

Old Ottawa East Community Design Plan



Infrastructure Services and Community Sustainability
Planning and Growth Management Department
Policy Development and Urban Design
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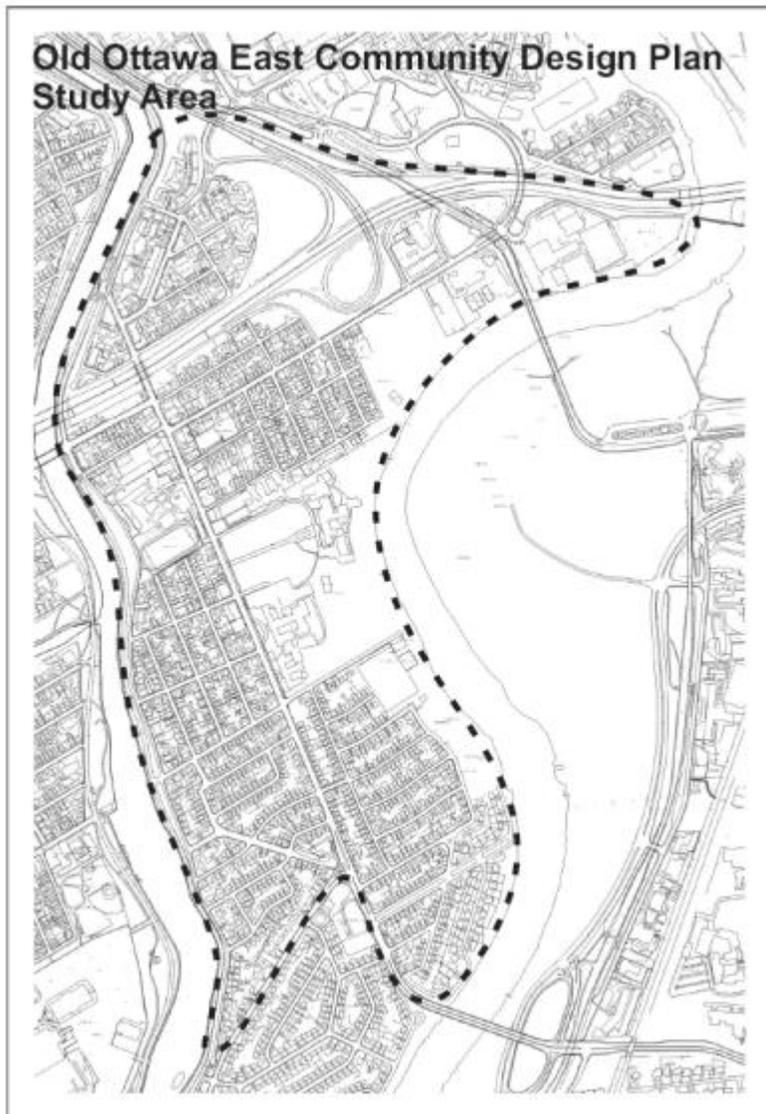
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1.0 BACKGROUND

This Community Design Plan (CDP) was initiated by the community of Old Ottawa East (OOE) due to concern with recent development activity along the Main Street corridor, which could degrade the present and future role of Main Street as a unifying element essential to the evolving community.

1.1 Study Area

The CDP study area was incorporated as a village prior to annexation by the City of Ottawa in 1907. It is defined by the Rideau River on the East, and the Rideau Canal on the west. The area has some clusters of retail along Main Street, Hawthorne Avenue and at the Lees Avenue high-rises. It also has quite a large percentage of land occupied by institutions such as St. Paul University, and other land owned by the Oblate Order, located around the Dechâtelets building. The area also contains seven churches and three schools with considerable land attached. Algonquin College occupied a large site adjacent to the Rideau River on Lees Avenue until 2004. This land is now owned by the University of Ottawa, and will remain as an academic campus. Another large, vacant area lies to the west of the Lees Avenue high-rises, which is dedicated for a future arterial road alignment known as the Alta Vista Transportation Corridor. (See page 1 for Study Area Map)

The community primarily focuses on Main Street, which is one of two streets providing commercial services to the community. The street links Smyth Road and Riverside

Drive on the south with Colonel By Drive and King Edward Avenue on the north. It has been designated as a “Traditional Mainstreet” in the Official Plan. Also of importance are the intersecting streets, Hawthorne Avenue to the west, which links the community to the Glebe and Centretown, as well as Lees Avenue, and Greenfield Avenue to the east, which connect to Highway 417 (Queensway) and the Sandy Hill neighbourhood.



A survey was carried out by the Community Association in 2005, which provided the base for the community’s vision statement and themes of this Plan. (see pg. 6, 7) In its first visioning workshop the community expressed a strong desire to extend the Community Design Plan beyond the boundaries of Main Street to include the entire area. The community believes it is on the cusp of a

major transition, and in order to maintain and build a “distinct, liveable community” (Principle of Ottawa 20/20) the future of the area and its main street must be planned together. A second workshop in the fall of 2005 with the help of volunteer planners produced plans and drawings that illustrate the community vision. (see pg. 8 – Old Ottawa East Community Vision)

Other plans and studies that have been undertaken for Old Ottawa East include a Neighbourhood Plan that was formulated in the 1970’s, and a Transportation and Streetscape Study completed in 2000. More recently the community was engaged in the Environmental Assessment (EA) for the Alta Vista Transportation Corridor (AVTC) where they expressed their opposition to the proposed roadway. Since its origin in the Ottawa-Carleton Official Plan of 1974, the residents of Old Ottawa East have maintained that the AVTC, if implemented, would have significant adverse impacts on their community. Nevertheless, following an extensive public consultation process the EA was approved by the Minister of the Environment in January of 2008.

Concern has also been raised that the intensification of condominium apartment buildings is accelerating in the area. While this trend is consistent with the City’s growth management strategy (Official Plan, Sections 2.2 and 2.5) the current planning framework is considered ineffective to achieve the desired compatibility, community design and collaborative community building set out by the Official Plan Sections 2.5.1 and 2.5.6.

1.2 Goal and Objectives of the CDP

The goal of this study is to prepare a Community Design Plan (CDP) focused on Main Street but necessarily responsive to a vision of the Old Ottawa East community as a whole. The Plan shall be based on the Design Objectives and Principles of the Official Plan Section 2.5.1, and shall use the Design Considerations of Annex 3, as well as the “Design Guidelines for Traditional Mainstreets” and “Infill Housing Design Guidelines”.

The plan is meant to provide a broad and integrated twenty-year vision and guidance for the growth of the area. It shall provide guidelines, boundaries and pathways from which the enabling conditions for sustainable development will emerge, and be of sufficient detail to guide change in both the public and the private realms, as implemented through urban design guidelines and Zoning Bylaw provisions. It will be subject to a review every five years along with the Official Plan. The following objectives and deliverables are considered important to the achievement of this goal:

- Produce a land use plan indicating the location, nature and extent of activity in the area;
- Express the main themes from the Community Vision in the policy direction of this plan;
- Identify areas particularly suited to intensification, and those areas of special importance to the community that should be preserved (heritage, aesthetic or religious importance, etc.);
- Integrate the Transportation and Streetscaping Study of 2000 with pedestrian and bicycle routes.
- Assess sewer and water capacity and storm water management;
- Produce an urban design strategy including a framework of urban form components, open space, buildings (setbacks, height, bulk, massing) and streetscape;
- Produce a park and open space plan, including urban natural features and constraints;
- Produce a 3D model and cross-sections showing building form along the Traditional Mainstreet; and
- Provide an implementation strategy and resulting zoning by-laws as required.

1.3 Policy and Regulatory Context

The history of land use policy and zoning can be traced back to By-law AZ64 (1964), which first established zoning on a comprehensive basis for the area of the former City of Ottawa. The zoning was then updated with By-law Z2K in 1984 with the C1-c linear commercial zones along Main Street.

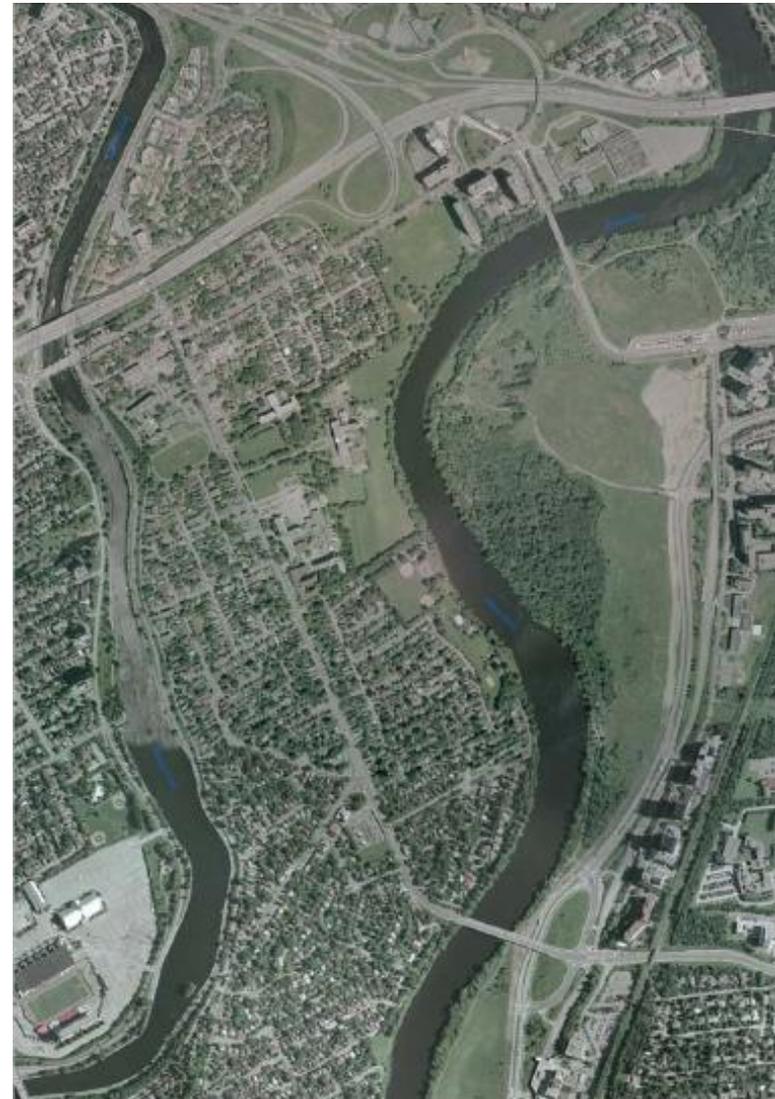
Policy support for zoning regulations was provided on a citywide basis with the 1991 Official Plan, which designated the north end of Main Street as Neighbourhood Commercial in line with the historical land use. The zoning by-law of the former City of Ottawa was updated to bring it into conformity with this Plan in 1998. The CN zoning at the north end of Main Street set the

permitted building height at 18 metres with a floor space index (F.S.I.) of 2.

After amalgamation of the municipalities within the former Region of Ottawa Carleton in 2001 a new Official Plan was approved in 2003. Following a number of appeals and further discussion City Council approved Official Plan Amendment (OPA) 28 in 2005, which included the “Traditional Mainstreet” designation for Main Street in Old Ottawa East.

With the finalization of the new Comprehensive Zoning By-law 2008-250, the City has a common zoning approach to Mainstreets based on the policies in the Official Plan. This by-law also established a zoning overlay for lands subject to the 1:100 year floodplain of the Rideau River along with associated development constraints. The flood plain lands are also subject to Ontario Regulation 174/06 “Development Interface with Wetlands and Alterations to Shorelines and Watercourses Regulation”, as administered by the Rideau Valley Conservation Authority.

The adoption of this CDP will provide a more detailed design approach to guide development along the Mainstreet corridor, the Lees Avenue Mixed Use Centre and within the residential neighbourhoods of Old Ottawa East. Such an approach is encouraged in the Official Plan Sections 2.5.6 and 3.6.3.



1.4 Demographic Profile

**50 Year Population and Dwellings –
Census Tracts 15 and 16 (Old Ottawa East)**

(Source: Statistics Canada)

Year	Census Tracts 15/16	
	Population	Dwellings
1971	3280/5430	960/1725
1976	3265/4630	1240/1715
1981	3340/4320	1485/1720
1986	4279/4221	1990/1715
1991	4465/4305	2110/1725
1996	4460/4405	2100/1760
2001	5865/4305	2760/1770
2006	6230/4460	3109/1876
2011	6250/4775	3120/2015
2021	6200/4875	3190/2110

50 Year Population and Dwellings – City of Ottawa

Year	Population	Dwellings
1971	471,930	138,175
1976	520,450	174,275
1981	546,855	200,505
1986	606,639	227,975
1991	678,070	259,755
1996	721,135	276,600
2001	774,035	301,735
2006	877,300	354,500
2011	1,011,800	410,600
2021	1,191,400	502,600

Significant Findings:

- Census tract 15 is located north of Clegg Street
Census tract 16, is located south of Clegg Street.
- The area north of Clegg Street has experienced a rate of population growth similar to the city at large between 1971 and 2021.
- The area south of Clegg Street has lost population over the same 50-year period.
- The household size has declined 57% from 3.41 to 1.94 in the area north of Clegg Street between 1971 and 2021.
- The household size for the area south of Clegg has generally matched the 30% decline from 3.14 to 2.31 for the city at large over the same 50-year period.

Conclusions:

- The pace of growth and change has been significantly greater in the area north of Clegg Street. This is the area that requires the greatest attention with respect to the management of change in the form of a greater intensity of development.
- The area south of Clegg will remain as a stable, low profile residential neighbourhood with minimal growth of population and housing supply.

1.5 The Community's Vision and Themes of Plan

The community organized workshops in 2005 from which the following vision statement and related drawings were generated. The vision was used to lead the CDP process but is not considered as policy direction.

When looking forward 20 years or more it is important for the community to recognize key themes that underscore thinking with respect to how Old Ottawa East will develop in the future.

Theme 1 – Environmental Sustainability

Sustainable Communities

- Encourage sustainable developments (energy self-sufficient, stormwater management, water conservation, compact form etc.)
- Reduce vehicle use by providing for local services and support systems
- Foster a healthy community (services, recreation)
- Encourage and anticipate sustainable transit alternatives
- Create community gardens
- Establish a Local Farmers Market
- Strengthen existing green corridors and linkages
- Rehabilitate natural features (river, urban forest)
- Enhance diversity and facilitate resilience in the face of demographic, social and environmental change

Maintain and Enhance Green Spaces

- Protect and enhance an integrated and connected system of green spaces/urban parks
- Protect and encourage biodiversity in green spaces
- Greening of unused lands

Improve Green Linkages

- Build a safe and pedestrian-based community
- Build strong pathways between neighbourhoods and to adjacent communities
- Complete the public right-of-way as a trail along Rideau River
- Improve access along and between the Canal and River
- Encourage cycling options

Theme 2 – Maintain and Enhance Distinct Character of Old Ottawa East

Enhance Key Characteristics

- Major institutions (Schools, Places of Worship, Ecclesiastical Residences)
- Canal and River frontage (open space, recreation)
- Main Street as the central spine of the community

Connections to Adjacent Communities

- Close to key services
- Close to Canal and River
- Close to other vibrant communities

- Gateway locations at linkages to adjacent communities
- Explore potential for a new pedestrian and cycling bridge across the canal

Land Use

- Broad mix of compatible and appropriate uses
- Provide opportunities for services and shops

Theme 3 – Revitalize and Improve Commercial Main Street

Traditional Main Street

- Apply Traditional Mainstreet designation north of Clegg to the Canal
- Implement Traditional Mainstreet TM zone
- Extend TM zone along Hawthorne west of Main
- Amend Main Street south of Clegg to General Urban
- Encourage green businesses

Improve Commercial Main Street

- Promote mixed use development
- Encourage infill of underutilized land
- Maintain built form of Traditional Mainstreet
- Upgrade street environment in keeping with mixed use Mainstreet (Landscape and Street Furniture)

Theme 4 – Managing Growth

Deployment of Development

- Encourage appropriate new development on underutilized lands
- Concentrate development near services

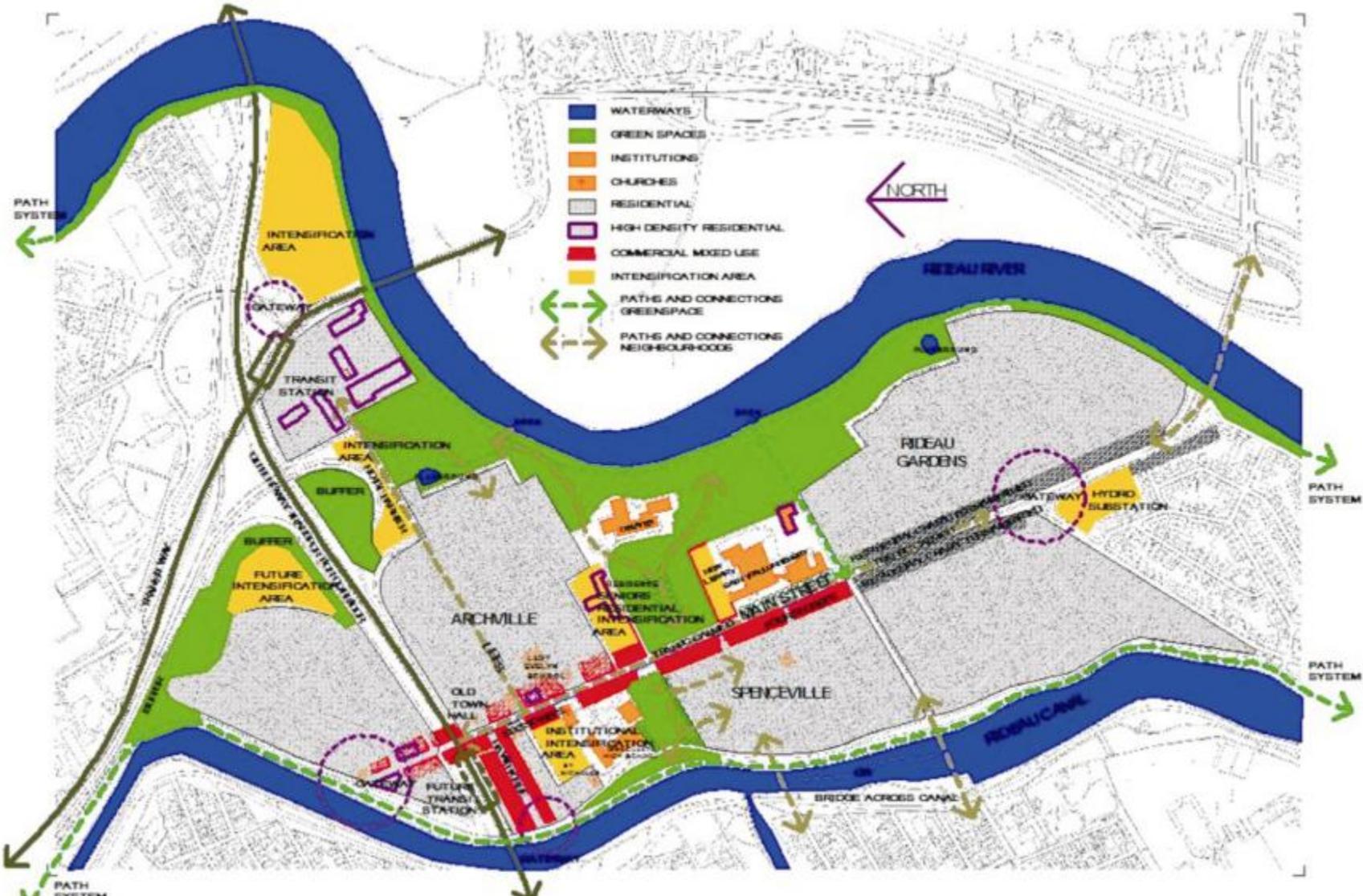
Community Diversity

- Facilitate aging in place
- Promote housing affordability

Community Support Facilities and Services

- Provide needed recreation facilities
- Expand Arts and Cultural facilities





OOE Community Vision (workshop sketch)

2.0 EXISTING CONDITIONS

The following section includes a description of the existing conditions within the distinct neighbourhoods, precincts, and corridors of Old Ottawa East. The land use designation in Schedule B of the Official Plan provides the general context for policy direction with respect to the type and form of development that will occur in the area.



Old Ottawa East is a distinct and well-defined community located between the Rideau Canal and the Rideau River, south of the University of Ottawa and north of the McIlraith Bridge (Smyth Road). It is comprised of a number of neighbourhoods within walking distance of the arterial roadway network. Main Street is the central

corridor that bisects the community from north to south. Hawthorne Avenue and Lees Avenue provide connections to the Glebe on the west and Sandy Hill on the east. The 417 Highway (Queensway), that was previously the main CNR line through Ottawa, traverses the area and has created a historic division of the northern most neighbourhood. The community is characterized by the presence of a large number of churches, schools and related monastic residences. These provide large parcels of open space that have been used informally by the residents for leisure activities and as pedestrian trails. The City parks are located along the river and lightly dispersed throughout the community. Some of these open space lands and a residential section of the Rideau Gardens neighbourhood are affected by the 1:100 year floodplain of the Rideau River.



2.1 Hawthorne Avenue – Col. By to Main holds potential as a Traditional Mainstreet. It has retail shops at both ends, and a direct linkage via the Pretoria Bridge to the Glebe community. It also forms part of the collector road system for the 417 Highway and carries considerable traffic, including pedestrians and bicycles. The north side, from Colonel By Drive to Ballantyne Park, is currently commercial and has a deep lot backing on the 417 Highway that could accommodate intensification. This area is now zoned as GM1 (General Mixed-Use). Ballantyne Park is a City-owned parcel that is largely undeveloped. The south side of Hawthorne from Colonel By Drive to Main is primarily low-rise residential but has a number of home occupations and small businesses. Given its direct linkage to other commercial precincts it could accommodate compact, pedestrian-oriented mixed-use development. The lot depths will determine the viable height of buildings along this frontage relative to the TM zone building envelope.



2.2 Main Street north of the 417 Highway has intensified in recent years with low to medium profile multiple unit residential buildings. This trend has potential to continue with shops on the street and a general transition to a Traditional Mainstreet built form. Streetscape upgrades will encourage local walking trips within this precinct.



2.3 South of the 417 Highway to Springhurst and Immaculata High School is the confluence of the main arterial streets in the community. Main Street, Hawthorne Avenue and Lees Avenue also provide access to Highway 417. With some larger and deeper lots and five churches, this precinct has considerable potential for intensification. The Ottawa Catholic School Board property and buildings at 88 Main Street (at

Graham) house community-serving uses, including an adult high school and a health centre. This property could also accommodate infill development. The redevelopment of these properties could add significant activity to this portion of the Traditional Mainstreet.



2.4 Main Street south of Springhurst and Immaculata High School includes some large parcels currently used as ecclesiastical residences that hold significant potential for redevelopment. The Sisters of the Sacred Heart convent on Oblate Avenue and the Oblate Fathers monastery on Main Street present a large contiguous parcel, which is generally undeveloped. These religious orders have indicated that their property may soon be available for redevelopment. A large frontage on Main Street and adjacent local streets provides ready access to the site. The properties also

enjoy expansive holdings along the Rideau River. A successful section of health and food-related retail is located on the west side of Main south of Hazel. This area exhibits the type of at-grade retail desirable for a Traditional Mainstreet.



2.5 The existing residential neighbourhoods within Old Ottawa East, including Archville, Spenceville, and Rideau Gardens are stable and of a consistent low profile residential character. To the south of Clegg Street the housing stock is predominantly single detached while to the north there is a greater mix of singles, semi-detached, and townhouses with some apartment buildings. Housing is laid out in a traditional grid pattern with sidewalks along the street. Some public rear lanes exist with overhead utilities but these have generally been incorporated into the private yards. These neighbourhoods are confined between the Canal and

River and bisected by Main Street, which provides for short walking distances to shops, services and transit.



2.6 The Mixed Use Centre at the east end of Lees Avenue contains considerable area for infill. The former Algonquin College campus will continue to develop as a post secondary academic institution under ownership and administration of the University of Ottawa. The site enjoys views along the river and is linked by the open space and a major recreational pathway. The high-rise residential neighbourhood adjacent to and west of the campus includes five slab block apartment buildings that provide a high density of affordable rental housing accommodation. While convenience stores have located

here, this Mixed-use Centre holds potential for more commercial uses at grade and some residential infill.



2.7 West of the high-rises the Alta Vista Transportation Corridor (AVTC) crosses the river to connect to the 417 Highway. How this proposed arterial roadway is designed will be critical to minimize any impact on this neighbourhood. Pedestrian walkways are needed to maintain the connection of this neighbourhood to the larger community to the west and the University of Ottawa and Sandy Hill to the north. The AVTC abuts the Springhurst Park on the west. To the east of the AVTC is another City parcel that provides access to the Multi-use Pathway along the Rideau River. The AVTC lands are currently used informally for leisure and active recreation. Lees Avenue is an arterial road connecting the community to Sandy Hill and the 417 Highway to the east and Main Street to the west.

2.8 Existing Infrastructure

The purpose of this infrastructure assessment is to undertake a condition and capacity analysis of the water, wastewater and stormwater infrastructure serving the CDP area with recognition of the intensification and redevelopment that is projected. This analysis will address servicing availability for future intensification within the neighbourhood and identify servicing constraints to be addressed prior to development.

Municipal sewers comprising the sanitary collection system within the CDP area can be classified as one of three types of sewers, partially separated, totally separated or combined. In the 1950s the Rideau River Collector (RRC) was built to serve the City of Ottawa. The catchment area serviced by the RRC is divided into east and west drainage areas by the Rideau River. The majority of the CDP area is located within the western drainage area and initially drains into the Rideau River Interceptor Sewer (RRI) before it crosses under the River at Somerset Street and outlets into the RRC. The sewers draining to the RRI, for the most part, are fully or partially separated. The neighbourhood was originally constructed with a combined sewer system. Over time the City undertook a sewer separation program where combined sewers were converted to sanitary sewers as a cost savings measure during the installation of a new storm sewer. The remaining system is referred to as a partially separated system because the foundation drainage remained connected to the old

combined sewer during the reconstruction project. The storm sewer therefore conveys surface and road drainage. It is possible that some of the more recently constructed streets are fully separated; however, full separation is very costly and historically did not take place within the City of Ottawa.

Evidence of the old combined sewer system is still apparent within the CDP area. Traditionally, combined sewer systems were constructed with relief points known as overflows to prevent against sewer backups and basement flooding. When sewers are separated the overflows are typically converted into storm outfalls. At the bottom of Clegg Street there is a sewer overflow that is still in operation even though the majority of the upstream sewer system has been separated. The Clegg sewer discharges into the RRI and the RRI has a history of surcharging, which is related to the outlet into the RRC. The overflow protects against local sewer surcharging and basement flooding upstream. The lands located north of the 417 within the CDP area outlet to a separate trunk/collector sewer on the west side of the Rideau Canal. The streets located in this smaller catchment area remain to be serviced with a separated sewer system. The combined sewers are the original sewers installed.

In the 2005 Basement Flooding Report, Ward 17 was identified as a ward that experienced basement flooding

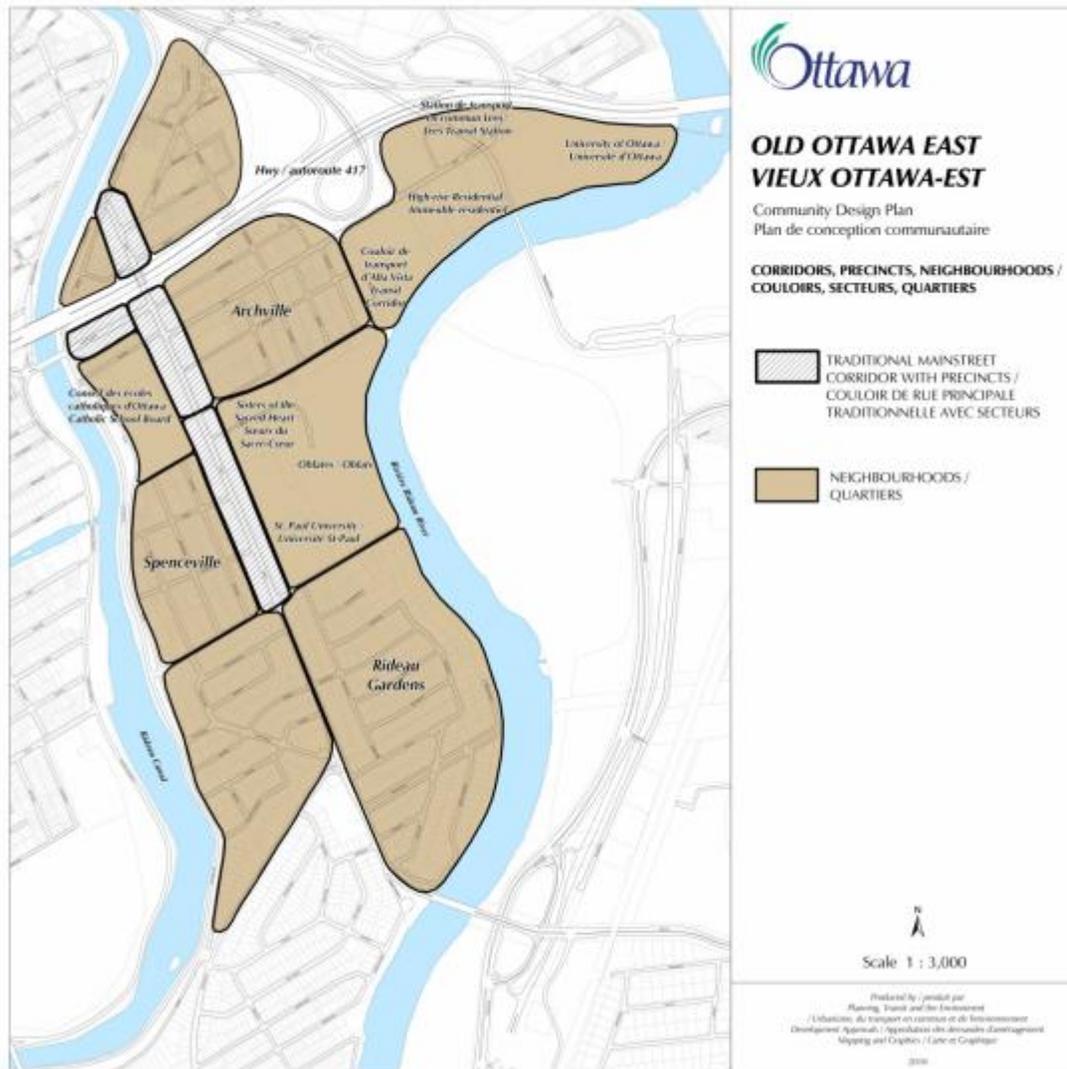
as a result of the extreme rainfall event from September 9, 2004. A specific basement flooding “cluster” was identified to be within the CDP boundary limits and is referred to as the Rideau Gardens Flooding cluster. The report states that the flooding experienced within Rideau Gardens is a result of the Rideau River Collector sewer surcharging from additional wet weather flows and preventing the Rideau Garden outlet sewer, the Rideau River Interceptor Sewer, from freely discharging therefore creating a backup in the interceptor sewer. In addition the condition and age of some of the local sewers compound the problem.

The water distribution system in the CDP area is serviced within Pressure Zone 1W. There are no operational issues within this zone related to capacity or pressure. In general the watermains south of Clegg Street are older than the watermains to the north. According to the available information, in the 1990’s the Region undertook a program to replace watermains within Old Ottawa East. That being said, not all of the watermains north of Clegg were replaced.

The stormwater collection system in the CDP area was upgraded through the City of Ottawa’s sewer separation

program in the early 1970s when many of the streets were converted from a combined sewer system to a fully/partially separated system. The CDP area is bound on the east by the Rideau Canal and on the west by the Rideau River. City records indicate that there is one relatively small storm outlet within the CDP area to the Canal north of the 417. Many of the streets within this localized area have not yet been separated and this is likely due to the limited storm outfall available. Previous project discussions with the NCC indicate that they will not permit additional storm flow to be discharged into the Canal. When these streets are up for renewal the project team will have to investigate other storm outlet alternatives. The remainder of the CDP area drains towards the Rideau River. There are approximately six known storm outlets to the River.

The future intensification of the CDP area should be supported with a storm water management plan. Although storm sewer outlets currently exist, it is unlikely that they were approved with the objective to service future growth. Intensification of an area typically reduces permeability and creates additional runoff that should be managed within the CDP area before reaching the receiving stream.



2.9 Corridors, Precincts and Neighbourhoods

- The community has been divided into its physical components in order to recognize their unique character and function.
- The Corridor corresponds to the Traditional Mainstreet designation in Schedule B to the Official Plan.
- The Corridor has been divided into Precincts, which are distinct with respect to their built form and land use.
- Neighbourhoods are primarily residential districts, which exhibit a consistent character within a defined area.
- The description provided in the Existing Conditions section identifies and describes these components.
- The Land Use and Design Strategies provide policy direction for change within these areas.

3.0 Land Use and Design Strategies

The following policies for corridors, precincts and neighbourhoods within Old Ottawa East provide direction to guide future development.

3.1 Traditional Mainstreet Corridor – Strategy - An amendment to the Official Plan in 2005 designated the entire length of Main Street as a Traditional Mainstreet with the intent to provide for compact, pedestrian-oriented, mixed-use development. However, the analysis undertaken in preparation of this CDP indicates that the area south of Clegg Street is and will remain a stable, residential neighbourhood, predominately composed of single detached dwellings. The consistent residential character of this neighbourhood that extends along the frontage of Main Street is not considered suitable as a Traditional Mainstreet (TM).

- Therefore, it is recommended that this segment of Main Street be designated as a General Urban Area. This will allow for some residential infill and intensification while maintaining a low-rise form that is compatible with the adjacent neighbourhood.
- North of Clegg Street along Main Street, development can be accommodated within the building type envisaged in the Official Plan for the Traditional Mainstreet designation as implemented in the TM zoning.
- The Traditional Mainstreet (TM) zoning will provide for the minimum density requirements of the Provincial

Policy Statement (PPS) while ensuring compatibility with the adjacent neighbourhood through setbacks of the building mass at grade and above the 4th floor.

- Notwithstanding the provision for greater building heights set out in the O.P., no buildings will be allowed higher than six storeys and 20 metres other than the limits allowed within the precincts referred to in Section 3.5 and 3.8 of this Plan.

3.2 Hawthorne Avenue - Colonel By Parkway to Main Street

- Designate this precinct as a Traditional Mainstreet.
- Intensify lots on the north side that back onto the 417 Highway in a mixed-use format. The massing of buildings may allow for the rear wall to provide a sound barrier to the traffic noise.
- Develop Ballantyne Park for leisure use and as an ornamental landmark feature at the head of Main Street in association with the Ottawa East Community Centre (former Archville Town Hall) at the northeast corner of Main and Hawthorne.
- Develop the south side of this corridor in accordance with the TM zoning. With lot depths ranging from 26 to 30 metres the stepped building envelope massing is important to achieve compatibility with the low-rise residential on Graham Street to the south.
- Provide for wider sidewalks to the extent possible to accommodate pedestrian traffic on Hawthorne Avenue.

- Priority will be given to burial of overhead wires along this Traditional Mainstreet.
- Mark a gateway to the community with a distinctive corner treatment of the buildings at the intersection with Colonel By Drive.
- Create a distinctive building corner treatment at the southwest corner of Main and Hawthorne to signify this important landmark location.

3.3 Main Street north of the Highway 417 Hwy.

- Develop this precinct of the Main Street corridor as a Traditional Mainstreet with the standard building envelope provided by the TM zone.
- Limit commercial uses required on the ground floor, to personal-service business, retail store, retail food store and full-service restaurant.
- Limit building heights to low-rise within the neighbourhood located north of Highway 417. This will allow for low-rise infill and intensification along arterial streets like Greenfield Avenue.
- Rationalize the width of travelled lanes in the roadway and transfer any excess to the sidewalks as Main Street is reconstructed.
- Expand sidewalks within the required building setbacks on private land.
- Encourage pedestrian use within this intensified Mainstreet environment by means of streetscape improvements.

3.4 Main Street south of Highway 417 to Springhurst and Immaculata High School

- Accommodate a full cross-section of Traditional Mainstreet built form within the deeper lots of this precinct.
- Achieve the intensification target while maintaining compatibility with the flanking lots within the adjacent residential neighbourhoods by adhering to the TM zone building envelope.
- Maintain the former Archville Town Hall building as the Ottawa East Community Centre, providing a public landmark at the head of the street.
- Utilize the compact mixed-use built form of the Traditional Mainstreet as churches in the precinct redevelop over time.
- Adapt and reuse the existing school buildings and infill with built form compatible with the contiguous area in the redevelopment of the Ottawa Catholic School Board properties located at 88 Main Street and 20 Graham Street.
- Permit and continue to expand on the existing community-serving uses, such as schools, arts and culture venues, recreational facilities, retirement homes and residential dwellings in the redevelopment of the Ottawa Catholic School Board properties.
- Improve the public realm, including streetscapes, parks and plazas relative to the potential level of intensification in this precinct of the Traditional Mainstreet.

3.5 East side of Main Street Springhurst to Clegg

- This precinct has been planned in greater detail due to its potential for redevelopment and the extensive public consultation that ensued as the land owners engaged in the planning process. It extends along Main Street, south of Springhurst, including St. Paul University, the Convent of the Sisters of the Sacred Heart and the property of the Oblate Fathers. It will develop as a Mainstreet with an adjoining mixed-use neighbourhood extending east to the river.
- A Demonstration Plan has been prepared for this precinct, which is attached as Appendix 1. The Plan illustrates how these lands could be developed over time in conformity with the community's vision as set out in Section 1.5 of this CDP. While the land may not develop precisely as illustrated its purpose is to provide guidance for the redevelopment of these lands, establish the basis for the preparation of an implementing Zoning By-law, and ensure consistency with the policy framework that follows.
- A holding zone will be applied to the area shown on the Demonstration Plan (Appendix 1) other than St. Paul University. It will be removed when a Site Plan Control application is approved that includes this entire area and fulfils the following conditions:
 - Stormwater management for the subject lands;
 - Traffic impact analysis and management plan;
 - Water and sewer servicing design; and
 - Parkland and pathway dedication relative to the development of the subject site.

Achieve a Diversity of Uses, Activities, and People

- Provide for a variety of residential building types and tenures for a rich and diverse community to accommodate a full demographic profile of households. A range of housing options are needed to ensure affordability and accommodate a variety of users including families, seniors, empty nesters, single room occupancy and smaller households.
- Encourage a diverse mix of uses that contributes to the overall self-sufficiency and sustainability of Old Ottawa East. These include a broad range of housing types as described above, live-work units, public/civic uses, commercial uses that contribute to the vibrancy of Main Street, and a strengthening of the institutional presence of St. Paul University.
- Encourage a complementary architectural treatment of buildings, including finish, colour and materials, together with a consistent design treatment of common elements on the property, such as fencing, landscaping, gateway features, street lighting and signage.
- Achieve compatibility with existing lower profile neighbourhoods bordering the subject lands by ensuring an appropriate transition of use and built form as set out in Section 4.11 of the Official Plan.
- Extend the surrounding public street grid and axial views to order and deploy the built form in the redevelopment of these properties. However, primary vehicular access/egress within the site shall

be oriented to Main Street. Vehicular access/egress to Clegg Street shall be secondary.

- Provide a range of building heights between five to nine storeys in the Residential Medium-Rise designation. The related zoning will reflect a gradual transition between the heights in this range and buildings in proximity of lower height.
- Locate parking for the medium-rise buildings primarily below grade. Where necessary, surface parking related to all development in this precinct should be obscured from view by means such as placement behind buildings and landscaping.

Promote a Vibrant and Thriving Mainstreet

- Create a pedestrian-friendly environment along street frontages and main facades with primary doors at ground level facing the street and accessible from the public sidewalk.
- Provide active and inviting uses, such as shops and restaurants at-grade along Main Street, with pedestrian-friendly amenities, including outdoor seating areas and patios.
- Maintain a maximum height of six storeys and mix of uses in the built form of the Traditional Mainstreet, with a general lot depth of 40 metres.

Celebrate Legacy and Heritage

- Recognize, support and commemorate the presence of the existing institutions as part of the community in the redevelopment of these lands.
- Conserve the Deschâtelets Building by maintaining its heritage attributes while adapting it to new uses over time to ensure its ongoing utility.
- Designate the Deschâtelets Building and appropriate parts of its associated cultural heritage landscape under Part IV of the Ontario Heritage Act.
- Conserve the allée and forecourt of the Deschâtelets building as cultural heritage landscape. (Appendix 1)
- Respect the cultural heritage value of the designated places in the design of all new development.
- Retain the statue of the Blessed Virgin and associated grove of trees to commemorate the Sisters of the Sacred Heart.

Integrate Green Space and Ensure Connectivity

- Integrate existing trees in the development to the extent possible.
- Maintain public access through the new development by establishing east-west pedestrian/cycle paths between Main Street and the Rideau River as well as north-south between Springhurst and Clegg.
- Ensure connectivity to nearby transit stations.

- Design storm water ponds to be naturally shaped and generally enhance the open space within and adjacent to this precinct.
- Provide a range of high quality landscaped spaces within the development.
- Provide the opportunity for a community gathering place in the forecourt and allée leading to the Dechâtelets building.
- Design the intersection of Main Street and the tree-lined allée leading to the Deschâtelets building as a gathering space for the community (for example, through the creation of attractive outdoor seating associated with commercial activity on Main Street)
- Naturalize the river frontage along a 30 metre open space corridor as measured from the Normal Highwater Mark of the Rideau River at the rear of the Oblate land, in consultation with the Rideau Valley Conservation Authority.
- Apply a parkland dedication of 1 ha. / 300 du. (max. 10% land area) subject to the Parkland Dedication By-law.
- Accommodate future parkland needs related to the development of the Oblate property by providing a rectangular block adjacent to Clegg Street suitable for active recreation. This area will be zoned for open space as well as mid-rise residential to allow for the use that is determined at the time of development.
- Provide a 10 metre wide block of land related to the development of the Oblate property extending along

the western edge of the 30 setback from the river to accommodate a Multi-Use Pathway as designated in Schedule I of the Official Plan.

- Relocate community gardens from Oblate property to City-owned open space as development occurs.
- Encourage partnerships to provide for community facilities and activities within this precinct.

Promote Health and Sustainability

- Implement sustainable design measures in the redevelopment of this precinct through the development review process and by utilizing 3rd party certification, such as Leadership in Energy and Environmental Design (LEED), including the following:
 - Limit stormwater runoff and rehabilitate natural surface water drainage patterns;
 - Reduced energy use;
 - Reduce water use;
 - Reduced resource use in construction;
 - Renewable energy and renewable building materials;
 - Reuse and recycle resources on site, including water, compost, and solid waste;
 - Support alternative transportation options; and
 - Maximize south facing exposure for solar gain, and provide passive shading from trees.

3.6 West Side of Main Street Immaculata High School to Clegg

- Maintain and expand the healthy cluster of retail around the corner of Hazel Street and Main Street as it redevelops and converts to a mixed-use Traditional Mainstreet.
- Zone properties fronting on Main Street to Traditional Mainstreet (TM) as development proceeds in this precinct.
- Prioritize the burial of overhead wires for this precinct due to the shallow lot depth.
- Maintain the Traditional Mainstreet built form of six storey buildings with setbacks above the fourth floor, rear yard setback and angular plane of the TM zone to mitigate for the shallow lots fronting Main Street.

3.7 Old Ottawa East Residential Neighbourhoods - Archville, Spenceville and Rideau Gardens

- Maintain the general character of these neighbourhoods as expressed by the existing zoning.
- Maintain the traditional pattern of pedestrian priority along the street with any garages relegated to the side or rear of homes and not projecting forward or otherwise dominating the building façade.
- Intensify these neighbourhoods primarily at their edge, as a transition to denser development sites and where they abut an Arterial or Collector road.

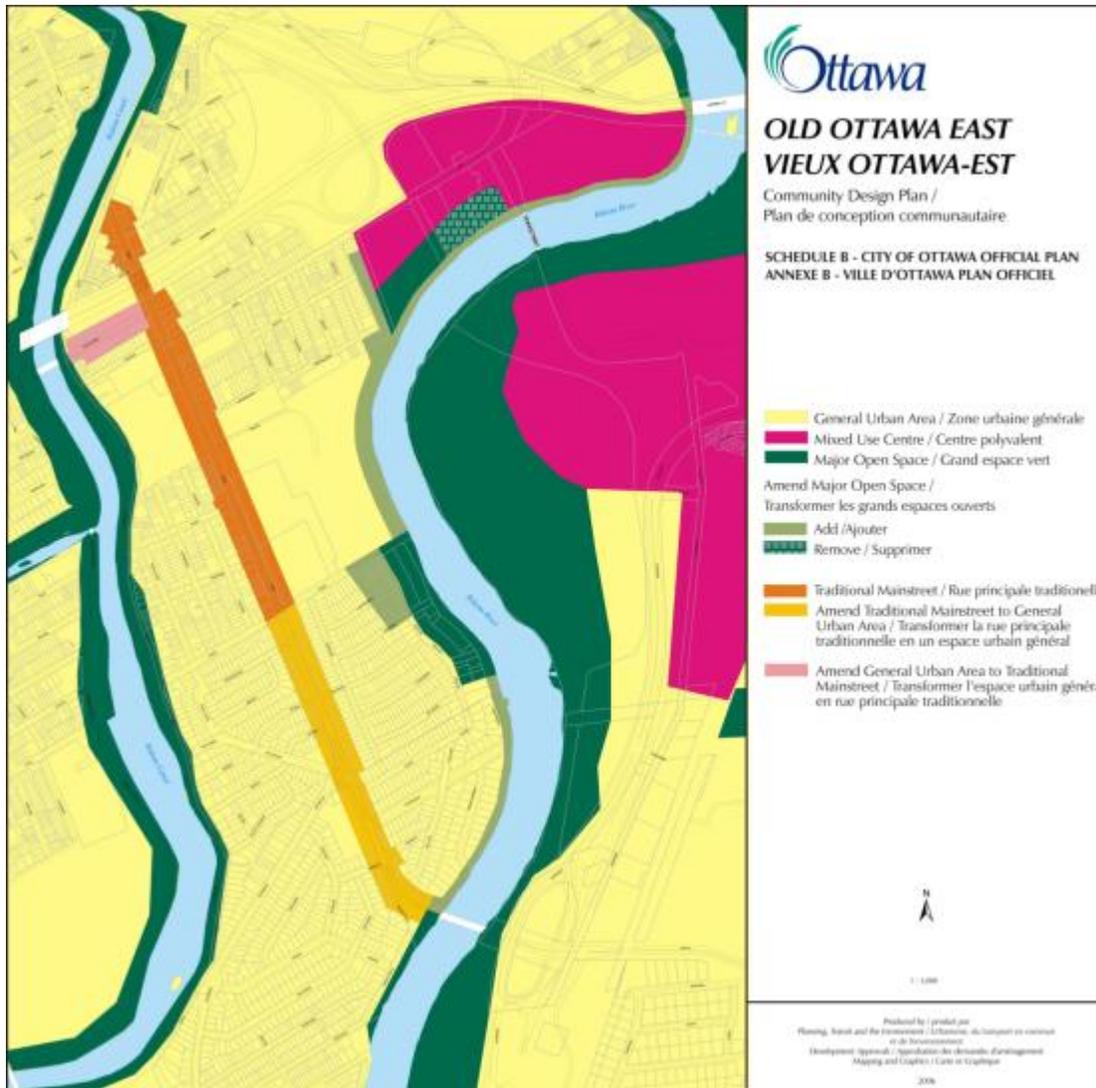
Notwithstanding this, building heights will be maintained at low-rise levels overall.

- Infill with residential development that is consistent with the Infill Housing Design Guidelines for Low and Medium Density.

3.8 Mixed-Use Centre (MUC) precinct at the east end of Lees Avenue

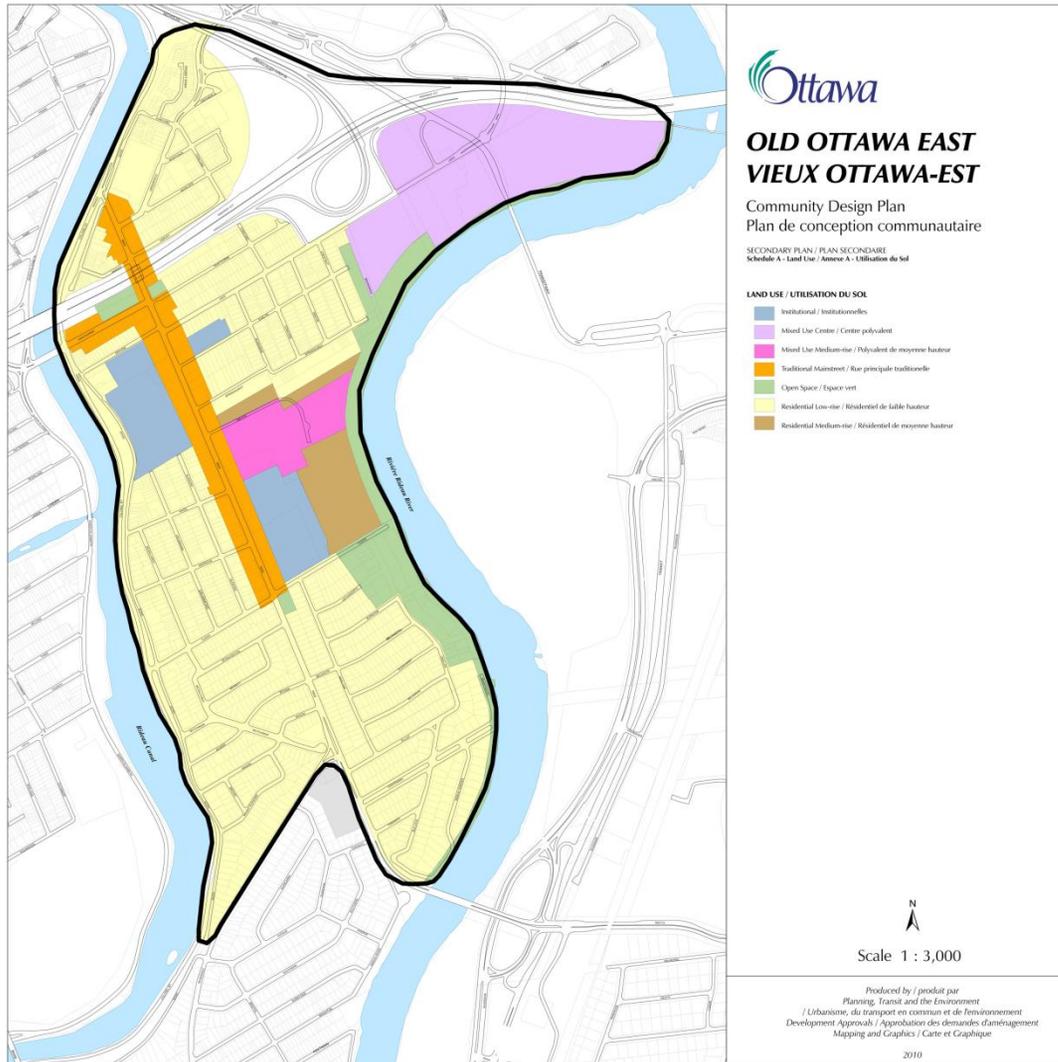
- Encourage convenience, personal service, and retail shops on the ground floor of buildings throughout this Mixed-Use Centre.
- Care should be taken as the University of Ottawa campus intensifies to ensure a compatible relationship with the Rideau River, Highway 417 and the Transitway by means such as, spatial separation, vegetative buffers, earth berms, and buildings as barriers.
- Link the campus area by pedestrian and bicycle pathways to the Lees Avenue Transit Station and the University of Ottawa Campus to the north.
- Encourage mixed-use development at the Lees Avenue Transit Station.
- Infill the high profile residential neighbourhood adjacent to the west of the campus with low-rise buildings that improve the relationship of the existing buildings to the street at a human scale.
- Front all buildings on a public street or private lane with a clear demarcation of the front door.

- Locate residential units or offices on the second floor or higher.
- Measures will be taken with construction of the AVTC to ensure that unencumbered pedestrian access is provided along Lees Avenue and that the Major Recreational Pathway along the Rideau River is not obstructed at grade for pedestrians and bicycles.
- Construction of the AVTC will include the mitigation measures outlined in the Environmental Assessment
- such as, noise attenuation and implementation of the landscape concept.
- Provide access from Lees Avenue to the Major Recreational Trail along the Rideau River by means of the City-owned parcel on the east side of the AVTC. Sidewalks along Lees Avenue will be expanded to the extent possible to improve the pedestrian linkage of the Mixed-Use Centre and Main Street.



3.9 Schedule B Amendments to the Official Plan

- Maintain the properties fronting on Main Street north of Clegg Street as Traditional Mainstreet.
- Designate the properties fronting on Main Street south of Clegg Street as General Urban.
- Designate the properties fronting on Hawthorne Avenue between Colonel By Drive and Main Street as Traditional Mainstreet.
- Designate the Major Open Space between the Transitway and 166 Lees Avenue (trail access) as Mixed Use Centre.
- Designate the vacant land along the shore of the Rideau River adequate to provide for a Multi-use Pathway as Major Open Space.
- Extend the Major Open Space within the AVTC westerly to Springhurst Park.
- Add Springhurst Park as Major Open Space



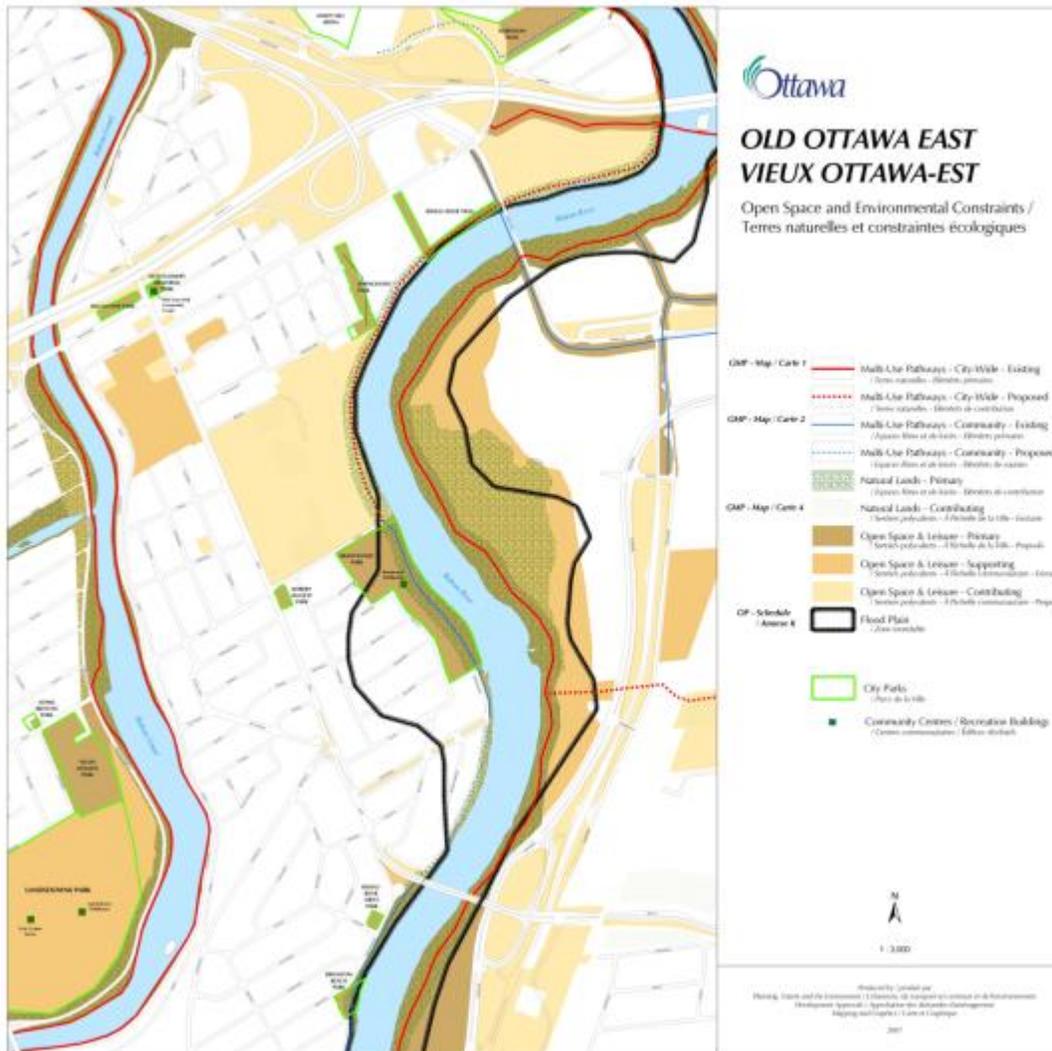
3.10 Schedule A – Land Use

- Illustrates the detailed land use for the Plan area.
- All neighbourhoods are low-rise residential except for portions of the area south of Springhurst Avenue and east of Main Street.
- Institutional uses are confined to schools. An amendment would be required to the Secondary Plan if converted to another use.
- Parks are included in the Open Space designation along with the greenway along the Rideau River.
- The Traditional Mainstreet is shown in its revised form along Main Street and Hawthorne Avenue.
- The Mixed Use Centre at the east end of Lees Avenue is maintained other than for the modification of the open space greenway along the river.



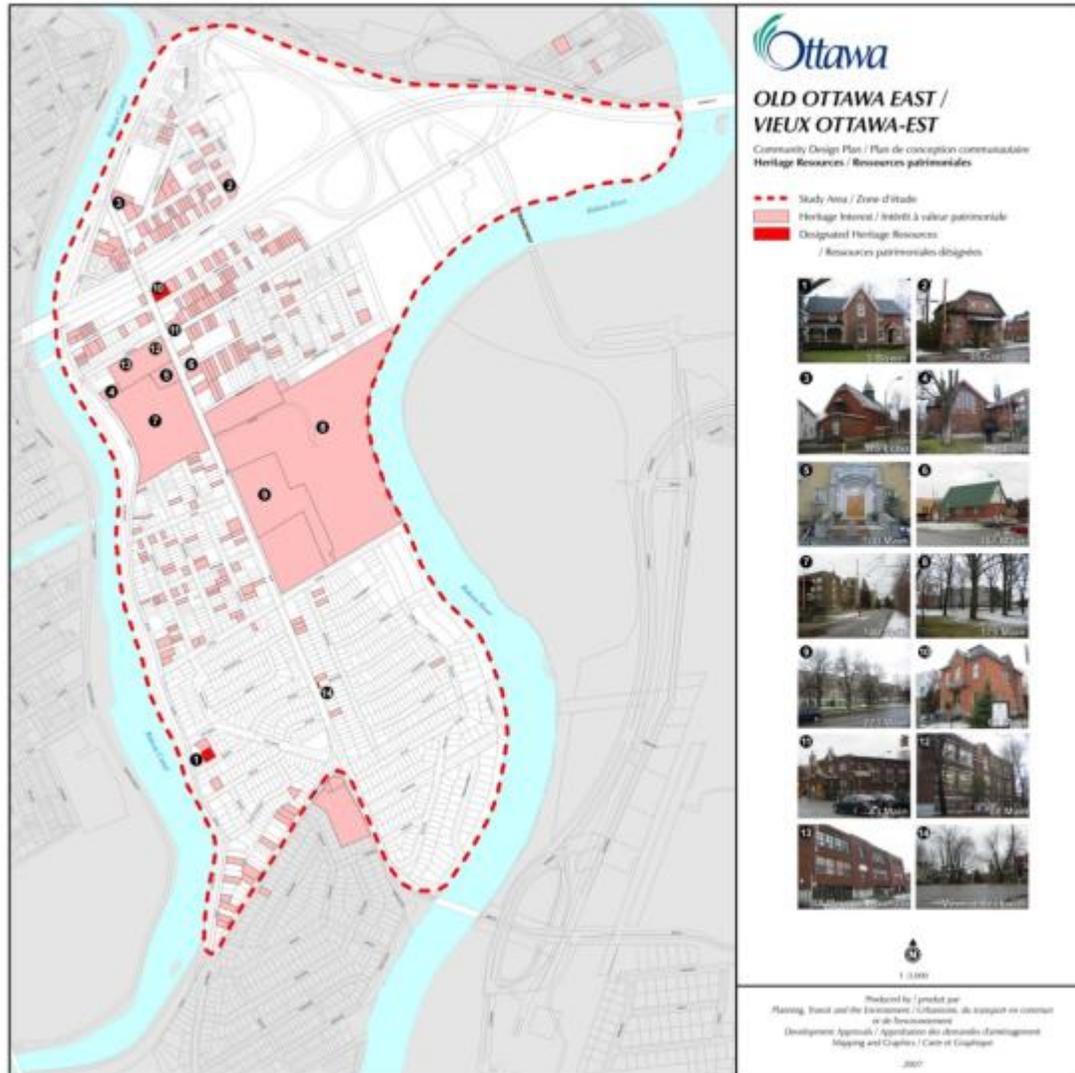
3.11 Urban Design Strategy

- Upgrade the streetscape treatment of all streets designated Traditional Mainstreet.
- Focus special public realm improvements on the north end of Main between Lees and Hawthorne.
- Maintain an axial view to the front façade of the Dechâtelets Building from Main Street.
- Provide unique landscape features at the gateways to the community.
- Provide civic design features at Ballantyne Park, Montgomery Memorial Park and Robert F. Legget Park to acknowledge their key location at the head and foot of Main Street and strengthen their visual and social contribution to the streetscape.
- Maintain views along the Rideau River and Canal.
- Development of sites will include significant tree planting.



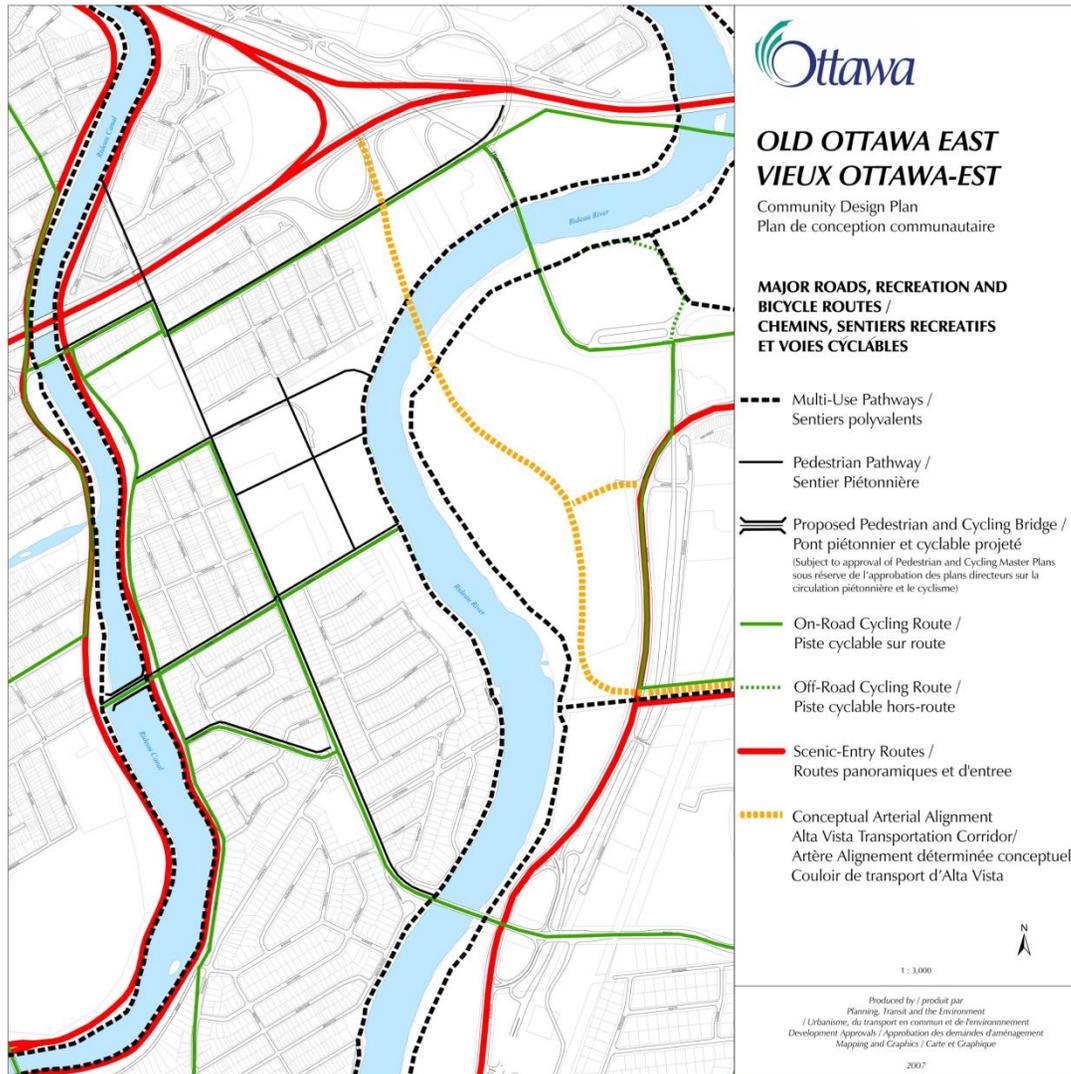
3.12 Parks and Open Space

- Update the Greenspace Masterplan to reflect the development that has occurred north of the Queensway (Kings Landing).
- Develop a Multi-use Pathway along the west bank of the Rideau River, reinstate the natural shoreline and provide access at specific locations.
- Develop Ballantyne Park, Montgomery Memorial Park and Robert F. Legget Park to accentuate their civic design role, at the head and foot of the Traditional Mainstreet corridor.
- Maintain public access and open space when the large institutional properties are redeveloped.



3.13 Heritage Resources

- Some Old Ottawa East buildings on the City of Ottawa Heritage Reference List:
 1. 3 Bower – detached house, Part IV designated
 2. 95 Concord North – school house converted to semi
 3. 115 Echo – Church 1877 now Portuguese Comm. Ctr.
 4. 253 Echo – Church of Ascension, 1920's
 5. 100 Main – Church of Holy Canadian Martyrs, 1931
 6. 107 Main – Calvary Baptist Church, 1908
 7. 140 Main – Immaculata H.S.
 8. 175 Main – Deschâtelets – Oblate Residence, late 1800
 9. 223 Main – St. Paul U, 1937
 10. 61 Main – Old Town Hall, Part IV designated, 1895
 11. 83 Main – Latvian Church
 12. 20 Graham Avenue – St. Nicholas Adult H.S., 1930's
 13. 88 Main – de Mazenod School, 1933
 14. Brantwood Gates, 1910's, Part IV designated



3.14 Pathways and Routes

- The development of a Multi-use Pathway along the west bank of the Rideau River will connect a number of existing sections of pathway to provide for a continuous route to the University of Ottawa and St. Paul University as well as Strathcona Park to the north and Carleton University to the south.
- On-street bicycle routes will continue to share the lane with vehicles. Lane widths for the travelled roadway will be designed to accommodate bicycles at the time of road reconstruction.
- Priority for pedestrian linkages will be given to connect to transit stations and bus stops.
- Existing paths through private lands will be incorporated into their redevelopment.
- A footbridge over the Rideau Canal will be added as set out in the Cycling and Pedestrian Plans.



3.15 Built Form

- This illustration focuses on the north district of the community that is the most densely developed and potentially the most subject to change. It is characterized by a large proportion of institutional buildings, including schools, churches, and monastic residences, with generous lawns and playing fields. The mixed commercial segments are short in length and discontinuous. There also remain a number of house-form buildings, some of which have been converted to shops.

4.0 IMPLEMENTATION STRATEGY

The following section outlines the means that will be used to implement the strategic directions of this Plan. They include the following key components:

- Official Plan Amendment to change the land use designation along Main Street south of Clegg Street to General Urban and the section of Hawthorne between Colonel By and Main Street to Traditional Mainstreet as well as modifications of the Major Open Space along the Rideau River;
- Zoning amendments affecting specific lands to achieve land use and design objectives;
- 3D images illustrating the building envelopes permitted by the zoning;
- diagrams illustrating the proposed building envelope for the TM zone;
- the Main Street Transportation and Streetscape Study (August, 2000) - Key Recommendations;
- List of Capital Improvements for the community;
- Design Guidelines for the built form and streetscape of Main Street as well as key characteristics of the adjacent neighbourhoods.

4.1 Proposed Zoning

The general approach to the proposed zoning of the lands within the study area is to maintain conformity with the Official Plan and general consistency with the

Comprehensive Zoning By-law 250 – 2008 as shown on the Existing and Proposed Zoning map (Section 4.5). There are some detailed exceptions to the standard zones and subzones as required to achieve the objectives in relation to certain local conditions as follows:

- In the TM7 zone along Main Street and Hawthorne Avenue the front yard setback shall be 2 metres, except along the City right of way frontage of 175, 223, and 249 Main Street.
- In the TM7 zone along Main Street and Hawthorne Avenue, a parking garage will only be allowed below grade in a building.
- Several zoning amendments are proposed for the precinct described in Section 3.5 of this CDP.

4.2 Built Heritage

- The properties designated under the Ontario Heritage Act are protected from demolition and incompatible redevelopment. Approval of City Council is required before significant alterations are made to designated properties. City Council approval is also required before a designated property may be demolished. Heritage Grants are available for restoration work.
- Design guidelines will be prepared to encourage infill development that is compatible with adjacent buildings. The Design guidelines will offer a means of conserving the cohesiveness of existing streetscape types and discouraging incompatible infill development.

- An architectural conservation study will be undertaken with respect to any proposal for redevelopment of a property that is included on the Heritage Reference List as shown on 3.11 Heritage Resource Strategy. The study will determine the suitability of the existing buildings and landscape features for conservation or adaptive reuse as part of any redevelopment proposal. This study will be submitted as part of a Site Plan Control application.

4.3 Intensification Target

Consistent with the growth management strategy in the Provincial Policy Statement and the Official Plan, the City will set targets for the intensification of dwellings and jobs within the urban area of the city. The target areas include properties within and contiguous to Traditional Mainstreets and Mixed-Use Centres, such as Main Street and Lees Avenue East in Old Ottawa East. The charts below outline the minimum number of new dwelling units and jobs for these areas. They expand on the targets outlined in the Residential Land Strategy for Ottawa 2006 – 2031 (February, 2009) to include all lands other than Immaculata High School and St. Paul University.

Traditional Mainstreet:

Street (property)	Dwelling Units
Main Street (Clegg Street to Echo Drive)	200
Hawthorne Avenue	150

Oblate Lands, Sacre Cœur	1000
Church Properties	100
de Mazenod School	50
Total	1500 Intensification Target

Mixed Use Centre:

Mixed Use Centre	Dwelling Units	Jobs
Lees Ave. East	750	946
Target Density	250 people, jobs/gross hectare	

4.4 Affordable Housing

The shortage of affordable housing is one of the most compelling problems confronting the City. Section 2.5.2.1 of the Official Plan defines affordable housing as housing, either rental or ownership, for which a low or moderate income household pays no more than 30% of its annual income. Section 2.5.2.2 encourages the production of affordable housing in all areas of the City to achieve an annual target of (i) 25% of all new rental housing to be affordable to households up to the 30th income percentile and (ii) 25% of all new ownership housing to be affordable to households up to the 40th income percentile. These policies will be applied to all new housing built annually in Ottawa East to ensure the annual target is being achieved. Any incentives related to affordable housing projects will be tailored to each development application that is submitted.



Main Street 1 / Rue principale 1



Main Street 2 / Rue principale 2



**OLD OTTAWA EAST
VIEUX OTTAWA-EST**

Community Design Plan
Plan de conception communautaire

Proposed TM Zone /
Zone de rue principale
traditionnelle proposée

Building Envelope /
Enveloppe du bâtiment

**4.6 Traditional Mainstreet
Building Envelope – Main Street,
Echo to Springhurst**

The translucent forms shown in this digital model illustrate the maximum height and bulk of buildings within the Traditional Mainstreet Zone located at the north end of Main Street within Old Ottawa East.



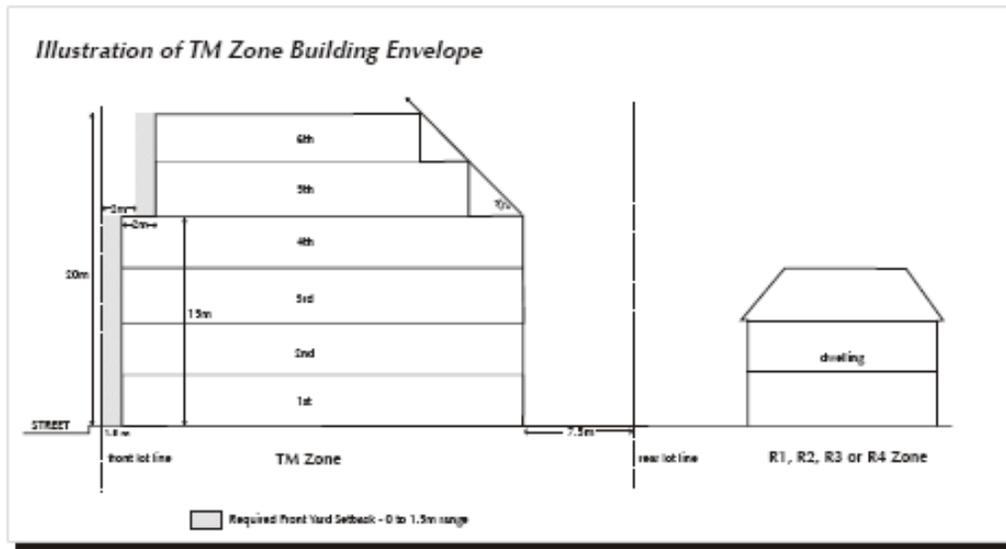
Department of Planning, Space and the Environment
Service de l'urbanisme, du transport et de l'environnement
Département Appareils / Agence des données et cartographie
Mapping and Graphics / Carte et Graphique

2007

	<p style="text-align: center;">  OLD OTTAWA EAST VIEUX OTTAWA-EST Community Design Plan Plan de conception communautaire Proposed TM Zone / Zone de rue principale traditionnelle proposée Building Envelope / Enveloppe du bâtiment </p> <p style="text-align: right;">  </p> <p style="text-align: center; font-size: small;"> Department of Planning, Transit and the Environment / Service des Urbanismes, des Transports et de l'environnement Development Approval / Application des permis d'aménagement Mapping and Graphics / Carte et Graphique 2007 </p>

4.7 Traditional Mainstreet – Building Envelope Main – Hawthorne, Col. By to Main - Main Street, Oblate to Clegg

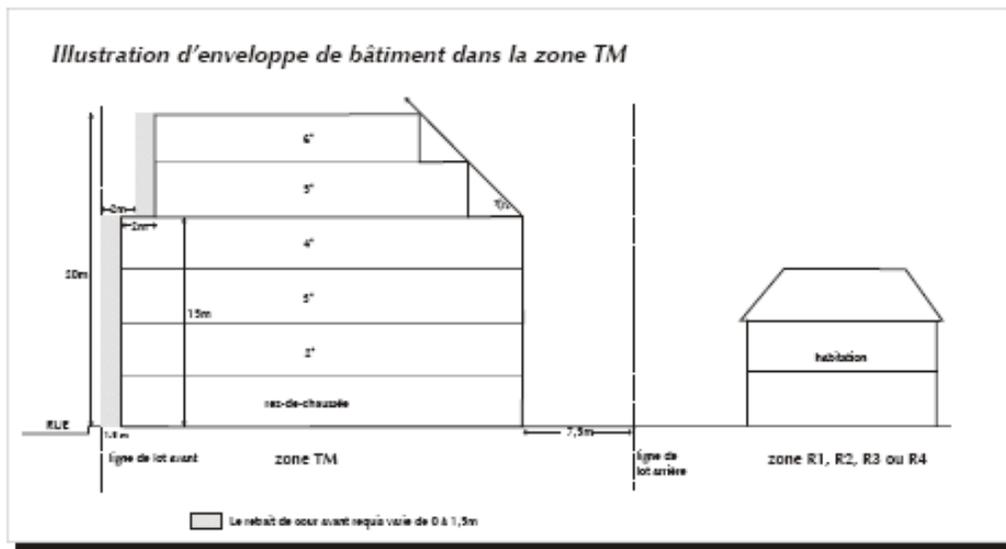
The translucent forms in this digital model illustrate the maximum height and bulk of buildings proposed for the Traditional Mainstreet zone existing along Hawthorne Avenue east of Colonel By Drive.

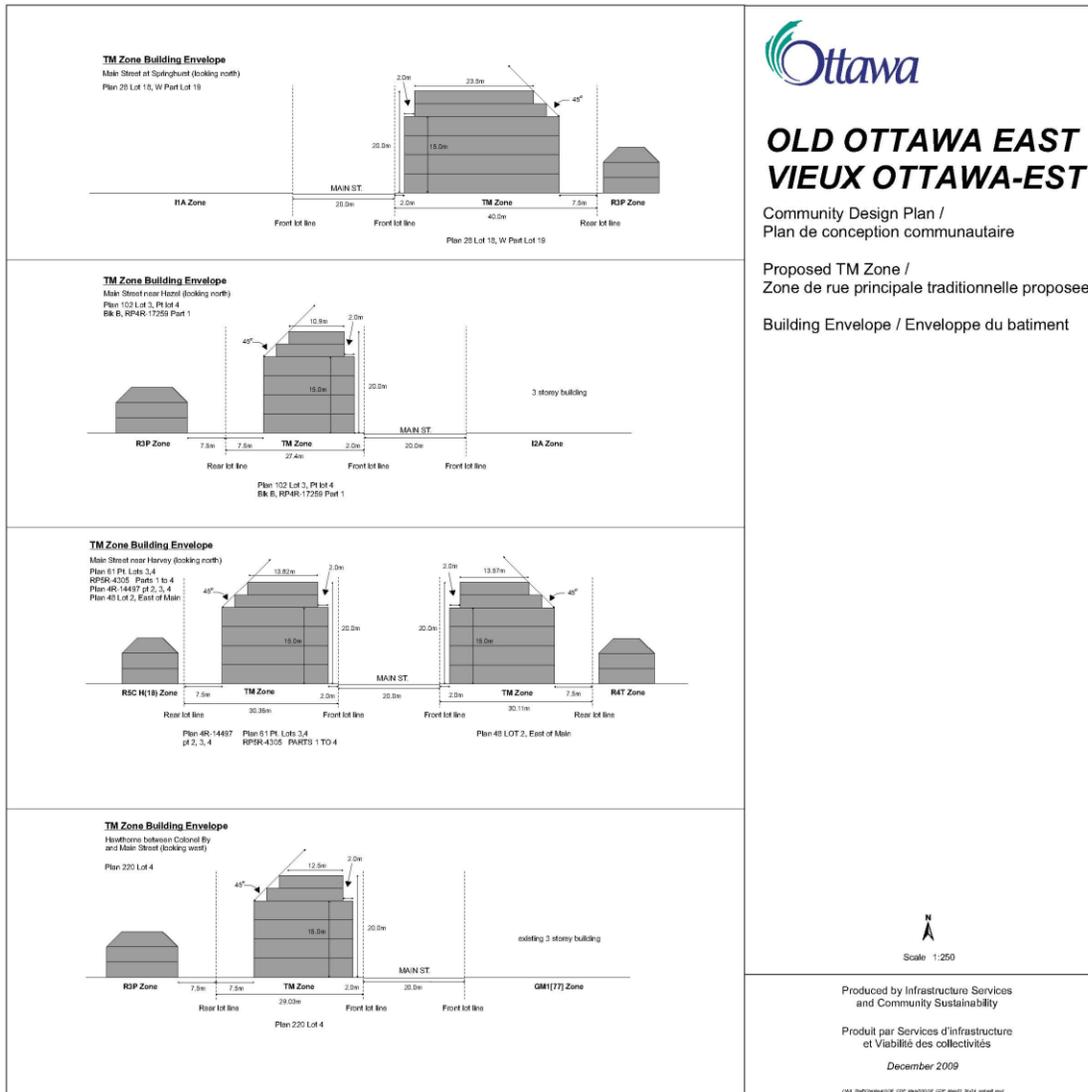


4.8 Traditional Mainstreet Building Envelope – Diagram

This diagram illustrates the general height and bulk of buildings that are permitted in the TM zone as permitted in Zoning By-law 2008-250. It shows the relationship of the buildings potentially fronting on Main Street to the pedestrian environment along the street front and to the residential properties that abut to the rear.

The setback of the building envelope (above the fourth floor, 2 metres at the front and a 45 degree angular plane at the back abutting low-rise residential) mitigates the impression of height and bulk, reduces the potential for overlooking into private spaces, provides for greater sunlight into abutting yards and reduces wind velocity around the building.



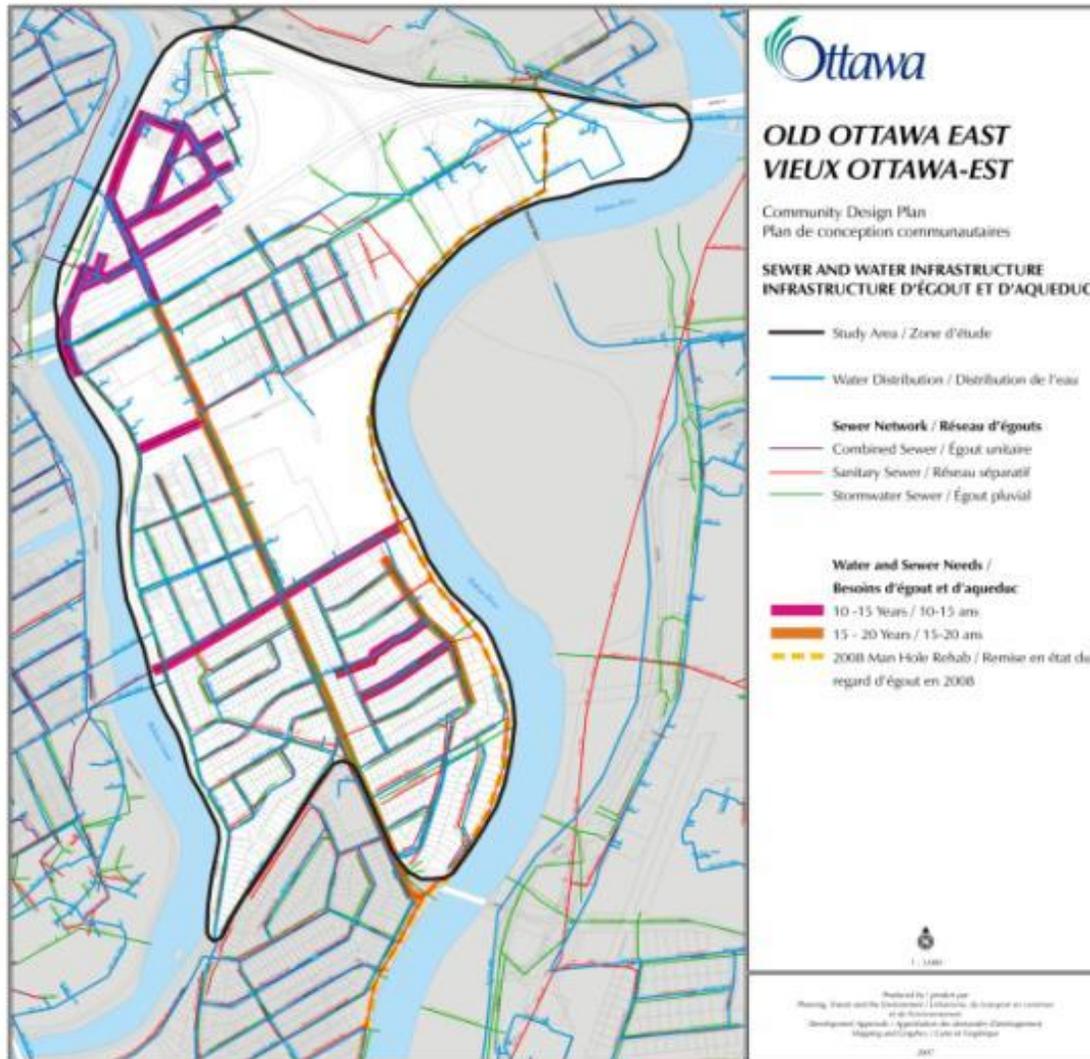


4.9 Main Street Cross-sections

These drawings illustrate the building envelope that would be permitted under the proposed TM7 zone relative the width of the Main Street right of way in certain locations. The potential building height and bulk relative to the adjacent low profile residential is shown.

The cross section shows the proportion of the building height relative to the width of the street. Where there is potential for buildings across the street a comfortable 1:1 ratio of street wall to width is created.

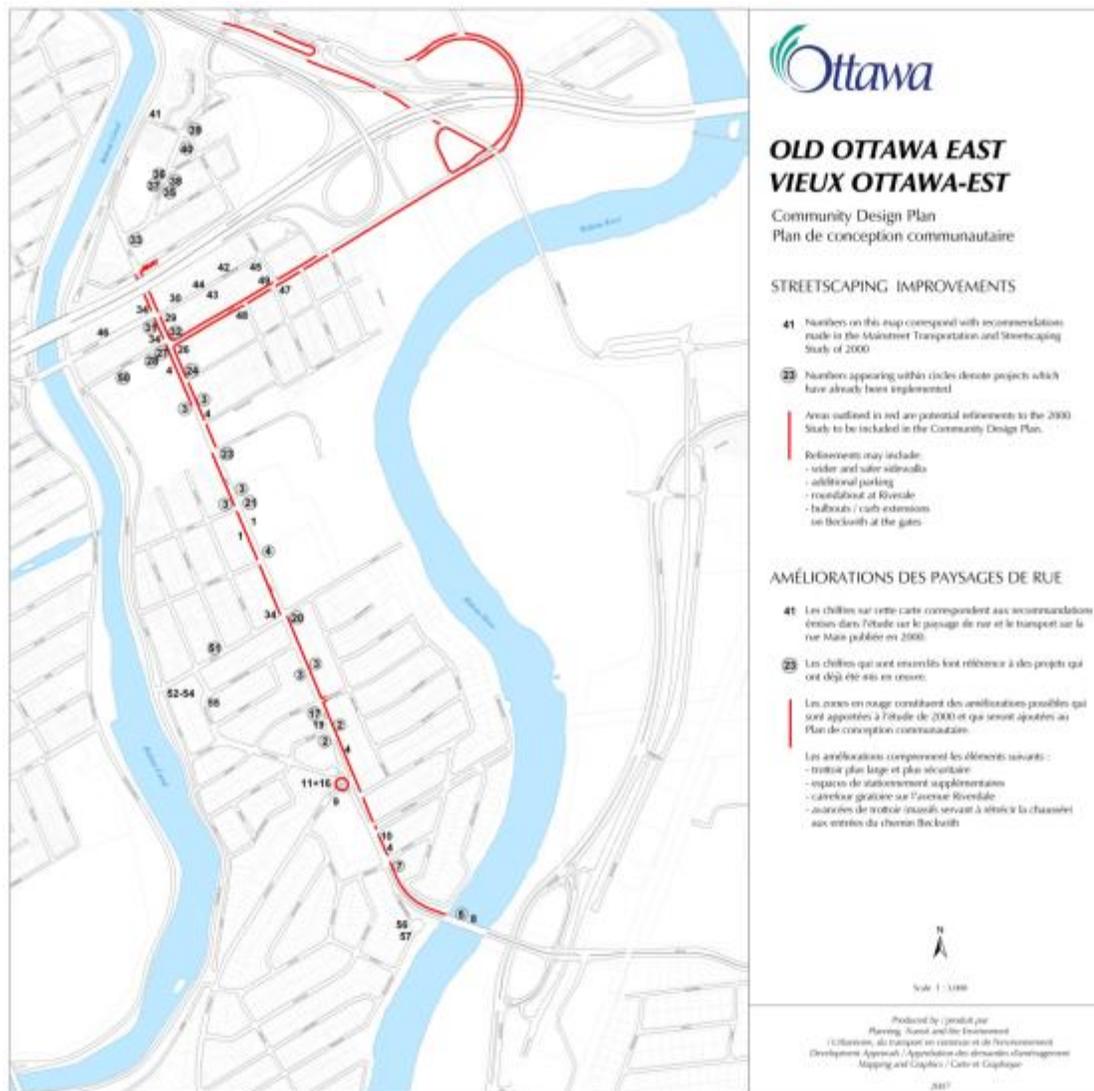
Also evident is the use of setbacks at the top of the building to mitigate impacts on the street and adjacent residential neighbourhoods.



4.10 Infrastructure

This map provides a comprehensive picture of the infrastructure improvements that are scheduled within the next 10 to 20 years. These improvements will allow for development to occur within the community as permitted by the existing land use designation and related zoning.

Water, sewer and streetscape improvements can occur in conjunction with an integrated road reconstruction project as is proposed for Main Street from Elliot Street to the Col. By Parkway. Individual service upgrades may occur by road cut.



4.11 Transportation and Streetscape Improvements

This map outlines the streetscape improvements that have a traffic function in the study area according to the Main Street Transportation and Streetscape Study (August, 2000). Six refinements to the study recommendations are proposed for further assessment and a seventh item is based on one of the long-term options:

1. widen sidewalks on Main Street,
2. install “bulbouts” at Beckwith Road around the Brantwood Gates,
3. widen sidewalks on Lees Ave.,
4. permit parking in the “non-peak” direction on Main Street during peak hours,
5. install angle parking on Harvey Street just east of Main Street,
6. consider installation of a roundabout at the Main/Riverdale intersection, and
7. consider options for the fourth lane should Main Street be narrowed from 4 to 3 lanes.

4.12 Proposed Infrastructure

The CDP proposes to focus on the redevelopment of Main Street north of Clegg Street. The sewer outlets for this section of Main Street, including Hawthorne Avenue, have been identified for a future capital program to address infrastructure improvements. It is unlikely that the sewer outlet streets would be rebuilt prior to the completion of this CDP. Therefore the CDP will be able to provide input towards the future sewer designs to service intensification and revitalization on Main Street.

Generally the sanitary sewers within the CDP area are the original combined sewers that were converted to sanitary when the storm sewer was installed. The age and condition of the original combined sewers are coming close to the end of their life expectancy. Streets and sewers within the neighbourhood appear to have been originally constructed circa 1930s-1940s. Some of the combined sewers may be as old as 75 years. These sewers will likely require rehabilitation or replacement in the next 10-15 years.

In 2006, the City began a program to address basement flooding in the Rideau Gardens neighbourhood. This included a capital project to upsize the Rideau River Collector along North River Road. The proposed improvements will relieve the outlet for the Rideau River Interceptor sewer and the sewers in the CDP area thereby reducing the risk of basement flooding. Storage facilities completed in Sandy Hill in 2007 have also

benefitted this area by further reducing the volume at the sewer outlet. The local sewers will be rehabilitated as part of the City's ongoing infrastructure renewal program.

Although many watermains within the CDP area are in need of replacement, specifically there are two watermains that have been identified under the "High Watermain Needs List": Those include, Springhurst, Rosemere to Main, and a small section of Main Street, from Elliot to Riverdale. Unless absolutely necessary the watermains will likely be replaced through a coordinated program of street reconstruction as budget money is made available.

The Zone 2C/1E Water Supply Reliability Study (July 2000, Ainley Group) identified that the 203mm watermain circa 1908 in Main Street and Riverdale must be increased in size to a 406mm diameter pipe to improve reliability between the 2C and 1E pressure zones. There is no particular urgency to install the upsized watermain, therefore it would be scheduled to be done when these existing watermains are replaced in conjunction with road reconstruction.

The storm sewers within the CDP area are the most recent pipes installed, which date from the 1970-1980s. The construction practices at the time of installation will dictate the ultimate service life of the sewers, however it is common for sewers to last a minimum of 50 plus years. As stated above, the age and condition of the original combined sewers are coming close to the end of their life expectancy. Streets and sewers within the community

appear to have been originally constructed circa 1930s-1940s. The old combined sewers, which are presently supporting the sanitary system, may be as old as 75 years. These sewers will likely require rehabilitation or replacement in the next 10-15 years.

The CDP area located north of Highway 417 is serviced by the original combined sewer system. The streets have been identified for future infrastructure improvements. The difficulty with the sewer system within this neighbourhood is the lack of immediate storm sewer outlet. The streets are located outside of the identified “City of Ottawa Combined Sewer Area” and therefore will be required to be separated when rebuilt.

The City of Ottawa has undertaken a preliminary assessment of the infrastructure needs within the CDP area. Numerous streets within the CDP area have been identified for a future capital reconstruction project to address water, sewer or road infrastructure upgrades. Main Street has been identified as a future infrastructure upgrade project from the south limit of Elliot to Colonel By. It is identified in the 2012 to 2014 City capital program.

Integration of the CDP planning process with future capital programs will enable the redevelopment of the area to take place consecutively. The following streets have been identified with a "need" for future reconstruction/rehabilitation. The "need" could range from water, sewer, road or drainage or any combination thereof. It does not necessarily mean full road

reconstruction. At this time it is too early to predict the extent of work on each identified street. The timeframe and schedule for these streets vary and is completely dependent on the capital budget process. Ideally the infrastructure would be addressed in the next 10-15 years, however there are many factors that influence the streets selected for the capital program.

Table 1: Future Infrastructure Projects

Street	From	To
Beckwith	Marlowe	Onslow
Belgrave	Marlowe	Onslow
Burnham	Onslow	Brantwood (Park)
Centennial	Main	Brantwood
Clegg	Canal	Rideau River
Concord N	Harvey	Echo
Echo Dr	Concord N	Harvey St/Dead End
Glengarry	Marlowe	Brantwood (Park)
Greenfield	Havelock	King Edward
Harvey	Concord N	Echo
Havelock	Main	Dead End
Hawthorne	Colonel By	Main
Lees	Main	Chestnut
Main	Elliot	Colonel By
Montcalm	Concord N	Dead End
Onslow	Elliot	Burnham
Rideau Garden	Smyth	Centennial
Springhurst	Main	Chestnut

* This is illustrated on the map 4.11 Infrastructure

4.13 Capital Improvement Project Proposals

Main Street and Hawthorne Streetscape Improvements – Within the area designated as a Traditional Mainstreet in the Official Plan and at the time of the scheduled street reconstruction provide upgraded street design treatments, such as widened sidewalks with decorative streetlights, street trees, benches, and refuse containers.

Hydro burial - At the time of reconstruction of Main Street and Hawthorne Avenue within the area of the Traditional Mainstreet designation, the potential for burial of overhead hydro and telecommunication cables will be reviewed.

Lees Avenue Sidewalk Widening – At the time of street reconstruction, rationalize the lane widths within the travelled roadway and widen sidewalks to the extent possible.

Community Gateway Markers – In association with street reconstruction or private development, provide public art as a gateway feature to the community at locations identified in the Urban Design Strategy (3.10).

Traffic and Streetscape Improvements – Provide improvements as set out in the Main Street Transportation and Streetscape Study (2000) and upgrade the streetscape on corridors designated Traditional Mainstreet in O.P. as part of street reconstruction projects.

Main Street at Riverdale Intersection – Study various options, including an roundabout at this intersection, as a traffic management and urban design feature at the time of the reconstruction of Main Street. The design will improve the safety of the intersection and connectivity of cycling traffic to Mutchmor Road between Main Street and Echo Drive.

Rideau River Multi-use Pathway and Riverbank Naturalization – Preserve and naturalize an area setback 30 metres from high water mark of Rideau River, and provide an abutting 10 metre strip of land to construct a Multi-use Pathway.

Ballantyne Park Civic Improvements – As this parkland is developed, consider its function as a civic design feature.

Montgomery Memorial Park – When Main Street is reconstructed Include upgrades to the frontage of this park in consideration of its civic design function at the intersection with Hawthorne Avenue.

Robert F. Legget Park Civic Improvements - As this parkland is developed, consider its function as a civic design feature at the south end of the Traditional Mainstreet.

Rideau Canal Pedestrian Bridge (vicinity of Clegg Street and Fifth Avenue) – Design and construct a pedestrian bridge as set out in the Pedestrian and Cycling Plans, in partnership with the National Capital Commission and Parks Canada.

4.14 Old Ottawa East Design Guidelines

The existing architectural character of Old Ottawa East is defined by the religious and educational buildings within it, and by groupings of a number of distinctive, cohesive streetscapes. Each of the streetscapes has an identifiable character that is defined by the period it was developed and the corresponding architectural style of the buildings.

* The images used in these guidelines are intended to illustrate general design principles and are not accurate with respect to zoning regulations for specific locations.

1. With the move to a more intensely developed mixed-use form of development, the retail frontage will be clearly defined on the first floor with residential and



- M

offices above to the fourth floor. The top two floors will be set back front and rear to reduce the impression of further enclosing height from the pedestrian viewpoint.

2. Landmark features can be created at activity nodes along the Mainstreet frontage. Additional height is not necessary to create a distinctive feature that is well integrated with the design of the building.



3. Existing commercial buildings on Main Street exhibit a fairly uniform character. The storefront design conforms generally to that of an early to mid- 20th century storefront, having recessed entry areas, large display windows with base panels, storefront and building cornices, a sign band above the display windows and a storefront width of approximately 7.5 to 9.0 metres.



There are areas along the length of Main Street that exhibit these characteristics of Traditional Mainstreet commercial development. It is suggested that new commercial development on Main Street should generally maintain this typical storefront width and organization.

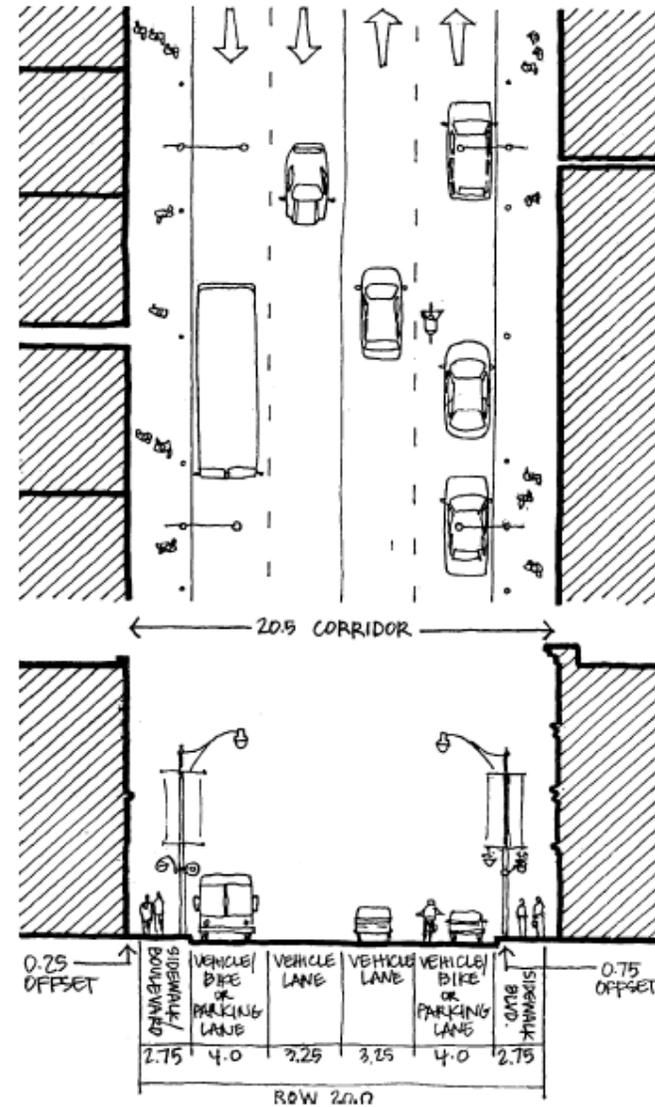
4. Taller buildings fronting on the Traditional Mainstreet should step down to the rear and side of the property where they abut low profile residential neighbourhoods.

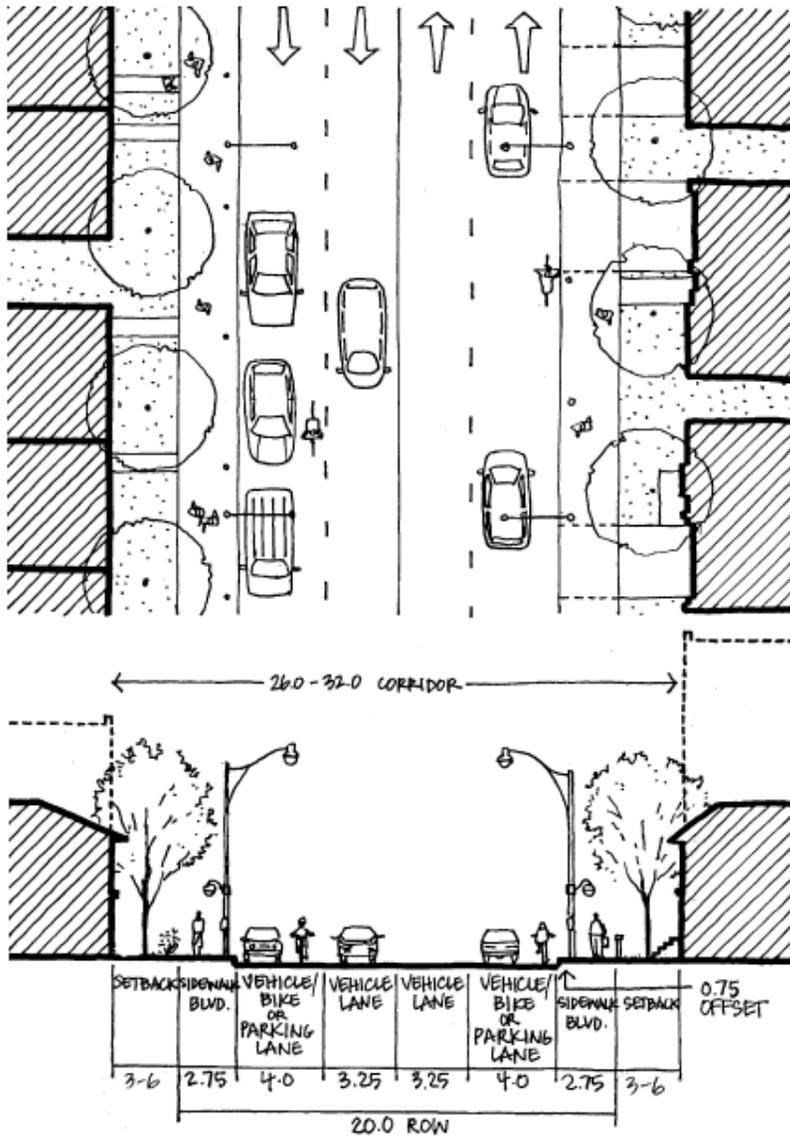


5. The streetscape along Main Street from Clegg to Echo and along Hawthorne from Colonel By to Main should be upgraded to accommodate pedestrians in a safe and comfortable environment that encourages strolling and shopping.

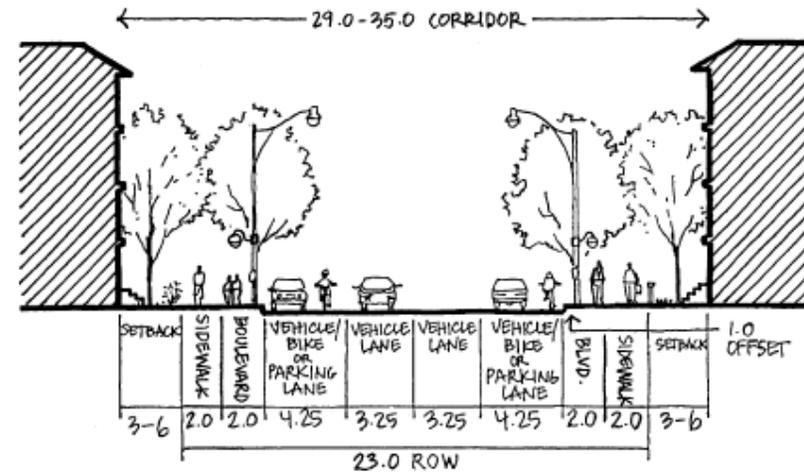


Some increase in sidewalk width can be achieved by reducing lane widths and by utilizing the required two metre front yard setback under the Traditional Mainstreet (TM) zone. On-street parking can be provided in the opposite direction to peak hour traffic flow. Additional setbacks may be required due to the overhead hydro wires on the west side of Main Street and south side of Hawthorne Avenue. A five metre setback distance must be maintained from the high voltage wires.

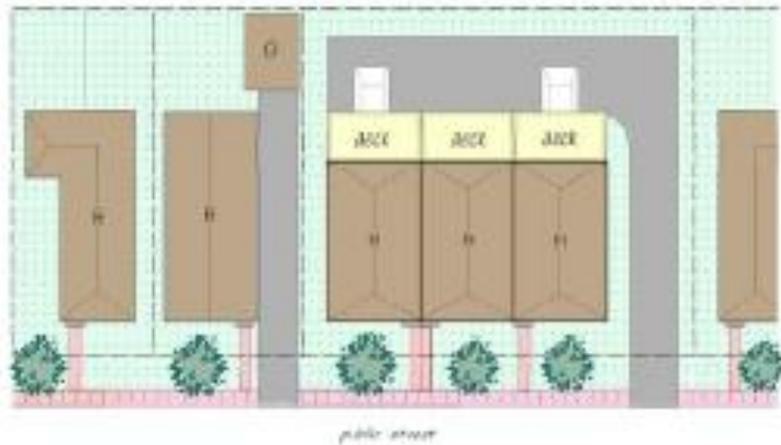




In the residential segment of Main Street south of Clegg the corridor width will appear wider than the 23 metre wide right of way due to the required 3 metre front yard setback in the Zoning By-law. This setback is used as a landscaped area and buffer from the street. It provides for a comfortable pedestrian street environment that can include a tree-lined boulevard.



6. Follow the advise provided in the “Urban Design Guidelines for Low - Medium Density infill Housing” with respect to infill and redevelopment of properties within the established low-rise residential neighbourhoods of Old Ottawa East. These design guidelines will offer a means to conserve the cohesiveness of existing streetscape types and discourage incompatible infill development.



The diagram above illustrates how an infill townhouse project can maintain the existing pattern of development along the street. The driveway is kept to the side and rear to preserve the pedestrian priority of the streetscape. Amenity space can be created on a deck above the garage at the rear of the dwelling.

7. The existing residential neighbourhoods are generally stable while experiencing some infill development. The zoning allows for some residential intensification, which will be kept at a low-rise height. Compatibility will be achieved by maintaining the existing pattern of building setbacks, orientation, and access for pedestrians and vehicles.

Building types that define cohesive streetscapes:



Post-war, 1 1/2 storey housing west of Main Street

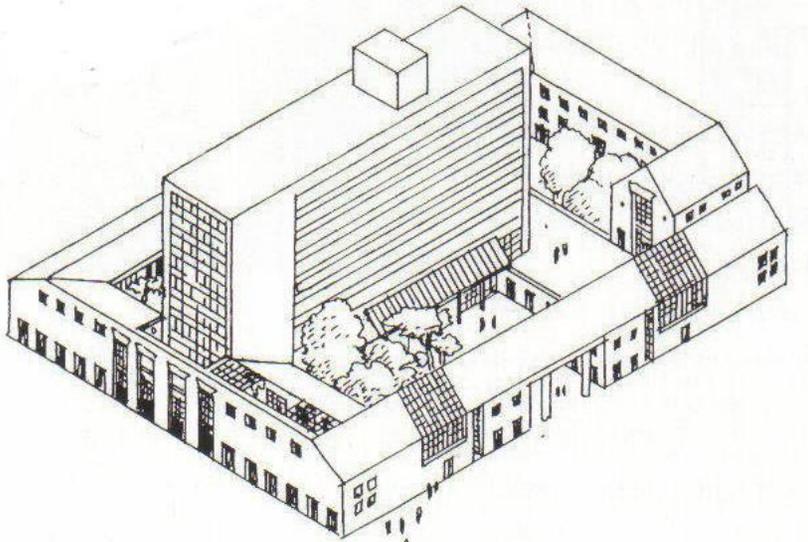


Early 20th century, flat-roofed, brick, rowhouses a few blocks south of Hwy 417



Mid-20th century picturesque, west of Brantwood Gates Place

8. The Mixed-use Centre at the east end of Lees Avenue now includes a number of high-rise residential apartment buildings. This area can be infilled with low to mid-rise buildings that include a mix of uses with retail and personal service uses on the ground floor. These infill structures can improve the pedestrian environment and provide access to the buildings and services in a safe and comfortable way. Advice provided in the “Urban Design Guidelines for High-rise Housing” and “Urban Design Guidelines for Low - Medium Density Infill Housing” should be followed in this area (image from *The New Civic Art*, Andres Duany, Rizzoli 2003)



9. A Demonstration Plan that illustrates the potential development of the precinct described in Section 3.5 of this CDP is attached as Appendix 1. This area includes currently vacant land owned by the Sisters of the Sacred Heart, St. Paul University and the Oblate Fathers. It is currently zoned institutional and is used for publicly accessible open space, private gardens and surface parking. The Demonstration Plan illustrates one possible development scenario for the lands relative to the policy direction provided in this plan. It achieves the intensification target for this section of Main Street while providing a compatible relationship with the surrounding context of a residential neighbourhood and institutional campus.



Appendix 1: Demonstration Plan