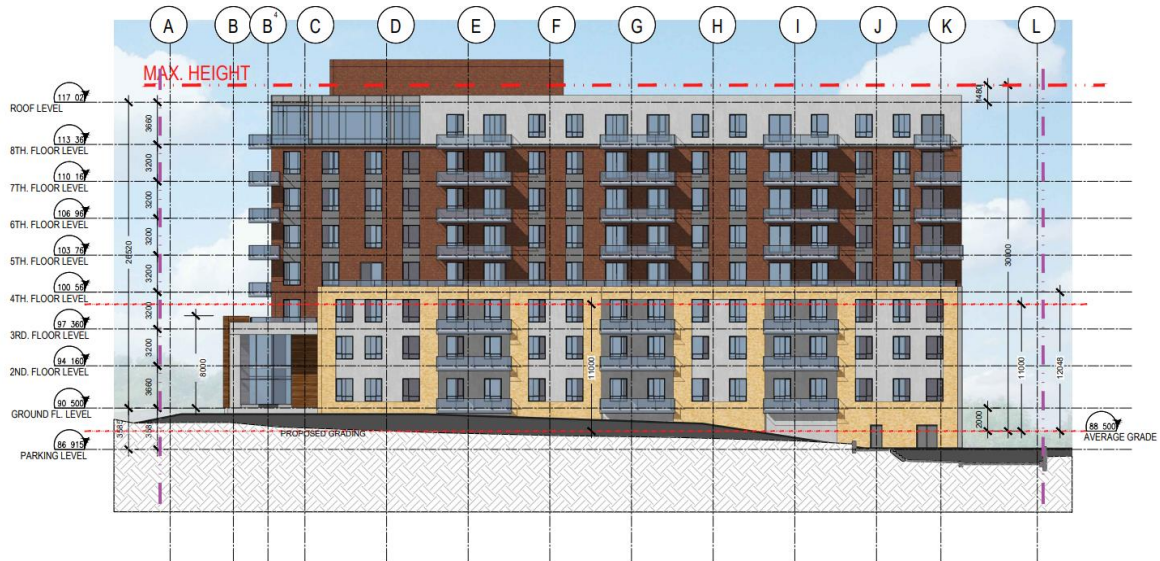
4.2 Required Approvals

To proceed with this project, the following approvals will be required:

- Site plan approval.
- Zoning By-law amendment

The proposed zoning changes necessary to accommodate the proposal before you are based on a review of known applicable zoning provisions as summarized in Appendix A: Zoning Compliance Chart as well as the Yard Location Plan presented in Figure 24 below:

Figure 25: Average Height of Podium along Den Hagg Drive frontage



As discussed with staff, should additional zoning compliance issues be identified during the circulation of the site plan or in response to the circulation comments, we would ask that they be included in any implementing zoning by-law for this proposal.

5. Planning Rationale

The following section examines how the proposal complies with the City of Ottawa’s applicable planning documents being : City of Ottawa Official Plan and Zoning Bylaw 2008-250 and Urban Design Guidelines (for Arterial Main street) .

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

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

Section 1.3 – The Challenge Ahead

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

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

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

Comment: The proposal represents a *more affordable pattern of growth* in keeping with this goal. In addition, the proposal represents a *more efficient use of municipal infrastructure than the existing use*.

Section 2.2 Managing Growth

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

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

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

Comment: The proposal represents intensification of an infill site

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

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

Section 2.5.1 re Urban Design and Compatibility

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

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

Comment: The subject property is strategically located on the corner of two key roads (Montreal Road and Den Hagg Drive) which represents a key intersection in east Ottawa. As such the site's location is an opportunity to present a form of development oriented towards the community as a means of supporting a distinct identity for the area.

To define quality public and private spaces through development

Comment: The proposal includes private amenity space for the residents. More specifically, balconies are provided as well as indoor and outdoor amenity areas; the proposed building is immediately adjacent to the LeBoutillier Park and residents will enjoy direct access to this space.

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

Comment: The proposed site plan provides for the vehicular accesses to be located off Den Hagg Avenue at the southern portion of the property to ensure the highest visibility from the corner.

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

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

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

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

To understand and respect natural processes and features in development design

Comment: The proposal includes new landscaping to provide a green transition to adjacent roads and park space.

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

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

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

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

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

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

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

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

Policy 3.6.3.10 Redevelopment and infill are encouraged on Traditional and Arterial Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk. [Amendment #150, October 19, 2018]

Comment: The proposal is consistent with this policy i.e. Encouraging intensification on Arterial Mainstreets.

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

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

Comment: The proposal is consistent with the height and density provisions of this policy. The proposal is also an opportunity to recognize the significance of the property 's location on the corner of a major intersection with a building of this scale and volume.

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

- *Policy 4.11 (Urban Design and Compatibility)*

1. *When evaluating compatibility of development applications, the City will have regard for the policies of the site's land use designation, and all applicable Community Design Plans, Secondary Plans, Plans for Transit-Oriented Development Areas approved by Council, or site specific policies, Council-approved design guidelines, Provincial Environmental Assessments, and functional design plans for capital projects, as well as the Design Objectives and Principles in Section 2.5.1, and the preceding policies in*

Sections 4.1 through 4.10. [Amendment #76, OMB File #PL100206, August 18, 2011] [Amendment #113, July 30, 2013]

Comment: The subject property is not within any Community Design Plan or Secondary Plan area as discussed in this report.

2. In addition to those matters set out in Policy 1, above, the City will evaluate the compatibility of development applications on the basis of the following compatibility criteria. The measures of compatibility will vary depending on the use proposed and the planning context. Hence, in any given situation individual criteria may not apply and/or may be evaluated and weighted on the basis of site circumstances: [Amendment #76, OMB File #PL100206, August 18, 2011]

- a) Traffic: Roads should adequately serve the development, with sufficient capacity to accommodate the anticipated traffic generated. Generally development that has the potential to generate significant amounts of vehicular traffic should be located on arterial or major collector roadways so as to minimize the potential for traffic infiltration on minor collector roadways and local streets;*
- b) Vehicular Access: The location and orientation of vehicle access and egress should address matters such as the impact of noise, headlight glare and loss of privacy on development adjacent or immediately opposite. Vehicular access and egress for development that has the potential to generate a significant amount of vehicular traffic should be oriented on streets other than local streets, wherever the opportunity exists, considering traffic safety and other transportation objectives of this Plan; [Amendment #76, OMB File #PL100206, August 18, 2011]*

Comment: The plan calls for vehicular access off Den Hagg Drive furthest way from it's intersection with Montreal Road.

- c) Parking Requirements: The development should have adequate on-site parking to minimize the potential for spillover parking on*

adjacent areas. A range of parking forms, including surface, decked, and underground, should be considered taking in account the area context and character. Opportunities to reduce parking requirements and promote increased usage of walking, cycling and transit will be pursued, where appropriate, particularly in the vicinity of transit stations or major transit stops in accordance with the provisions of Section 4.3; [Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: Parking is proposed in full compliance with Zoning Bylaw 2008-250.

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

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

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

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

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

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

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

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

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

Comment: Please see sun shadow analysis in Design Brief.

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

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

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

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

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

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

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

Comment: The proposal is also an opportunity to recognize the significance of the property 's location on the corner of a major intersection with a building consistent with the vision behind this policy.

5. *The City will work with development proponents to achieve the Design Objectives and Principles of this Plan through means such as the coordination and development of capital improvements within the public realm with development and redevelopment*

activities on adjacent properties in the private realm.[Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: Acknowledged

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

Comment: No art work is proposed; that said the proposed building design is intended to provide an enhanced interface with the public realm.

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

Comment: Acknowledged

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

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

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

9. *In addition to provisions in policy 8 above, high-rise buildings may be considered in the following locations, provided all other policies of this Plan have been met:*

a. Within areas characterized by high-rise buildings that have direct access to an arterial road, or;

b. Within 600 metres of a rapid transit station as identified on Schedule D, or;

c. Where a community design plan, secondary plan, or other similar Council-approved planning document identifies locations suitable for the creation of a community focus on a strategic corner lot, or at a gateway location or on a terminating site to strategic view, or a site that frames important open spaces, or at a location where there are significant opportunities to support transit at a transit stop or station by providing a pedestrian and transit-oriented mix of uses and activities, or;

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

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

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

5.2 Additional Rationale

In addition to the above, the proposal is supported by the following comments:

- The proposed site plan is in keeping with the applicable master plan provided by Canada Lands
- With respect to section 186(10) of Zoning By-law 2008-250, the proposed ground floor will be mostly occupied by residential units; only the units fronting onto Montreal Road are intended to accommodate commercial space. Therefore, the building's main function will be residential and the ground floor of residential buildings are usually 3 meters in height. As such, the request to reduce the minimum ground floor height from 4.5 m to 3.6m for this mixed use building is believed to be reasonable given this context.
- With respect to Exception 1779, the proposal to exceed the maximum height from 11 m to 12.1 meters along the Den Hagg Avenue setback line is to recognize the proposed

podium which is intended to define the first three floors as presented to the Urban Design Review Panel.

- The proposal adhered to the City's Arterial Mainstreet Urban Design Guidelines as presented in the Design Brief prepared by Neuf Architects.

6. Conclusion

The proposed zoning bylaw amendment and site plan control applications referred to in this report are believed to represent good planning consistent with the policies of the City of Ottawa Official Plan and the City's Arterial Mainstreet Urban Design Guidelines.