



DESING BRIEF / FORMAL REVIEW SUBMISSION
BOUTIQUE HOTEL
260 MURRAY, 261,269,277 KING EDWARD



MOMENTUM - PLANNING &
COMMUNICATIONS
1165 GREENLAWN CRESCENT, OTTAWA, ON K2C 1Z4

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SITE DESCRIPTION AND LOCATION

The Subject Property is located on the east side of King Edward Avenue, between Murray Street and Clarence Street, in the Lowertown neighbourhood (Figure 1). The lands that make up the Subject Property are legally described as Part of Lots B and 7 North Clarence Street (Formerly Parry Street) on Registered Plan 43586, in the City of Ottawa. The lands are municipally known as 261, 269, 277 King Edward Avenue and 260 Murray Street. The irregularly shaped lot is 1,262.3 m² (0.12 ha) in size, with 46.32 metres of frontage on King Edward Avenue. The Subject Property also has 20.22 metres of frontage on Clarence Street and 10.06 metres of frontage on Murray Street. The Subject Property is currently vacant. The site was formerly occupied by several low-rise residential use buildings, which had been unoccupied for some time. In August 2014, the City granted approval for the demolition of the buildings, and they were demolished shortly thereafter.



SURROUNDING USES

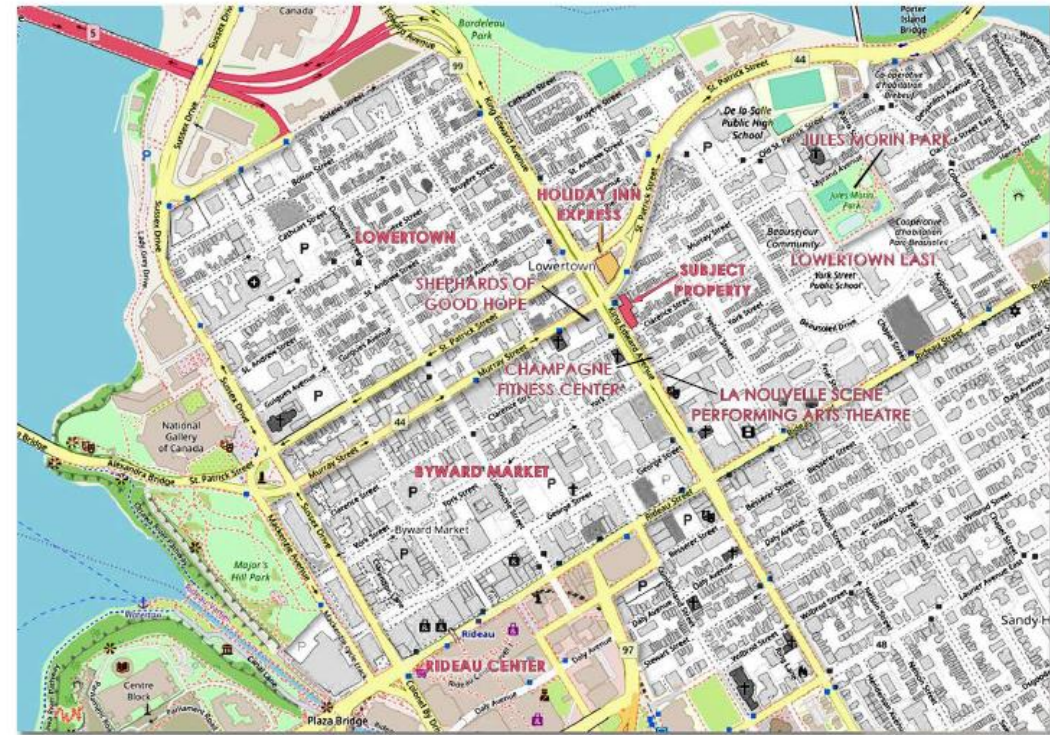
King Edward Avenue in the vicinity of the Subject Property is generally characterized by low-rise residential buildings, institutional and office uses, and a small number of commercial uses. To the west of the Subject Property, across King Edward Avenue, is a mix of residential, institutional and commercial uses including the Shepherds of Good Hope and a three-and-a-half storey residential use building constructed in the early 2000s at 260 King Edward Avenue. Low-rise residential use buildings primarily characterize the area to the east of the site. A two-and-a-half storey residential building on Clarence Street and a two-storey residential building on Murray Street occupy the properties immediately to the east of the Subject Property. The zoning for the leftover lots bounded by Clarence St, Nelson St. & Murray St. is R4T which would permit low rise apartment development uses with a height of 14.5 m or 4 stories.

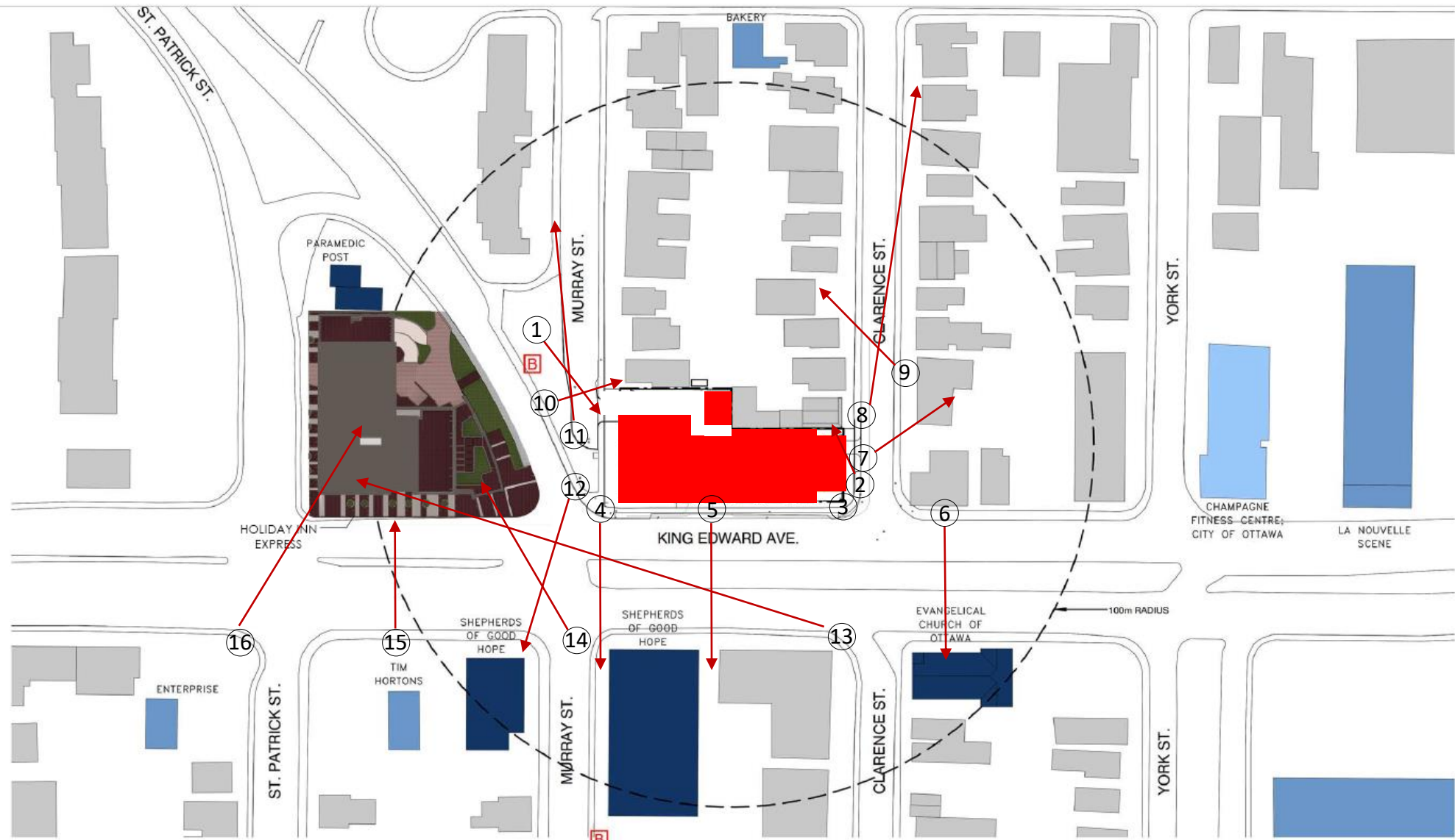
Located to the north of the Subject Property, at the south-east corner of the intersection of Murray Street and King Edward Avenue, is a two-storey residential use building. The zoning is TM with a permitted 6 storey height limit. A nine-storey hotel was recently completed at 364 St. Patrick, just north of the Subject Property in the island formed by King Edward Avenue, Murray Street and St. Patrick Street.

To the south of the Subject Property, there are primarily two and three-storey residential buildings. There are several non-residential uses along King Edward Avenue south of York Street, including the City's Champagne Fitness Centre, La Nouvelle Scène francophone performing arts theater, and federal office buildings. Rideau Street is approximately 350 metres to the south of the subject site (within five minutes walking distance), and features a range of service and commercial uses.

Revitalization of King Edward Avenue is underway, supported by the recent roadway landscaping improvements, the introduction of public art, and the rezoning of the corridor from Rideau Street to Bruyère Street to encourage the redevelopment of King Edward Avenue as a vibrant Traditional Mainstreet. The reconstruction of La Nouvelle-Scène theatre and the completion of a nine-storey hotel along the corridor are signs of renewed development interest in the portion of King Edward Avenue north of Rideau Street. Figure below provides a view of the Subject Property in context with the surrounding uses and neighbourhoods.

The Subject Property is accessible by all modes of transportation. It is located within walking distance to many neighbourhood services in the Lowertown and By-ward Market neighbourhoods, as well as along Rideau Street. The proposed six-storey mixed-use development appropriately contributes to the intensification of the King Edward Avenue Traditional Mainstreet, an intensification target area identified in the Official Plan (Mainstreets). The redevelopment also introduces a new retail use opportunity and a range of residential dwelling unit sizes to the area. The proposed development will positively contribute to the revitalization of King Edward Avenue, and the realization of the planned Traditional Mainstreet function of the corridor.





CONTEXT PLAN

SCALE: 1:1000



LEGEND:

- PROPOSED
- RESIDENTIAL
- COMMUNITY
- COMMERCIAL
- INSTITUTIONAL
- B BUS STOP



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1. Looking South from Murray St.



2. Looking Northeast from corner of King Edward/Clarence



3. Looking East from corner of King Edward/Clarence



4. Looking Southwest from corner of King Edward/Murray



5. Looking Southwest from 275 King Edward



6. Looking South from corner of King Edward/Clarence





7. Looking East down Clarence



8. Looking East down Clarence



9. Looking North on Clarence



10. Looking East on Murray



11. Looking Northeast down Murray



12. Looking West from corner of King Edward/Murray



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13, LOOKING NORTH TO KING EDWARD AV



14, LOOKING NORTH TO KING EDWARD AV



15, LOOKING EAST FROM KING EDWARD AV TO HOLIDAY INN EXPRESS



16, LOOKING EAST FROM KING EDWARD AV TO HOLIDAY INN EXPRESS



275 KING EDWARD AVENUE | 2nd Informal Pre-consultation | Minor Zoning By-law Amendment and Site Plan Control Application | Woodman Architect & Assoc. Ltd.; Momentum Planning and Communications



Summary

- The Panel thanked the proponent for the changes made to the proposal since the previous presentation. The improvements to the transition to the neighbourhood were appreciated.
- The Panel recommendations were generally directed at refining the architectural expression and materiality of the building and improving site circulation.

Massing

- The Panel believes that an eight-storey massing is appropriate for the context. The aspiration of a boutique hotel, the scale of the proposal and the proponent's efforts to address the angular plane are appreciated.
- One Panel member suggested that the King Edward façade could be stepped back above the sixth floor, if there is no requirement for the setback to be lower.

Architectural Expression and Materiality

- The Panel strongly recommends simplifying the materiality of the building, potentially making it an entirely brick building, primarily brick with a stone base, or brick for the first six storeys and another material for the top two. In terms of the colour of brick, a traditional red brick would help tie the project to the neighbourhood.
- The Panel suggests reconsidering the 4:4 proportion of the building design. A 3:5 proportion is recommended.
- The Panel recommends simplifying and quieting the corner treatment. The building should read more as a fabric building and less as a landmark. Eliminate

- the crown feature on the cornice. The corner treatment could still be special, but the vocabulary should be simplified.
- It was suggested that the feature corner may have too much transparency for a hotel.
- The proponent's effort to pick up on the rhythm of Clarence Street is appreciated. Consider strengthening the relationship to the low-rise neighbours by having the two brick gable ends read more as a part of the building rather than an appliqué on the metal siding.

Site Plan

- This is a very complicated site from an access perspective. The relationship between the access ramp and the pedestrian realm feels jarring. The six-metre wide access route dominates the ground floor. Explore the possibility of reducing the width of the access to three metres and making the route one direction.

Public Realm

- The Panel recommends integrating additional trees and street furniture into the public realm, if possible. It will improve the streetscape and set a good precedent for future development. Even a few plantings at the corners would be an improvement.
- It was suggested that King Edward Avenue would benefit from evolving from an arterial road to more of an urban boulevard. On-street parking would improve the street.

The Urban Design Review Panel Recommendations from December 4, 2020, in response to our 2nd Informal Pre-consultation for a Minor Zoning By-law Amendment and Site Plan Control Application are attached. Below is the response.

We have addressed the simplification of the materiality of the building by eliminating the cornice element at the north-west corner and, by simplifying the material typology that framed the north-west corner.

Also, we have modified the street facades to be primarily red brick and glazing in metal frames, with a stone base for the first six storeys, all to tie in with the neighborhood. We have incorporated the use of metal panels and glazing in metal frames to enclose the top two floors. Also, the façade elements along King Edward have been stepped back two metres above the sixth floor.

Within the building envelope we have reduced the key count from 135 to 121, thereby increasing the mix of unit typologies, allowing for the inclusion of units with increased areas and bedroom counts.

We have reviewed the options to improve access to the building. The vehicular path to the parking ramp supporting a centrally located pedestrian access, as previously designed, created an imposition by sectoring the layout of the ground floor. We explored options to reduce the width by limiting it to a one-way directional access. Both approaches were limiting the potential for having continuous block to block "on-street" parking along the east curb line for King Edward.

We modified the to/from access points to the building to include a pedestrian nodal point access to the building at the corner of Clarence and King Edward. To support this pedestrian point of entry we relocated the vehicular access off of Clarence at the south-east corner of the property.

Combining the vehicular and pedestrian access points at Clarence gave us an opportunity to articulate the ground plane of the building to enhance the view plane from King Edward towards the adjacent heritage home along our East Property Line. Further we were able to have the Clarence Street gable end read more definitively as being part of the building but with a scale that provides context with the Clarence Street character.

For the provision of services we have provided limited truck movement to the building both in and out only from Murray Street.

To enhance the public-realm we have proposed to integrate the sidewalks framing the south side of New Murray Street with the sidewalk framing the South Side of Old Murray Street. The benefit is that we can introduce a sizable green parkette complete with trees flanking the North end of the building where amenity uses have been proposed as part of the ground floor layout.

To improve the streetscape we have proposed the planting of trees and the inclusion of street furniture to be part of a hardscaped grid along King Edward.



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** 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 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.

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."

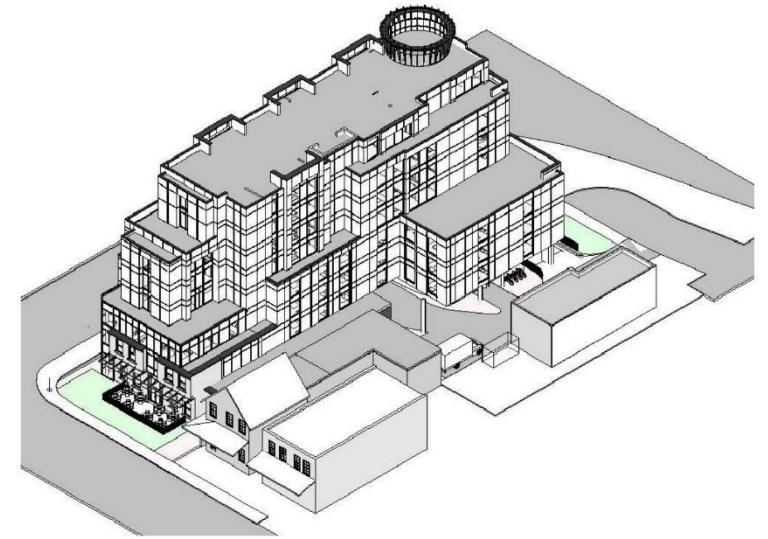
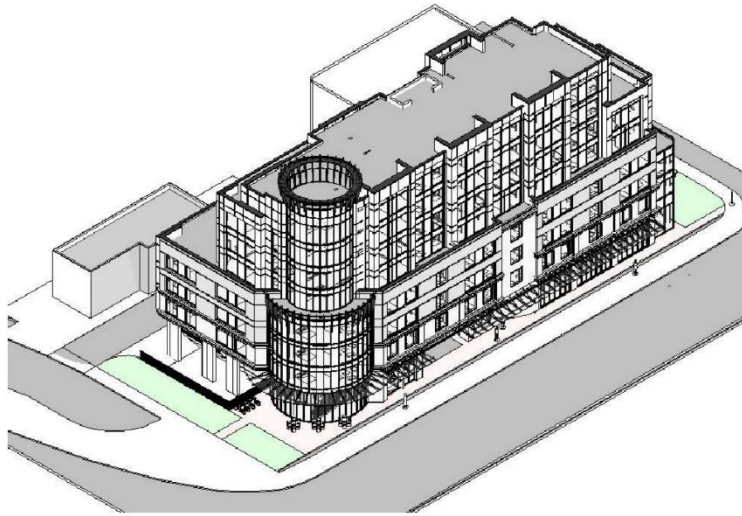
The Property is also covered by the **Mature Neighbourhood Overlay**. The purpose of this overlay is to regulate the character of low-rise residential development to recognize and reflect the established character of the streetscapes within the area of the Overlay. Since the proposed development is not 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.

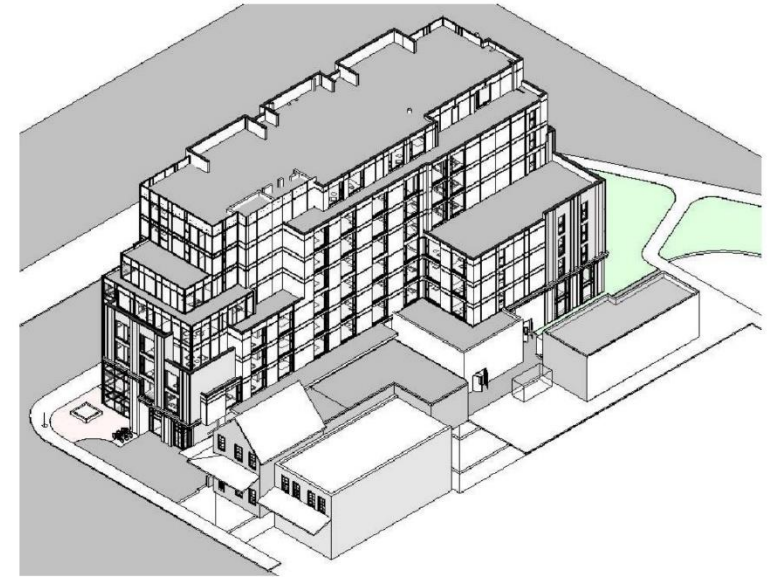
Given the irregular shape of the Property as well as the provision under **Section 197(5)(r)** which designates the frontage on King Edward as the front lot line, the yard definitions which apply to this proposal require clarification.

Proposed Zoning Standards

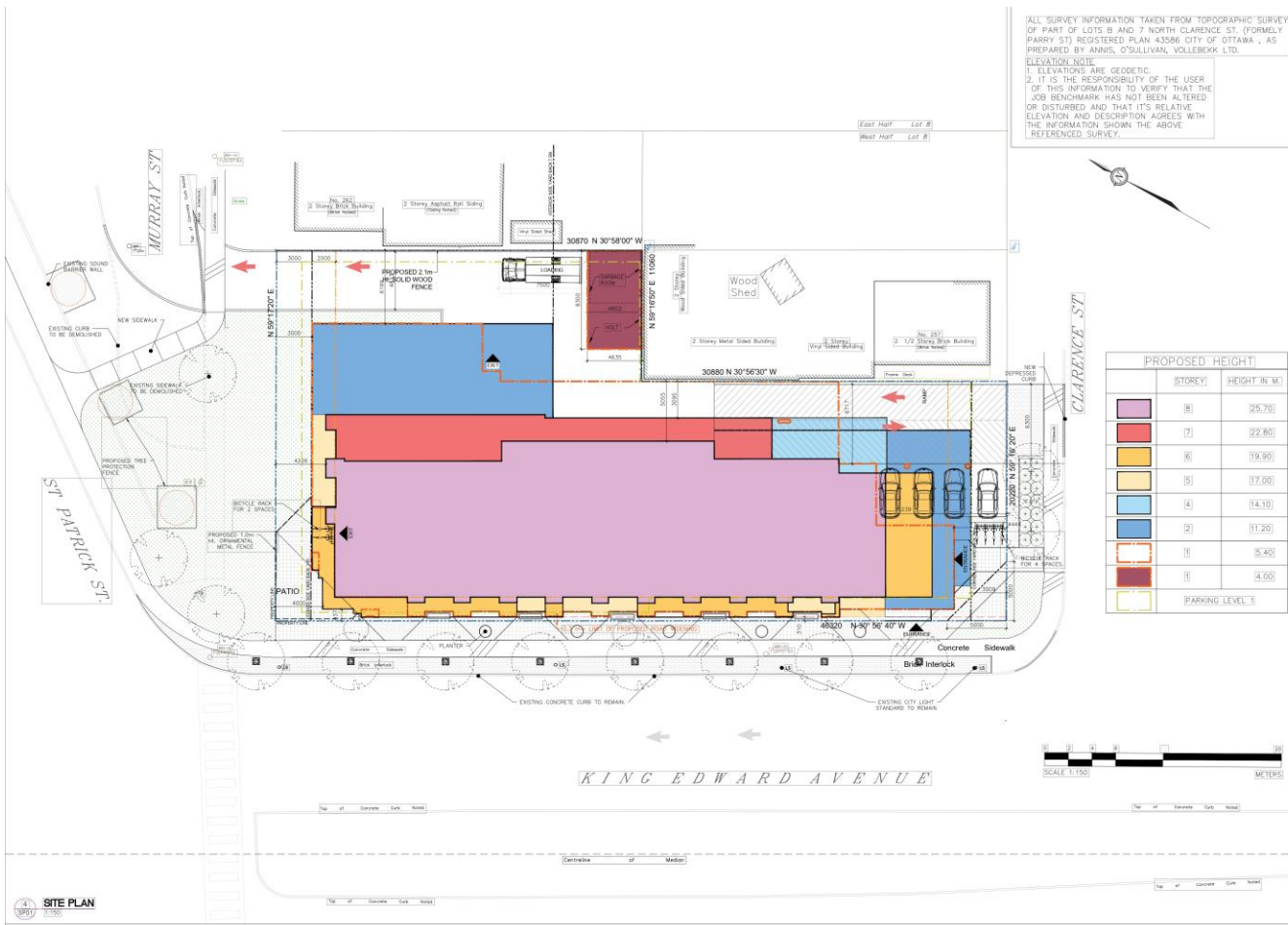
Zone Provisions TM	Existing Performance Standard	Proposed Standards/Conformity
Lot Area	No minimum	1,574 m ² / conforms
Lot Width	No minimum	61 m /conforms
Yard Setbacks		
• front yard setback	• maximum 2 m	• 0 m/conforms
• interior side yard setback	• minimum 3 m from residential zone	• 0 m/site specific amendment required
• corner side yard setback	• minimum 3 m plus additional 2 m when building taller than 15 m	• 3 m at grade with no step-back at 15 m/site specific amendment required
• rear yard setback	• minimum 7.5 m abutting a residential zone	• 6.2 m/ site specific amendment required
Maximum Height	<ul style="list-style-type: none"> • Maximum 20 m or 6 storeys with step-back of 2 m above 15 m • 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 	<ul style="list-style-type: none"> • 25.7 m or 8 storeys/site specific schedule required • Projections into angular plane at various points/site specific schedule required











ALL SURVEY INFORMATION TAKEN FROM TOPOGRAPHIC SURVEY OF PART OF LOTS B AND 7 NORTH CLARENCE ST. (FORMERLY PARRY ST) REGISTERED PLAN 43586 CITY OF OTTAWA, AS PREPARED BY ANNIS, O'SULLIVAN, VOLLEBECK LTD.

ELEVATION NOTE
 1. ELEVATIONS ARE CEODIC
 2. IT IS THE RESPONSIBILITY OF THE USER OF THIS INFORMATION TO VERIFY THAT THE JOB BENCHMARK HAS NOT BEEN ALTERED OR DISTURBED AND THAT ITS RELATIVE ELEVATION AND DESCRIPTION AGREES WITH THE INFORMATION SHOWN ON THE REFERENCED SURVEY.

EXISTING TREE #	EXISTING MEASUREMENT	PROPOSED	COMMENTS
1	10.00m	10.00m	TO REMAIN
2	10.00m	10.00m	TO REMAIN
3	10.00m	10.00m	TO REMAIN
4	10.00m	10.00m	TO REMAIN
5	10.00m	10.00m	TO REMAIN
6	10.00m	10.00m	TO REMAIN
7	10.00m	10.00m	TO REMAIN
8	10.00m	10.00m	TO REMAIN
9	10.00m	10.00m	TO REMAIN
10	10.00m	10.00m	TO REMAIN
11	10.00m	10.00m	TO REMAIN
12	10.00m	10.00m	TO REMAIN
13	10.00m	10.00m	TO REMAIN
14	10.00m	10.00m	TO REMAIN
15	10.00m	10.00m	TO REMAIN
16	10.00m	10.00m	TO REMAIN
17	10.00m	10.00m	TO REMAIN
18	10.00m	10.00m	TO REMAIN
19	10.00m	10.00m	TO REMAIN
20	10.00m	10.00m	TO REMAIN
21	10.00m	10.00m	TO REMAIN
22	10.00m	10.00m	TO REMAIN
23	10.00m	10.00m	TO REMAIN
24	10.00m	10.00m	TO REMAIN
25	10.00m	10.00m	TO REMAIN
26	10.00m	10.00m	TO REMAIN
27	10.00m	10.00m	TO REMAIN
28	10.00m	10.00m	TO REMAIN
29	10.00m	10.00m	TO REMAIN
30	10.00m	10.00m	TO REMAIN
31	10.00m	10.00m	TO REMAIN
32	10.00m	10.00m	TO REMAIN
33	10.00m	10.00m	TO REMAIN
34	10.00m	10.00m	TO REMAIN
35	10.00m	10.00m	TO REMAIN
36	10.00m	10.00m	TO REMAIN
37	10.00m	10.00m	TO REMAIN
38	10.00m	10.00m	TO REMAIN
39	10.00m	10.00m	TO REMAIN
40	10.00m	10.00m	TO REMAIN
41	10.00m	10.00m	TO REMAIN
42	10.00m	10.00m	TO REMAIN
43	10.00m	10.00m	TO REMAIN
44	10.00m	10.00m	TO REMAIN
45	10.00m	10.00m	TO REMAIN
46	10.00m	10.00m	TO REMAIN
47	10.00m	10.00m	TO REMAIN
48	10.00m	10.00m	TO REMAIN
49	10.00m	10.00m	TO REMAIN
50	10.00m	10.00m	TO REMAIN
51	10.00m	10.00m	TO REMAIN
52	10.00m	10.00m	TO REMAIN
53	10.00m	10.00m	TO REMAIN
54	10.00m	10.00m	TO REMAIN
55	10.00m	10.00m	TO REMAIN
56	10.00m	10.00m	TO REMAIN
57	10.00m	10.00m	TO REMAIN
58	10.00m	10.00m	TO REMAIN
59	10.00m	10.00m	TO REMAIN
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62	10.00m	10.00m	TO REMAIN
63	10.00m	10.00m	TO REMAIN
64	10.00m	10.00m	TO REMAIN
65	10.00m	10.00m	TO REMAIN
66	10.00m	10.00m	TO REMAIN
67	10.00m	10.00m	TO REMAIN
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69	10.00m	10.00m	TO REMAIN
70	10.00m	10.00m	TO REMAIN
71	10.00m	10.00m	TO REMAIN
72	10.00m	10.00m	TO REMAIN
73	10.00m	10.00m	TO REMAIN
74	10.00m	10.00m	TO REMAIN
75	10.00m	10.00m	TO REMAIN
76	10.00m	10.00m	TO REMAIN
77	10.00m	10.00m	TO REMAIN
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84	10.00m	10.00m	TO REMAIN
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86	10.00m	10.00m	TO REMAIN
87	10.00m	10.00m	TO REMAIN
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92	10.00m	10.00m	TO REMAIN
93	10.00m	10.00m	TO REMAIN
94	10.00m	10.00m	TO REMAIN
95	10.00m	10.00m	TO REMAIN
96	10.00m	10.00m	TO REMAIN
97	10.00m	10.00m	TO REMAIN
98	10.00m	10.00m	TO REMAIN
99	10.00m	10.00m	TO REMAIN
100	10.00m	10.00m	TO REMAIN

STOREY	HEIGHT IN M.
8	25.70
7	22.80
6	19.90
5	17.00
4	14.10
3	11.20
2	8.30
1	5.40
0	2.50
PARKING LEVEL	

LEVEL	RESIDENTIAL	COMMERCIAL	OFFICE	RETAIL	TOTAL
1	0	0	0	0	0
2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
5	0	0	0	0	0
6	0	0	0	0	0
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98	0	0	0	0	0
99	0	0	0	0	0
100	0	0	0	0	0

LEVEL	RENTAL	SUITE	RENTAL	SUITE	TOTAL
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2	0	0	0	0	0
3	0	0	0	0	0
4	0	0	0	0	0
5	0	0	0	0	0
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30	0	0	0	0	0
31	0	0	0	0	0
32	0	0	0	0	0
33	0	0	0	0	0
34	0	0	0		



WEST ELEVATION

PL5

PROPERTY LINE OVER CLARENCE ST

PL4

PROPERTY LINE OVER MURRAY ST



MOMENTUM - PLANNING & COMMUNICATIONS
 1165 GREENLAWN CRESCENT, OTTAWA, ON K2C 1Z4

EAST ELEVATION

WOODMAN ARCHITECT & ASSOCIATES LTD.

4 BEECHWOOD, SUITE 201, OTTAWA, ONTARIO, CANADA K1L 8L9
 TEL: 613 228 9850 FAX: 613 228 9848 mail@woodmanarchitect.com



R4-PERMITTED HIGH

7.5 M

15.0 M

25100

- Roof 82600
- Level 8 79700
- Level 7 76800
- Level 6 73900
- Level 5 71000
- Level 4 68100
- Level 3 65200
- Level 2 62300
- Ground Level 57500

PL1

PL2

PL3

PROPERTY LINE OVER MURRAY ST

PROPERTY LINE CLARENCE ST

PROPERTY LINE KING EDWARD AV



MOMENTUM - PLANNING & COMMUNICATIONS
1165 GREENLAWN CRESCENT, OTTAWA, ON K2C 1Z4

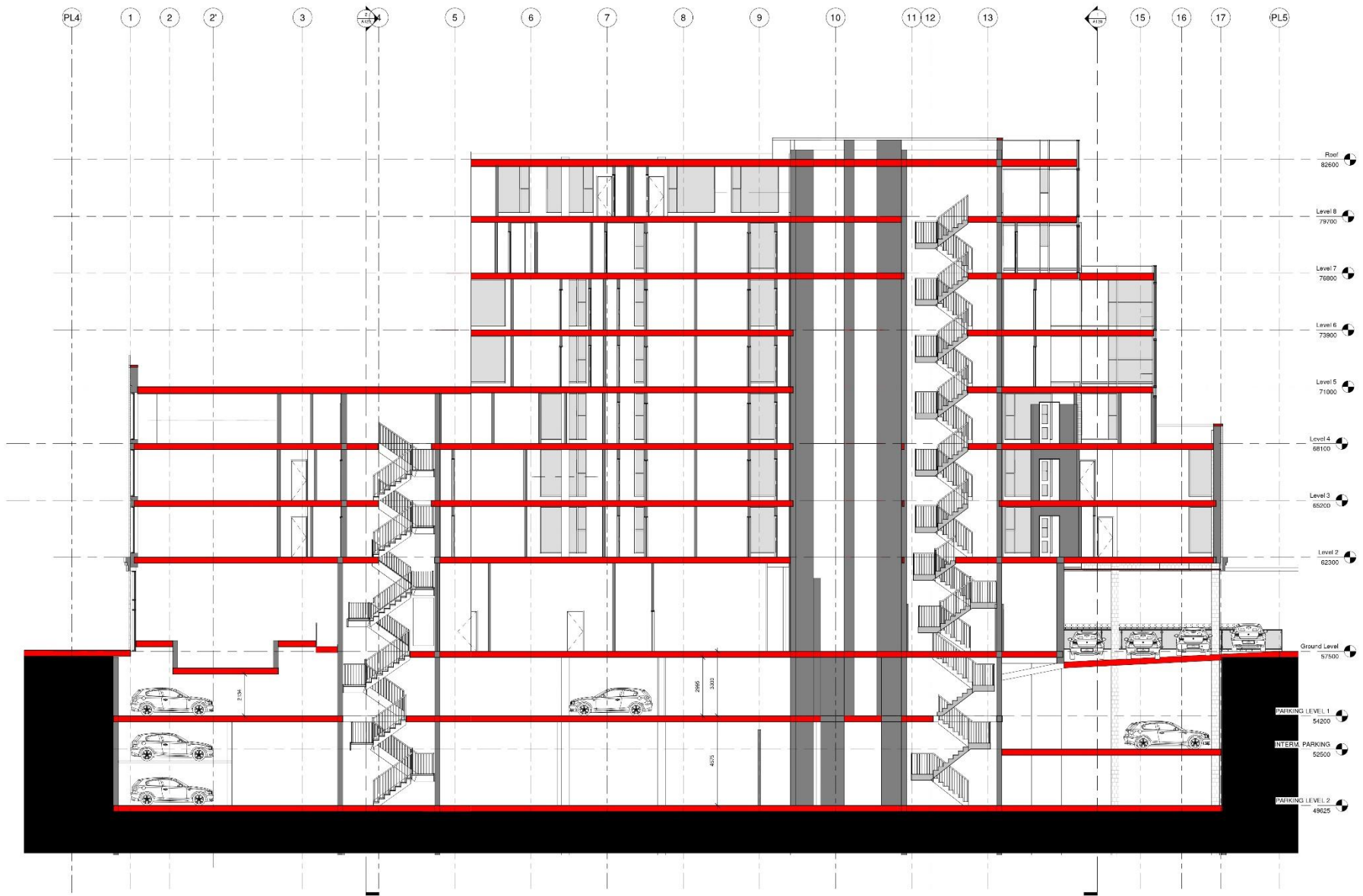
NORTH ELEVATION

WOODMAN ARCHITECT & ASSOCIATES LTD.

4 BEECHWOOD, SUITE 201, OTTAWA, ONTARIO, CANADA K1L 8L9
TEL: 613 228 9850 FAX: 613 228 9848 mail@woodmanarchitect.com



SOUTH ELEVATION



SECTION







MOMENTUM - PLANNING &
COMMUNICATIONS

1165 GREENLAWN CRESCENT, OTTAWA, ON K2C 1Z4

VIEW FROM CLARENCE ST

WOODMAN ARCHITECT
&
ASSOCIATES LTD.

4 BEECHWOOD, SUITE 201, OTTAWA, ONTARIO, CANADA K1L 8L9
TEL: 613 228 9850 FAX: 613 228 9848 mailbox@woodmanarchitect.com



MOMENTUM - PLANNING &
COMMUNICATIONS

1165 GREENLAWN CRESCENT, OTTAWA, ON K2C 1Z4

VIEW FROM KING EDWARD AVE. AT CORNER OF CLARENCE ST.

WOODMAN ARCHITECT
&
ASSOCIATES LTD.

4 BEECHWOOD, SUITE 201, OTTAWA, ONTARIO, CANADA K1L 8L9
TEL: 613 228 9850 FAX: 613 228 9848 mail@woodmanarchitect.com



MOMENTUM - PLANNING &
COMMUNICATIONS
1165 GREENLAWN CRESCENT, OTTAWA, ON K2C 1Z4

VIEW FROM MURRAY ST

WOODMAN ARCHITECT
&
ASSOCIATES LTD.

4 BEECHWOOD, SUITE 201, OTTAWA, ONTARIO, CANADA K1L 8L9
TEL: 613 228 9850 FAX: 613 228 9848 mail@woodmanarchitect.com



MOMENTUM - PLANNING &
COMMUNICATIONS
1165 GREENLAWN CRESCENT, OTTAWA, ON K2C 1Z4

VIEW FROM KING EDWARD AVE & MURRAY ST

WOODMAN ARCHITECT
&
ASSOCIATES LTD.

4 BEECHWOOD, SUITE 201, OTTAWA, ONTARIO, CANADA K1L 8L9
TEL: 613 228 9850 FAX: 613 228 9848 mail@woodmanarchitect.com

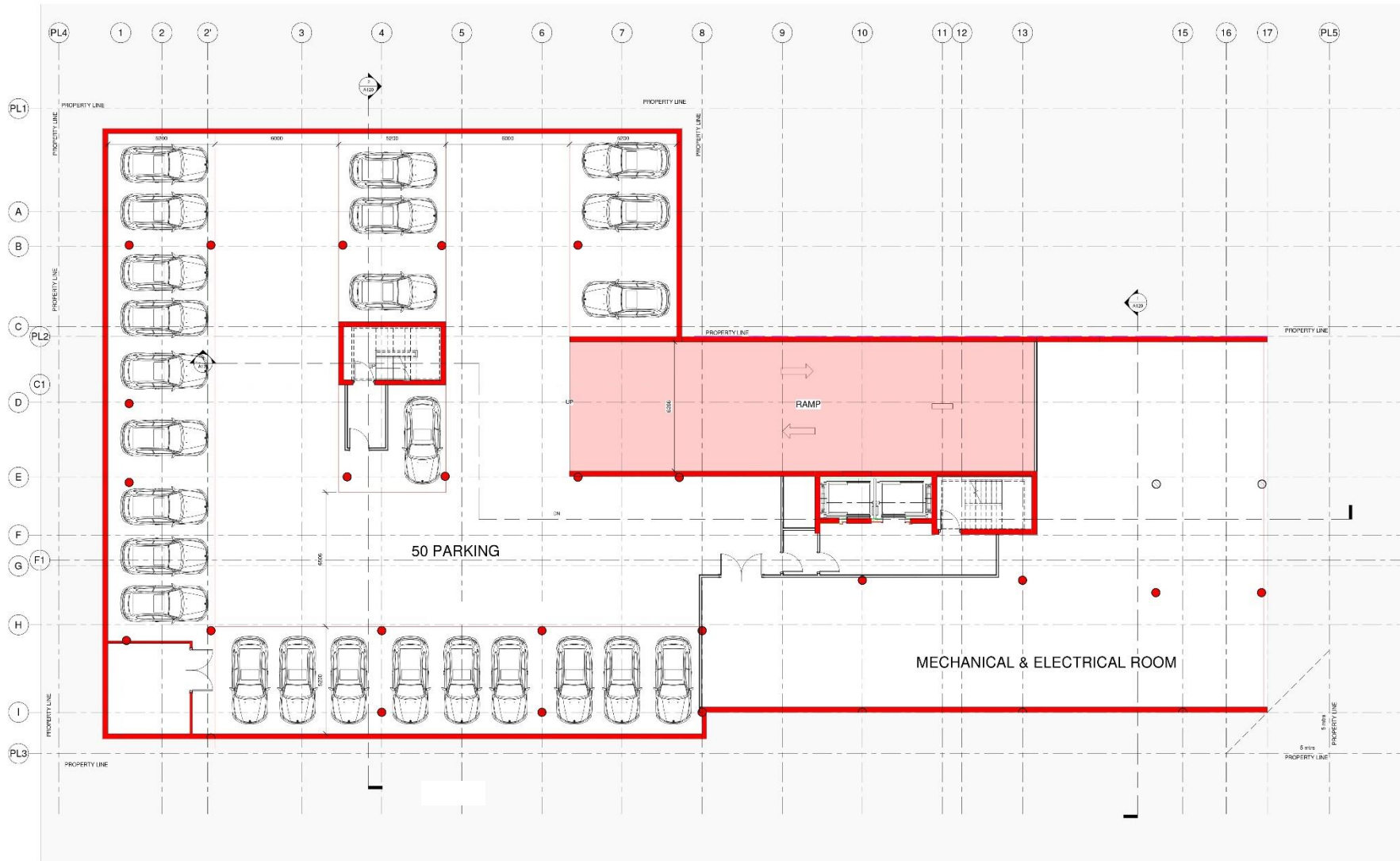


MOMENTUM - PLANNING &
COMMUNICATIONS
1165 GREENLAWN CRESCENT, OTTAWA, ON K2C 1Z4

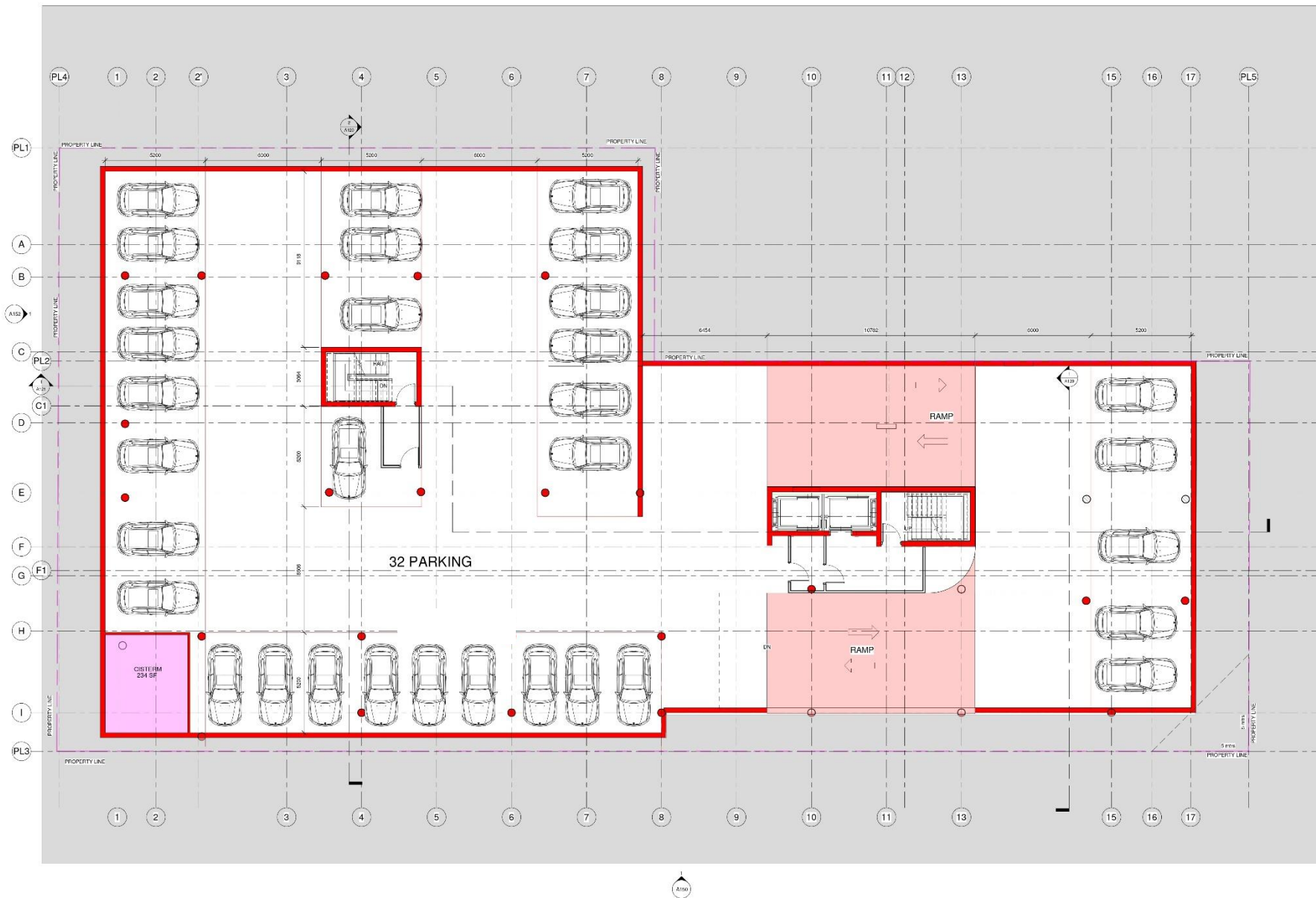
VIEW FROM KING EDWARD AVE & SAINT PATRICK ST

WOODMAN ARCHITECT
&
ASSOCIATES LTD.

4 BEECHWOOD, SUITE 201, OTTAWA, ONTARIO, CANADA K1L 8L9
TEL: 613 228 9850 FAX: 613 228 9848 mail@woodmanarchitect.com

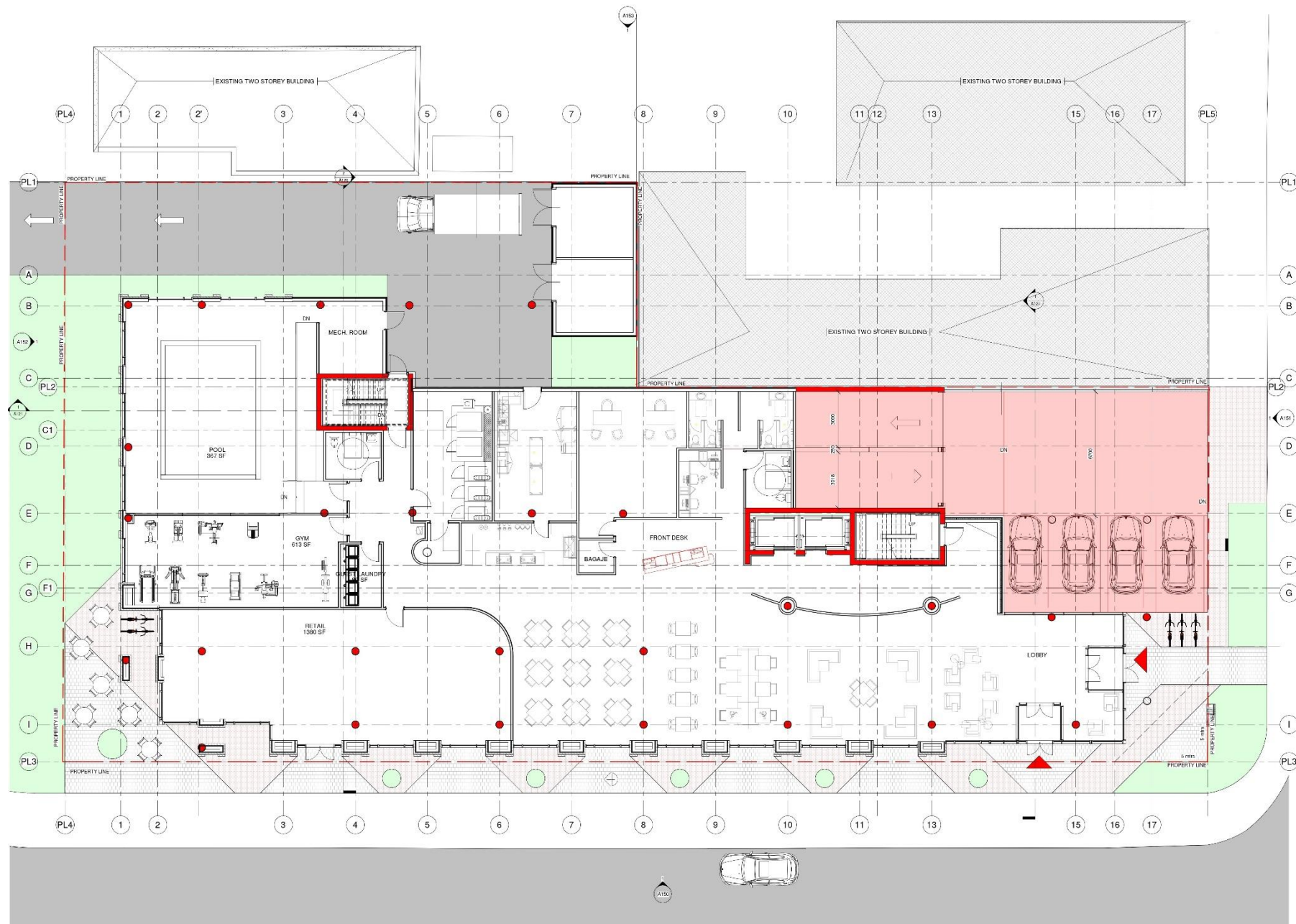


PARKING LEVEL 2



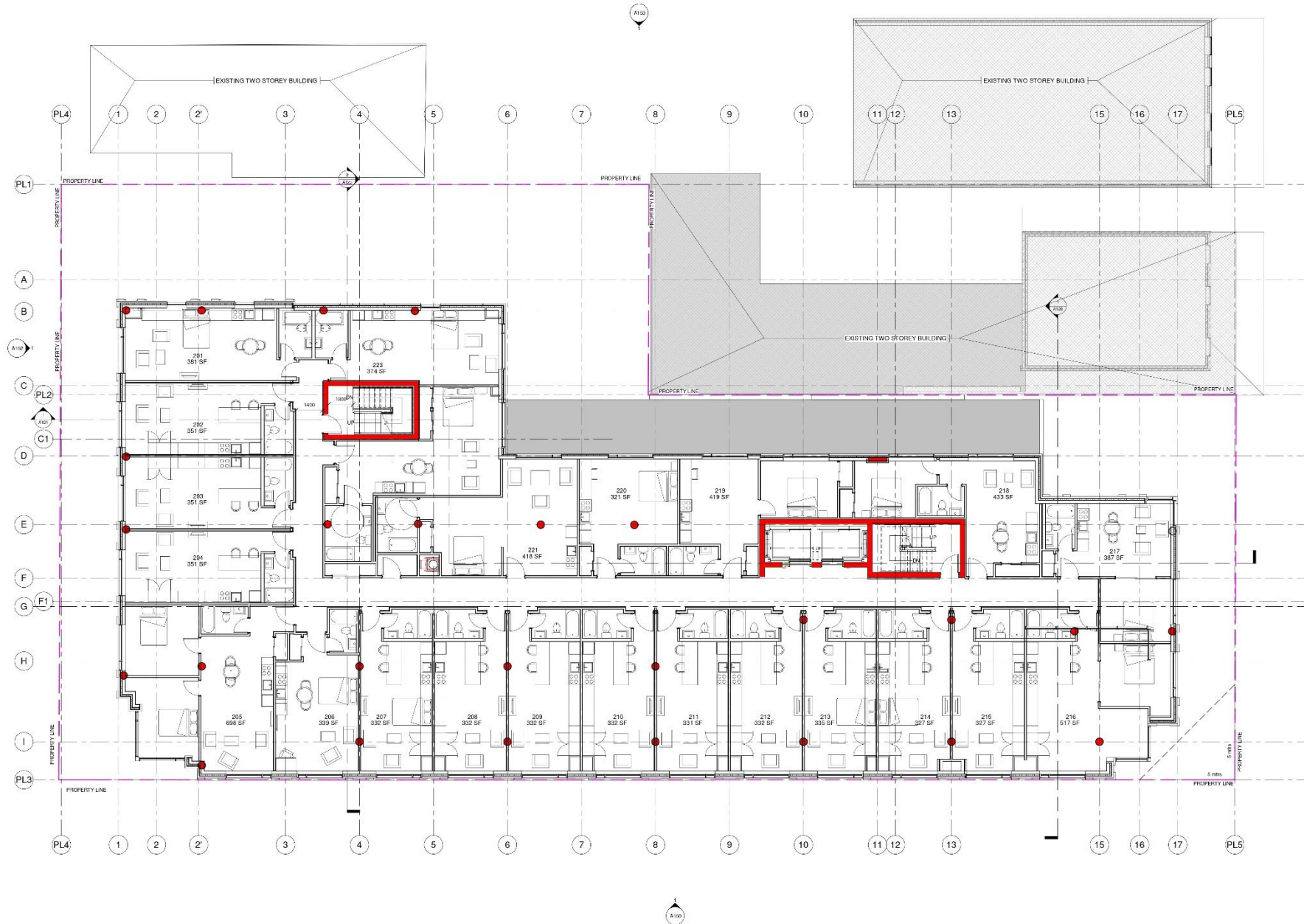
PARKING LEVEL 1



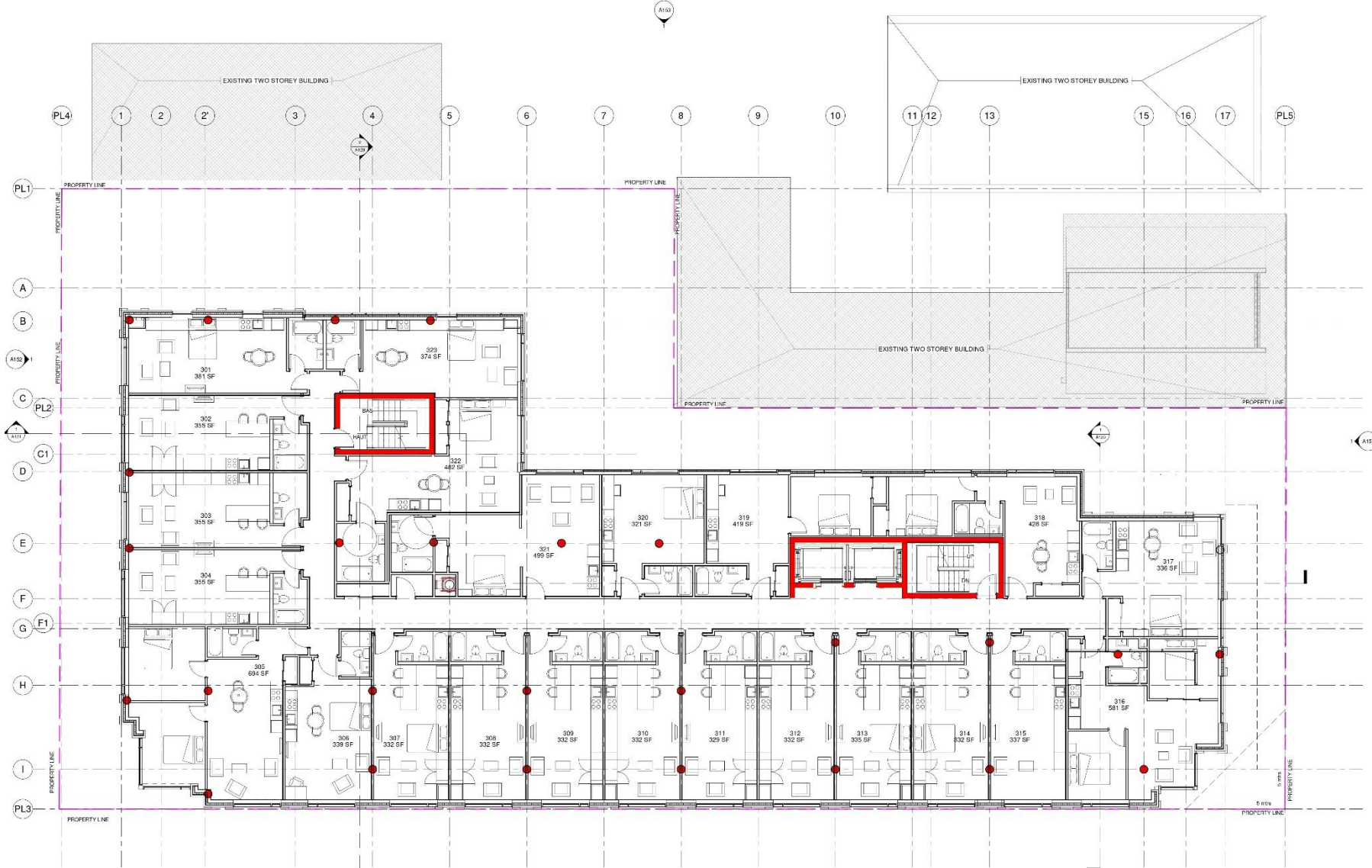


GROUND LEVEL





LEVEL 2



LEVEL 3



LEVEL 5



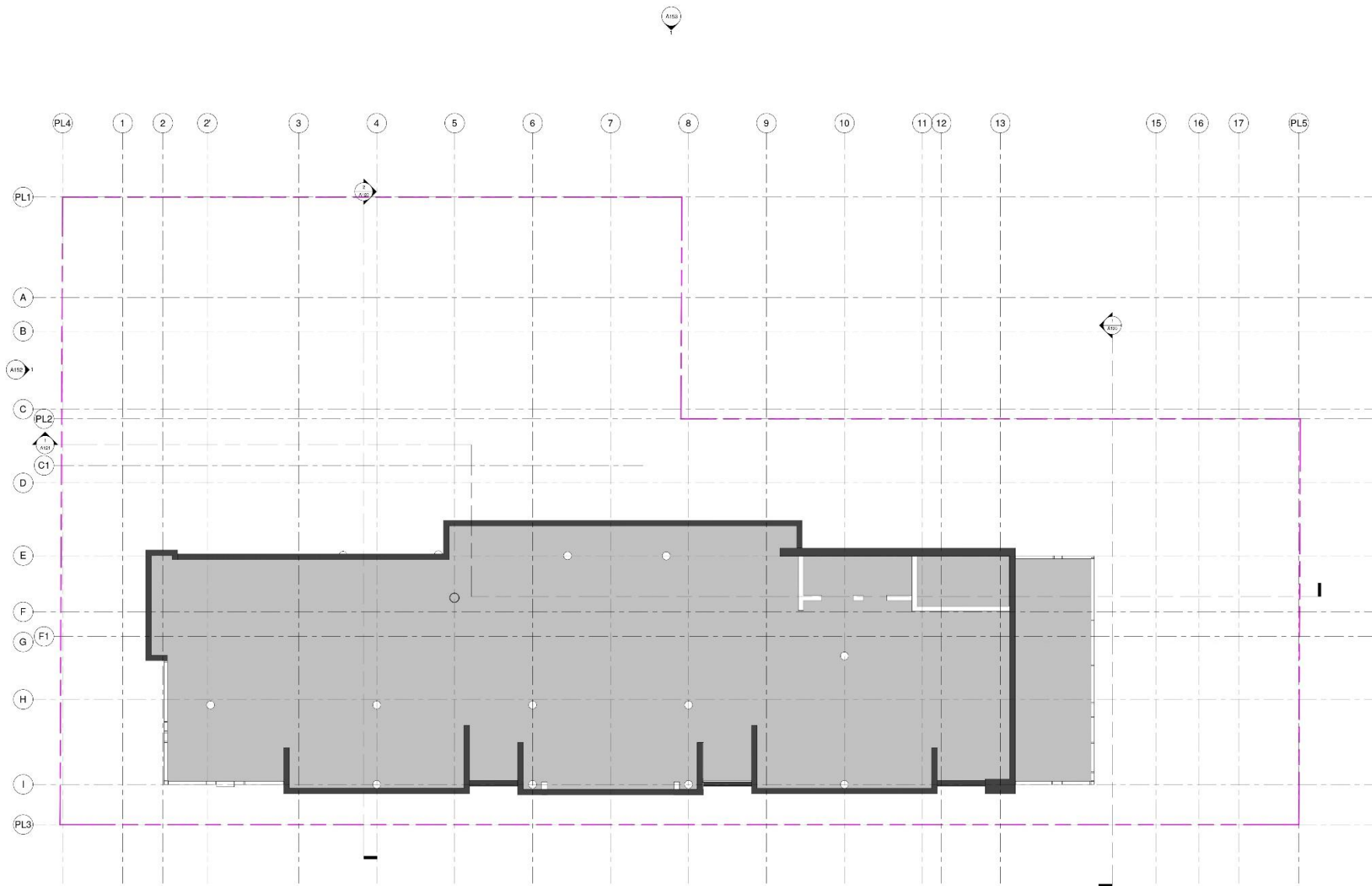
STUDIO 4
 ONE BEDROOM 10
 TWO BEDROOM 0

LEVEL 6

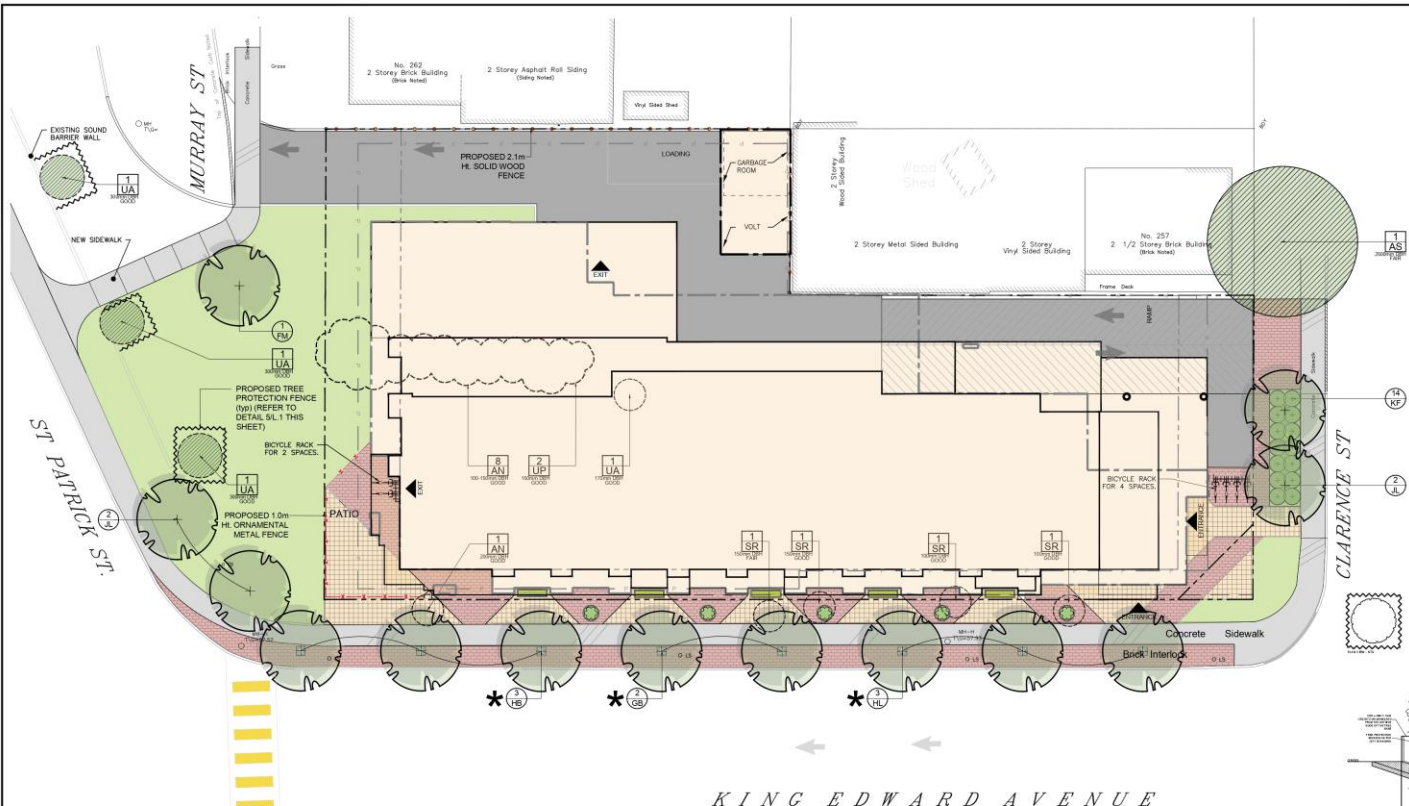


STUDIO	2	
ONE BEDROOM	9	TOTAL = 11 UNITS
TWO BEDROOM	2	

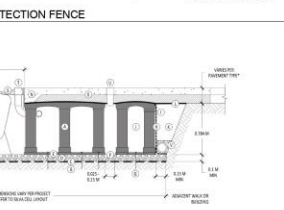
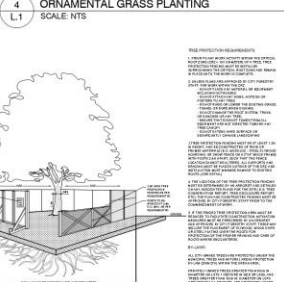
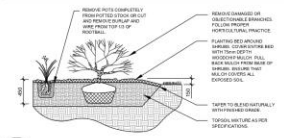




ROOF



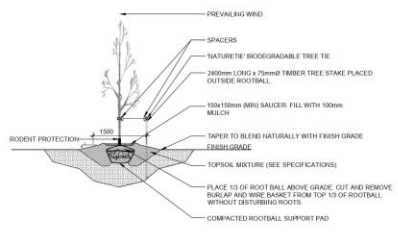
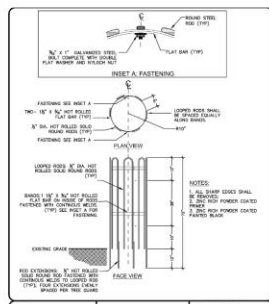
- GENERAL NOTES:**
- It is the responsibility of the appropriate contractor or official to report any errors, omissions or discrepancies on this plan with actual site conditions to the Landscape Architect before proceeding with construction.
 - The contractor is to notify all utility companies and authorities prior to any excavation and ascertain locations of underground services.
 - The contractor is to reexcavate all areas and items damaged as a result of construction activity.
 - The contractor is to comply with all pertinent codes and by-laws.
 - The contractor is to maintain a positive surface run-off throughout the entire construction period.
 - The Landscape Architect is not responsible for subsurface conditions.
 - The contractor is to identify all existing trees to remain on site with the Landscape Architect prior to construction.
 - The contractor is to stake the proposed location of all plant material in conjunction with the Landscape Architect prior to excavation.
 - Minimum distances for selected deciduous trees are as follows:
 - Building Foundations: 7.5m
 - Sidewalks: 1.5m
 - Public Streets: 2.5m
 - Underground Infrastructure: 2.0m
 - All trees within 1m of underground utility trenches are to be excavated by hand.
 - Remove all protective wrapping from tree trunks after installation.
 - Staking of trees shall only be performed if necessary.
 - Ensure that mulch is pulled back a min. distance of 75mm from base of tree trunk.



1 TREE CONSERVATION REPORT AND LANDSCAPE PLAN
SCALE: 1:150



KEY	QTY	BOTANICAL NAME	COMMON NAME	SIZE	CONDITION	REMARKS
EXISTING TREE LIST						
TREES						
AS1	9	Acer negundo	Northern Maple	100-200mm dbh	Fair good	To be removed
AS	1	Acer saccharinum 'Lacustris'	Lacustris Sugar Maple	250mm dbh	Fair	To remain
SR1	4	Syringa reticulata	Japanese Tree Lilac	100-150mm dbh	Fair good	To be removed
LR	4	Liriodendron tulipifera	American Tulip	175-200mm dbh	Shade dead	To be removed
LP	2	Liriodendron tulipifera	American Tulip	150mm dbh	Good	To be removed
PROPOSED PLANT LIST						
DECIDUOUS TREES						
FM	1	Acer x freemanii	Freeman's Maple	50mm cal.	B&B	
GB	2	Ginkgo biloba	Maeculinar Tree	50mm cal.	B&B	Male tree
HB	3	Castanea coccinea	Hackberry	50mm cal.	B&B	
HL	3	Ulmus glaberrimus 'Drappey'	Street Elm	50mm cal.	B&B	
JL	4	Syringa reticulata	Japanese Tree Lilac	50mm cal.	B&B	Single Leader
ORNAMENTAL GRASSES						
KP	24	Carex acutiflora 'Star Fountains'	Feather Reed Grass	250mm pot	Planted	Space 800mm o.c.



JAY PATEL

WOODMAN ARCHITECT & ASSOCIATES LTD.
140 Wellington St. W., Suite 1000, Toronto, ON M5H 2E7
Tel: 416.593.8888

ANNIS O'SULLIVAN VOLLEBEK LTD.
140 Wellington St. W., Suite 1000, Toronto, ON M5H 2E7
Tel: 416.593.8888

WSP SERVICES
140 Wellington St. W., Suite 1000, Toronto, ON M5H 2E7
Tel: 416.593.8888

LEGEND

- SOLID WOOD FENCE (2.1m HT)
- ORNAMENTAL METAL FENCE (1.0m HT)
- PROPOSED TYPE 1 PRECAST CONCRETE PAVERS
- PROPOSED TYPE 2 PRECAST CONCRETE PAVERS
- PROPOSED SOG
- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED
- PROPOSED DECIDUOUS TREE
- PROPOSED ORNAMENTAL GRASSES
- PROPOSED PLANTER WITH SEASONAL ARRANGEMENTS
- PROPOSED TREE GUARD (REFER TO DETAIL DL 1 THIS SHEET)

No.	Issue	Date	DR	CK
4	ISSUED FOR DISCUSSION AND REVIEW	08/19/2021	ML	JA
3	ISSUED FOR DISCUSSION AND REVIEW	08/19/2021	ML	JA
2	ISSUED FOR DISCUSSION AND REVIEW	08/19/2021	ML	JA
1	ISSUED FOR REVIEW	09/17/2021	ML	JA

JAMES B. LENNOX & ASSOCIATES INC. LANDSCAPE ARCHITECTS
3112 CARLING AVE. OTTAWA, ONTARIO K2H 3A3
TEL: 613-228-5488 FAX: 613-228-5482

PROJECT
BOUTIQUE HOTEL KING EDWARD
260 Murray, 261, 269, 277 King Edward Avenue

DRAWING
TREE CONSERVATION REPORT AND LANDSCAPE PLAN

STAMP

SCALE
AS SHOWN

START DATE
MAY 2021

PROJECT NO.
21M52167

DRAWING NO.
L.1

PL OT SITE ARCH-D



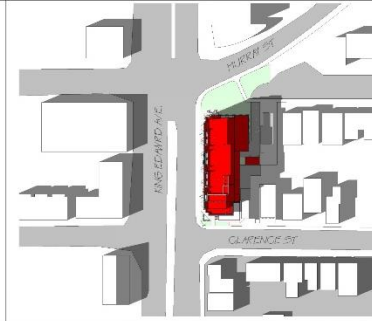
9.00 A.M.

12.00 A.M.

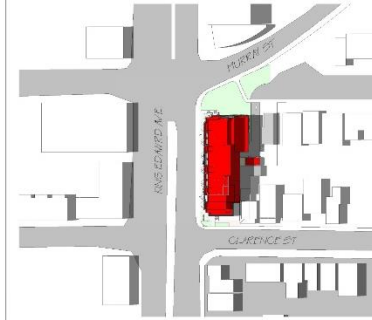
2.00 P.M.

4.00 P.M.

MARCH 21



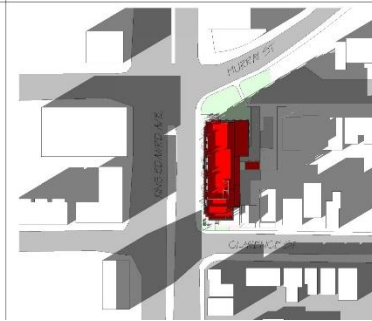
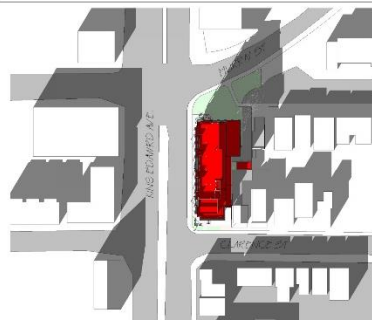
JUNE 21



SEPTEMBER 21



ECEMBER 21



SHADOW STUDY