

Subject: Zoning By-Law Amendment – 393 McArthur Avenue

File Number: ACS2023-PRE-PS-0097

Report to Planning and Housing Committee on 16 August 2023

and Council 23 August 2023

**Submitted on August 3, 2023 by Derrick Moodie, Director, Planning Services,
Planning, Real Estate and Economic Development**

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Ward: Rideau-Vanier (12)

Objet : Modification du Règlement de zonage – 393, avenue McArthur

Dossier : ACS2023-PRE-PS-0097

Rapport au Comité de la planification et du logement le 16 août 2023

et au Conseil le 23 août 2023

**Soumis le 3 août 2023 par Derrick Moodie, directeur, Services de planification,
Direction générale de la planification, de l'immobilier et du développement
économique**

**Personne-ressource : Eric Forhan, urbaniste II, Examen des demandes
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Quartier : Rideau-Vanier (12)

REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 393 McArthur Avenue, as shown in Document 1, from “Traditional Mainstreet (TM) Zone”, to “Traditional Mainstreet Zone, Urban Exception XXXX [TM(XXXX)]” to permit a six-storey mixed-use, mid-rise building with site-specific zoning exceptions, as detailed in Document 2.
2. That Planning and Housing Committee approve the Consultation Details Section of this report be included as part of the ‘brief explanation’ in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, “Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* ‘Explanation Requirements’ at the City Council Meeting of August 23, 2023 subject to submissions received between the publication of this report and the time of Council’s decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de la planification et du logement recommande au Conseil municipal d’approuver une modification du Règlement de zonage 2008-250 visant le 393, avenue McArthur, un bien-fonds illustré dans le document 1, afin de faire passer la désignation de l’emplacement de « zone de rue principale traditionnelle (TM) » à « zone de rue principale traditionnelle, exception urbaine XXXX [TM(XXXX)] » et ainsi permettre la construction d’un immeuble polyvalent de moyenne hauteur, comprenant six étages, assorti d’exceptions de zonage propres à l’emplacement, comme l’expose en détail le document 2.
2. Que le Comité de la planification et du logement donne son approbation afin que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux “exigences d’explication” aux termes de la *Loi sur l’aménagement du territoire*, à la réunion du Conseil municipal prévue le 23 août 2023 », sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.

EXECUTIVE SUMMARY

Staff Recommendation Planning Staff recommend approval of the proposed Zoning By-Law Amendment for 393 McArthur Avenue (the “subject property”). The Zoning By-Law Amendment application proposes to rezone the subject lands from “Traditional Mainstreet (TM) Zone”, to “Traditional Mainstreet Zone, Urban Exception XXXX [TM(XXXX)]”, as shown in Document 1, to permit a six-storey mixed-use, mid-rise building with site-specific zoning exceptions, as detailed in Document 2. Planning Staff support the site-specific zoning exceptions, as detailed in the report. Applicable Policies and Guidelines The proposal is subject to the policies of the Official Plan. The subject property is designated Mainstreet Corridor within the Inner Urban Transect Policy Area, where mid-rise development up to nine (9) storeys is allowed. The proposal aligns with the Plan’s strategic direction and growth management framework policies and is consistent with the urban design policies in which guide development along Mainstreet Corridors (Design Priority Areas). The proposal is consistent with the policies of the Official Plan. The proposed development is consistent with the Urban Design Guidelines for Traditional Mainstreets. The proposed development is consistent with the 2020 Provincial Policy Statement (PPS). Other Matters: Urban Design Review Panel The property is within a Design Priority Area and the proposed development was presented to the Urban Design Review Panel (UDRP) on October 6th, 2022. The recommendations were successful in implementing improvements and Staff are satisfied with the overall building and site design. Public Consultation/ Input Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. Comments received have been either addressed through design improvements, or in this Staff Report.

RÉSUMÉ

Recommandation du personnel Le personnel des Services de planification recommande d’approuver la modification du Règlement de zonage visant le 393, avenue McArthur (le « bien-fonds visé »). Cette demande ferait passer la désignation du terrain de « Zone de rue principale traditionnelle » (TM) à « Zone de rue principale traditionnelle, exception urbaine XXXX [TM(XXXX)] », comme l’illustre document 1, afin de permettre la construction d’un immeuble polyvalent de six étages (hauteur moyenne), un projet assujéti à des exceptions de zonage propres à l’emplacement, comme l’expose en détail le document 2. Le personnel des Services de planification est favorable à ces exceptions de zonage propres à l’emplacement, comme le décrit le rapport. Politiques et lignes directrices applicables Le projet est assujéti aux politiques du Plan officiel. Le bien-fonds visé est désigné couloir de rue principale dans le Secteur-cadre du transect du secteur urbain intérieur, où les aménagements d’une hauteur pouvant atteindre neuf

(9) étages sont autorisés. Il est conforme à l'orientation stratégique et aux politiques de gestion de la croissance du PO, ainsi qu'aux politiques de design urbain qui régissent les aménagements dans les couloirs (secteurs prioritaires de conception). Le projet respecte en outre les politiques du Plan officiel. L'aménagement proposé est conforme aux lignes directrices sur l'aménagement urbain le long des rues principales traditionnelles. L'aménagement proposé est conforme à la Déclaration de principes provinciale (DPP) de 2020. Autres questions : Comité d'examen du design urbain Le bien-fonds se trouve dans un secteur prioritaire de conception et l'aménagement proposé a été soumis au Comité d'examen du design urbain (CEDU) le 6 octobre 2022. Les recommandations ont permis la mise en œuvre des améliorations et le personnel est satisfait de la conception globale de l'immeuble et de l'emplacement. Consultation et commentaires du public La notification et la consultation du public se sont déroulées conformément à la Politique sur les avis publics et sur la consultation publique approuvée par le Conseil municipal pour les modifications du Règlement de zonage. Les commentaires reçus ont été pris en compte pour apporter des améliorations de conception ou dans le présent rapport du personnel.

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site location

393 McArthur Avenue

Owner

Elite Homes Management Inc.

Applicant

Novatech Engineers, Planners & Landscape Architects (c/o Ryan Poulton)

Architect

CSV Architects

Description of subject property and the surrounding area

The subject property is located at the northwest corner of the McArthur Avenue and Belisle Street intersection, in Vanier; Ward 12 – Rideau-Vanier. The subject property has a total lot area of 1,471 square metres (sqm.) with approximately 16 metres of

frontage along McArthur Avenue and 63 metres of frontage along Belisle Street. The subject property is mostly vacant, except for an existing OC Transpo bus shelter/ stop. The surrounding area is characterized by a mix of low-rise residential and non--residential uses. The area to the north consists of low-rise apartment buildings and townhouse dwellings. The areas to the west and to the east consist of low-rise retail and commercial uses. The area to the south includes McArthur Avenue and a medical center. The subject property benefits from proximity to bus transit and cycling connections along McArthur Avenue.

Details of the proposed development

The proposed development is a six-storey mixed-use, mid-rise building consisting of 207 square metres of commercial space, 64 dwelling units, 73 bicycle parking spaces, and 26 regular and five visitor parking spaces. The dwelling count includes 30 one-bedroom units, 19 one-bedroom plus den units, and 15 two-bedroom units. Outdoor communal amenity spaces are proposed on the rooftop and within the required interior side yard. Required bicycle parking spaces will be stored and secured within the ground floor of the building. Within the property's limits, the proposed development reintegrates an OC Transpo bus shelter/ stop and provides generous landscaping areas. Beyond the property's limits, the proposed development provides an expanded public realm along Belisle Street, including a new sidewalk and tree plantings. Details concerning landscaping and the reintegration of the bus shelter/ stop will be confirmed prior to Site Plan approval.

Summary of requested Zoning By-law Amendment proposal

The Zoning By-Law Amendment application proposes to rezone the subject lands from "Traditional Mainstreet (TM) Zone", to "Traditional Mainstreet Zone, Urban Exception XXXX [TM(XXXX)]", as shown in Document 1, to permit a six-storey mixed-use, mid-rise building with site-specific zoning exceptions, as detailed in Document 2.

The following site-specific zoning exceptions are being requested through the proposed Zoning By-Law Amendment:

- An interior side yard setback of 2.4 metres for a portion of the western building façade, whereas no minimum interior side yard setback is required.
- Balconies above the first floor are prohibited for any part of the building façade facing the west side lot line, whereas balconies are considered permitted projections under Section 65.
- Canopies are permitted to project up to 0.2 metres from any front lot line, or side lot line abutting a street, whereas canopies are only permitted to project a

distance equal to half the depth of a front and a corner side yard but not closer than 0.6m to a lot line.

- A minimum landscaped area width of 0.5 meters where an opaque fence with a minimum height of 1.8 metres is provided, whereas a minimum landscaped area width of 1.0 metres is required where an opaque fence with a minimum height of 1.4 metres is provided.
- A minimum additional front yard setback (stepback) of 2 metres above the fourth storey or at 12.5 metres, whereas a minimum additional front yard setback (stepback) of 2 metres is required at and above the fourth storey.
- An increase in bicycle parking spaces to 64, whereas 32 bicycle parking spaces are required.

Planning Staff support the site-specific zoning exceptions, as detailed in this report.

DISCUSSION

Public consultation

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments.

Comments were received from four residents within the community and the Vanier Community Association. Comments expressing opposition identified height, density, setbacks/ stepbacks, parking and construction impacts as the main concerns.

For this proposal's consultation details, see Document 3 of this report.

Official Plan

Section 2 of the Official Plan provides the strategic direction for the City through a range of broad policies that prioritizes intensification within the built-up urban area for housing, economic development and sustainable transportation orientation. Section 3 of the Official Plan provides the growth management framework for the City and Section 4 of the Official Plan provides urban design policies. Section 3 supports intensification with policies that direct residential growth to focus along Corridors, while Section 4 supports mid-rise development along Mainstreet Corridors (Design Priority Areas) that is context-sensitive and consistent with transect area policies and relevant urban design policies.

Section 5 of the Official Plan provides policies for the City's six concentric policy areas called transects. Schedule 'A' of the Official Plan shows the subject lands within the

Inner Urban Transect Policy Area. This policy area reflects urban and suburban built form and site design characteristics. This policy area is generally planned for mid- to high-density development and the intended development pattern is urban. Section 6 of the Official Plan provides the urban designations with policies for permitted land uses. Schedule 'B2' of the Official Plan designates the subject lands as "Mainstreet Corridor". Mid-rise building heights up to nine storeys are allowed along Mainstreet Corridors.

Design Guidelines

The Urban Design Guidelines for Traditional Mainstreets were reviewed for consistency.

Urban Design Review Panel

The property is within a Design Priority Area and the proposed development was presented to the Urban Design Review Panel (UDRP) on October 6th, 2022. The recommendations from the formal UDRP meeting are provided in Document 4 and were successful in aiding in the implementation of improvements along the western building façade; increased separation from the west side lot line (no balconies); and the introduction of a roof-top communal amenity space. Staff are satisfied with the overall building and site design.

Planning rationale

Official Plan

The proposed development is consistent with the strategic policies (Section 2) and growth management policies (Section 3) of the Official Plan. The proposed development represents an appropriate infill of a vacant lot adjacent to a Mainstreet Corridor with a strong mixed-use component. The proposal provides 73 bicycle parking spaces for 64 dwelling units and reintegrates an OC Transpo bus shelter/ stop. The proposal therefore prioritizes housing, sustainable transportation, and economic development.

The proposed development is consistent with the urban design policies of Section 4 (Design Priority Area) of the Official Plan. The proposed development provides an enhanced public realm along Belisle Street, where there is ample space for soft landscaping and tree planting. The proposed development minimizes conflicts between pedestrians and vehicles by locating the driveway entrance and surface visitor parking to the rear of the site. The proposed development also frames the street and provides active frontages facing the Mainstreet Corridor. The building setbacks and step backs at the rear comply with the 45-degree angular plane requirements of the Traditional Mainstreet (TM) Zone which are consistent with the City's policies and guidelines. The proposed development is consistent with the policies of Section 4 of the Official Plan.

The proposed development is consistent with the policies of Sections 5 and 6 of the Official Plan. The proposed development is consistent with the policies for Mainstreet Corridors (Section 6) within the Inner Urban Transect Policy Area (Section 5). The proposed height of six-storeys is permitted and is appropriate for the site based on the policy context and the existing and emerging built-form profile along McArthur Avenue. The proposed development is consistent with the policies of the Official Plan.

Details of the proposed Zoning By-Law Amendment

The proposed Zoning By-Law Amendment details (Document 2) are supported by Staff:

Interior Side Yard Setback

Staff are recommending an increased interior side yard setback of 2.4 metres for a portion of the western building façade, as shown in the building design in Document 5. Staff and the UDRP had concerns with the proposed treatment of the western building façade and the separation provided between the building face and the west side lot line. The increased interior side yard setback ensures that a viable outdoor amenity space is provided at-grade and provides better separation and sunlight exposure for west-facing dwelling units. All other parts of the building, not impacted by the recommended zoning provision (Document 2), may be setback 0 metres from the west side lot line as per the TM Zone.

Balconies above the first floor facing the west side lot line

Staff are recommending that balconies above the first floor be prohibited for any part of the building façade facing the west side lot line. Same as above, there were concerns with this western building façade. The applicant has since responded with a revised west building elevation and rendering showing no projecting balconies. Though some west-facing units will not be equipped with private balconies, the proposal exceeds the minimum amenity space requirements of the Zoning By-Law and provides communal areas. The removal of the balconies along the western building facades creates a better condition adjacent to the abutting lot to the west, which could be redeveloped at a 0 metre interior side yard setback. All other parts of the building façade, not facing the west side lot line, will be permitted balconies in accordance with Section 65 of the Zoning By-Law.

Active entrance for a residential use on the ground floor

The proposed development provides active entrances for the ground floor residential uses but does not, however, provide an active entrance for the residential use along the façade facing the mainstreet (McArthur Avenue). Staff support the orientation of the

proposed commercial uses and have no concerns with the request given that active entrances for the residential use are provided along Belisle Street.

Canopy projections

The proposed development provides canopy projections at 0.2 metres from the front lot line and the side lot line abutting the street (Belisle Street). The proposed development offers an expanded public realm along Belisle Street and commercial uses are proposed along McArthur Avenue. Staff consider the request to be both appropriate for the site and supportive of the traditional mainstreet character of McArthur Avenue.

Minimum Landscaped Area abutting a Residential Zone

Through this amendment, the minimum landscaped area will be reduced, from 1 to 0.5 metres. However, the height requirement for opaque fencing will be increased, from 1.4 metres to 1.8 metres. In staff's opinion, the requested zoning provision represents a minor change from the requirement of the TM Zone. The combination of the proposed landscape buffer and the proposed fence will provide screening along the rear property line to mitigate any potential impacts related to the visitor parking area at the rear of the site.

Stepback above the fourth storey facing McArthur Avenue

The proposed development provides a two metre stepback above the fourth storey, whereas the two metre stepback is required at and above the fourth storey. This provision is being added for an abundance of caution. The amendment initially requested that no additional front yard setback be required above any part of the front building façade. In response to staff and the public comments received, an additional front yard stepback was added above the fourth storey. The proposed additional front yard stepback above the fourth storey appropriately scales the building in favour of the pedestrian; is more consistent with Urban Design Guidelines for Traditional Mainstreets; and, in staff's opinion, still upholds the intent of the by-law provision. Therefore, staff support the change and have no concerns with the revised rezoning request.

Bicycle Parking Rate

Through this amendment, Staff are recommending an increase in the minimum bicycle parking space rate, from 0.5 spaces per dwelling unit to one space per dwelling unit. The increased bicycle parking rate provides an alternative for building tenants adjacent to the McArthur Avenue cycling connections. The increased bicycle parking rate also addresses public comments related to the provision of cycling infrastructure. To prioritize surface area for soft landscaping and trees, all required bicycle parking spaces

are proposed to be located and secured within the building. Staff support the increased bicycle parking rate.

In addition to the above, the proposal is consistent with the Urban Design Guidelines for Traditional Mainstreets.

Based on staff's review, the proposed Zoning By-Law Amendment is considered appropriate and is supported.

Provincial Policy Statement

Staff have reviewed this proposal with the 2020 Provincial Policy Statement (PPS) for consistency. The proposal is consistent with the 2020 PPS.

RURAL IMPLICATIONS

There are no rural implications associated with this report.

COMMENTS BY THE WARD COUNCILLOR(S)

Councillor Stéphanie Plante overall supports this development. There are some unanswered questions as to the affordability of these units, but the 2 bedrooms units will help augment the stock of family housing.

The developer is in conversation with staff about some issues around the bus shelter and providing amenities for the children who use the Boys and Girls Club across the street.

LEGAL IMPLICATIONS

There are no legal impediments to implementing the recommendations in this report.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

ASSET MANAGEMENT IMPLICATIONS

There are no servicing constraints identified for the proposed rezoning at this time. Servicing capacity requirements to be confirmed at time of site plan.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

N/A

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-22-0102) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendments due to the need for multiple submissions and revisions.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Details of Recommended Zoning

Document 3 Public Consultation Details

Document 4 Urban Design Review Panel Recommendations

Document 5 Site Plan

Document 6 Building Elevations

Document 7 Massing Perspectives

CONCLUSION

The Planning, Real Estate and Economic Development Department supports the application and the proposed Zoning By-law Amendment to permit a six-storey mixed-use, mid-rise building subject to site-specific zoning standards. The proposed Zoning By-Law Amendment introduces site-specific zoning standards that either improve upon the minimum requirements of the Traditional Mainstreet (TM) Zone or constitute a minor departure from its requirements. The proposed development represents a desirable mid-rise built form at this location and is appropriately designed to respond to the local context in accordance with the City's policies, guidelines and by-laws. The proposal is consistent with PPS 2020; is consistent the City's Official Plan policies; and is consistent with the Urban Design Guidelines for Traditional Mainstreets.

The proposed amendment represents good planning. As such, staff recommend approval of the Zoning By-law amendment.

DISPOSITION

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista

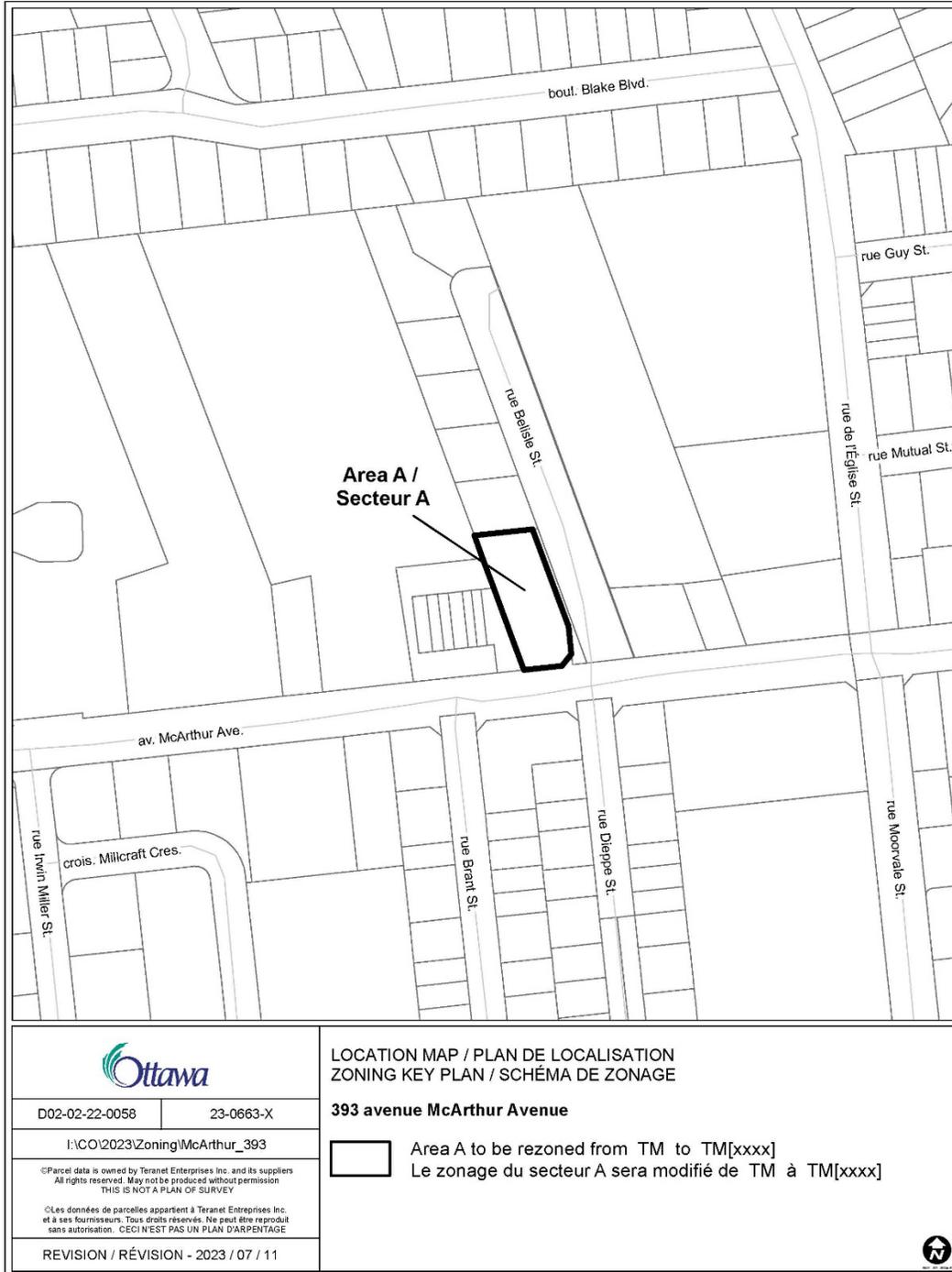
O'Brien, Program Manager, Tax Billing & Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.

Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

Document 1 – Location Map



For an interactive Zoning map of Ottawa visit [geoOttawa](https://geoottawa.ca). This location map shows the property at 393 McArthur Avenue being rezoned from TM Zone to TM[xxxx] Zone.

Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 393 McArthur Avenue:

1. Rezone lands as shown in Document 1.
2. Amend Section 239 – Urban Exception, by adding a new exception [xxxx] with provisions similar in effect to the following:
 - a. In Column II, add the text, “TM[xxxx]”;
 - b. In Column V, add provisions similar in effect to the following:
 - i. Interior Side Yard Setback:
 - At least 45 per cent of the façade must be set back a minimum 2.4 metres from the west side lot line.
 - ii. Balconies above the first floor are prohibited for any part of the building façade facing the west side lot line.
 - iii. Despite Section 197(13), a residential use on the ground floor does not require an active entrance along the façade facing the main street.
 - iv. Despite Section 65, Table 65(4), canopies are permitted to project up to 0.2 metres from any front lot line, or side lot line abutting a street.
 - v. Despite Section 197, Table 197(i), if an opaque fence with a minimum height of 1.8 metres is provided, the minimum width of a landscaped area abutting a residential zone is 0.5 metres.
 - vi. Despite Section 197, Table 197(g)(ii)(2), for any part of a building above the fourth storey, a building must be setback a minimum of 2 metres more than the provided setback from the front lot line and corner side lot line.
 - vii. Minimum bicycle parking space rate: 1 per dwelling unit.

Document 3 – Public Consultation Details

Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. Public Comments and Responses were received from 4 residents and the Vanier Community Association. The public comments and responses are organized by theme below.

Comments Theme 1: Built-form

Comments:

- The proposed building is much taller than surrounding buildings
- The height of the buildings on this road is not compatible.
- Reducing setbacks, stepbacks and landscape buffers decreases green space in an already concrete-heavy area.

Responses:

- The proposed building height is permitted by the current Traditional Mainstreet (TM) Zone. This proposal does not add additional height beyond what is currently permitted by the existing zoning.
- The subject property fronts onto a Mainstreet Corridor. Mid-rise development is the desirable built form for this planning context.
- The proposed amendment provides an increased interior side yard setback and a 2m stepback above the fourth storey. These are welcomed changes. The proposal is otherwise zoning compliant as it relates to required setbacks and stepbacks.
- The decreased landscape buffer is appropriate, considering the increase height of the opaque fence, from 1.4 to 1.8 metres.

Comments Theme 2: Vehicle Parking & Traffic

Comments:

- Reducing the number of required visitor parking spaces puts pressure on neighbouring streets for parking.

- The scope of this proposed project is too large (number of units) in comparison to its parking availability. We already have a problem with vehicular traffic on MacArthur Avenue as there is one lane each way for vehicles and bike lanes on each side of this street. Also of concern, due to road construction and street closure on Montreal Road between Vanier Parkway, traffic is re-routed to MacArthur Avenue; for all these reasons, it is already difficult for us to exit from Dieppe Street to MacArthur during the day and this new project will make things worse. No parking is available on MacArthur Avenue and as there will be only 31 resident parking spots and 3 visitor parking spots for the 66 proposed units, many residents and visitors of this site will have to resort to parking on Belisle and Dieppe Streets creating parking issues for the current residents of these streets especially during the winter when these streets are narrowed by snow and circulation is sometimes difficult due to poor maintenance of these streets. Pedestrian safety will also be an issue (at least for Dieppe Street) as there are no sidewalks and if many more vehicles park on the street, pedestrians will have to walk in the middle of the street. For all above-mentioned reasons, we believe that the proposed number of units is too high in comparison to the availability of parking for this site and this should be re-evaluated. The current residents of this area will be impacted negatively by this project should it go ahead as currently proposed.

Responses:

- The proposed Zoning By-Law Amendment no longer requests a reduction in the required visitor parking spaces (from 5 to 3). All required visitor parking spaces will be provided. The lay-by will also be reinstated to provide short-term parking, to be confirmed prior to Site Plan approval.
- The proposed development meets the minimum parking requirements of the Zoning By-Law based on the number of units proposed. Staff have reviewed the Parking and Transportation Demand Management memo and have no concerns.

Comments Theme 3: Construction

Comments:

- We are concerned about the impact of the planned construction at this site, including: possible physical damage to the plaza building, air quality, anticipated noise, increased vehicular traffic, and disruption to our members and facilitators ability to conduct our full week of programming. We are also very concerned for the anxiety and trauma that our members may experience with the presence of construction machinery and workers at this site.

Responses:

- The developer/ builder will be responsible for the preparation of the site and monitoring the construction of the site in accordance with all applicable City's by-laws. At the time of building permit review at Building Code Services, the developer will be required to submit shoring details and obtain the required construction permits. The Owner will be required to obtain permission from the neighbouring property owners if any portion of the shoring is located on the neighbouring property.

Comments Theme 4: Other

Comments:

- At the same time, the planned footprint of the proposed building site will affect the streetscape in a way that creates access and safety barriers for our members and others. By extending the proposed build right up to the sidewalk, a direct sight-line to the OC Transpo bus shelter, (slated to move a block away), as well as safe and secure movement and access of Para Transpo vehicles during pick-ups and drop offs, in the plaza parking lot, will be lost.

Responses:

- The proposed front yard setback is required by the current Traditional Mainstreet (TM) Zoning due to the adjacent hydro lines.
- The bus shelter/ stop will be constructed in accordance with City standards as agreed upon between OC Transpo and the developer. Details concerning the reintegration of the bus shelter/ stop will be confirmed, prior to Site Plan approval.

Vanier Community Association

Comments:

- There is concern about the number of bylaw amendments being proposed, especially the reduction in the minimum landscape buffer adjacent to the residential zone.
- There is also concern that the step back is reduced and at a higher level such that the pedestrian scale may be lost.
- The building's relationship with the relocated bus shelter and the public realm needs careful attention.

- The VCA attaches importance to the provision of a road modification agreement to provide for an upgrade to a cycling track consistent with the City's approach for McArthur Ave cycling infrastructure improvements and as required for other McArthur developments.
- The VCA is concerned with the Design Brief's vision statement to focus the development on young professionals. Indeed the site's location close to a variety of health services, Heartwood House and other amenities suggests that an inclusive vision would be more appropriate for Vanier and the McArthur corridor. In particular, given the site's proximity to schools, the VCA urges the provision of family-sized accommodation including 2 and 3 bedroom units consistent with the new Official Plan policy direction in this regard.

Responses:

- The reduced landscape buffer adjacent to the residential zone is appropriate given the proponent's request to increase the height requirement for an opaque fence. The combination of landscape buffer and screening will help to mitigate any potential impacts.
- A step back above the fourth storey has been introduced since the first submission to address Staff and public concerns. Staff support the revision.
- The bus shelter/ stop will be reintegrated through the proposed development and details will be confirmed, prior to Site Plan approval.
- The provision of cycling infrastructure along the frontage of 393 McArthur Avenue will confirmed, prior to Site Plan approval.
- Residential tenancy (e.g. target market) is not within the purview of a planning application. However, the comment about unit sizes is relevant and Staff have considered the applicant's proposal. Staff are satisfied with the unit types and sizes proposed. Until the Zoning By-law has been updated in accordance with the policy direction from the Official Plan (re: large-household dwellings), Staff are unable to enforce the provision of the three-bedroom units. However, Staff will continue to encourage larger units to accommodate families.

Positive Comments:

- The VCA welcomes the development of this site with a mixed residential and retail building at Vanier's east gateway.

- Given the active retail entrances, the VCA has no objection to the proposed amendment to permit the residential entry from Belisle.
- The trees and other plantings along Belisle extending to the corner with McArthur enhance the building's gateway features.

Document 4 – Urban Design Review Panel (UDRP) Recommendations

This proposal was presented to a formal Urban Design Review Panel meeting on October 6th, 2022 and the following recommendations were received:

Summary

- The Panel appreciates the level of thought put into the development proposal; the building is an appropriate scale for the neighbourhood context.
- The proponent should focus on the architectural details as the building will set an important precedent for future mid-rise developments in this part of the City.
- The integration of the sidewalk is appreciated, but the proponent should continue to develop the public realm and lower the ground floor to match the existing sidewalk grade to normalize the streetscape on McArthur Avenue.

Architectural Expression

- The Panel expressed concerns with the shape of the building. A C-shaped building does not consider the future development of the adjacent lot and could result in the facing units not being liveable.
- The project could benefit from providing an 18-metre double-loaded bar building design that would knit with the streetscape on McArthur and provide shallow liveable units, allowing for the west setback to be 5.5 metres and more glazing.
- The proponent should consider introducing a step back at the first or second storey on the west elevation and adding balconies. The balcony treatment, especially at the corner, would benefit from a glass or metal guard system to soften the façade.
- The Panel appreciates the articulation of the elevations and the introduction of colour, but the colour palette should be simplified as the colours on the side facades appear dull. The proponent should consider a simple masonry block treatment, a stronger contrast in colours and the removal of the grey element around the windows to simplify openings, with the use of the yellow tone on the upper floors.
- There was a suggestion to locate the commercial uses on one side of the building and to relocate the stairs and elevator to the opposite side, eliminating the need for a ramp on McArthur.

Site Layout and Landscape

- The Panel has concerns with the at-grade units and the height of the privacy wall along the sidewalk, given that the units do not seem consistent with the rhythm of Belisle Street and do not represent a streetscape condition that could be replicated further down the street.
- The Panel notes the residents' lack of outdoor amenity space and recommends removing the three parking spaces to provide an outdoor amenity area and a better buffer for the adjacent property.
- The proponent should consider reorienting the underground parking entrance within the building.
- The proponent should eliminate the ramp on McArthur Avenue to strengthen and simplify the connection between the ground floor uses of the building and adjacent the public realm.
- There was a suggestion to integrate the bus stop within the public realm and ensure it is accessible to everyone.

Sustainability

- Sustainability measures should be considered beyond the built form and ensure the livability of trees within the site

Document 7 – Massing Perspectives





