



**MOMENTUM**

**PLANNING AND COMMUNICATIONS**

**Planning Rationale for  
Minor Zoning Amendment and Site Plan Control Applications**

**275 King Edward Avenue**

**August 2021**

**Prepared for 165177 Canada Inc.**

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## 1. Introduction

This Planning Rationale has been prepared to assess the land use planning merits of applications for a zoning by-law amendment and for site plan control to permit an eight-storey boutique hotel located at 275 King Edward Avenue in downtown Ottawa. The report includes an Appendix which contains a collection of maps, plans, images and graphic materials that provide visual support to the text.

This report is supported by additional documentation found in the following studies and reports prepared by others:

- Phase 1 Environmental Assessment dated July 13, 2021, prepared by Paterson Group.
- Geotechnical Report dated April 26, 2021, prepared by Paterson Group.
- Site Servicing Report and Plans dated July 23, 2021 prepared by WSP.
- Stormwater Management Report and Plans dated July 23, 2021 prepared by WSP.
- Site Plan, Architectural Design drawings, Urban Design Brief and Shadow Analysis dated August 2021 prepared by Woodman Architect Ltd.
- Landscape Plans dated August 16, 2021 by James B. Lennox and Associates.
- Traffic Impact Assessment dated August, 2021 by D. J. Halpenny and Associates.
- Traffic Noise Impact Study dated July 29, 2021 by Gradient Wind.
- Pedestrian Level Wind Study dated July 16, 2021 by Gradient Wind.
- Legal/Topographic Survey dated July 30, 2021 prepared by Annis, O'Sullivan Vollebakk Ltd.

## 2. Existing Context

The subject property (the Property) is an irregularly shaped site of assembled properties located on the east side of King Edward Avenue in the Lowertown neighbourhood. It has been consolidated as 275 King Edward Avenue but is composed of five lots known municipally as 257, 261, 269 and 277 King Edward Avenue and 260 Murray Street. The frontage along King Edward Avenue is approximately 61 metres running between from Clarence Street and Murray Street. The Property also abuts Murray Street for 30.2 metres in an easterly direction and on Clarence Street for 20.2 metres also in an easterly direction. The Property has an area of approximately 1,574 square metres.



The Property is primarily vacant with a 2-storey apartment building on the north end (257 King Edward). All the other residential buildings (261, 269 and 277 King Edward Avenue and 260 Murray Street) previously located on the site, were demolished in 2014 as can be seen in the following aerial photo taken in 2019 found on geoOttawa website.



The Property is located at the eastern edge of the East Sector of the Lowertown community which is made up of a broad mix of low-rise buildings primarily residential in nature and form. Many of these buildings retain their heritage character as one moves eastward from King Edward Avenue. Across King Edward Avenue, is the West Sector of the Lowertown community in a northwesterly direction and the ByWard Market in a southwesterly direction.

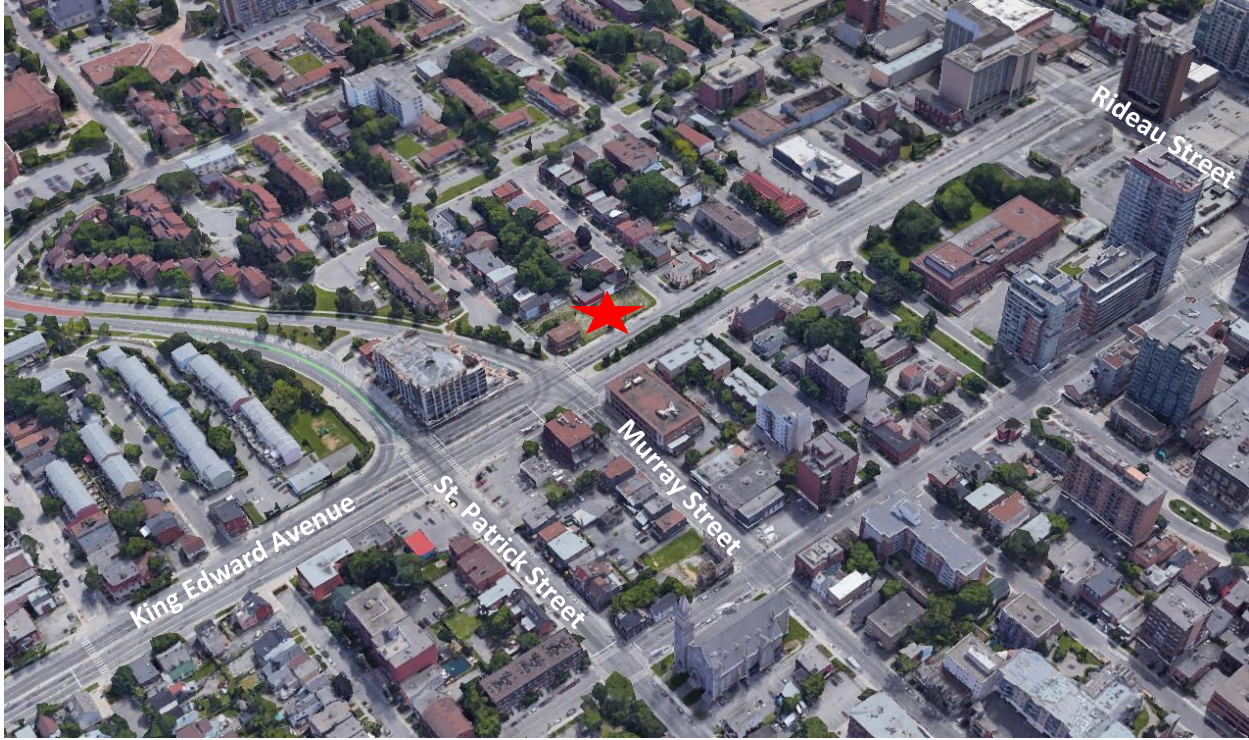
King Edward Avenue with divides the Lowertown community into distinct areas. King Edward Avenue continues to be a major vehicular entry point for Ottawa to and from the Province of Quebec. As such, it carries high volumes of mixed commercial truck and private automobile traffic along with both OC Transpo and STO public transit vehicles.

The Property is accessible by all modes of transportation with local bus routes along King Edward as well as east-west along St. Patrick/Murray Streets. St. Patrick and Murray Streets are also part of the designated spine route for cyclists which connects with a broad network of multi-use pathways. It is located within walking distance to many neighbourhood services in the Lowertown and By-ward Market neighbourhoods, as well as along Rideau Street. For additional information on site access and available

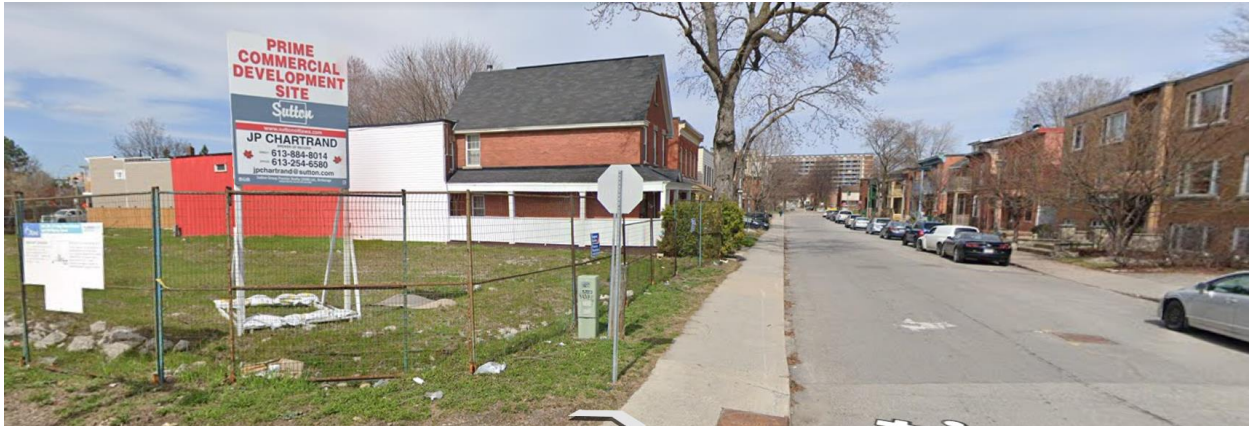


modes of travel to the Property see the plans in the Appendix related to the networks for cycling, rapid transit, and urban roads.

The following are images taken from Google Earth to provide a visual context for the Property.



Bird's eye view of the Property looking south-east.



View of the Property looking east along Clarence Street.



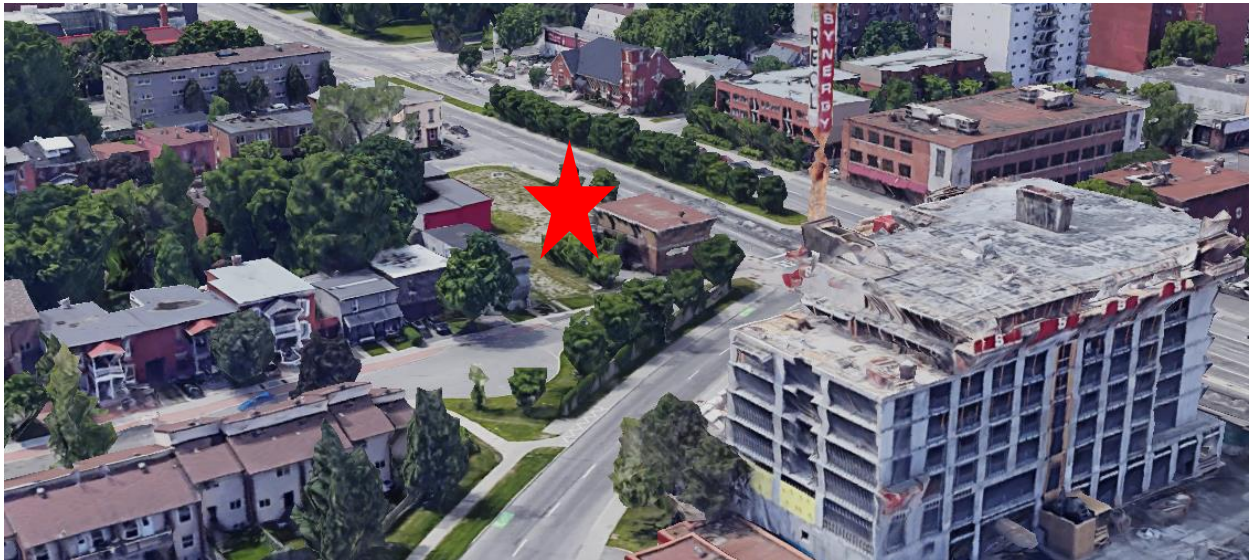
View of the Property looking north along King Edward Avenue from intersection with Clarence.



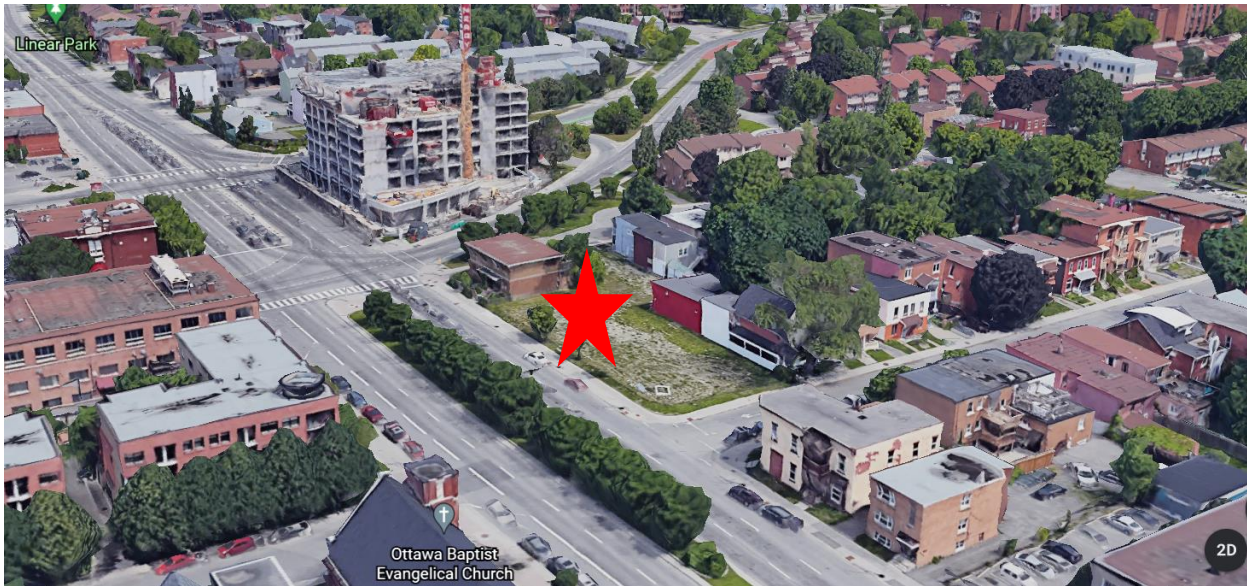
View of the Property looking south-east along King Edward Ave from Murray Street intersection.  
Existing two-storey apartment building on site in foreground



View of the Property looking east along Murray Street. Existing apartment building at right.



Bird's eye view of the Property looking south-west towards King Edward Avenue. Nine storey Holiday Inn Express under construction at time of this photograph in foreground.



Bird's eye view of the Property looking north-east from King Edward Avenue. Nine storey Holiday Inn Express under construction at time of this photograph in background.

### 3. Development Proposal Overview

The proposed development is a boutique hotel with 121 suites designed for short to long-term stays with a mix of bachelor, one bedroom and two-bedroom unit types. All units will have kitchen facilities ranging from a small kitchenette to full kitchens. The hotel lobby, administration offices and back of house service areas are found on the ground floor. In addition, there is a cafeteria with seating areas for guests as well as approximately 120 square metres of leasable commercial space with a direct entrance from King Edward Avenue.

As an investment option to support the costs of construction, 54 of the suites located on Floors 5 thru 8, will be offered for sale as fully furnished units through a plan of condominium. These units would be slightly larger and include full kitchen facilities. The units would be managed by the hotel operator along with the standard hotel suites located on Floors 2 thru 4 but would be used for longer stays. The application for condominium would be filed following site plan approval and finalized once construction of the hotel was complete to facilitate the as-built survey required to identify the units and common areas.

| NUMBER OF SUITES |          |               |             |                  |              |       |       |    |
|------------------|----------|---------------|-------------|------------------|--------------|-------|-------|----|
| LEVEL            | BACHELOR | BACHELOR B.F. | ONE BEDROOM | ONE BEDROOM B.F. | TWO BEDROOMS | TOTAL |       |    |
| 2                | 16       | 2             | 4           | 0                | 1            | 23    | HOTEL | 67 |
| 3                | 16       | 2             | 3           | 0                | 2            | 23    |       |    |
| 4                | 18       | 0             | 2           | 0                | 1            | 21    |       |    |
| 5                | 10       | 0             | 4           | 0                | 1            | 15    | CONDO | 54 |
| 6                | 10       | 0             | 4           | 0                | 1            | 15    |       |    |
| 7                | 2        | 0             | 9           | 0                | 2            | 13    |       |    |
| 8                | 3        | 0             | 7           | 0                | 1            | 11    |       |    |
| TOTAL            | 75       | 4             | 33          | 0                | 9            | 121   |       |    |





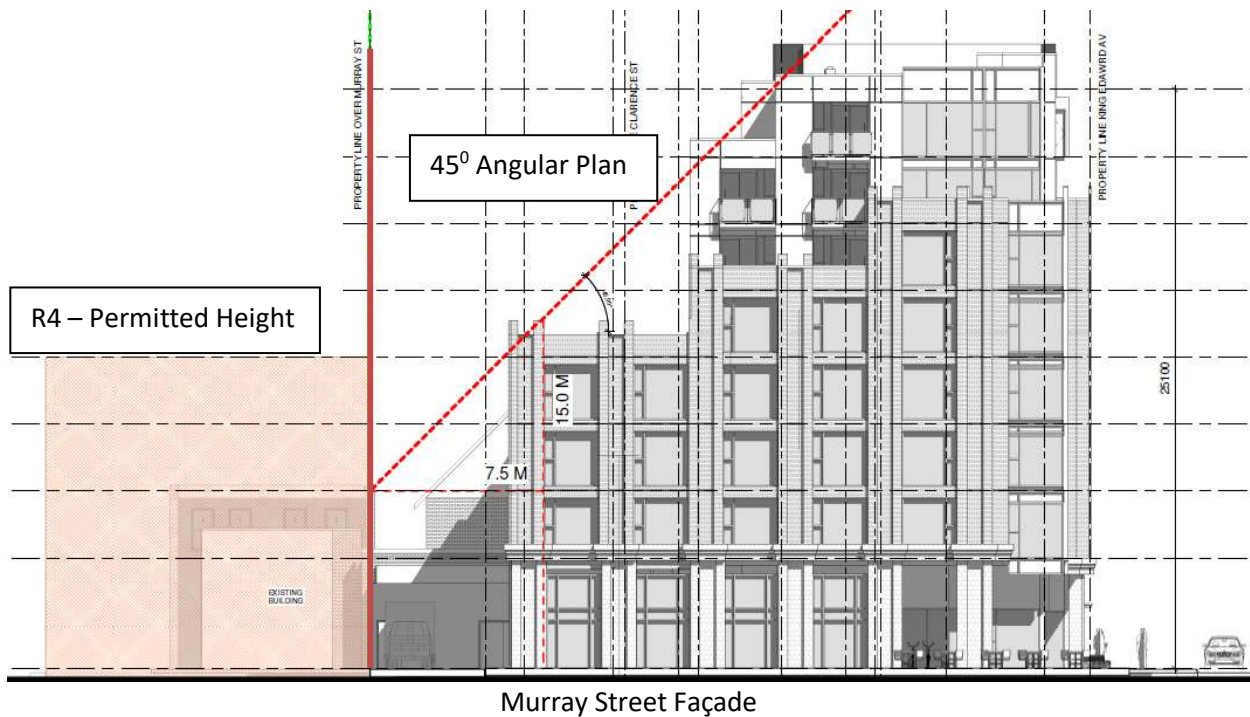
The main entrance to the hotel will be located at the corner of King Edward and Clarence. The site has its primary vehicular access from Clarence Street with a secondary access for service vehicles off Murray Street. This secondary access will be gated unless in use. The ramped access from Clarence Street takes guests to a three-level underground garage containing 87 parking spaces. The access to the garage has been designed to minimize noise and vehicle light impacts on the adjacent residential property and will have an automated garage door.

The building form is mid-rise with a total of eight storeys massed along King Edward Avenue. The maximum overall height will be 25.7 metres. As can be seen in the proposed site plan in Appendix C on page A3, the ground floor or first storey is setback approximately 6 metres from the adjacent lot to the east on Murray Street. Given the existing non-residential accessory building on the rear portion of the adjacent lot on Clarence, the first floor is designed to follow the property line with the enclosed entrance to the underground garage. However, this entrance has been set back approximately 11 metres to ensure that no portion of the open wrap-around verandah on the adjacent house is compromised.

To ensure a transition in heights with the adjacent lots on both Clarence and Murray, the building has been stepped back after various levels. The primary base/middle section of the building is four storeys in height to match the permitted height on the adjacent lots. The second storey of the building's eastern façade steps back 3 metres from the property line on the Clarence end and 6 metres on the northern or Murray edge of the property. At the 5th storey, there is a further step-back of ranging between 2 to 3 metres increasing the setback from the eastern property limit to 5 to 6 metres respectively. Additional step-backs have been incorporated into the Clarence or southern façade at the 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup> storeys to further mitigate the mass and height the façade adjacent the existing 2.5 storey residential building. The following images provide a visual representation of these building transitions.



Clarence Street Façade



#### 4. Policy Framework

This section provides an overview of the land use planning framework that must be considered when reviewing a proposed development on the Property and demonstrates how the proposal conforms to the land use objectives applicable to this site.

#### Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) is issued under the authority of Section 3 of the *Planning Act* and provides policy direction on matters of provincial interest related to land use planning. Decisions affecting planning matters “must be consistent with” the policy statements issued under the *Planning Act*.

Under **Section 1.0 Building Strong Healthy Communities** the primary direction is as follows:

*“Ontario's long-term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns. Efficient land use and development patterns support sustainability by promoting strong, liveable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth.”*

Under **Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns** the primary direction is further detailed to ensure the proposed development supports a mix of land uses in areas that are capable of being served by existing or planned infrastructure in a cost-effective manner. As well, the policy encourages the support of active transportation alternatives and the use of public transit.

Within this Section, the following provisions of **Policy 1.1.1** are relevant to this application:



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

- a. promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- e. promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.”*

The proposed development of a boutique hotel in this location will promote new economic investment and revitalization. It will provide additional room nights that will serve the ByWard Market which is a major tourist attraction in the City. The location is well integrated into multi-modal transportation networks including cycling, public transit and the private automobile to minimize the need for new public investment.

**Policy 1.1.3** Settlement Areas provides additional direction for new development and redevelopment to ensure the vitality and regeneration of settlement areas which is critical to the long-term economic prosperity of our communities, is maintained and enhanced. The following are relevant provisions to this proposal:

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

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed”*

The proposed development is an intensification project which make more efficient use of the existing vacant lands. It is in the inner city where infrastructure and public services already exist. The Property is located with access to main cycling routes as well as areas readily accessible by pedestrians. It is also located along routes for local public transit.

Under **Policy 1.7 Long-term Economic Prosperity**, **Policy 1.7.1** encourages development that supports economic prosperity in the following ways:

- a) promoting opportunities for economic development and community investment-readiness;*
- e) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets; 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;*
- h) providing opportunities for sustainable tourism development;*

The proposed boutique will provide opportunities for new investment and employment in area designated as a traditional mainstreet and undergoing redevelopment in a central part of the City. The architectural design of the building has been influenced by its key location and adjacent land uses and built form. Additional room nights and extended stay opportunities will provide an affordable option for visitors to this area.



In summary, based on my review of the PPS 2020, it is evident that the proposed development is consistent with and supports provincial policy objectives.

## City of Ottawa Official Plan

The Official Plan provides the overall local planning policy framework for evaluating the appropriateness of a proposed development. It is broken down into several sections beginning with high-level city-wide objectives relating to growth management and moving down to more specific policies to be applied to individual development applications. The following paragraphs review the proposed development in the context of the Plan.

**Section 2 – Strategic Directions** of the Plan provides the strategic policy framework for growth and development at the City-wide level. The following are some relevant quotes which provide support for the applications to develop the Property:

### ***“Managing Growth***

- *The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently.*
- *Growth in the existing designated urban areas will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.*
- *The Central Area, designated Mainstreets, Mixed Use Centres and Town Centres will be compact, liveable, and pedestrian-oriented with a vibrant mix of residential uses, and social, cultural and economic activity.*

### ***Building Liveable Communities***

- *Attention to urban design will help create attractive communities where buildings, open space and transportation work well together.*
- *Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people’s everyday needs, including schools, community facilities, parks, a variety of housing, and places to work and shop.*
- *The City will pursue a more affordable pattern of growth that allows for more efficient use of municipal infrastructure and reduces the need to build and maintain new infrastructure throughout its life-cycle.”*

Within **Section 2**, the most relevant subsections to the subject proposal are as follows:

**Section 2.2.2 Managing Growth Within the Urban Area** is part of the strategic directions for the Plan and as such provides an overall strategy and context for the consideration the distribution of growth and targets: *“This Plan supports intensification throughout the urban area where there are opportunities to accommodate more jobs and housing and increase transit use. Intensification is directed to Target Areas for Intensification which have the potential to develop at moderate to high densities in a compact form.”* The Plan is predicated on an approach best described as ‘nodes and corridors’ which are areas targeted for more intensive growth. The Property is in one of these targeted corridors as it is designated **Traditional Mainstreet on Schedule B – Urban Policy Plan** and therefore is an area with strong support for intensification.



Within this section there are also specific policies that support the proposed development of new housing and non-residential space. The following excerpts are the most relevant in this situation:

- **Policy 2.2.2.1** provides a definition for residential intensification which includes *“the development of a property, building or area that results in a net increase in residential units or accommodation and includes redevelopment (Subsection a) and the development of vacant or underutilized lots (Subsection b).”*

The proposal for the Property meets the definition of intensification as it is redeveloping lands that will result in an increase of 121 suites suitable for short and long-term rental use along with commercial opportunities for employment.

- **Policy 2.2.2.3** provides direction on the targeted areas:

*“Target areas for intensification are the Central Area, Mixed Use Centres, Mainstreets, and Town Centres defined on Schedule B, and the Community Core in Riverside South. These areas are located on the Rapid Transit and Transit Priority Network as defined on Schedule D.”*

The Property is located within an area designated as **Traditional Mainstreet** which is an area targeted for intensification.

- **Policy 2.2.2.10** states the following:

*“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.”*

The Property is located at the edge of a low-rise neighbourhood on an arterial street. Policies within the Plan allow for mid-rise buildings up to 9-storeys in height on Traditional Mainstreets subject to design standards that allow for height transition and compatible architectural design with adjacent properties.

- **Policy 2.2.2.11** states as follows:

*“The distribution of appropriate building heights will be determined by:*

- a. The location in a Target Area for Intensification identified in policy 4 above or by proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights being located closest to the station or corridor;  
and*
- b. The Design and Compatibility of the development with the surrounding existing context and planned function, as detailed in Section 4.11, with buildings clustered with other buildings of similar height.”*

The Property is suitable for mid-rise buildings due to its location in a target area for intensification and on a transit priority corridor. The 8-storey building has been designed with the tallest portion



along the King Edward frontage and then stepped down at various levels to transition into the adjacent neighbourhood which permits 4-storey or low-rise buildings.

- **Policy 2.2.2.14** states the following:

*“Building heights are established in Section 3 and in the following policies.”*

The Property is designated Traditional Mainstreet on **Schedule B – Urban Policy Plan** (see Appendix D) which is part of Section 3 of the Official Plan. **Policy 3.6.3.11** supports mid-rise buildings within this designation.

**Section 2.5.1 Designing Ottawa** provides direction on issues related to urban design and compatibility when considering applications for infill and intensification within the existing community. Development must be sensitive to and compatible with existing communities that have developed over long periods of time. Compatible development is defined as development that although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless, enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. In other words, it ‘fits well’ within the physical context and ‘works well’ among those buildings and functions that surround it.

The following section identifies the design principle and then describes how the proposed development achieves the related objectives as stated in **Section 2.5.1**:

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

The proposed development responds to the existing neighbourhood context by providing a distinctive built form along the edge of King Edward Avenue, a busy arterial roadway which is a main entry point from Quebec into Ottawa. It will help to animate the street with a heavily glazed ground floor and a complementary commercial opportunity with direct access. With the bulk of the 8-storey building massed along the street, it will provide a barrier for both visual and noise impacts from King Edward Avenue for the adjacent low-rise residential uses to the east along Murray and Clarence Streets.

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

The proposed location of the commercial space at the north-west corner of the Property provides an opportunity for a café style terrace adjacent a small, landscaped area just north of the site.

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

The Property is easily accessed by all modes of transportation with its primary vehicular access located close to the intersection of King Edward and Clarence to reduce traffic infiltration in the adjacent residential neighbourhood. Vehicular and pedestrian access points are separated to avoid conflicts.

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

The 8-storey building has been designed with the tallest portion along the King Edward frontage and then stepped down at various levels to transition into the adjacent neighbourhood which permits 4-storey or



low-rise buildings. To address comments received during a pre-consultation with the Urban Design Review Panel, the exterior design has a strong 4-storey base that wraps around the Clarence corner to transition to the existing residential neighbourhood. Along the Clarence Street façade, a strong cornice expression has been added to first and fourth floors to connect with the existing and planned development to the east along the street. The fenestration and brick work has also been designed to reflect the heritage character of the street.

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

The proposal to provide a mix of unit types and sizes will contribute to the choice and availability of accommodation options. New rental suites will meet a growing demand short and long term stays in a building form that can easily be transitioned to standard rental housing for young singles and empty nesters as the community evolves over time.

**Section 2.5.1.5 Design Priority Areas** establishes areas where greater attention to urban design issues is required. The following are key objectives of this policy:

*“The objectives of this Plan are to direct growth to many of these locations, to protect and enhance the character and sustainability of these places as mixed-use communities, and to provide a focus for coordinating urban design efforts and enhancements.”*

As part of a **Traditional Mainstreet** designation, the Property has also been identified as a design priority area. As a result, a pre-consultation submission has been made to the Urban Design Review Panel during the pre-application phase of the process. The current design reflects the commentary received to date on this submission and will continue to influence the design as the project moves forward.

The proposed boutique hotel development is an urban scale development providing land uses supported by this land use designation. Appropriate architectural and site design of the project have been used to address the recommendations of the Urban Design Review Panel and from the policies of urban design found **Sections 2.5.1 and 4.11** of the Plan and in relevant design guidelines.

**Section 3.6.3 Mainstreets** is a land use designation that *“identifies streets that offer significant opportunities for intensification through medium-density and mixed-use development, along streets that are Transit Priority Corridors or are well-served by transit ... Some segments mark the boundaries of established residential areas, while other segments serve as shopping streets for adjacent communities or larger areas ... 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.”*

Within this designation there are two types of Mainstreets which are Traditional and Arterial. The Property as previously noted, is designated **Traditional Mainstreet** which has the following characteristics: *“Typically, they are set within a tightly-knit urban fabric, with buildings that are small-scale, with narrow frontages and set close to the street. The development pattern, mix of uses, contiguous storefronts and density create an interesting pedestrian environment and support the use of transit. Residential uses are often located on the upper floors. Traditional Mainstreets generally have on-street parking or the potential to provide it and limited on-site parking.”*



The Property exhibits some of these characteristics as it was assembled as a development site from five individual lots fronting onto King Edward Avenue and Murray Street. These lots were originally developed as low-rise residential properties in keeping with the historic nature of these streets as part of the Lowertown community. With the changes in context brought about by the rise in vehicular transportation on King Edward, this quiet neighbourhood has suffered and requires revitalization with new land uses that can thrive in this environment but also provide a protective edge to the still sustainable heritage residential neighbourhoods to the east.

The following are relevant policies from **Section 3.6.3**:

- **Policy 5** permits a broad range of uses *“including retail and service commercial uses, offices, residential and institutional uses.”* It also encourages mixed uses in compact building forms. The proposed development of a boutique hotel along with ground floor leasable commercial space are permitted under this policy.
- **Policy 10** encourages intensification and infill to optimize the use and long-term economic health of these areas. The preferred form of development is one that *“encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk.”* The site plan proposed for the Property has been brought the building to the street edge and included direct access from the sidewalk and large windows both to animate the pedestrian realm. This style of development also enhances visual surveillance of the street for pedestrian safety.
- **Policy 11** *“supports mid-rise building heights on Traditional Mainstreets”* which under the Official Plan would include buildings from 5 to 9 storeys in height. The proposed building height is 8 storeys.

**Section 4.11 Urban Design and Compatibility** is part of **Section 4 – Review of Development Applications** and provides detailed direction on how to assess development applications in the overall context of the Plan.

*“At the city-wide scale, issues of compatibility are addressed in the Official Plan through the appropriate designation of land and associated policies that direct where and how certain categories of land use should be permitted to develop.”*

The Property is in area designated as **Traditional Mainstreet** which is targeted for intensive urban land uses and built form. This designation reflects a specific land use and neighbourhood context that developed historically and which the policies of the Official Plan support its continuance.

The following paragraphs are taken from the preamble of **Section 4.11**:

*“At the scale of neighbourhoods or individual properties, issues such as noise, spillover of light, accommodation of parking and access, shadowing, and micro-climatic conditions are prominent considerations when assessing the relationships between new and existing development. Often, to arrive at compatibility of scale and use will demand a careful design response, one that appropriately addresses the impact generated by infill or intensification. Consequently, the issue of ‘context’ is a dominant theme of this Plan where it speaks to compatibility and design.”*





*The purpose of the policies that follow is to set the stage for requiring high quality urban design in all parts of the city and design excellence in design priority areas. The policies within this Section are the responsibility of the development proponent to implement in the design of their site. The design and compatibility of a development application therefore will be evaluated, at the time of application submission, in the context of this Section, as well as the design objectives in Section 2.5.1.”*

The following is a brief overview of the policies that have influenced the design of this proposal. For additional detail and as required under **Policy 1**, a Design Brief has been submitted as part of the supporting documentation for the applications.

The relevant policies under **Section 4.11** are divided into these groupings: **Building Design, Massing and Scale, and Design Priority Areas**. These will be addressed individually in the following paragraphs.

### ***Building Design***

This section begins with the following preamble:

*“Good building design contributes to successful neighbourhood integration and the compatibility of new development with the existing or planned character of its surroundings. The façades of buildings influence the feel and function of public spaces and define the edges of the pedestrian environment. Good building design is required throughout the city. In the City’s design priority areas and areas subject to the design priority policies, building design is intended to support the image of Ottawa as a Capital city and contribute to a positive experience for residents and visitors.”*

### ***Massing and Scale***

This section begins with following preamble:

*“Complementary to building design, the massing and scale of new development also contributes to successful neighbourhood integration and the compatibility of new development with the character of the surrounding community. Massing and scale describe the form of the building, how tall it is, how much of the lot it occupies and how it is positioned in relation to the street and surrounding buildings.”*

The proposed building has been specifically designed to integrate in a compatible and respectful manner with the adjacent community through its massing, building articulation and exterior cladding design. The 8-storey height and mass has been pulled as far as the narrow and irregular site allows from the adjacent neighbourhood to the east. The building begins to step-back from the rear or eastern limit of the Property in intervals after the fourth storey to create a transition from the four-storey zoning envelope of the adjacent lots.

### ***Design Priority Areas***

This section begins with the following preamble:

*“The City has identified target areas for intensification and other prominent areas which are significant destinations in the city and recognized them as design priority areas in Section 2.5.1 of*



*this Plan. Proponents of development within design priority areas must demonstrate, through the design of their building and site, that the following policies have been met.”*

As the Property is within an area designated as **Traditional Mainstreet**, it is an area targeted for intensification and is subject to formal design review during site plan approval. To satisfy these policies, during the pre-application phase in preparing this submission, a pre-consultation presentation to Urban Design Review Panel (UDRP) was made which has influenced the building and site design. As part of the submission of the required development applications, a Design Brief will be subject to a formal review by UDRP which demonstrates how the project addresses the design principles of the Official Plan and related design guidelines. A copy of this submission will be available as part of the overall documents prepared to support the development applications for the Property.

#### 4. Urban Design Guidelines

As the Property is located within a **Traditional Mainstreet** designation, the Urban Design Guidelines for Development Along Traditional Mainstreets, approved in May 2006 was considered as part of the evolution of the current site and building design. The following is a brief overview of the most relevant guidelines which influenced the design and placement of the proposed building. The responses to these guidelines can be more readily seen in the renderings found in Appendix I.

**Section 1 – Streetscape** notes the following:

- **Guidelines 1 and 3** recommend respectively that the alignment of the street-wall of infill development with that of the existing context and that a minimum 2 metre sidewalk be provided. To address these guidelines, the Property runs the length of an entire block along King Edward Avenue with the closest new development being the Holiday Inn Express to the north across St Patrick which is built to street edge. To the south historical development is also built close to the street. The proposed building will be built to the edge of the municipal road right-of-way and will increase the width of the existing 2 metre sidewalk.
- **Guideline 6** recommends creating public and public/private amenity spaces to provide resting locations along the street and assist in animating the street. To respond to this, the site plan for the property proposes to place a café/terrace at the corner with Murray Street to enlarge an existing landscaped space and create a focal point.

**Section 2 – Built Form** notes the following:

- **Guidelines 8 and 9** deals with architectural style and compatibility with patterns and styles in adjacent buildings and street context. Through design refinements recommended by UDRP, the façades and massing of the building have been simplified and reflect patterns and materials found in the neighbourhood. On Clarence Street, the building steps down to a 4-storey profile in keeping with the character of the block. As well, the building is set back from the eastern limits of the Property to ensure the entire wrap-around verandah on the existing house is not visually blocked from view.
- **Guideline 11** recommends the use of clear doors and windows on the ground floor to connect the building to street. To address this, the proposed building has a fully glazed ground floor with accessible doors along King Edward and a specific storefront commercial opportunity at the north end of the Property.



- **Guidelines 14 and 16** provide direction for corner lots which support taller buildings massed at intersections to highlight these areas. To address these guidelines, the proposed building will feature distinctive architecture at both the Clarence and Murray Street corners as well as providing entrances at those locations.

**Section 3 – Pedestrians and Cyclists** notes the following:

- **Guidelines 18 and 19** provide directions on the location of bicycle parking and entry doors. To be consistent with these guidelines bicycle parking has been provided at all entry points which are located along King Edward Avenue.

Additional guidance on the achievement of these guidelines will come through the formal design review of this project by the Urban Design Review Panel as part of the site plan approval process.

## 6. Zoning By-law

The Property is a split between two zoning classifications (see Appendix J on page A12): **Traditional Mainstreet (TM)** on either end separated by **Traditional Mainstreet Subzone 12 (TM12)** which applies to 261 King Edward Avenue and 260 Murray Street. The proposed ‘hotel’ use is permitted in these zones.

The general purpose of the **TM** zone is as follows:

- (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;*
- (3) *recognize the function of Business Improvement Areas as primary business or shopping areas; 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.”*

The Property is also covered by the **Mature Neighbourhood Overlay**. The purpose of this overlay is to regulate the character of low-rise residential development to recognize and reflect the established character of the streetscapes within the area of the Overlay. Since the proposed development is not low-rise residential in intent, the requirements of **Section 139** are not directly applicable. However, with respect to compatibility with the adjacent streetscape, setbacks from the street and step-backs in the proposed building façade provide ways to integrate a new taller building within this existing streetscape.

Given the irregular shape of the Property as well as the provision under **Section 197(5)(r)** which designates the frontage on King Edward as the front lot line, the yard definitions which apply to this proposal require clarification. See Appendix K for a detailed plan of the yard definitions.

The proposed zoning amendment will rezone the entire Property to **Traditional Mainstreet** with a site-specific schedule to provide detailed height, setback and step-back requirements to control the building mass and articulation.

The following table provides an overview of the proposed standards.



| Zone Provisions<br>TM   | Existing Performance Standard   | Proposed<br>Standards/Conformity   |
|---|---|--|
| Lot Area  | No minimum  | 1,574 m <sup>2</sup> / conforms  |
| Lot Width   | No minimum  | 61 m /conforms   |
| Yard Setbacks <ul style="list-style-type: none"> <li>• front yard setback</li> <li>• interior side yard setback</li> <li>• corner side yard setback</li> <li>• rear yard setback</li> </ul>   | <ul style="list-style-type: none"> <li>• maximum 2 m</li> <li>• minimum 3 m from residential zone</li> <li>• minimum 3 m plus additional 2 m when building taller than 15 m</li> <li>• minimum 7.5 m abutting a residential zone</li> </ul>   | <ul style="list-style-type: none"> <li>• 0 m/conforms</li> <li>• 0 m/site specific amendment required</li> <li>• 3 m at grade with no step-back at 15 m/site specific amendment required</li> <li>• 6.2 m/ site specific amendment required</li> </ul> |
| Maximum Height  | <ul style="list-style-type: none"> <li>• Maximum 20 m or 6 storeys with step-back of 2 m above 15 m</li> <li>• No projections into a 45 degree angular plane measured at a height of 15 metres from a point 7.5 metres from the rear lot line, projecting upwards towards the front lot line</li> </ul> | <ul style="list-style-type: none"> <li>• 25.7 m or 8 storeys/site specific schedule required</li> <li>• Projections into angular plane at various points/site specific schedule required</li> </ul>  |
| Floor Space Index (FSI):  | No maximum  | 4.24/conforms  |
| Accessory Buildings Section 55 <ul style="list-style-type: none"> <li>• (3)(e) setback from interior side and rear lot line not abutting street</li> <li>• (4) required setback from other buildings</li> <li>• (5) height</li> <li>• (6) size</li> </ul> | <ul style="list-style-type: none"> <li>• Abutting residential zone – minimum .6 m</li> <li>• Minimum 0 m</li> <li>• 6 m</li> <li>• No restriction</li> </ul>  | <ul style="list-style-type: none"> <li>• 0 m/ site specific amendment required</li> <li>• 2.7 m/conforms</li> <li>• 4 m/conforms</li> <li>• 38.2 m<sup>2</sup>/conforms</li> </ul>   |
| Parking – Area X – Schedule 1A <ul style="list-style-type: none"> <li>• Hotel use</li> <li>• Restaurant ground floor &lt; 200 m<sup>2</sup></li> </ul>  | <ul style="list-style-type: none"> <li>• Total guest units = 121</li> <li>• 1 space/2 guest units for &lt;40 units + 1 space/12 units for &gt;40 = 20+7 = 27</li> <li>• 0 spaces (Section 101(3)(b))</li> </ul>   | <ul style="list-style-type: none"> <li>• Total guest units = 121</li> <li>• 81 spaces/conforms</li> <li>• 6 spaces/conforms</li> </ul>   |
| Bicycle Parking<br>1/1500 m <sup>2</sup> gross floor area   | <ul style="list-style-type: none"> <li>• Total GFA = 6744 m<sup>2</sup></li> <li>• Minimum 5 spaces required</li> </ul>   | <ul style="list-style-type: none"> <li>• Total GFA = 6744 m<sup>2</sup></li> <li>• 7 spaces/conforms</li> </ul>  |



## 7. Public Consultation

Public engagement activities relating to the proposed applications for a minor zoning by-law amendment and site plan control will follow the City of Ottawa public consultation process and practises as described on the City's website under the various types of applications available the following link:

<https://ottawa.ca/en/city-hall/planning-and-development/information-developers/development-application-review-process/development-application-submission/development-application-forms#site-plan-control>

In addition, Councillor Mathieu Fleury was notified of the proposed development for the Property prior to the application being submitted and follow up discussions have taken place with his office during the early part of 2021. A community consultation meeting was organized through the Councillor's office and held on June 23<sup>rd</sup> with representatives of the Lowertown Community Association participating.

## 8. Summary Opinion

It is my professional planning opinion that the proposed development applications represent good land use planning and are appropriate for the Property for the following reasons:

- The proposal is consistent with the Provincial Policy Statement with respect to the development of an underutilized, serviced site located within the urban area.
- The proposal is in conformity with the goals, objectives and policies of the Traditional Mainstreet designation in the Official Plan.
- The proposal satisfies the general guidance of the urban design policies and principles found in Section 2.5.1 and it has been reviewed by the Urban Design Review Panel on two occasions in the pre-consultation phase of the application review process. The proposed development will be re-evaluated by the Design Panel as part of the final site plan review process.
- The proposed design of the development was guided by the design and compatibility policies of Section 4.11 with specific attention to Building Design, Massing and Scale, High-Rise Buildings and Outdoor Amenity Areas. This has resulted in a development form that respects and responds appropriately to the site context and planned function for the Town Centre.
- The proposed zoning by-law amendment to a Traditional Mainstreet zone with site specific exceptions relating to setbacks, building articulation and maximum height is based on a realignment of the existing zoning on the Property and will be in conformity with the Official Plan.
- The proposed uses will enhance the area contributing to an animated, pedestrian-oriented streetscape and desirable pattern of development.
- Overall, the proposed development will contribute positively to the streetscape as well as to the surrounding community while meeting the City's goals and policy objectives with respect to intensification and urban design.

*Dennis Jacobs*

Dennis Jacobs MCIP, RPP  
Principal Planner



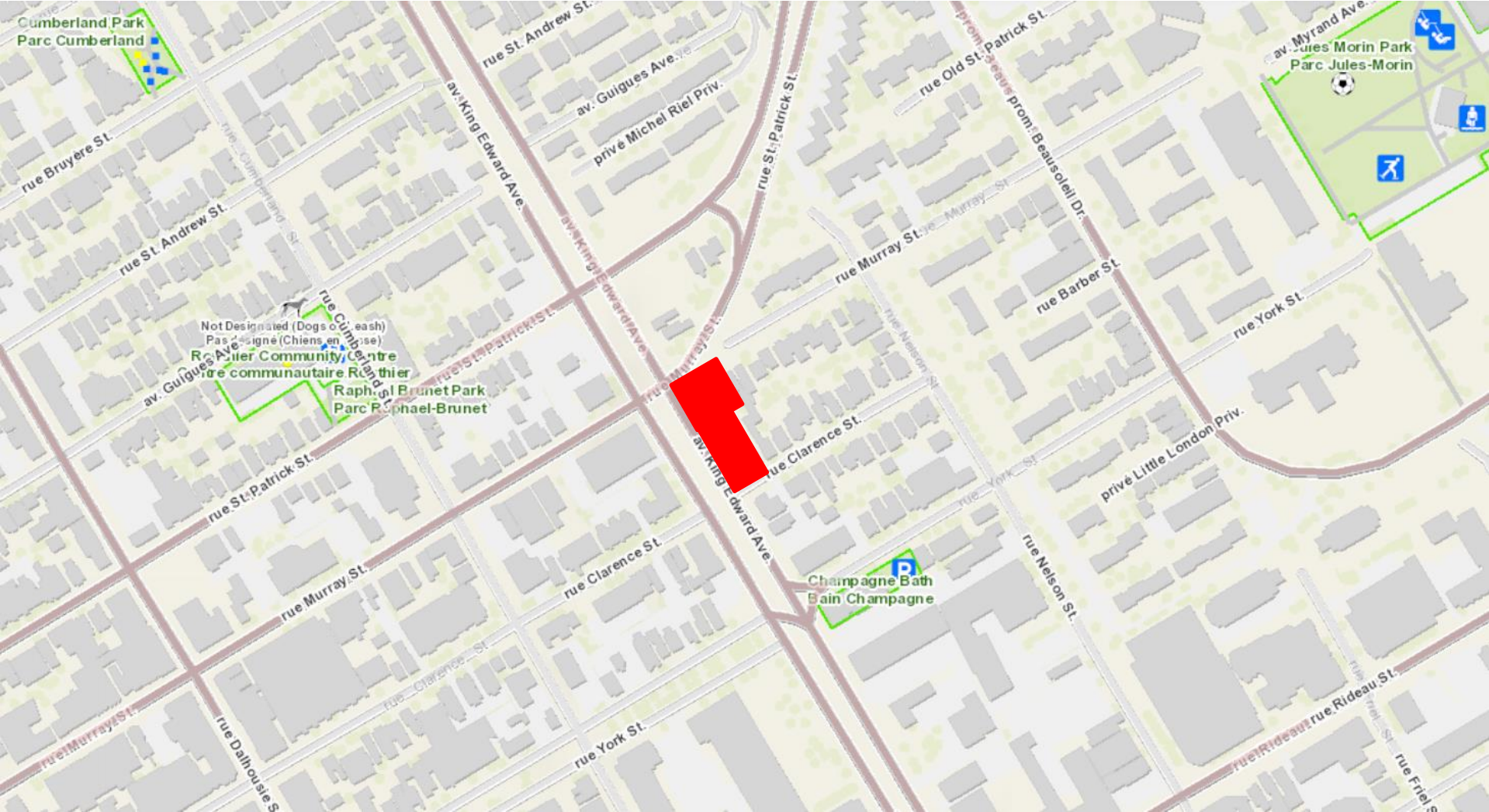
# Appendix

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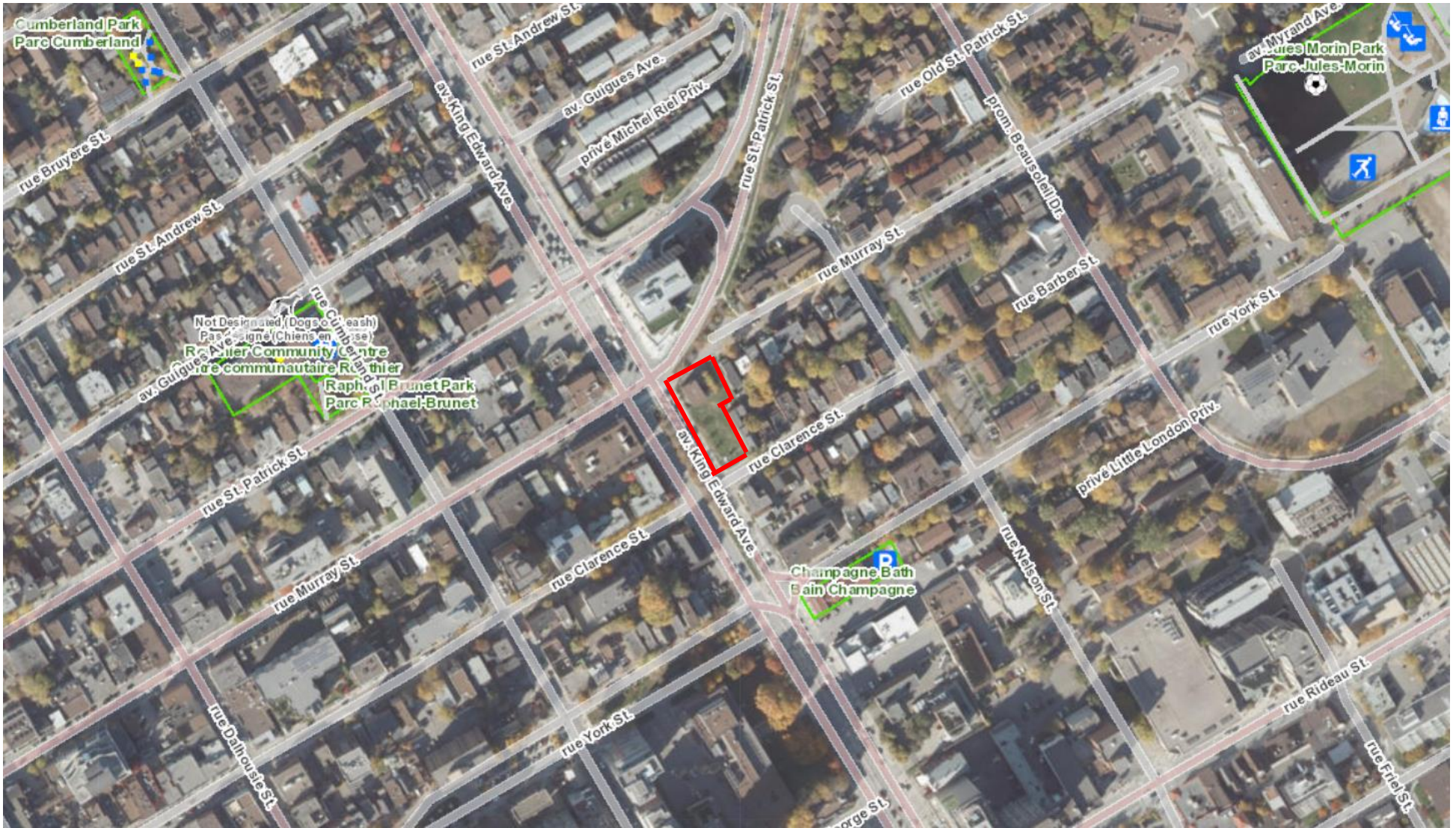
|   |     |
|---|-----|
| A. Context Plan                               | A1  |
| B. Aerial Photo                               | A2  |
| C. Preliminary Site Plan                      | A3  |
| D. Schedule B - Urban Land Use                | A4  |
| E. Schedule C – Primary Urban Cycling Network | A5  |
| F. Schedule D – Rapid Transit Network         | A6  |
| G. Schedule E – Urban Road Network            | A7  |
| H. Schedule I – Scenic Entry Routes – Urban   | A8  |
| I. 3D Renderings                              | A9  |
| J. Existing Zoning                            | A12 |
| K. Yard Definitions for Zoning Purposes       | A13 |



Appendix A - Area Context Map

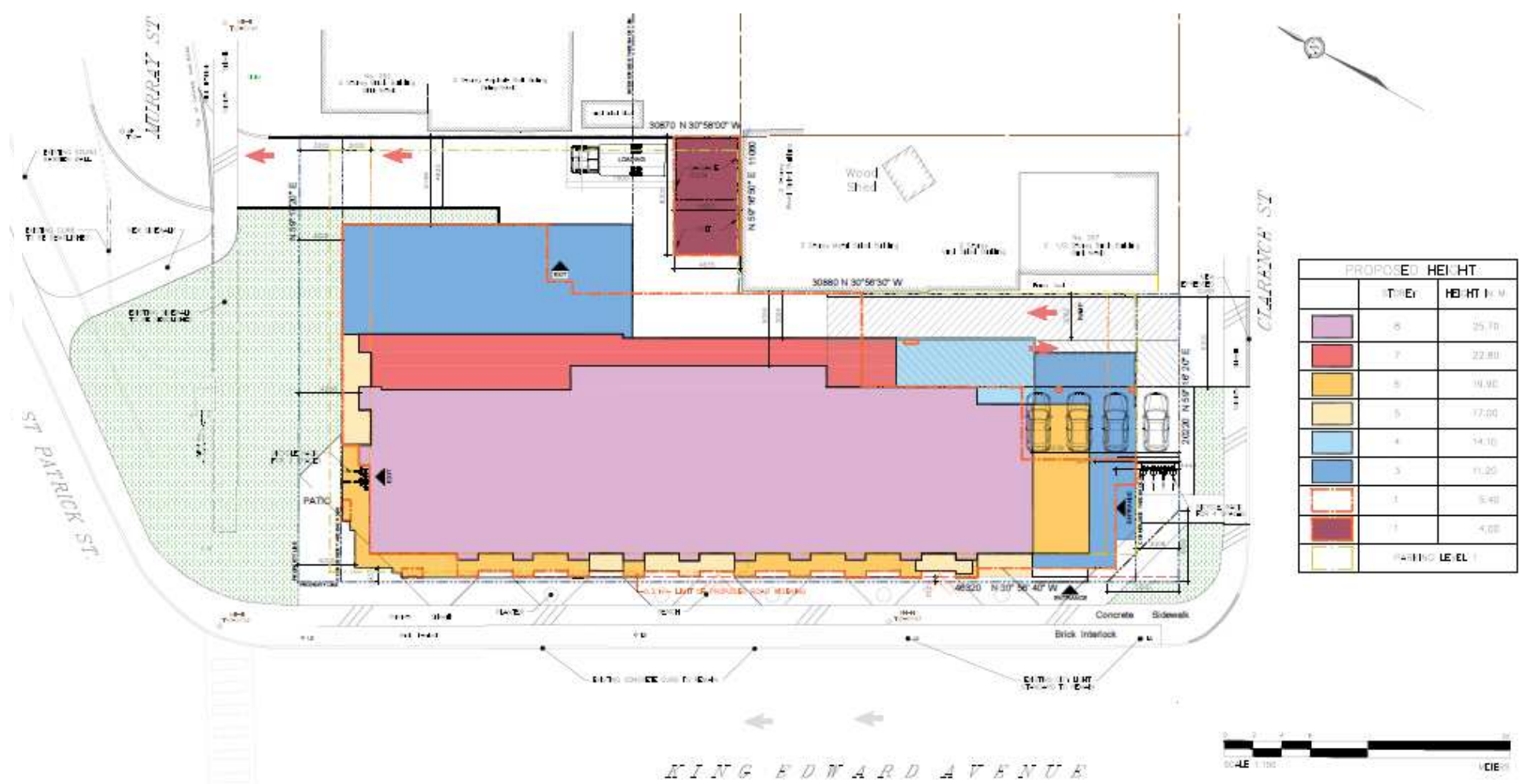


## Appendix B – Aerial Photo

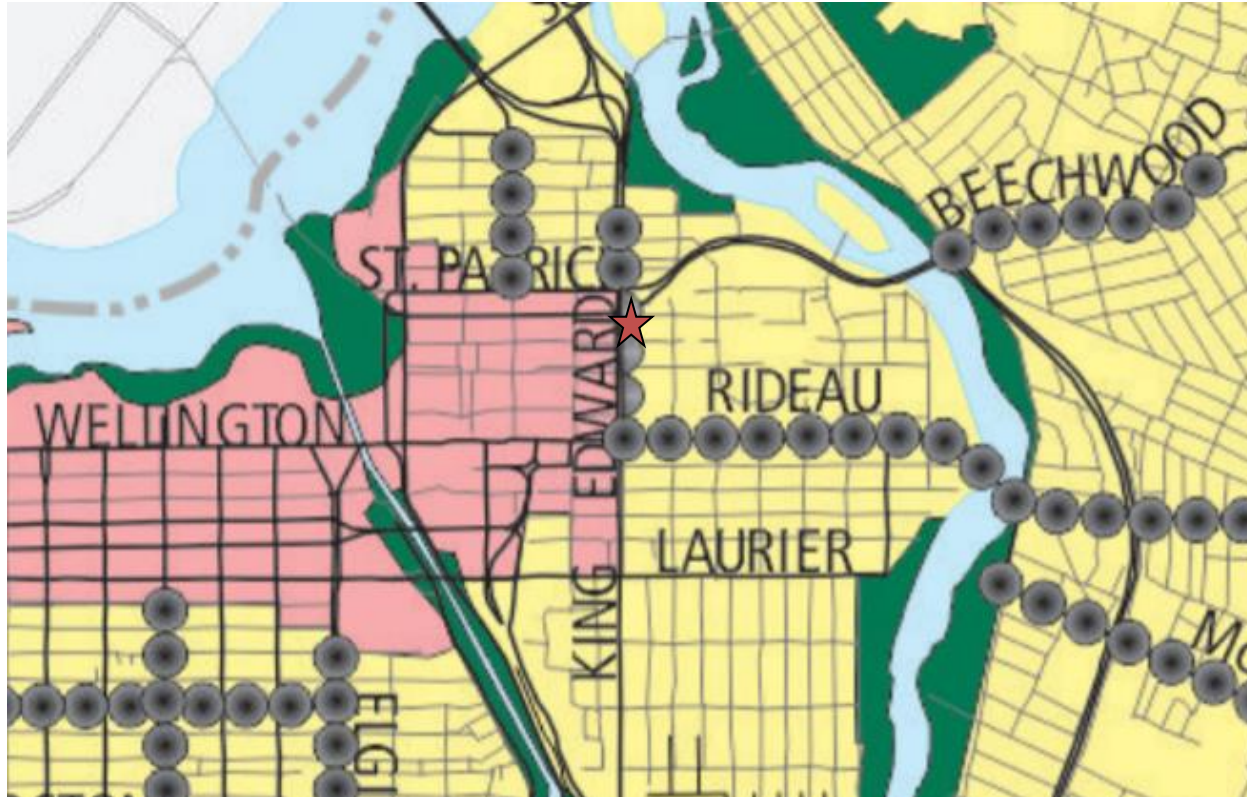























# Appendix C – Preliminary Site Plan



Appendix D – Official Plan – Schedule B Urban Policy Plan



Property 

|   |  |  |   |
|---|--|--|---|
| <p><b>Official Plan - Schedule B<br/>Urban Policy Plan</b></p> <p>Prepared by: Planning and Growth Management Department, Mapping &amp; Graphics Unit</p> <p><b>Plan officiel - Annexe B<br/>Plan des politiques en milieu urbain</b></p> <p>Préparé par : Service de l'urbanisme et de la gestion de la croissance, Unité de la cartographie et des graphiques</p> |  | <p>General Urban Area  Zone urbaine générale</p> <p>Urban Expansion Study Area  Zone d'étude d'expansion urbaine</p> <p>Central Area  Zone centrale</p> <p>Town Centre <b>TC</b>  Centre ville</p> <p>Traditional Mainstreet  Rue principale traditionnelle</p> <p>Arterial Mainstreet  Artère principale</p> <p>Mixed Use Centre  Centre polyvalent</p> <p>Carp River Restoration Policy Area Overlay  Zone sous-jacente de restauration de la rivière Carp</p> <p>Developing Community  Communauté en développement</p> <p>Developing Community (Expansion Area)  Communauté en développement (zone d'expansion)</p> | <p>Enterprise Area  Secteur d'entreprises</p> <p>Natural Environment Area  Zone écologique naturelle</p> <p>Agricultural Resource Area  Zone de ressources agricoles</p> <p>Agricultural Research Area  Zone de recherche agricoles</p> <p>Macdonald-Cartier International Airport  Aéroport international Macdonald-Cartier</p> <p>Greenbelt Employment and Institutional Area  Zone d'emploi et d'équipement collectif de la Ceinture de verdure</p> <p>Employment Area  Secteur d'emploi</p> <p>Greenbelt Rural  Ceinture de verdure secteur rural</p> <p>Major Open Space  Grand espace vert</p> |
|---|--|--|---|



## Appendix E – Official Plan - Schedule C Primary Urban Cycling Network



Property 

OFFICIAL PLAN - Schedule C  
**PRIMARY URBAN CYCLING NETWORK**  
 PLAN OFFICIEL - Annexe C  
**PLAN DU RÉSEAU URBAIN DE PISTES CYCLABLES PRINCIPALES**

| PRIMARY NETWORK  | RÉSEAU PRINCIPAL   |
|--|--|
| Spine Route         | Circuit principal           |
| Multi-use Pathway   | Sentier polyvalents         |
| Cross-Town Bikeway  | Voie cyclable transurbaine  |

1 0.5 0 1 2 3 km

Planning, Infrastructure and Economic Development Department,  
 GIS and Data Management  
 Services de la planification, de l'infrastructure et du développement économique,  
 SIG et Centre des données

# Appendix F – Official Plan - Schedule D Rapid Transit and Transit Priority Network



Property 

OFFICIAL PLAN - Schedule D  
**RAPID TRANSIT AND  
 TRANSIT PRIORITY NETWORK**

PLAN OFFICIEL - Annexe D  
**RÉSEAU DE TRANSPORT EN COMMUN RAPIDE  
 ET DE TRANSPORT EN COMMUN PRIORITAIRE**

|  |  |  |  |
|--|--|--|--|
| <b>RAPID TRANSIT</b>                                 |  | <b>TRANSPORT EN COMMUN RAPIDE</b>                                  |  |
| Light Rail Transit (LRT) - Grade Separated Crossings |  | Transport en commun par train léger (TCL) - passages étagés        |  |
| Light Rail Transit (LRT) - At-Grade Crossings        |  | Transport en commun par train léger (TCL) - passages à niveau      |  |
| Bus Rapid Transit (BRT) - Grade Separated Crossings  |  | Transport en commun rapide par autobus (TCRA) - passages étagés    |  |
| Bus Rapid Transit (BRT) - At-Grade Crossings         |  | Transport en commun rapide par autobus (TCRA) - passages à niveau  |  |
| <b>TRANSIT PRIORITY</b>                              |  | <b>PRIORITÉ AU TRANSPORT EN COMMUN</b>                             |  |
| Transit Priority Corridor (Continuous Lanes)         |  | Corridor donnant priorité au transport en commun (voies continues) |  |
| Transit Priority Corridor (isolated Measures)        |  | Corridor donnant priorité au transport en commun (mesures isolées) |  |

|                                    |  |  |  |
|------------------------------------|--|--|--|
| Park and Ride                      |  | Parc-O-Bus   |  |
| Transit Station - rail             |  | Station du transport - train                       |  |
| Transit Station - bus              |  | Station du transport - autobus                     |  |
| Conceptual Future Transit Corridor |  | Avenir conceptuel - Couloir de transport en commun |  |
| Inter-regional Stations            |  | Stations interrégionales                           |  |
| Potential Rail Yard                |  | Cour de tirage possible pour trains                |  |
| Gatineau Rapibus                   |  | Rapibus de Gatineau                                |  |



# Appendix G – Official Plan - Schedule F Central Area/Inner City Road Network



Property



## Appendix H – Official Plan - Schedule I Scenic Entry Routes - Urban



Property 

OFFICIAL PLAN - Schedule I  
**SCENIC-ENTRY ROUTES - URBAN**

PLAN OFFICIEL - Annexe I  
**ROUTES D'ENTRÉE - PANORAMIQUES - URBAIN**

SCENIC ENTRY ROUTES  ROUTES D'ENTRÉE PANORAMIQUES



Ottawa

1 0 1 2 3 km

Prepared by: Planning and Growth Management Department,  
Mapping & Graphics Unit  
Préparé par: Service de l'urbanisme et de la gestion de la croissance  
Unité de la cartographie et des graphiques  
2013

Appendix I - 3D Renderings Demonstrating Design Guidelines for Traditional Mainstreets



View looking north from the intersection of King Edward Avenue and Clarence Street.





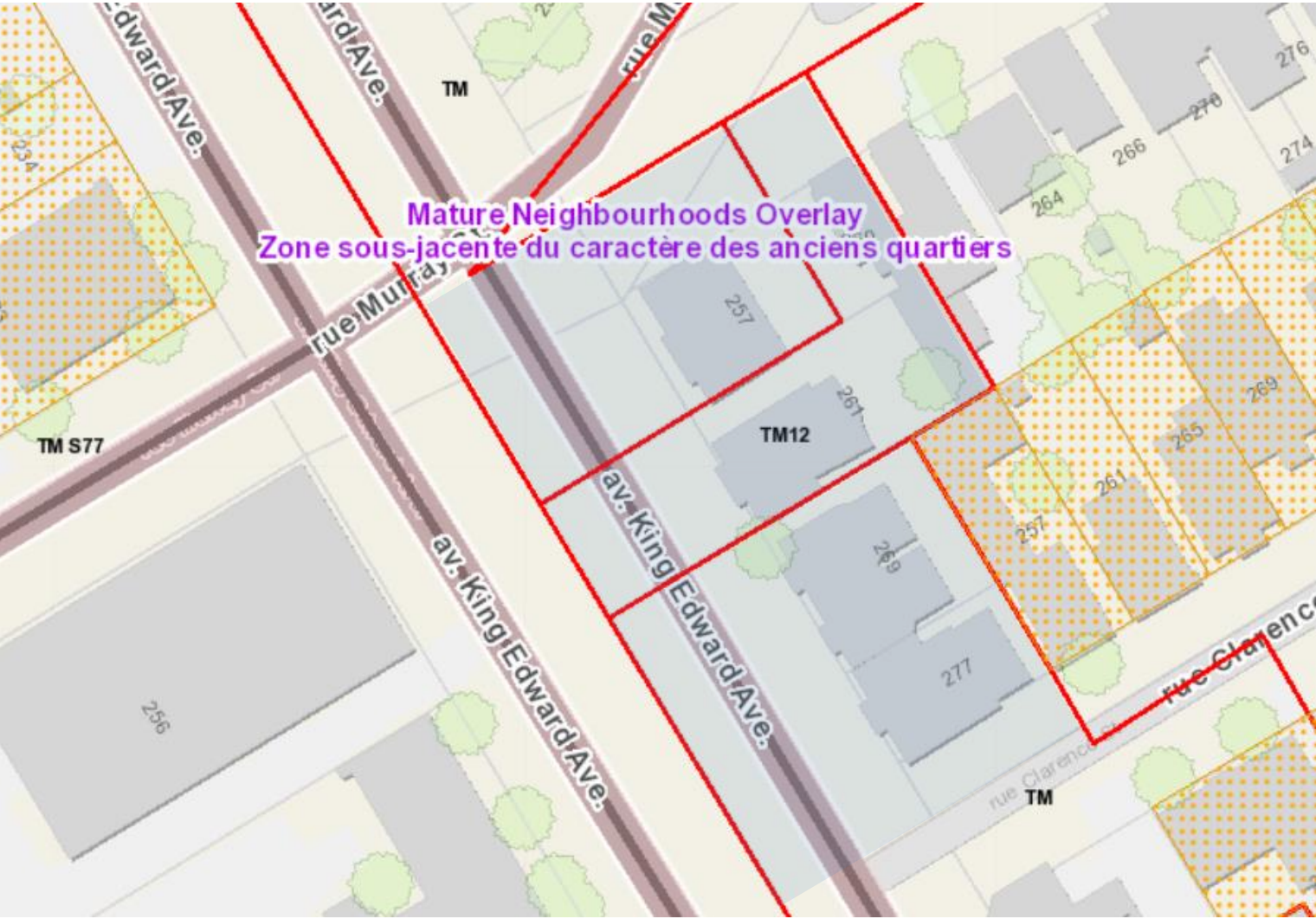
View looking south-east at the intersection of King Edward Avenue and Murray Street.





View looking south-west from Murray Street towards King Edward Avenue.

Appendix J - Existing Zoning



Subject Property



# Appendix K – Yard Definitions for Zoning Purposes

