



Planning Rationale + Design Brief

In support of application for

Site Plan Control

2168 Tenth Line Road, Ottawa

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1.0 Introduction

This combined planning rationale and design brief is prepared for Ironclad Developments Inc. ('ICD') and is part of a site plan control application that would permit construction of a planned unit development consisting of four buildings with residential and commercial uses. The purpose of this report is to assess the development proposal against the applicable planning regulatory framework and compatibility with the surrounding community.

2.0 Site and Area Context

The subject property is municipally known as 2168 Tenth Line Road and is officially known as Pt. Lot 21, Con. 11 (Old Survey), Geographic Twp. Of Cumberland, City of Ottawa ('the property'). The property is situated at the northwest intersection of Tenth Line Road and Gerry Lalonde Drive in south Orleans. The property is approximately 1.61 hectares in area, with 174 metres of frontage along Tenth Line Road and 92 metres of frontage along Gerry Lalonde Drive. The property is rectangular in shape, with flat topography and no vegetation. The property is currently undeveloped.

In 2015, a rezoning and site plan control application was submitted to the City of Ottawa that sought approval to construct three low-rise commercial buildings with associated surface parking. While the rezoning process was completed, the site plan control application was subsequently withdrawn.



Fig. 1 – subject property and surrounding built context. Source: GeoOttawa



2.1 Area Context

The property is situated in the Avalon neighbourhood in Orleans, east of the Greenbelt. As shown in Fig. 1, the property is mostly surrounded by development reserve land to the north, east and west. Further to the north is a Hydro Ottawa transmission corridor, as well as commercial and employment lands along Vanguard Drive and Innes Road. Lands to the south predominately consist of low-rise apartment buildings and townhomes that form part of the Avalon West Stage II subdivision.



Fig. 2 – View of property from Tenth Line Rd and Gerry Lalonde Dr, looking northwest



Fig. 3: View of site from Gerry Lalonde Dr, looking north

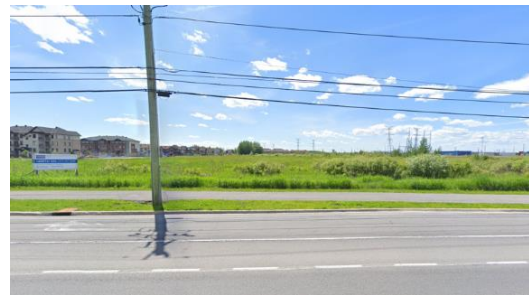


Fig. 4: view of site from Tenth Line Rd, looking west



Fig. 5: neighbouring townhomes to the south on Gerry Lalonde Dr/Bluestone Private



Fig. 6: multi-use pathway along Tenth Line Rd, looking southwest



2.2 Community Amenities

The property is situated near dozens of amenities, which are described below:

- Retail and commercial uses to the north along Innes Road and south along Tenth Line Road (e.g. grocery stores, restaurants, banks, retail & service commercial establishments, hotels, medical clinics, etc.);
- A variety of parks and open space areas: Aquaview Park, Ouelette Ridge Park, Henri-Rocque Park, etc.;
- Public schools: École Élémentaire Catholique Notre Place, St. Dominic School, Avalon Public School, and École Élémentaire Catholique Alain-Fortin are located within two kilometres of the property;
- Institutions: The Aquaview Community Centre, the François Dupuis Recreation Centre, the Ray Friel Recreation Complex, and the Cumberland branch of the Ottawa Public Library are located less than two kilometres from the property. A future branch of the Montfort hospital will be located on Mer Bleue Road and Brian Coburn Road, which will form Phase 1 of the Orleans Health Hub; and
- Public Transit: A bus stop is situated on the property on Gerry Lalonde Dr. Additional bus stops are located within 400 metres of the property that provide daily service across the City.

2.3 Roads and Transit

The property is well-situated within the road network. Tenth Line Road and Innes Road are identified as arterial roads according to Schedule E of the OP, which are designed to carry high volumes of traffic over long distances. Gerry Lalonde Dr is identified as a proposed collector road but has since been completed after the OP's publication. Collector roads are intended to carry traffic through neighbourhoods.

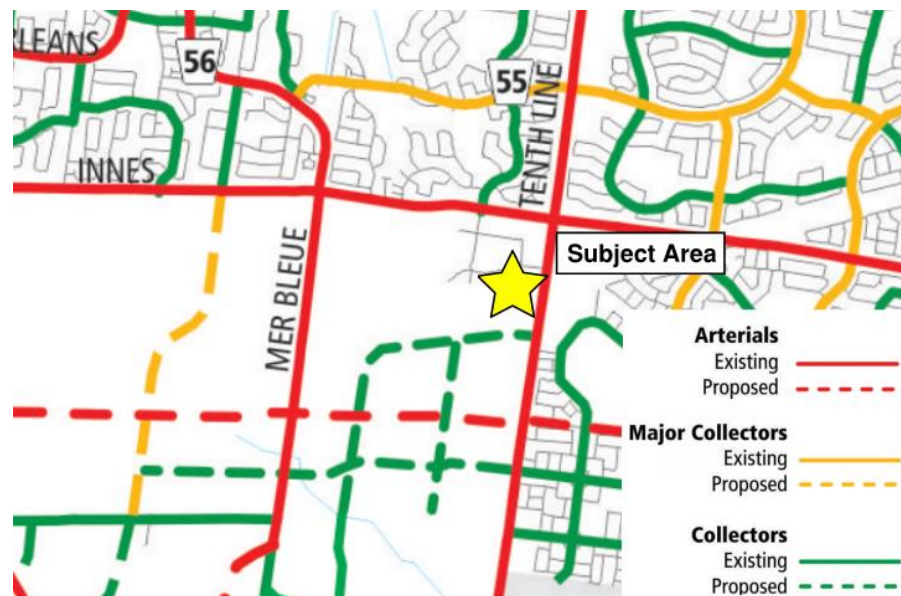


Fig. 7 – Urban Road Network, City of Ottawa Official Plan (Schedule E)



The property is well-served by public transit. The bus stop on the property (OC Transpo route 230) provides regular service to Place d'Orleans Station and Gatineau every 15 minutes during a.m. and p.m. rush hour periods. Additional bus stops (OC Transpo routes 30, 138 and 234) are located within 400 metres of the property on Brian Coburn Dr and Vanguard Dr, which provides more consistent daily service hours. Routes 30 and 234 terminate at Blair Station, connecting the Avalon community to the City's rapid transit network.

As shown on Schedule D of the OP, a proposed Bus Rapid Transit line known as the Cumberland Transitway will provide additional connections in Orleans to the City's rapid transit network. The transitway will utilize sections of the Hydro Ottawa easement north of the property. A proposed station at Tenth Line Road is to be situated less than 150 metres from the property. Construction of the Cumberland Transitway is expected to begin in 2031.

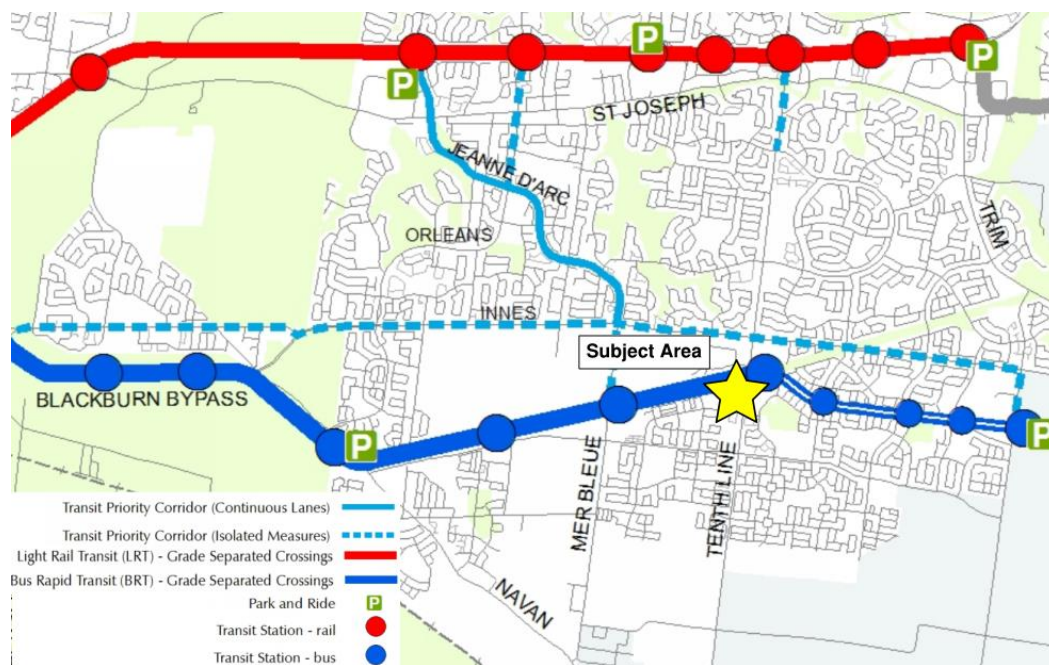


Fig. 8 – Rapid Transit Network, City of Ottawa Official Plan (Schedule D)

The property is also integrated into the city's active transportation network. A multi-use pathway runs along the property's frontage parallel to Tenth Line Rd, which is identified as a spine route according to Schedule C of the OP. Spine routes provide active transportation access along major road corridors, connecting crosstown bikeways to neighbourhood bikeways and feeder routes. The multi-use pathway connects with Innes Road, which is identified as the primary east-west cross-town bikeway in Orleans.



Fig. 9 – Primary Urban Cycling Network, City of Ottawa Official Plan (Schedule C)

3.0 Development Proposal

ICD proposes to build a planned unit development ('PUD') consisting of four (4) mid-rise buildings between five and six stories in height. Three buildings will consist entirely of residential uses, while one building will have primarily residential uses with commercial uses on the ground floor. Each building is oriented in a north-south direction, with all but one building having direct frontage onto a public street. Each building will be connected to an underground parking garage which takes up most of the site, providing parking for 291 vehicles and 255 bicycles. Outdoor amenity space and parking for 107 vehicles is provided at grade.

Two vehicular accesses are proposed: one full-move access will be via Gerry Lalonde Dr at the southwesterly portion of the site, while a right-in-right-out access will provide access via Tenth Line Rd. The location of both accesses is intended to provide maximum visibility in all directions and minimize any potential conflicts from the Tenth Line/Gerry Lalonde intersection. A loading space located near the Tenth Line Rd access is intended for use by the commercial tenants.

The development will be built in two (2) phases: Phase 1 will occupy the north portion of the site consisting of Buildings A and B, with an estimated construction start date of March 2021. The remaining two buildings will be built in Phase 2; a construction start date for this phase has not been identified at this time. ICD intends on obtaining occupancy for the residential portion of the development first, then build and lease commercial space according to future tenant needs and/or requirements. When complete, the development will be managed by ICD's sister company [Ironclad Properties Inc.](#)

Both project components are described below:



Multi-Family Housing

The development will include up to 251 apartment units across the property; of this total, 133 units will be built during Phase 1, while Phase 2 will complete the remaining 118 units. The units in each building will consist of a combination of one, two, and three bedroom units, comprised of a mixture of floorplan areas and configurations. Each unit will be accessible from a common entryway and vestibule, and will have private amenity space in the form of a balcony or a walk-out patio. Tenants will have access to common amenity space located in Building B Phase 2, which include a rooftop patio, a lounge, an amenity area, as well as a leasing office and a mailroom. In addition, a car wash and pet wash station will be located in the underground parking garage.

Commercial

Building B Phase 2 will contain approximately 378 square metres of commercial space on the ground floor. The number and size of each unit will be determined at the leasing stage during construction. Each commercial unit will have dual entrances – access to each unit can be accessed from Tenth Line Rd and from the surface parking area internal to the site. A separate entrance for the residential units above the ground floor will be provided. No lease agreements with potential tenants have been signed at this time; however, all uses will be of an office or personal service business nature.

The proposed development achieves a higher density form than the surrounding area, yet accomplishes compatibility with appropriate transitions to adjacent properties. Each building features prominent entryways and active street frontages that will animate the streetscape. The architectural style and use of high-quality building materials will establish the development in the Avalon community. In keeping with the intent of the CDP, Building B Phase 2 is intended as the locus of the development, serving as the gateway to the development and to the broader Avalon community given its prominent location at the Tenth Line/Gerry Lalonde intersection.



Fig. 10 – proposed PUD, looking west



Fig. 11 – view of proposed PUD from Gerry Lalonde Dr. looking north



Fig. 12 – view of PUD entry plaza from Tenth Line/Gerry Lalonde intersection, looking west



Fig. 13 – PUD proposal, looking southwest from Tenth Line Rd.



4.0 Planning Policy Framework

The following section will demonstrate how the proposed development conforms to the applicable policy framework, including the Province of Ontario's land use planning directives as expressed in the Provincial Policy Statement ('PPS'), as well as the City of Ottawa's planning policies as contained in the City of Ottawa Official Plan ('the OP'), the Mer Bleue Community Design Plan ('the CDP'), and the City of Ottawa Zoning By-law #2008-250 ('the zoning by-law').

4.1 Provincial Policy Statement (2020)

The PPS is the directive of the Province's interest in land use planning matters prepared by the Ministry of Municipal Affairs and Housing. It encourages development in Ontario to be environmentally sound, economically strong, and enhance quality-of-life for all, while providing for an efficient use of land that makes use of existing and/or planned infrastructure and public service facilities. All decisions on planning and development matters must be consistent with the PPS. The most recent PPS came into effect on May 1, 2020, and its applicable policies are addressed below.

Section 1.1 of the PPS provides policy guidance for efficient development and land use patterns, stating that:

Healthy, liveable and safe communities are sustained by:

- a.) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b.) accommodating an appropriate affordable and market-based range and mix of residential types [including multi-unit housing], employment (including industrial and commercial)...and other uses to meet long-term needs;*
- c.) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d.) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e.) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns and standards, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f.) improving accessibility for persons with disabilities and older persons by addressing land use barriers that which restrict their full participation in society; [and]*
- h.) promoting development and land use patterns that conserve biodiversity*

The proposed development capitalizes on an infill opportunity in an established residential neighbourhood on an underutilized site that is already serviced by municipal infrastructure and would significantly address the shortage of rental housing in Orleans.



The proposal also promotes cost-effective development patterns by minimizing land consumption and municipal servicing costs.

Section 1.4.3 of the PPS states:

Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- a.) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans [...];*
- b.) permitting and facilitating:*
 - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- c.) 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 projected needs;*
- d.) promoting densities for new housing which effectively use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e.) requiring transit-supportive development and prioritizing intensification, including air rights development, in proximity to transit, including corridors and stations; [and]*
- f.) 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.*

The proposed development is situated in a settlement area and promotes the efficient use of land, resources, infrastructure, municipal services, public facilities, as well as both active and public transportation. In addition, as the proposed development consists of rental housing and is also sited adjacent to a future rapid transit station, the proposal promotes a wider array of affordable housing options in the Orleans community.

In summary, the proposed development is consistent with the objectives of the PPS.



4.2 City of Ottawa Official Plan (2003, as amended)

The OP provides a city-wide planning framework for evaluating future development and a methodology for applying site-specific criteria to the proposal. Strategic policies for managing growth applicable to this proposal are described below:

Section 2.1 – The Challenge Ahead states the population of the City of Ottawa is projected to increase 32% by 2036 [Item 3(c), OPA 180]. To facilitate the increased demand for housing, more than two-thirds of new housing stock is expected to be built outside the Greenbelt, including apartments.

Section 2.2 – Managing Growth sets out strategic directions for facilitating growth and directing it to urban areas, which can accommodate compact mixed use development and can be serviced efficiently. The policy direction of the OP, as expressed in Section 2.2.2 (Managing Intensification Within the Urban Area), is to promote an efficient land use pattern within the urban area through intensification of areas that are strategically aligned with the transportation network to achieve higher density development in greenfield locations in order to create healthy, complete communities. In an urban area under a Community Design Plan, density shall be a minimum 34 units per net hectare on average [Amendment #150, May 14, 2018].

The proposed development is consistent with, and supportive of, the strategic directions of the OP. The property is within the urban area, is strategically sited to capitalize on existing and future transit service and local amenities, and is compatible with the character of the surrounding community.

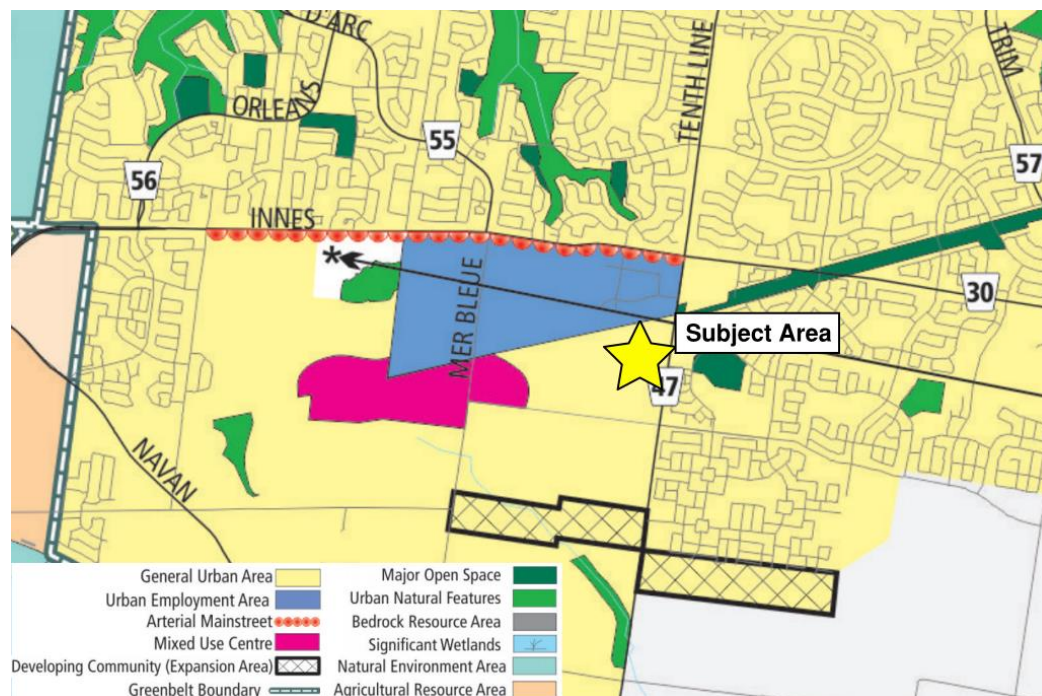


Fig. 14 – Land Use Designations, City of Ottawa Official Plan (Schedule B)



Land Use Designation

The property is designated General Urban Area according to Schedule B of the OP. As stated in Section 3.6.1 of the OP, the General Urban Area permits a full range and density of housing types to meet the needs of all ages, incomes and life circumstances, together with conveniently located supplementary uses including retail, employment and service uses. Infill development in the General Urban Area shall be complementary to the existing pattern, scale, and planned function of the surrounding area to facilitate the development of complete and sustainable communities.

Policy #5 of Section 3.6.1 supports opportunities for intensification within the General Urban Area where development complements the existing pattern and scale of development and planned function of the area. New development shall be compatible with the character of the existing area so that future development enhances and builds upon desirable patterns of built form. New development should also contribute to a balance and range of housing types and tenures [Amendment #150, LPAT, July 18, 2019].

Policy #8 of Section 3.6.1 encourages the provision of small, locally-oriented convenience and service uses throughout the General Urban Area that are of a size and scale consistent with the needs of nearby residential areas. These commercial uses must complement surrounding land uses and not result in attracting large volumes of traffic from outside the immediate area. Said uses shall also be conveniently located near concentrations of residential development that provide direct access for pedestrians and cyclists from adjacent residential areas.

The proposal complements the planned function of the Avalon community by providing a mix of unit types and tenures to appeal to a range of demographic profiles, a mixture of uses that promote a more complete community, and promotes an urban lifestyle that supports active and public transportation. The proposal is in keeping with the mid-rise residential character of the surrounding community and builds upon desirable established patterns of built form in terms of setbacks, orientation, and massing.

In summary, the proposed development is consistent with Section 3 of the OP.

4.2.1 Urban Design and Compatibility

Sections 2.5.1 (Designing Ottawa) and 4.11 (Urban Design and Compatible Development) apply to this proposal. Both sections outline the City's urban design objectives, and is intended to ensure new development is compatible with the existing built form and planned function of the surrounding area. The proposal addresses the objectives of Section 2.5 as follows:

Design Objective 1: To enhance the sense of community by creating and maintaining places with their own distinct identity

The provision of ground-oriented rental housing and main floor commercial will enhance the sense of community by providing a mixture of uses to the Avalon community and surrounding area. A pedestrian gateway feature linking the plaza



to the Tenth Line/Gerry Lalonde intersection provides an aesthetically pleasing link to the development, as envisioned in the CDP. The proposal utilizes height transitions, placing the bulk of density away from existing development and towards the future rapid transit station; thus limiting the development's impact on neighbouring properties.

Design Objective 2: To define quality public and private spaces through the development

The proposed development builds upon the streetscape by providing a legible, continuous streetscape by framing the street edge with consistent front and corner side yard setbacks with active street frontages. Each building in the PUD is oriented to clearly frame positive space while allowing sunlight to penetrate into the interior of the site. Outdoor amenity space is located interior of the site, shielding it from view and noise from adjacent streets.

Design Objective 3: To create places that are safe, accessible and are easy to get to, and move through

The proposed development includes multiple accesses and pathways through the site that connect to Tenth Line Rd and Gerry Lalonde Dr, and to the parcel to the north. Main building entrances are visible on public streets with large entry canopies to ensure visibility and eyes on the street. Indoor amenity space has access and views to outside, while patios and balconies from each unit, along with large clear windows facing interior vestibule space, provide passive surveillance in public areas.

Design Objective 4: To ensure that new development respects the character of existing areas

Each building will utilize similar rooflines, articulation and building materials as other buildings in the Avalon community. In addition, commercial uses are oriented away from Gerry Lalonde Dr to minimize disturbances to the existing residences to the south. All of these characteristics ensure the community's character is respected.

Design Objective 5: To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice

The proposed development consists of a variety of uses, dwelling unit sizes and floorplan configurations that are intended to appeal to a wide demographic. Furthermore, the phasing of the proposal will allow the community to better adapt and evolve over time to meet changing housing needs.

Design Objective 6: To understand and respect natural processes and features in development design

The property is not located in any Natural Heritage System features or floodplain as identified in the OP.



Design Objective 7: To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

Structural support for each proposed building will be provided from wood beams rather than concrete or steel. A total of 285 bicycle parking spaces will be provided – 226% above minimum zoning requirements. The proposal is also located less than 150 metres of a future rapid transit station, which will provide future residents with alternatives to personal automobile use and promote mode split and more active transportation outcomes.

In accordance with Section 4.11, new infill development shall be evaluated against a number of criterion to objectively measure compatibility into the surrounding community. The following is an analysis of the proposal based on the following criteria:

Views:

No historic or significant views will be impacted by the proposed development.

Building Design:

Each building has distinct architectural features, yet has a unified character. The buildings fronting Tenth Line Rd are L-shaped; which not only frames internal space, but allows the architecture to face the street. Each building is articulated on all sides, further mitigating any impact from the street. Rooftop mechanical equipment is screened from public view, while shade and weather protection elements are utilized. Each building has a unique hipped roofline.

Buildings in the PUD will consist of high-quality materials including cementitious hardie board, stone, lap siding, bronze and iron trim detailing, and clear window glazing to ensure each building maintains its appearance with minimal maintenance required. The building design, including colours, materials, massing and architectural elements, is harmonious in compositional colour palette and designed to be compatible with adjacent buildings.

Massing and Scale

The proposed height, massing and scale of each building has been carefully assessed to provide a transition from the existing built form of adjacent properties, and is of a form and scale that is envisioned in the CDP. The development is broken up into four separate buildings, which reduces the massing of the PUD. Each building has ground-oriented uses with landscaping that both animates the street and provides a sense of human scale. The impact of taller massing is softened by generous front and corner side yard setbacks, and is further reduced by stepbacks incorporated into each building.

Outdoor Amenity Areas:

Each unit has private amenity space in the form of a balcony or patio, as well as access to communal amenity space. Balconies incorporate screening to provide



privacy for tenants and the public. The outdoor amenity area interior to the site is shielded from noise and provides a feeling of enclosure.

The property does not lie in a Design Priority Area according to Section 2.5.1 of the OP. Therefore, the proposed development is consistent with the OP, including the Urban Design and Compatibility policies of Sections 2.5.1 and 4.11.

4.3 Mer Bleue Community Design Plan

The CDP was adopted by Council in 2009 and covers approximately 160 hectares of land south of the Hydro Ottawa corridor between Tenth Line Rd to the east and Mer Bleue Rd to the west. The primary guiding principles of the CDP are to achieve a sustainable mix of uses, create a compact mixed-use urban form, support and reinforce high quality transit service, and provide for a mix of residential housing types. Section 4.1 states a minimum of 10% of residential development shall be in the form of apartments across the CDP planning area, with a minimum residential density of 31 units per net hectare.

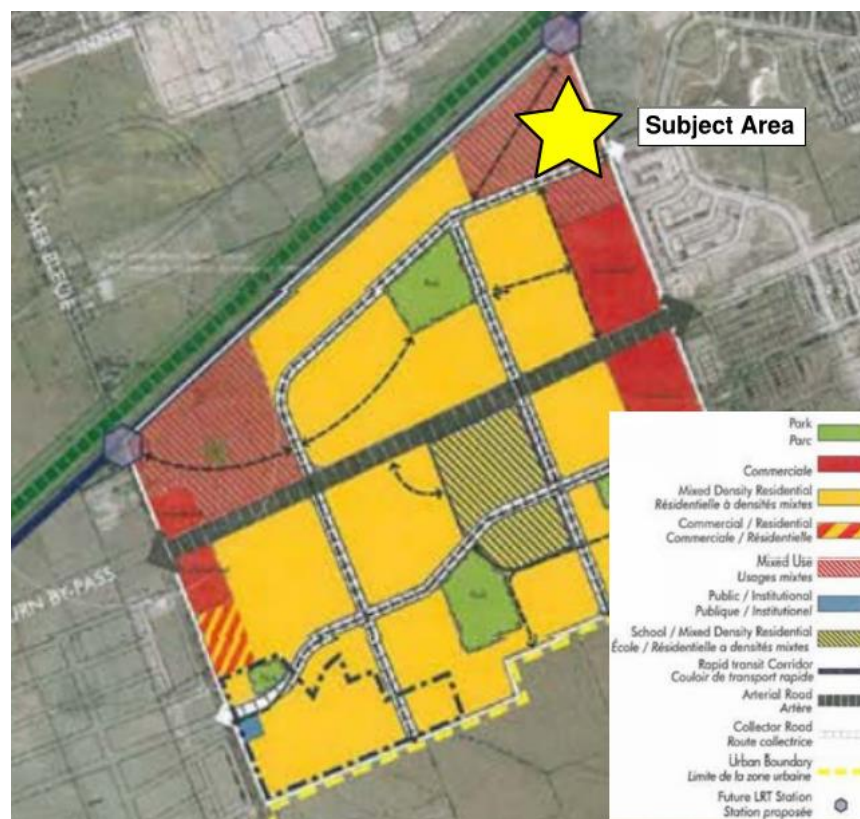


Fig. 15 – Planning Area, Mer Bleue Community Design Plan

The property is designated Mixed Use according to the CDP. Section 5.1.2 of the CDP states the intent for the future development of Mixed Use areas is to integrate and direct development towards future rapid transit stations to increase both walkability and access to transit. Mid-rise apartments are permitted in the Mixed Use zone, and are



encouraged to be integrated with non-residential uses in the same building, including personal service and office uses.

The proposal meets the intent of the Mixed Use designation by providing higher-density, transit-oriented apartment-type housing together with commercial uses. The proposal will help meet the plan's residential density target, as the proposed density is 155 units per net hectare. The proposal also contributes to the employment target in Mixed Use area of one employee per 30 square metres of floor area.

Section 6.2 of the CDP contains a number of design guidelines, which represents the 'urban design language' for the future development of the Mer Bleue area. All development proposals should have regard to these guidelines. The design guidelines for Mixed Use areas are intended to create a lively, urban feel to the area through the use of enhanced architecture and landscape design. The proposal meets the majority of said guidelines, which are listed below:

- 6.2.7.1: Create a strong architectural statement throughout the Mixed Use area*
- 6.2.7.2: Ensure that corner buildings that 'turn the corner' have articulated facades on both streets. Increased massing is desirable at corner locations.*
- 6.2.7.3: A minimum of 50% clear glazing will be provided along all street frontages.*
- 6.2.7.5: Complimentary architectural treatment of buildings ... such as finish/colour/materials should be encouraged*
- 6.2.7.6: Building heights will be a minimum of two functional stories. Building heights of five to seven stories are encouraged.*
- 6.2.7.7: Building facades should achieve human scale design by animating the ground floor, and avoiding overpowering effects of upper floors, and should avoid uninteresting expanses of roof and wall façade.*
- 6.2.7.8: Active, inviting uses such as shops and restaurants at grade are encouraged, with pedestrian-friendly amenities such as outdoor seating areas and patio in the front and sides of buildings. Increased front yard setbacks are permitted when the increase is used to create an outdoor patio area.*
- 6.2.7.9: Primary building entrances will be oriented to face the street, with defining architectural elements such as entrance canopies, lighting and awnings. Building projections such as bay features, patios and porches are encouraged.*
- 6.2.7.10: Locate building facades close to lot lines abutting sidewalks and ensure their accessibility from the sidewalk adjacent to the street.*
- 6.2.7.11: Provide visual interest using coordinated planting, decorative planting, site furniture, signage and lighting.*



6.2.7.14: Surface parking and service areas will be located at the rear of buildings and screened from view by both the public street and from adjacent residential properties. Screening will principally be provided by the building but also through the use of coordinated landscape elements

As the proposal is consistent with the CDP demonstration plan, provides a vibrant high-density residential location with commercial services, and is oriented to future rapid transit, the proposed development is consistent with the CDP.

4.4 City of Ottawa Zoning By-law (No. 2008-250)

The property is zoned *General Mixed Use, Urban Exception Zone 2334* ('GM [2334]') according to the zoning by-law and Fig. 16. The purpose of the GM zone is to:

- allow mixed-use development in the General Urban Area;
- limit commercial uses to individual occupancies so not as to affect the development of designated Traditional Mainstreet or Arterial Mainstreet areas as viable mixed-use areas; and
- impose development standards that will ensure uses are compatible and complement surrounding land uses.



Fig. 16 – Zoning Map of Avalon Community. Source: GeoOttawa (2019)

The 2334 exception zone modifies a number of criteria specific to this site. Examples of said criteria include a maximum building height of 21 metres, a minimum four (4) metre landscaped buffer around all required yards, as well as a requirement for buildings with



street frontage to have a minimum 50% of clear glazing around the main floor. The following table shows how the development proposal conforms to the GM 2334 zoning parameters:

Table 1: General Mixed Use [2334] Zone Performance Standards

ZONING PROVISION	REQUIRED	PROVIDED	COMPLIANCE
LOT AREA (MIN)	n/a	1.61 HA	✓
LOT WIDTH (MIN)	n/a	52m	✓
BUILDING HEIGHT (MAX)	21.0m	20.8m	✓
FRONT AND CORNER SIDE YARD SETBACK (MIN)	4m	6.6m	✓
REAR YARD SETBACK (MIN)	4m	4.9m	✓
INTERIOR SIDE YARD SETBACK (MIN)	4m	4.8m	✓
FLOORSPACE INDEX (MAX)	2.0	1.52	✓
AMENITY AREA (MIN)	<p><u>Total amenity area:</u> 6 sq.m. per dwelling unit (1,506 sq.m.)</p> <p>2,682.1 sq.m.</p> <p>✓</p> <p><u>Communal amenity area:</u> 50% of required amenity area, of which one aggregated area must be min. 54 sq.m. in area (753 sq.m.)</p> <p>1,681.1 sq.m.</p> <p>✓</p>		
LANDSCAPED AREA WIDTH ABUTTING A STREET (MIN)	4.0m	6.6m	✓
RESIDENT PARKING SPACES (MIN)	1.2 per dwelling unit (300)	330	✓
VISITOR PARKING SPACES (MIN)	0.2 per dwelling unit (50)	50	✓
COMMERCIAL PARKING SPACES (MIN)	<p><u>Personal Service Business/Retail Uses:</u> 3.4 per 100 sq.m. of floor area (13)</p> <p>18</p> <p>✓</p>		
COMPACT PARKING SPACES (MAX)	40% of required resident spaces (120)	22	✓
RESIDENT BICYCLE PARKING SPACES (MIN)	0.5 per dwelling unit (125)	270	✓
COMMERCIAL BICYCLE PARKING SPACES (MIN)	1 per 250 sq.m. of floor area (2)	15	✓
LOADING SPACES (MIN)	n/a	1	✓
REQUIRED CLEAR GLAZING ALONG MAIN FLOOR ELEVATION (MIN)	<p>50% of the ground floor elevation of each building on the lot facing a public street</p> <p>55%</p> <p>✓</p>		

Given the above figures, the proposal meets all applicable zoning provisions.



4.5 Integrated Environmental Review Statement

A number of studies have been completed as requested by City staff that support the proposed development, and are summarized below:

Transportation Impact Assessment (TIA)

Castleglenn Consultants prepared a combined Step 4 and draft Step 5 TIA, which determined that the proposed development would generate less than 130 vehicular trips per hour during each peak hours of travel demand. The study recommended the following improvements be made to ensure intersections within the study area operated at a Level of Service (LOS) 'C' or equivalent:

- An additional auxiliary and taper lane at the right-in-right out access that would extend the existing auxiliary lane by 110 metres;
- Add a protected permissive left-turn phasing at the eastbound left-turn lane at the Tenth Line/Gerry Lalonde intersection; and
- As a temporary measure, extend the cycle length to 65 seconds cycle length to significantly reduce delays to transit vehicles, while acting as a half-cycle to be better coordinated with the Tenth Line/Vanguard intersection.

As a result of the first recommendation, a Roadway Modification Analysis (RMA) was requested by City staff and completed in conjunction with the combined Step 4/5 TIA. Once accepted by City staff, Catleglenn will submit a final Step 5 TIA for review.

Geotechnical Investigation

Golder Associates completed an updated geotechnical investigation for the property, which included the distribution of seven (7) boreholes on the site between 5.7 and 28 metres in depth, followed by laboratory and analytical testing of 39 soil samples. The investigation concluded that the site is suitable for the proposed development.

Civil Design/Servicing Design Brief

A Servicing Design Brief was completed by D.B. Gray Inc., with the following conclusions:

1. The proposed storm system will control almost all post-development flow to 85 L/s/HA; a figure derived from the CDP Infrastructure Servicing Study (2006). Based on these criteria, the maximum allowable release rate is 134.9 L/s for all storm events, with a runoff coefficient for the 100-year event increased to a maximum 1.0.
2. Connection to the existing watermains will provide municipal water service to the development.
3. There is adequate fire protection to the proposed development, in accordance with the Fire Underwriter's Survey.
4. The proposed infrastructure (sanitary, storm and water) complies with City of Ottawa design standards

Archaeological Resource Assessment (ARA)

An ARA is required to be conducted in areas where archaeological potential exists,



according to Policy 1, Section 4.4.1 of the OP. In the Stage 1 ARA, Golder Associates determined that Tenth Line Rd is an early transportation route as defined by the Ministry of Heritage, Sport, Tourism & Culture Industries ('MHSTCI'), and requires a Stage 2 investigation to rule out any archaeological potential. At the time of this report's completion, the archaeological fieldwork has been completed and has been cleared of any archaeological potential. A final Stage 2 ARA report accepted by MHTSCI will be submitted to the City of Ottawa by September 2020.

Phase 1 Environmental Site Assessment (ESA)

A Phase 1 ESA dated March 28, 2020 was prepared by EXP and concluded that no Areas of Potential Environmental Concern were identified.

Environmental Impact Study + Tree Conservation Report (EIS/TCR)

A combined EIS/TCR was conducted to evaluate the potential impact to the site's existing ecological and natural heritage features. In the report, WSP determined that the property contains predominantly low value and non-native vegetation and is largely disconnected from the natural heritage system as a result of existing and ongoing development within the study area. As such, the study area is unlikely to support nesting and foraging habitat for species. No species at-risk nor species of conservation concern were identified during site visits. The report recommends the project as proposed can proceed, and lists several mitigation measures to reduce disturbance to the immediate environment.

Noise Impact Assessment

A Noise Impact Assessment was prepared by WSP to determine the extent to which noise levels will be of concern to future residents of the proposed development, as well as make recommendations for noise attenuation where necessary, to achieve acceptable noise levels – particularly for the units having exposure to Tenth Line Rd. Noise level standards from the Ministry of the Environment, Conservation & Parks ('MOECP') were used, with the computerized version (STAMSON 5.04) of MOECP's noise model used in its calculations.

Using traffic volume data for Tenth Line Rd and Gerry Lalonde Dr provided by the City of Ottawa, predicted noise level calculations were made based on the proposed building locations shown on the site plan. The NIA concluded that predicted noise levels are below MOECP criteria at the daytime and nighttime building face for the outdoor rooftop terraces and units facing Tenth Line Rd and Gerry Lalonde Dr exceed 55 dBA but are less than 60 dBA. As a result, parapets have been added to the rooftop terraces, and warning clauses will be added to the lease agreements using language suggested by the report to reduce noise impacts to tenants.

Public Consultation

ICD consulted with stakeholders to brief them of the project and mollify any potential concerns. ICD spoke with the interim councillor for Ward 19 (Laura Dudas) and the



President of the Avalon Encore Community Association (Sebastian Ramos) and shared plans of the proposal. No comments were received by the time of this report's publication. All comments will be shared with both ICD and City staff as the site plan control application proceeds through the planning process.

4.0 Conclusion

After review, the proposed development is consistent with the policies of the PPS, the OP, the CDP, as well as the city's zoning by-law. The proposed development represents sensitive intensification within an emerging community, as encouraged by Ottawa's official planning policies.

It is my opinion that the proposed development is appropriate for the site and the surrounding community, and is representative of good planning.

Respectfully submitted,

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