



# 90 CHAMPAGNE AVENUE SOUTH PLANNING RATIONALE



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# 1.0 INTRODUCTION

Fotenn Consultants Inc., acting as consulting planner for Loretta Apartment Inc. (a division of District Realty), is pleased to provide this Planning Rationale for a Site Plan Control application for the lands municipally known as 90 Champagne Avenue South (the “subject property”) in the West Centretown community of the City of Ottawa.

## 1.1 Application Overview

The subject property is currently developed as a parking lot serving the existing residential apartment building (“The Dowsview”) at 285 Loretta Avenue South. The properties were previously combined, but were severed through a Consent process in 2018 and have been registered as separate lots.

In September 2018, the Owner was granted conditional approval for Consent to sever the property into two parcels, creating discrete parcels for the building and the parking lot (Application No. D08-01-16/B-00220). The condition placed on the severance is to respect the established Limiting Distance Separation between the existing parking garage at 285 Loretta Avenue South and the line of severance. The Limiting Distance Separation was established at 2.69 m and is to be measured from the north-east corner of the 285 Loretta Avenue South property line.

## 1.2 Purpose of the Application

The purpose of the Site Plan Control application is to obtain approval to redevelop the parking lot on the newly-created eastern property with a high-rise apartment dwelling. The proposed apartment building is in full compliance with applicable zoning provisions, and no relief from performance standards is required.



## 2.0 SURROUNDING AREA AND SITE CONTEXT

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### 2.1 Subject Property

The subject property is located on the west side of Champagne Avenue South between Beech Street and Hickory Street. The property currently comprises the eastern portion of the larger property municipally known as 285 Loretta Avenue South. Following registration of the approved severance, the subject property will be municipally known as 90 Champagne Avenue South.

The subject property has 83.22 metres of frontage along Champagne Avenue South and has an area of approximately 2,650 square metres. Properties in the area vary in size and configuration, accommodating a range of predominantly residential uses at various densities.



Figure 1: Subject Property in Local Context

The property is currently developed with a surface parking lot serving the existing apartment building to the west. The parking lot accommodates approximately 65 surface parking spaces for residents and visitors of the building.

### 2.2 Local Context

The property is located in an area that has been identified as a target area for intensification, based on proximity to the Carling Rapid Transit station. Consequently, several properties in the vicinity have been approved for some of the City's highest and most intensive development, including 55-storey, 45-storey, and 18-storey towers at 845 Carling Avenue, and a 45-storey tower at 505 Preston Street. Figure 2 illustrates the approved developments in the vicinity.



Figure 2. Surrounding context of the subject lands.

The surrounding uses can be described as follows:

- / **East:** The properties on the east side of Champagne Avenue directly across from the subject property feature new residential towers at 25 and 28 storeys. The O-Train rail corridor is located to the east beyond the towers.
- / **South:** The land immediately south of the property has been developed with a 12-storey residential apartment building.
- / **West:** Immediately west of the subject property is the existing 14-storey apartment building (The Dowsview), beyond which is an established low-rise residential neighbourhood.
- / **North:** The property at 116 Beech Street abutting the subject property to the north currently accommodates a three-storey residential apartment building, but is zoned to permit a six-storey building. Ev Tremblay park is located north of the subject lands on the east side of Champagne Avenue South.

The property is located approximately 250 metres from the Carling Rapid Transit station. The station currently forms part of the north-south O-Train line but connects to the new Confederation Light Rail Transit (LRT) line at Bayview station to the north.

Additionally, the property is located in close proximity to the Preston Street Traditional Mainstreet. This area encompasses Ottawa's Little Italy neighborhood, which contains a range of community amenities. The multi-use pathway running parallel to the O-Train corridor also links to the Rideau Canal and Dow's Lake, and open space areas such as Commissioner's Park.



### 2.3 Road Network

The subject property is well-served by the surrounding road network. The property is located approximately 300 metres north of Carling Avenue, which is classified as an Arterial Road on Official Plan Schedule E. Additionally, the subject property is located within 300 metres of Preston Street, which is also identified as an Arterial Road. Figure 3 below shows an extract from Official Plan Schedule E (Urban Road Network).

Arterial Roads are the major roads of the City intended to carry large volumes of traffic over the longest distances. They also function as major public and infrastructure corridors.

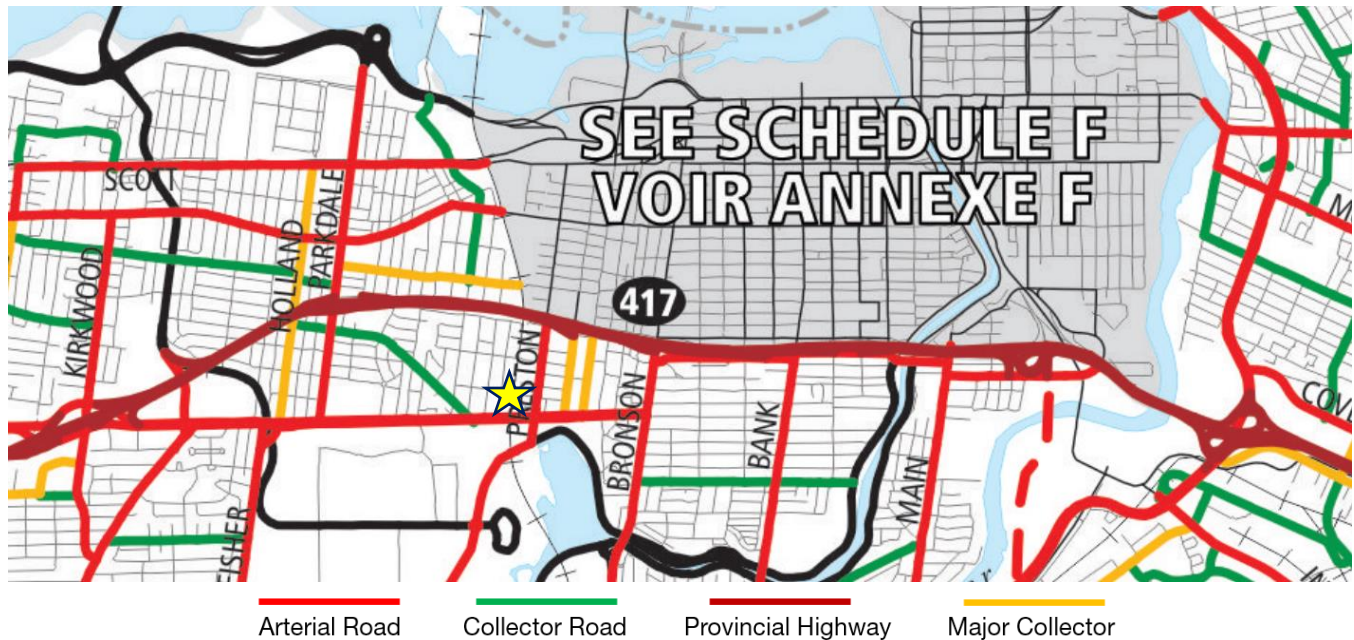


Figure 3. Extract from Official Plan Schedule E (Urban Road Network)

### 2.4 Transit Network



Figure 4: Extract from Official Plan Schedule D (Rapid Transit Network)

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The subject property is well-served by the City of Ottawa transit system. The Carling Rapid Transit Station is located approximately 250 metres southeast of the proposed development and will be easily accessible via the Trillium multi-use pathway and the existing road network. The property is also served by local bus routes 56, 85, 101, and 103.



## 3.0 PROPOSED DEVELOPMENT

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The proposed development includes a 14-storey apartment dwelling and two levels of underground parking. The building is proposed to contain a range of residential dwelling units, including: 22 studio units, 146 one-bedroom units, 63 two-bedroom units, and five three-bedroom units, for a total of 236 units.



Figure 5: Rendering of Proposed Development

The ground floor of the building will contain some residential units, as well as amenities for the residents, including a lobby area, gym, theatre, and party room. The basement levels will contain the vehicle and bicycle parking spaces, with 91 vehicle spaces and 138 bicycle spaces to be provided over two levels of underground parking. Access to the underground parking facility is proposed via a ramp along Champagne Avenue South at the north end of the parcel. A vehicle entrance is also proposed at the south end of the parcel, which will serve to access the existing parking lot to the west of the proposed building. An easement has been established over the southern entrance driveway.

The proposed building is oriented on a north-south axis, which will result in reduced sun shadow impacts on abutting properties. The massing of the building is also meant to reduce the visual impacts of the bar building design through careful breakdown of the horizontal massing through articulation of the building projections, materials, and colour contrasting. The central 'spine' of the building is recessed from the wings at either end which, in combination with the slanted roof, creates a visually interesting design. The configuration also reflects the internal functions of the building, as the spine consists of vertical services, such as the elevator, whereas the wings contain the residential units. The colour and materials will complement this design feature to further accentuate the building and reflect its function.

## POLICY AND REGULATORY FRAMEWORK

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### 4.1 Provincial Policy Statement

In Ontario, the Provincial Policy Statement (PPS), enacted in April 2014, provides direction on land use planning and development issues of provincial interest. The Provincial legislation states that decisions impacting planning matters, “shall be consistent with” the policy statements within the Provincial Policy Statement.

The PPS encourages the formation of, “healthy, liveable and safe communities”, through efficient land use patterns and infrastructure development incorporating increased densities and a mix of uses representing efficient development to minimize air quality impacts, promote energy efficiency, support active transportation, are transit and freight supportive, and include opportunities for intensification.

Section 1.1.3 contains policies specific to settlement areas, which identify the basis for land use patterns in areas where growth and development is to occur with the aim of promoting efficient development patterns, protecting resources, ensuring effective use of infrastructure and public service facilities:

- Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
  - o efficiently use land and resources;
  - o are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
  - o are transit-supportive, where transit is planned, exists or may be developed; and
  - o support active transportation.
- Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Section 1.4 contains policies specific to housing, stating that planning authorities shall provide a suitable range of housing types and densities to meet projected requirements of current and future residents. This objective is to be accomplished by:

- Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are, or will be, available to support current and future projected needs;
- Promoting densities for new housing that efficiently use land, resources, infrastructure, and public service facilities and that support the use of active transportation and transit in areas where it exists or is to be developed; and,
- Establishing development standards for residential intensification, redevelopment, and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Section 1.6 contains policies specific to infrastructure and public service facilities, stating that planning authorities should consider the use of existing and planned infrastructure and public services and promote the re-use of facilities and resources where feasible:

- A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation; and
- Transportation and land use considerations shall be integrated at all stages of the planning process.

**The proposed development is in accordance with the policies of the Provincial Policy Statement.**

## 4.2 City of Ottawa Official Plan

### 4.2.1 Land Use Designation – Mixed-Use Centre

The subject property is designated Mixed-Use Centre on Official Plan Schedule B, as shown in Figure 5 below. The Mixed-Use Centre designation, outlined in Section 3.6.2 of the Official Plan, applies to areas that have been identified as strategic locations on the rapid-transit network and that are adjacent to major roads. These Centres offer substantial opportunities for intensification or redevelopment and represent a key element in the Official Plan's strategy to accommodate and direct growth within the City of Ottawa.

Mixed-Use Centres are to be characterized by a broad variety of transit-supportive land use such as offices, secondary and post-secondary schools, hotels, hospitals, large institutional buildings, community and leisure centres, day care centres, services (such as restaurants), high and medium density residential uses and mixed-use developments.

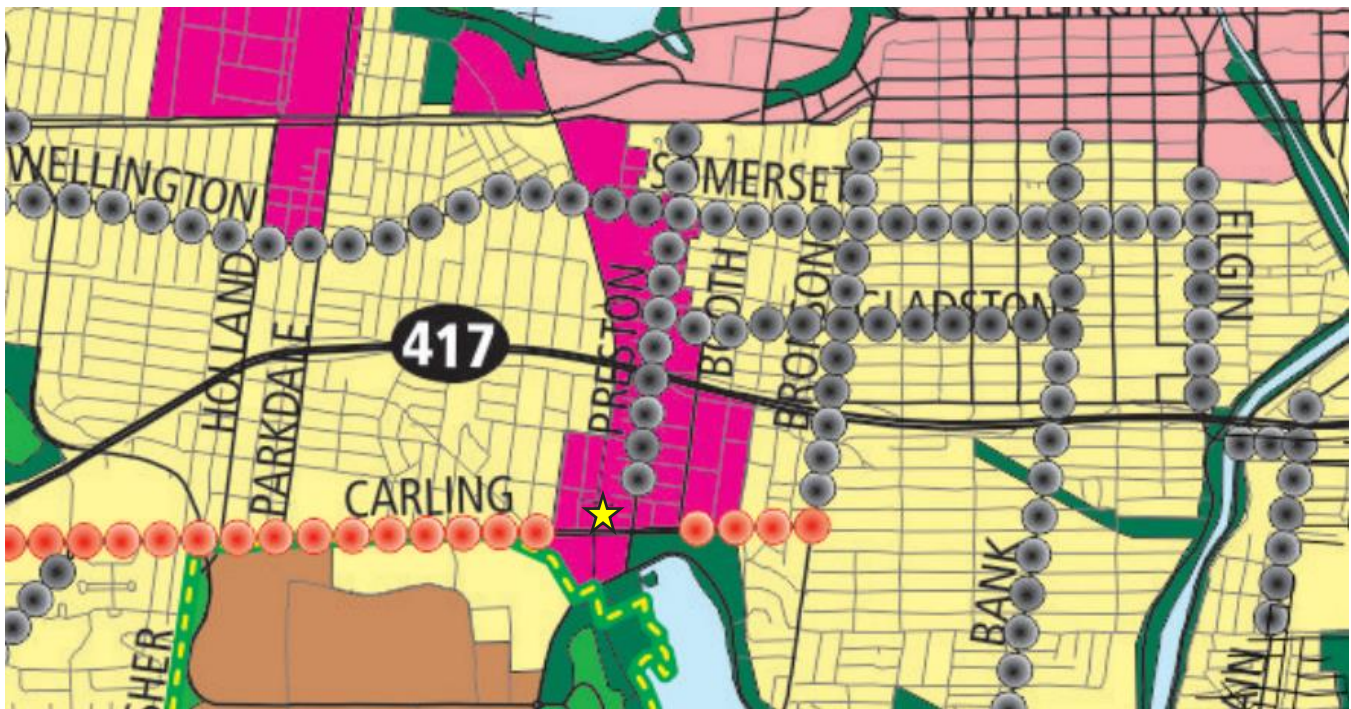


Figure 6. Extract from Official Plan Schedule B.

### Section 2.2 Managing Growth

The Official Plan directs growth towards areas recognized as nodes and corridors. Nodes are activity areas built at higher density than their surroundings to accommodate a mix of uses or concentration of community activities, such as Mixed-Use Centres, whereas corridors are identified as linear routes that move people and goods through multiple modes of transportation. In all areas, the density, mix of uses, and land use pattern will work together to make the most efficient use of transit. Transit service is to be accessible by other active modes of transportation (i.e. walking and cycling) and densities will be highest adjacent to transit stations.

Policy 1 of Section 2.2.2 defines residential intensification as the “intensification of a property, building or area that results in a net increase in residential units or accommodation and includes:

- / Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;



- / The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification;
- / Infill development;
- / The conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and
- / The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses.

Policy 4 of Section 2.2.2 identifies Mixed-Use Centres as intensification target areas. The Preston-Carling Mixed Use Centre, as identified in the Official Plan, sets a density target of 200 people and jobs per gross hectare.

### **Section 2.5 Building Livable Communities**

Section 2.5.1 (Urban Design and Compatibility) sets out design and compatibility objectives, principles, and policies applicable to intensification and infill development within the urban area. The policy states, that compatible development is development that enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties.

The following objectives are considered most relevant to the proposed development:

<b>To enhance the sense of community by creating and maintaining places with their own distinct identity.</b>	The proposed development seeks to introduce a building with high quality design and architecture to the underutilized, former parking lot site. This intensification project is located in a Mixed-Use Centre designation and will offer additional housing in proximity to transit, retail, employment, and community services and positively contribute to the objectives of a complete community.
<b>To define quality public and private spaces through development</b>	The proposed development is sited to create an appropriate relationship to the public street, creating a sense of enclosure along Champagne Avenue South. In concert with legal mechanisms, the design also accounts for the efficient functioning of the existing apartment building to the west.
<b>To create places that are safe, accessible and are easy to get to.</b>	Located within 250 metres of the Carling Rapid Transit Station, the proposed building is also within walking distance of Preston Street and other local destinations. Convenient access to the public sidewalk is incorporated into the building design.
<b>To ensure that new development respects the character of existing areas.</b>	The proposed building designed to be consistent with the height, massing, and density of adjacent properties.
<b>To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.</b>	The proposal represents an intensification of the existing underutilized parking lot. The proposed design achieves a more compact urban form and recognizes the need for a diversity of housing types in an area subject to population growth and redevelopment.

<b>To define quality public and private spaces through development</b>	The development will improve pedestrian amenities along Champagne Ave. and introduce landscaping elements along the road frontage. Previously asphalted areas used for parking will be replaced with grass and landscaping elements.
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#### **Section 4.11 – Urban Design and Compatibility**

Policy 2 of Section 4.11 provides compatibility criteria used for evaluating the compatibility of development applications, as follows:

<b>Traffic</b>	A Traffic Impact Assessment has been prepared for this proposal, and will be comply with City of Ottawa standards. The subject property is within 250 metres of Carling Rapid Transit Station, and residents and visitors are largely anticipated to make use of transit infrastructure.
<b>Vehicular Access</b>	Vehicular access to the site is proposed to be from Champagne Avenue South via an access ramp to the underground parking located along the north edge of the property. A second laneway entrance along the south edge of the site is proposed for access to the parking lot adjacent to the subject lands.
<b>Parking Requirements</b>	69 parking spaces are proposed, with 22 visitor parking spaces, divided among 2 levels of underground parking. Bicycle parking is provided at 132 spaces in the parking garage and 6 exterior spaces.
<b>Outdoor Amenity Areas</b>	The building will have minimal impacts on private outdoor amenity areas. Much of the surrounding development is high-rise and will not be impacted by overlooking units.
<b>Loading Areas, Service Areas, and Outdoor Storage</b>	Servicing and loading facilities are proposed via the south access of the property. No outdoor storage is proposed.
<b>Lighting</b>	Lighting will be incorporated as per City of Ottawa standards and guidelines.
<b>Noise and Air Quality</b>	A noise study has been prepared to identify noise impacts from traffic and appropriate mitigation measures are proposed. No noise impacts are anticipated to be generated from the new building.
<b>Sunlight</b>	A Sun Shadow study was conducted for the submission. The building is proposed entirely within the permitted zoning framework.
<b>Microclimate</b>	Per the wind study, no undue wind or microclimate impacts are anticipated to result from the development.
<b>Supporting Neighborhood Services</b>	The subject property is located in proximity to public transit, public parks, and commercial uses within walking distance.

Policies 8 to 12 of Section 4.11 outline the contexts in which high-rise buildings may be considered, including in the Mixed-Use Centre policy designation and in proximity to transit. The proposed development conforms to these policies.

**The proposed development conforms with the policies of the Official Plan.**

### 4.3 City of Ottawa Official Plan Amendment No. 150

In 2013, the City of Ottawa reviewed the Official Plan, resulting in numerous policy changes. Ottawa City Council adopted Official Plan Amendment (OPA) 150 in December 2013, and the Ministry of Municipal Affairs and Housing approved the revisions in April 2014.

Some portions of OPA 150 remain under appeal, while other policy changes have been incorporated into the Official Plan. Consequently, many of the policies of the current Official Plan remain in full force and effect.

Revisions to Section 4.11, renamed Urban Design and Compatible Development, contain additional and more robust policies related to building and site design, organized into several categories. The applicable categories are addressed below:

<b>Views</b>	Given the high-rise context of the surrounding buildings, minimal impacts to views will be created and no impacts to views of the Parliament Building are anticipated.
<b>Building Design</b>	The proposed 14-storey tower maintains a similar and complementary architectural style to that of the adjacent buildings. The entrance has been oriented towards Champagne Avenue.
<b>Massing and Scale</b>	Appropriate transition is proposed for the building in relation to the heights of surrounding developments. The building is designed with a setback from the street, fenestrations, vertical articulation to reduce massing impacts and create a scale which conforms to the planned function and character of the area.
<b>High-Rise Buildings</b>	The base of the building is proposed to be highly visible and designed to accommodate the pedestrian. Minimal wind and sun impacts are anticipated, as demonstrated in the Wind Analysis and Sun Shadow Study. The orientation of the building in a north-south direction creates appropriate setbacks from adjacent towers.
<b>Public Art</b>	No public art is proposed for the site at this time.



<b>Outdoor Amenity Areas</b>	Outdoor amenity areas are proposed via balconies to be accessed privately by each unit. Impacts to private amenity areas are anticipated to be minimal.
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The proposed development conforms with the proposed policies of OPA 150.

#### 4.4 Preston Carling District Secondary Plan

The Preston-Carling District provides more specific policy direction and objectives for the area around the Carling Rapid Transit Station. In particular, the vision for the District includes a mixed-use community with a significant increase in density and building height centred around the Station to achieve the required transit-supportive development densities.

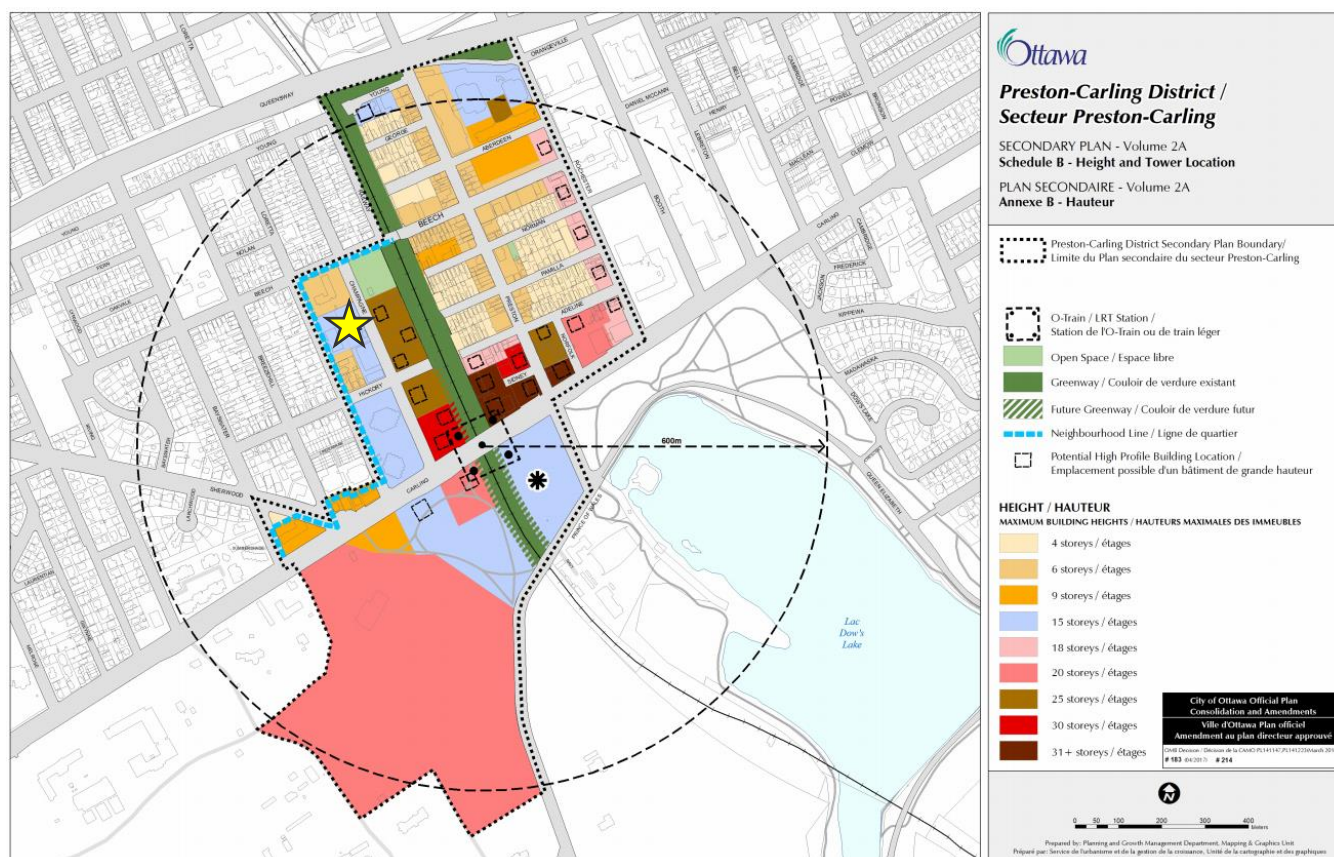


Figure 7. Schedule B – Height and Tower Location, Preston-Carling District Secondary Plan.

The subject property is located in the Station Area Character Area on Schedule A (Land Use Character Areas). The Station Area is envisioned to incorporate a wide range of transit-supportive uses, with the tallest buildings and highest densities in the District. Section 4.1.1 states that high-rise development containing predominantly residential uses may be permitted along Champagne Avenue up to Ev Tremblay Park.

Section 4.2.1 of the Preston-Carling District Secondary Plan contains policies and criteria which apply to development over 10 storeys, but under 30 storeys. The criteria include:

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- / The podium and/or base of the development shall incorporate uses and human-scale features to animate adjacent streets and open spaces;
  - / Point tower design shall be provided for high-rise buildings;
  - / Small floor plates will be encouraged;
  - / Tower separation distances of less than 20 metres shall meet Official Plan criteria;
  - / The relationship between potential towers within the same street block shall be addressed with towers being located as shown on Schedule B (Height and Tower Location) and measures being introduced through the development review process to ensure orderly development of the block;
  - / Coordination of tower locations shall be pursued to optimize views from towers to Dows Lake, to the city skyline and other public amenities; and
  - / Shadow and wind studies will be required for all high-rise developments in accordance with the City's Terms of References.

The proposed development meets the intent of the above criteria, based on the following:

- / The proposed development is compliant with all zoning provisions;
- / The building respects existing building massing in the immediate vicinity;
- / Wind and sun shadow studies are provided, and confirm that the building will not cause undue adverse impacts;
- / The centre of the building is stepped in on the east side, creating the visual effect of two separate towers from the street;
- / The building achieves an appropriate setback from the existing building to the west; and
- / The building meets required zoning setbacks from the southern property line, and achieves an approximately 9-metre setback to the adjacent building. The adjacent building is sited with an exceptionally shallow interior side yard setback (approximately 1 metre), and any impacts would be substantially similar to those of a mid-rise (9-storey) proposal.

Section 4.2.5 of the Secondary Plan provides policies for height transition. Policies state that a gradual reduction in height from the tallest buildings located adjacent to the Carling Avenue O-Train/future LRT station towards the surrounding low-profile neighbourhood as well as Dows Lake and the Central Experiment Farm will be required.



Figure 9. Subject Lands demonstrating the maximum building height of 15 storeys.

The proposed development conforms with the policies of the Carling District Secondary Plan.

#### 4.5 Urban Design Guidelines for High-Rise Buildings

The Urban Design Guidelines for High-Rise Buildings are intended to provide direction for development applications to ensure high-quality design of high-rise buildings. In cases where specific policies are provided in a Secondary Plan or TOD plan, the area-specific policies have precedence. These guidelines have been developed to improve and enhance compatibility, transition, and livability, as well as to manage the relationship between high-rise buildings and nearby, buildings, streets, parks, and open spaces.

The proposed development achieves the following:

Guideline	Proposed
[1.10]	The proposed development contributes to a transition in height from the towers located east of the proposal towards the low-rise neighborhood to the west.
[1.11]	The height and scale of the proposal is consistent with the existing context of the nearby buildings.
[1.14]	The lot is rectangular and oriented north-south, which contributes to the transition towards low-rise areas to the north and west of the development.



<b>[1.16]</b>	The lot is of sufficient size to accommodate tower separation and appropriate setbacks.
<b>[2.1b]</b>	The introduction of a new building adds to the existing urban character and creates a new urban fabric that will improve the pedestrian experience through high-quality design.
<b>[2.2b]</b>	The design will enrich the urban fabric and skyline of the area, particularly the top of the building.
<b>[2.5]</b>	The proposed 14-storey tower will be oriented in a north-south direction to maximize views and sun exposure. Additionally, the tower will effectively frame the street and create a balanced grouping of towers with the adjacent buildings.
<b>[2.11] [2.20a]</b>	The design of the building incorporates vertical articulations to break up the overall mass.
<b>[2.12b]</b>	The top most portion of the tower varies in height and articulation.
<b>[2.13]</b>	The proposed orientation of the building will contribute to the existing context of street wall buildings.
<b>[2.21]</b>	Uses high-quality materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the façade.
<b>[2.31]</b>	The tower has been oriented to minimize shadow and wind impacts on the public and private spaces.
<b>[2.36]</b>	Integrates rooftop mechanical equipment into the design of the upper floor.
<b>[3.1c]</b>	Approximately 8 m is provided between the curb and the building, and within this space, trees and landscaping elements are proposed.
<b>[3.10]</b>	The main entrance is to be oriented towards and with the sidewalk fronting Champagne Avenue South.

**The proposed development meets several of the Urban Design Guidelines for High-Rise Buildings.**

#### **4.6 Transit Oriented Development Guidelines**

The City of Ottawa's Transit Oriented Design Guidelines are to be applied throughout the City for all development within a 600 metre walking distance of a rapid transit stop or station, in conjunction with the policies of the Official Plan and all other applicable regulations. The guidelines address six elements of urban design including: land use, layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and environment.

The proposed development meets the following applicable design guidelines:

<b>Guideline</b>	<b>Proposed</b>
<b>[1]</b>	An apartment building is recognized as a transit supportive use and the proposed development will be located within 250m of the Carling Avenue LRT Station.
<b>[2]</b>	Discourages non transit-supportive land uses that are oriented primarily to the automobile and not the pedestrian, cyclist or transit user.
<b>[3]</b>	The proposed development will contribute to the mixed-use character of the surrounding area by providing a mix of housing to support nearby employment and commercial uses.

<b>[4,5,6]</b>	Two sidewalk connections are proposed from the entrances and access is provided to the rear of the site, which connects to existing pathways on the adjacent property east of the proposal.
<b>[7]</b>	The orientation and placement of the building will contribute to the consistent street wall and encourage walking to transit and community amenities.
<b>[9]</b>	The building acts as a transition from the adjacent towers and the higher height limits located closer to the transit station towards the predominantly low-rise, low-density neighborhood to the north and west.
<b>[13]</b>	The building is to be set back from the street to create space for pedestrian amenities such as landscaping.
<b>[14, 15]</b>	The ground floor façade is designed to be attractive and varied in materials to animate the public realm. High quality clear windows and doors provide visual engagement for pedestrians while adding to a sense of security for those using the street.
<b>[29]</b>	A total of 138 bicycle parking spaces are provided.

**The proposed development meets several of the Transit-Oriented Development Guidelines.**

#### 4.7 City of Ottawa Comprehensive Zoning By-law

The subject property is zoned Residential Fifth Density, Subzone B, Maximum Building Height 42 Metres (R5B H(42)). While the proposed development is within the Mature Neighborhoods Overlay, the overlay is not applicable to high-rise development.

The purpose of the R5 zone is:

- / To permit a wide mix of residential building forms ranging from detached to mid- to high-rise apartment dwellings within areas designated Mixed Use Centre.
- / Residential uses should predominate over commercial uses in certain identified areas of the Central Area.
- / Development should be compatible with the existing nature of the area and maintain or enhance the residential character of a neighborhood.

High-rise apartment dwellings are permitted in the R5B subzone. The zoning provisions are outlined in the table below:

<b>Zoning Mechanism</b>	<b>Requirement</b>	<b>Proposed</b>	<b>Compliance</b>
<b>Minimum Lot Area</b>	675 m <sup>2</sup>	~2,650 m <sup>2</sup>	✓
<b>Minimum Lot Width</b>	22.5 m	83.22 m	✓
<b>Front Yard Setback</b>	3 m Interior (if located within 21 m of front lot line) : 1.5 m Interior (if located further than 21 m of front lot line) : 6 m Rear : 25% of lot depth, need not exceed 7.5 m	3.62 m	✓

<b>Interior Side Yard Setback</b>	If located within 21 m of front lot line: 1.5 m  If located further than 21 m of front lot line: 6 m	> 6 m	✓
<b>Rear Yard Setback</b>	25% of lot depth but need not exceed 7.5 m	7.524 m	✓
<b>Building Height</b>	Maximum: 42m (14 storeys)	42m (14 storeys)	✓
<b>Minimum Area of Landscaping</b>	30% of lot area for a property containing an 'apartment dwelling, high-rise' = 786 m <sup>2</sup>	853 m <sup>2</sup>	✓
<b>Amenity Area</b>	6m <sup>2</sup> per unit, and 10% of the gross floor area of each rooming unit = 1,416 m <sup>2</sup>  50% is required to be communal. Aggregated into areas up to 54m <sup>2</sup> , and where more than one are provided, at least one is minimum 54m <sup>2</sup> = 708 m <sup>2</sup>	Private = 951 m <sup>2</sup> At-grade Communal Exterior = 500 m <sup>2</sup> At-grade Communal Interior = 317 m <sup>2</sup>  Total = 1,768 m <sup>2</sup>  Total Communal = 817 m <sup>2</sup>	✓  ✓
<b>Bicycle Parking</b>	Residential: 0.5 spaces/unit = 118 spaces	Interior = 132 spaces Exterior = 6 spaces  Total = 138 spaces	✓
<b>Vehicular Parking: Area Z</b>	Minimum: Residential: None  Residential Visitor: 0.1 space/unit after first 12 units; maximum 30 spaces = 22 spaces  Maximum: Residential & Visitor : 1.75 per dwelling unit = 413 spaces	Residential = 69 spaces Visitor = 22 spaces  Total = 91 spaces	✓

The proposed development conforms to the requirements of the City of Ottawa's Comprehensive Zoning By-law.

### 5.1 Environmental Site Assessment

A Phase 1 ESA was prepared by Pinchin Ltd. to determine any potential environmental concerns on the property. The investigations revealed that the site was undeveloped prior to 1971. The property has served as a parking lot for the adjacent residential apartment building at 285 Loretta Avenue South since its construction.

It was determined that no on-site contamination sources were present and, although a few areas of potential contamination are present in the general area surrounding the site, given the distance and inferred groundwater flow direction, there is very low probability of contaminants impacting the site. The study concludes that this property is suitable for development.

### 5.2 Transportation Impact Assessment

An initial screening and scoping exercise has been completed by Novatech in support of the proposed development. The report examines the proposed development location and surrounding context, existing traffic conditions, and recorded collisions in the area to compare those findings to the criteria for triggering a full TIA report. This scoping and screening exercise determined the following:

- / The development is expected to generate over 60 person trips per peak hour, which would trigger a further analysis as part of a full Transportation Impact Assessment.
- / As the proposed development site is located within a Design Priority Area, further investigation will be required.
- / No safety triggers were met during this initial phase, therefore, further assessment is not required based on this analysis.

Based on this screening and scoping report, a Transportation Impact Assessment based on the criteria outlined above will be completed and submitted as part of this application.

### 5.3 Site Servicing and Stormwater Management Report

A Development Servicing and Stormwater Management Report was completed by Novatech for the proposed development. The report concludes that:

- / Existing sanitary and storm sewer systems within the Champagne Avenue South right-of-way will be used for connecting to services.
- / The building is proposed to be sprinklered and fire protection will be provided from the fire hydrant approximately 45 m away from the building's Siamese connection along Champagne Avenue South.
- / The site flows from sub-catchment areas A-1 uncontrolled. The flows from sub-catchment area A-2 will be stored in an internal storage tank and controlled by mechanical pumps.
- / Post development flow for the 1:100 year design event will be controlled to a maximum of 33.8 L/s and 31.8 L/s during the 1:5 years event; neither exceeding the City of Ottawa's maximum rate of 34.0 L/s.
- / Erosion and sediment control measures are proposed during construction.

No major obstacles to servicing the development were identified as part of this study and it is recommended that the proposed site servicing and stormwater management be approved for implementation.

### 5.4 Geotechnical Study / Erosion and Sediment Control Plan

A Geotechnical Investigation was prepared by Pinchin Ltd. to provide geotechnical design recommendations for the proposed residential building and two levels of underground parking. The study concluded that the property was suitable for the proposed development and the following recommendations were outlined in the report:

- / Appropriate safety measures according to OSHA, federal, and municipal standards are required during all work.



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- / Drilling and blasting may be required depending on the capabilities of the mechanical equipment. A pre-blast and pre-construction survey of neighborhood properties should be undertaken to protect from any claims unrelated to construction activities.
  - / Potentially all groundwater can be controlled via gravity dewatering systems with interceptor ditches and high capacity pumps.
  - / All organic and deleterious materials should be removed prior to installation of the engineered fill material.
  - / Depending on the final design of the underground parking, drainage and pumping systems may be required.
  - / All geotechnical aspects of the project should be reviewed under appropriate expertise throughout the project.

### **5.5 Wind Analysis**

An analysis of pedestrian level winds was conducted by Gradient Wind to determine whether the proposed 14-storey residential high-rise apartment dwelling would impact wind conditions at the street level. Based on the proposed development design, the findings show that wind conditions over all pedestrian sensitive grade-level locations within and surrounding the study site will be acceptable for the intended use on a seasonal basis. No unsafe or pedestrian impeding conditions were reported.

### **5.6 Traffic Noise Assessment**

A Traffic Noise Assessment was completed by Gradient Wind to assess the impacts of noise resulting from vehicle traffic on the proposed development. Gradient Wind concluded that the largest noise sources were from the O-Train LRT line to the east and the Queensway (Highway 417) to the north. To mitigate the impacts of noise on the proposed development, Gradient Wind made several recommendations, such as using building components with higher Sound Transmission Class ratings, air conditioning or mechanical ventilation, and a warning clause to be included on all Lease, Purchase and Sale Agreements. The 15<sup>th</sup> floor terrace may require some additional noise mitigating measures, such a sound barrier in the form of a guard rail, as it receives higher levels of noise than other floors.

It is our professional opinion that the proposed Site Plan Control application constitutes good planning and is in the public interest, as outlined in the preceding sections of this report:

- / The development meets the policies of the Provincial Policy Statement;
- / The proposed development conforms to the policies of the Mixed-Use Centre designation as well as the design objectives and compatibility requirements of the Official Plan;
- / The proposal conforms with the objectives of the Preston Carling District Secondary Plan;
- / The proposed development meets several of the applicable design guidelines for High-Rise Buildings and for Transit-Oriented Development;
- / The proposed design conforms to the provisions of the Comprehensive Zoning By-law; and
- / Technical studies confirm that the development is safe and functional.



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