

**Ottawa East  
Community  
Association**



**Old Town Hall**

City of Ottawa  
Planning and Growth Management Department

10 January, 2014

**By Email**

**Attention: Hieu Nguyen**  
**Hieu.Nguyen@ottawa.ca**

**Regarding: File No. D07-12-12-0218**  
**Site Plan Control Application for 141 Main Street**

Dear Ms. Nguyen

Below are the comments from the Old Ottawa East Community Association with regard to the above application.

OOECA regrets that after a promising start, communications with the proponent dropped off and the Site Plan Control application has come forward with a number of conditions to which OOECA strongly objects. While generally in support of the project, the community association feels it must formally object to the application to return attention to critical details that are absent from the submission.

The principal objections relate to the lack of coordination with the City over implementation of the Complete Street on Main, and failure to engage with the opportunity to provide mid block connectivity from Springhurst to Oblate Avenue at the east end of the property. Additional objections are with regard to the amount of parking provided for visitors to the commercial premises and condominiums. OOECA is aware of, and supports, independent comments submitted by individuals in the Archville neighbourhood regarding the parking issue.

**Failure to coordinate on Complete Street**

OOECA notes that the recently renewed Ottawa Official Plan (Section 7 Annex 1) requires the protection of a 20.0 m right-of-way (ROW) for Main Street, from Hwy 417 to Clegg Street. The current street width is below that dimension, and the

Environmental Assessment for the approved Complete Street on Main has called for the expansion of the current ROW. The site plan presented as part of the Site Plan Control submission shows no indication of a request for additional Main Street right-of-way.

This is curious as the immediately adjacent property on 129 Main Street has been requested to give up 685 mm to the ROW for Main Street on the west side, and the owner's representative met with the City planner, Councillor and the OOECA on the 12 of December 2013 to discuss the matter. OOECA will not support any proposals going forward without fully representing the Complete Street.

Regardless of the lack of representation of an increased Main Street ROW, OOECA objects to the incomplete representation of the Complete Street components on the Site Plan Control Application. OOECA expects to see the following elements along Main Street at 141 Main: 2.4 m parking bay; 0.7 m "dooring" buffer; 1.5 m cycle track; a utility zone for light standards, street furniture, and street trees of some reasonable dimension; a minimum 1.8 m sidewalk, and; a 2.0 m buffer between the sidewalk and the face of a building. The utility zone and 2.0 m retail space buffer are not represented on the Site Plan in the application.

We note that sections of the sidewalk from parking bay to building face are presented for three points along Main St. with the building elevations. As they are not represented on the plans, we cannot ascertain which document is carrying the intentions of the project. Regardless of the increased clarity of the sections, they do not satisfactorily conform to the desired pattern of complete street elements. We wish to emphasize that the 2.0 m front yard setback required under the TM7 zoning is not intended as a replacement for the city sidewalk.

OOECA would support an exchange of easements at 141 Main between the City and the owner in which the City allows the parking garage to remain as currently designed in exchange for a deeper inset of the commercial frontages at grade to create the 2.0 m buffer zone at the retail frontages between the face of the retail space and the face of the building columns at grade.

Through block connectivity between Springhurst Avenue and Oblate Avenue

Pedestrian and cycle connectivity is a very important part of the redevelopment of the Oblate's and Sisters' lands in the eyes of OOECA. To this end, we are very disappointed that the easterly edge of the second phase of the project does not indicate through block access at that point. Our objections to the Site Plan application will continue until this issue is resolved.

The site plan shows a roughly 3.0 m setback from the face of the building balconies to the property line. The building sections show that the projecting balconies are above grade, not resting on it. Given the change of elevation between Springhurst Avenue and Oblate Avenue it is most likely that there may

be a significant difference in elevation between the top surface of the balcony and grade at the lowest floor.

This condition suggests that at least the 1.5 m on the eastern property boundary could be used as a pedestrian path through the mid block without unduly compromising the privacy of the balcony spaces. Privacy for balconies would be reinforced by 1.5 m of planting. With regular pedestrian traffic through the site, the balconies would behave like front porches in the balance of the Archville neighbourhood. Arguably a semi-public condition created by a through block connection would make both pedestrians and residents safer. OOECA hopes that this condition can be written into the site plan approval.

#### Parking for commercial patrons and visitors to the condominiums

OOECA has concerns regarding the handling of parking for visitors to the condominiums and customers for the commercial tenants. While the parking facility below grade is large enough to satisfy all the mandatory parking requirements, requests for minor variance submitted to the Committee of Adjustment concurrently with the comment period for this application indicate that it is not the intention of the developer to use the garage for these purposes.

Street parking in the Archville neighbourhood is already heavily used and it is not clear that there is capacity to absorb over 50 new parking spots.

Furthermore, OOECA has no interest in setting precedents that new residential developments do not need to provide visitor parking, or that commercial premises do not require customer parking. The ultimate extension of that approach to the entire redevelopment would likely damage the potential for successful retail spaces in later phases. It would also greatly exacerbate current street parking conditions, particularly in the winter given the narrow dimension of streets in the Archville neighbourhood.

OOECA strongly objects to a proposed site plan that does not make a reasonable attempt to address the parking requirements of proposed services.

Our comments are offered in an effort to ensure the success of the new development in the context of a renewed Main Street. It is essential that before new facilities are constructed, the coordination between the buildings and desired streetscape is completed. With the above noted issues addressed OOECA is comfortable that the new development will serve the community well.

Sincerely,

Stephen Pope  
Chair, Planning Committee, Old Ottawa East Community Association  
for  
John Dance,  
President, Old Ottawa East Community Association