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Jardins Françoise – Zone 1

Planning Rationale
Site Plan Control
December 23, 2021

Prepared for Lépine

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Introduction

Fotenn Consultants Inc. ('Fotenn'), acting as agents for Canadian Rental Development Services Inc. ('Lépine'), is pleased to submit the enclosed Site Plan Control application for the lands municipally known as 270 Lamarche Avenue (the 'subject property') in the Orléans community of the City of Ottawa.

1.1 Application History and Purpose

On October 25, 2021, a Zoning By-law Amendment Application (D02-02-21-0118) and draft Plan of Subdivision Application (D07-16-21-0033) were submitted for the subject property and rest of the lands legally known as Part of Lot 5, Concession 3 (Ottawa Front), and located west of Lamarche Avenue and south of Innes Road. The intent of these applications was to rezone all of the lands to the Arterial Mainstreet zone, and to divide them into three development blocks and a new public road. The enclosed Site Plan Control application is to permit development of a mid-rise apartment community on the southernmost development block ('Block 1' in the previously submitted draft Plan of Subdivision).

The previous planning history of the subject property is summarized in the Planning Rationale prepared by Fotenn in support of the Zoning By-law Amendment and Plan of Subdivision applications ('October 2021 Planning Rationale').

1.2 Public Notification and Consultation Strategy

A Public Engagement Strategy is planned to ensure adequate consultation of members of the community. At the time of application submission, due to the global COVID-19 pandemic, in-person meetings and open houses are not in keeping with public health recommendations. Accordingly, some components of the consultation will be held in a virtual format.

The following steps in the consultation strategy are proposed:

- / Pre-application Consultation Meeting with City Staff on June 4, 2021;
- / Meeting with Councillor Dudas on May 6, 2021 to discuss the revised application;
- / Email notification to Councillor Dudas's office and the Chapel Hill South Community Association following application submission; and
- / Notification of neighbouring property owners and posting of public signage, to be completed by City staff;

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices.

Subject Lands and Context

2.1 Overview of Subject Property

The subject property consists of Block 1 on the draft Plan of Subdivision submitted in support of the active draft Plan of Subdivision Application (D07-16-21-0033). Block 1 is shown on Figure 1.

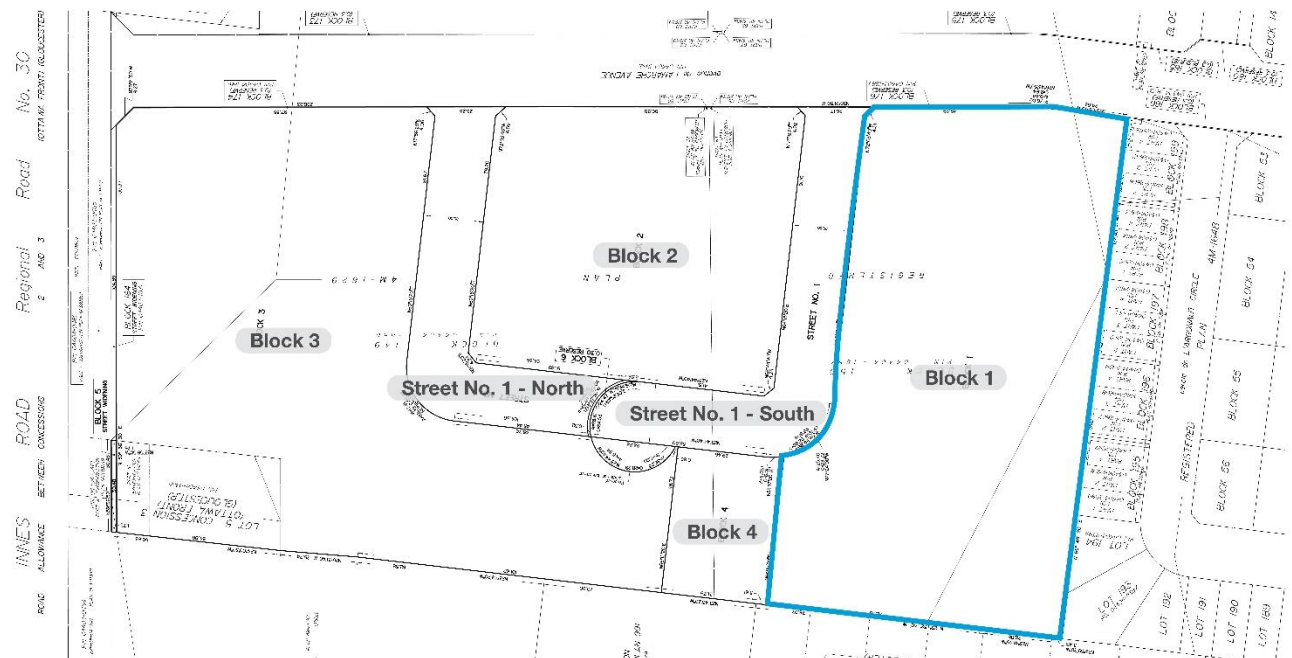


Figure 1: Location of Subject Property within draft Plan of Subdivision

The subject property will have approximately 74.14 metres of frontage on Lamarche Avenue and will have approximately 118.8 metres of frontage along the future Public Road (Street No. 1 in Figure 1), and a total area of approximately 15,532 square metres.

The subject property was part of a former driving range and is now vacant.

2.2 Surrounding Context

The subject property is set within a primarily residential neighbourhood, with Innes Road acting as a commercial spine. The larger context of the subject site to the south, west and north consists of existing and planned low-density residential communities. A limited range of housing types currently exists in the vicinity, with few apartment units available.

The following uses are found directly abutting the subject property.

North: The subject property faces a proposed new public road and future development blocks within the draft Plan of Subdivision. Further north is Innes Road, which has a mixed commercial character along the north side of the road.

East: A public road (Lamarche Avenue) abuts the subject property to the east. The facing parcel on the east side of Lamarche Avenue was subdivided as Blocks 1 and 2 by the draft-approved Plan of Subdivision (D07-16-16-0022). These lands are currently designated Arterial Mainstreet and zoned Development Reserve.

South: The lands directly south of the subject property are developed with a mix of detached houses and townhomes, with the majority of lots abutting the subject property being developed with townhomes.

West: Abutting the west property line are lots fronting Pagé Road which are fairly deep and are occupied by single-detached dwelling units. Historic aerial imagery indicates that these homes were constructed in the 1980s and 1990s.

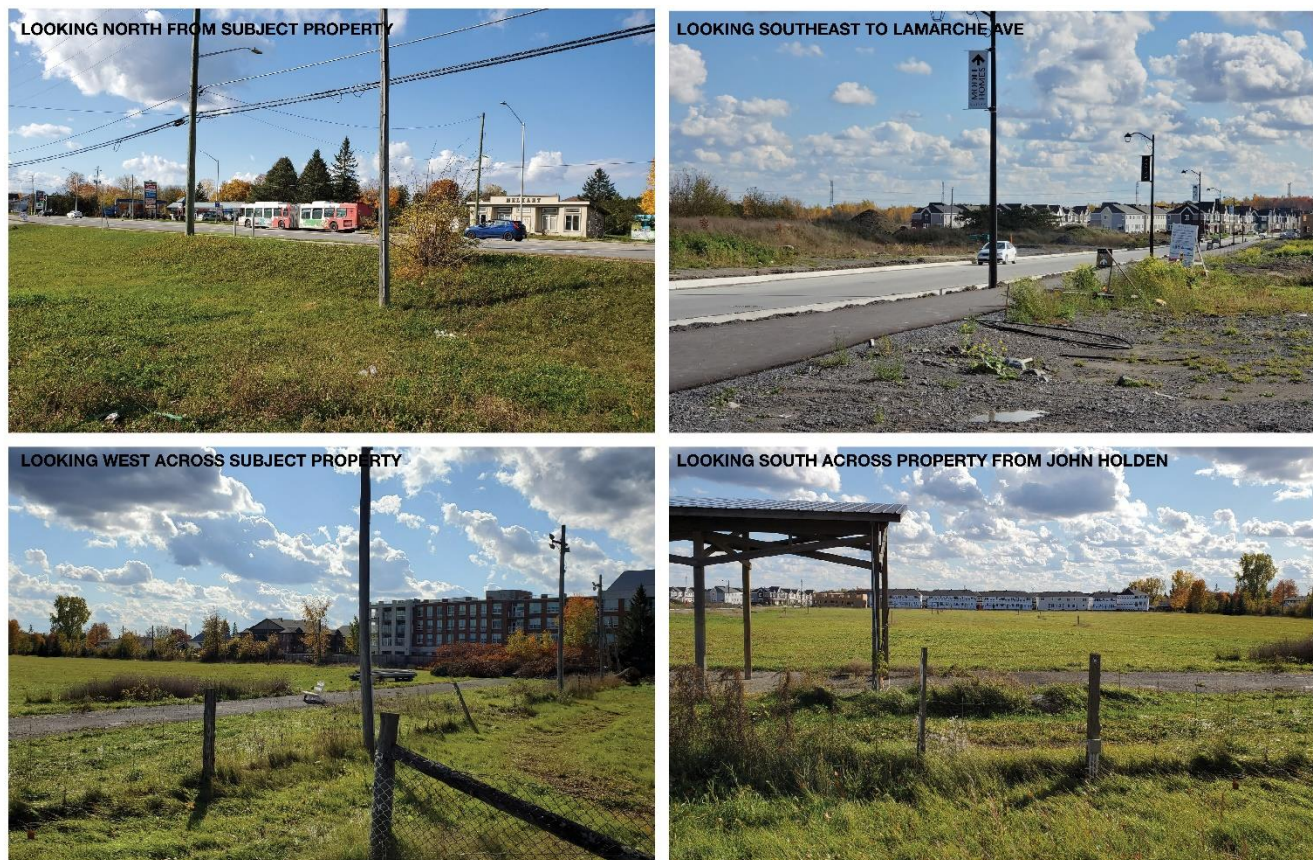


Figure 2: Views across the Subject Property

Lamarche Avenue is a collector road, and provides vehicular, pedestrian and cycle access to Innes Road in the north. Innes Road is a four-lane arterial road as shown in Figure 3.

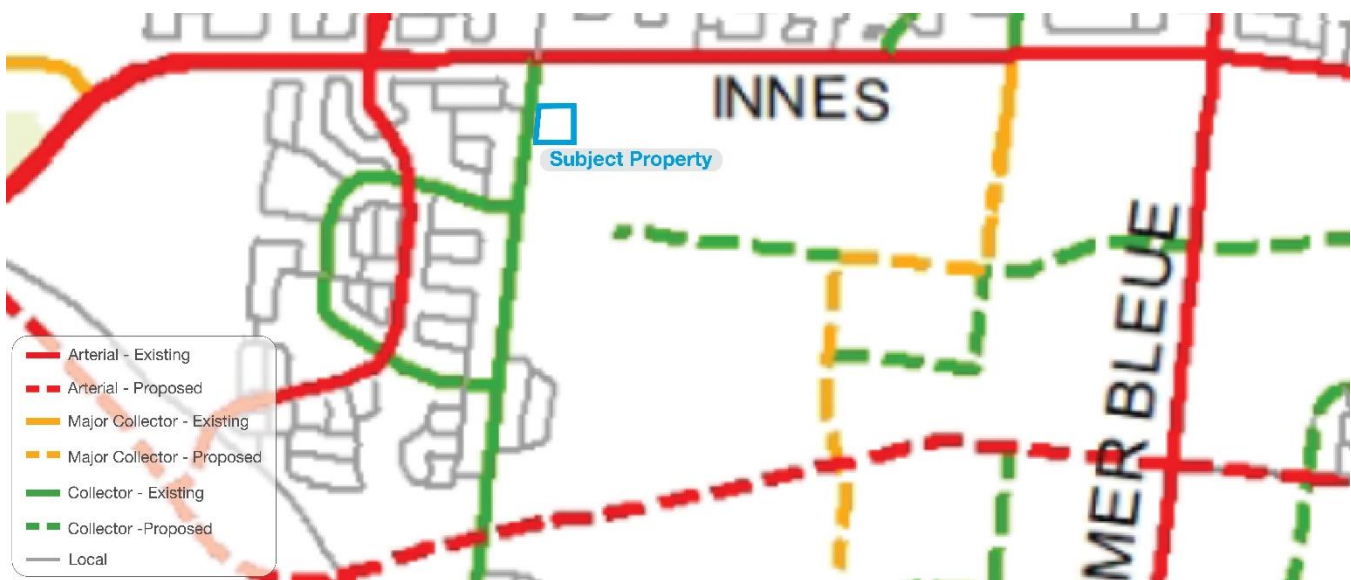


Figure 3: Existing and Planned Road Network Extract from Schedule E of the Official Plan

Proposed Development (Design Brief)

The enclosed Site Plan Application seeks to permit a development consisting of 283 apartments in three (3) mid-rise towers along with a small complementary retail/service commercial space, an indoor pool, surface visitor parking, and landscaped open space at grade. These mid-rise towers, referred to as Pavilions A, B and C in the enclosed plans, share an underground parking garage and will be constructed to be fully integrated as one building, with the above-ground portions functioning as wings separated by open space.



Figure 4: Artistic View of Proposed First Phase of Development, Looking Southeast

It is intended to phase registration of the Plan of Subdivision, so that in addition to Block 1, the southern portion of Street No. 1, and Block 4 are registered first. Block 4 will be dedicated for parkland, and has been sized to meet the parkland dedication requirement, under the Parkland Dedication By-law, for the proposed development on Block 1. The park is strategically located to be centrally-located to serve the new residential community, and provide a land use transition to the low-rise residential dwellings along Pagé Road.

Pavilions B and C are proposed to be entirely residential, while the northern end of Pavilion C contains at-grade commercial space to accommodate community-serving commercial uses that will anchor and animate the intersection of Lamarche Avenue and the new municipal road. Indoor amenity space is concentrated in Pavilion B, which contains a party room, gym, yoga space and indoor pool. The yard behind Pavilion B is programmed with a vegetable garden area, a common terrace, a hardscaped recreational area, and a pathway passing through a soft landscaped area.

The majority of the site area not occupied by buildings, vehicular access, private terraces and pedestrian pathways will be soft landscaped. While the parking garage extends over part of the landscaped area, the soil depth will be sufficient to allow the planting of small tree species, including Ohio buckeye, Serviceberry, and crabapple varieties. Larger shade trees, including Burr Oak, Red Oak, Sugar Maple and Red Maple are to be planted along the perimeter of the site. A looped pedestrian pathway provides a walking route around the perimeter of the site.

Parking, vehicular access and servicing is consolidated across the three Phase 1 Pavilions to minimize impact to the pedestrian environment. Vehicular access is provided via a looped driveway off the new municipal roadway. These accesses serve a surface parking area with 32 spaces, and a two-level 354-space underground garage. The surface parking area is intended for use by visitors and short term pick-up drop-off spots. The lobbies of each of the three building wings are oriented around the driveway loop so that they face or are in close proximity to the new municipal road. Each of the lobbies will have pedestrian access to the public right of way. Additionally, Pavilion C has been designed to have two pedestrian exits to Lamarche Avenue.

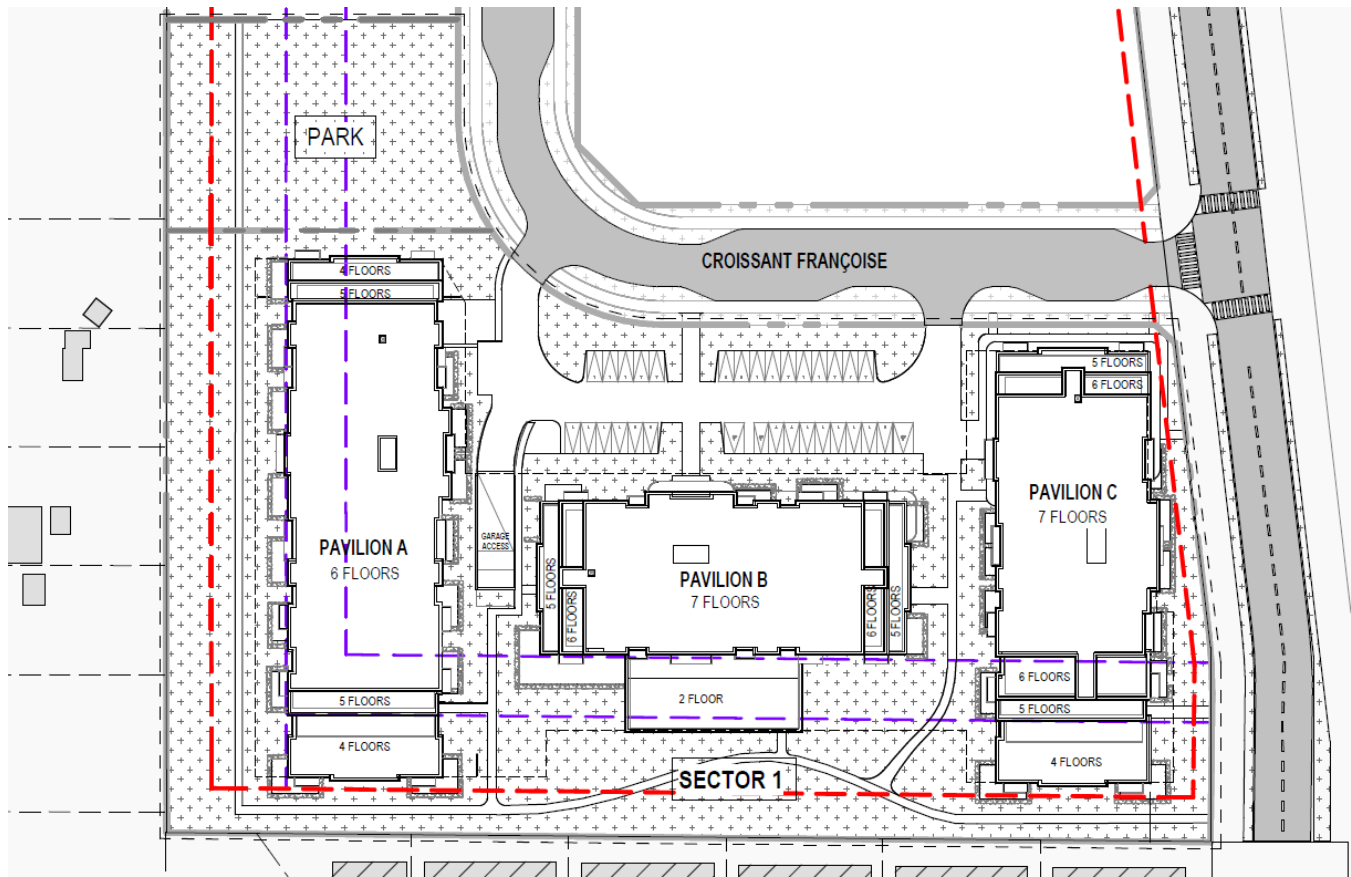


Figure 5: Extract from Plan Showing Proposed Development

As shown in Figure 5, Pavilions B and C are proposed to be seven storeys in height, and Pavilion A is proposed to be six storeys in height. Built form transitions is achieved through a combination of setbacks, step-backs and terracing of the upper floors to reduce the visual mass of the buildings. Each building is set back a minimum of 7.5 metres from the south (interior side) lot line, which abuts existing townhome development, and building step-backs ensure that the maximum height is 4 storeys (13.6 metres) within 20 metres of this lot line, providing a generous built form transition. Recognizing the lower-density built form abutting the west (rear) lot line, a 20-metre setback is provided. Terraces at the fifth and sixth floors soften the impact of the part of the building above the low-rise podium.

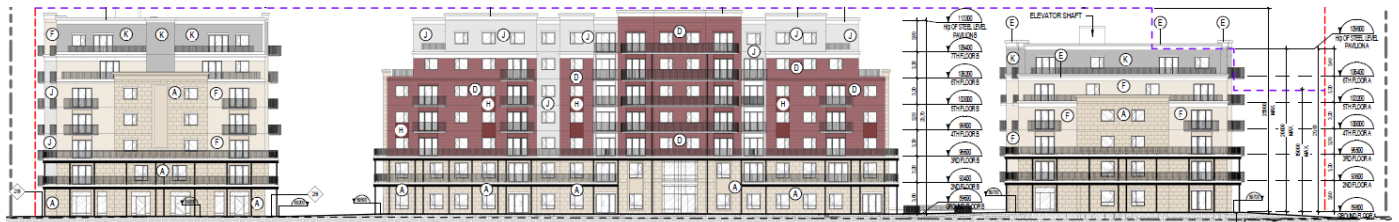


Figure 6: Section Looking South Towards Proposed Development

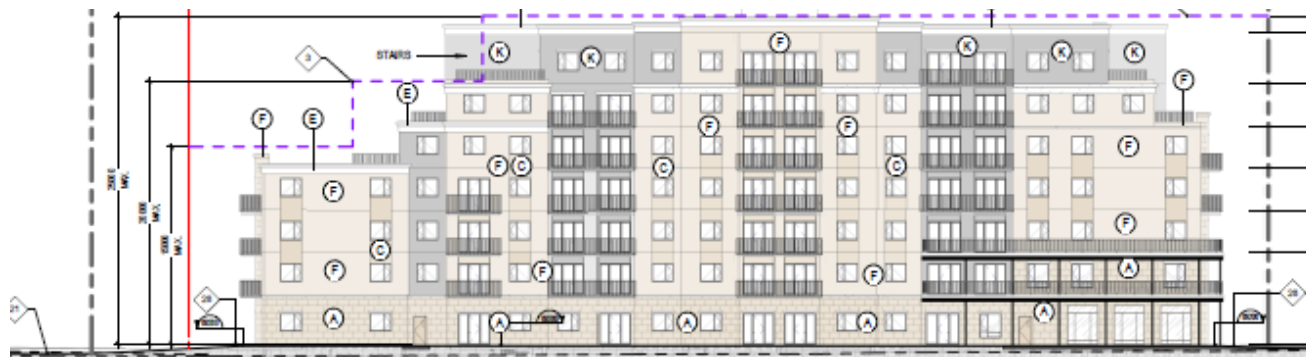


Figure 7: Section Looking East towards Phase 1 Development

The figures above demonstrate the built form transition to the adjacent single-family homes to the west (Figure 6) and the townhome development to the south (Figure 7).

Policy and Regulatory Framework

4.1 Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act, provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters be consistent with policy statements issued under the Act.

The PPS promotes the development of strong communities, which relies on the establishment of efficient land use and development patterns and the accommodation of an appropriate range and mix of uses.

The proposed development meets the applicable policies of the PPS, including:

- / Promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / Contributes to an appropriate range and mix of residential typologies by adding mid-rise apartment units to the predominately low-rise housing mix in the Chapel Hill South community;
- / Promotes cost-effective development standards to minimize land consumption and servicing costs;
- / Promotes land use patterns and densities that minimize vehicle trips and support use of transit and active transportation; and
- / Supports the creation of public spaces and facilities that meet the needs of pedestrians, foster social interaction and community connectivity.

Overall, the proposed development is consistent with the policies of the Provincial Policy Statement (2020).

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

On November 24, 2021, Ottawa City Council passed a by-law adopting a New Official Plan, to replace the current City of Ottawa Official Plan (2003, as amended). The New Official Plan is expected to be approved by the Ministry of Municipal Affairs and Housing in early 2022, and therefore the current Official Plan remains in effect and applies to the enclosed Site Plan Control application.

4.2.1 Land Use Designation

The subject property falls within the “Arterial Mainstreet” designation of the Official Plan, as shown in **Error! Reference source not found.** The Arterial Mainstreet designation applies to properties fronting on the Mainstreet, to a depth of 400 metres.

As set out in Section 3.6.3 of the Official Plan, the general intent of this designation is to facilitate the transformation of automobile-oriented commercial streets into more transit-supportive, pedestrian-friendly Mainstreets that support the neighbouring community. The Mainstreet designation supports a wide range of uses, including residential, commercial and institutional. Building heights of up to nine storeys are supported on the subject property.

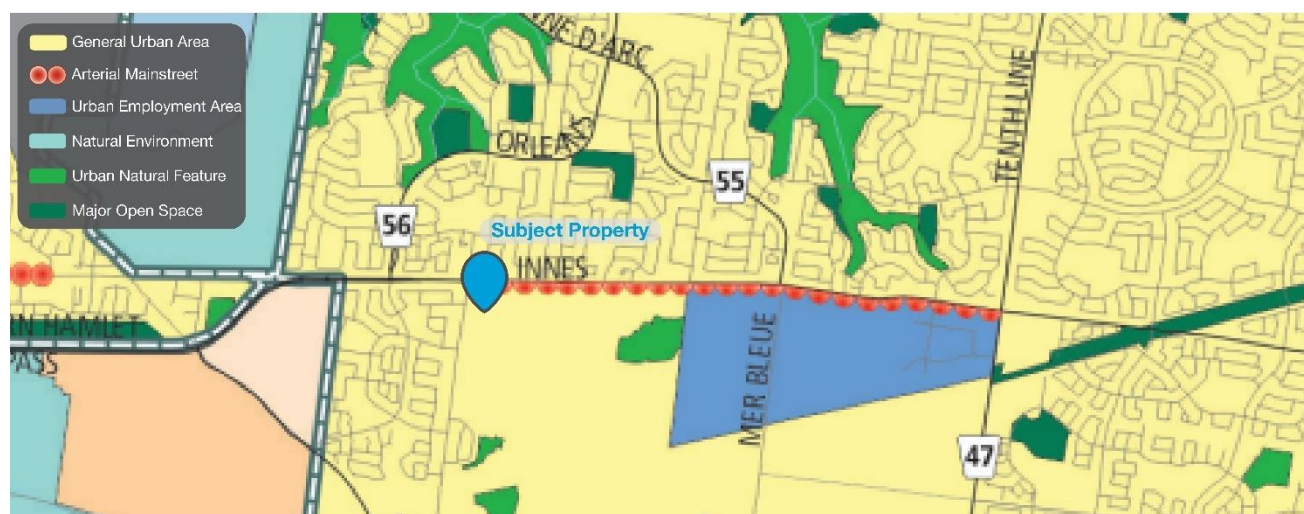


Figure 8: Extract from Schedule B of the Official Plan

On lots that are large enough to develop both adjacent to the street and to the rear of the property, the Mainstreet designation will apply to the rear of the lot, and development on the rear portion will not be considered non-conforming by virtue of not being located adjacent to the street. Overall, the site should be planned to facilitate multi-modal access and connections, to mitigate the visual impact of parking areas, to provide high-quality landscaping and tree planting, and over time a development that is oriented to the Mainstreet.

The subject property is within the Arterial Mainstreet designation. The proposed higher density residential uses are permitted by this designation, in a mid-rise built form. The proposed development conforms to the Land Use Designation policies of the current Official Plan.

4.2.2 Managing Growth (Section 2.2)

Section 2 of the Official Plan sets out the City's strategic directions for managing growth. Most growth is to be directed to areas outside the Greenbelt, but within the urban boundary. Growth should be located where facilities and services are already available, where the pattern of development supports transit, cycling and walking, and where impacts on agricultural, mineral and environmental resources are minimized. In order to build liveable communities, growth is to be managed so that complete communities are created, with a balance of facilities to meet people's everyday needs.

Section 2.2 of the Official Plan strongly encourages accommodating growth through intensification. Intensification Areas, including Arterial Mainstreets such as Innes Road, are to be the focus for redevelopment.

The proposed development helps to achieve the City's goals for managing growth and creating complete communities, by developing a vacant parcel in a target area for intensification.

4.2.3 Urban Design and Compatibility

Section 2.5.1 of the Official Plan addresses urban design and compatible development. Compatible development – development that functionally and aesthetically works well with the existing and planned context – does not necessarily mean buildings that are the same as or similar to existing development.

At a high level, the following design objectives help to frame compatibility and high-quality urban design for new development:

- / To enhance the sense of community by creating and maintaining places with their own distinct identity.
The proposed mid-rise residential community respects the primarily residential identity of the Chapel Hill South neighbourhood, while providing transition to the Mainstreet function of Innes Road.
- / To define quality public and private spaces through development.
The proposed Pavilion C frames the intersection of Lamarche Avenue and the proposed new municipal road, providing animation through a ground-floor corner commercial unit. Generous interior and exterior landscaped amenity space is provided for the use of residents and guests.
- / To create places that are safe, accessible and are easy to get to, and move through.
Direct pedestrian accesses will connect from Lamarche Avenue and the proposed municipal road to building entrances and exits. Vehicular accesses to the new municipal road have been consolidated into two driveways to minimize pedestrian-vehicular conflicts.
- / To ensure that new development respects the character of existing areas.
The built form of the proposed development – with generous setbacks from the interior lot lines and terracing at the building ends to reduce the overall building mass – has been designed to be compatible with the adjacent context.
- / 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 addition of apartment units to the Chapel Hill South Community will expand the range of housing options available to residents, allowing new residents to join the community, as well as enabling long-time residents to remain in their communities through different life stages.
- / To understand and respect natural processes and features in development design.
The design minimizes the amount of hard landscape by locating the majority of parking underground.
- / To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.
Lepine strives for sustainability and efficiency in building design. The proposed design maximises the potential of the subject property, mitigating urban sprawl.

More specific urban design and compatibility criteria are set out in Section 4.11 of the Official Plan. Table 1 sets out how the proposed development conforms to these criteria.

Table 1: Urban Design and Compatibility Criteria

	Policy	Design Response
5	Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the	The proposed development achieves compatibility with the existing low-rise development to the south and west through

	structure adjacent to existing buildings and/or facing the public realm.	<p>use of generous 7.5 to 20 metre setbacks, as well as significant building setbacks above the fourth storey.</p> <p>The facades are proposed to be articulated so that each unit has a varied façade, avoiding a monolithic appearance. Balconies further emphasise the residential character of the building.</p> <p>Each of the three buildings will have similar massing, creating a continuity of architectural styles. The lower storeys of each building will be clad with large, beige precast stone tiles to provide a consistent visual appearance. While Pavilions A and C will have an overall muted colour palette, the upper storeys of Pavilion B will be clad with a dark red brick-like material to provide variation and create a distinct identity for the different Pavilions.</p>
6	<p>The City will require that all applications for new development:</p> <ul style="list-style-type: none"> / Orient the principal façade and entrances of main buildings to the street. / Include windows on the elevations that are adjacent to public spaces; / Use architectural elements, massing, and landscaping to accentuate main building entrances. 	<p>The proposed buildings will be designed to have visually engaging facades with generous glazing on all sides of the building. The residential lobbies will be accentuated architecturally through larger glazed areas, and either directly face, or are in direct lines of view of the new municipal road. All building exits and entrances have pedestrian connections to municipal sidewalks.</p> <p>Pavilion C will have commercial spaces that face Lamarche Avenue and the new municipal road and has two resident exits facing Lamarche Avenue.</p>
8	To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible.	<p>Below-grade parking for the residential uses is proposed. Access to the below-grade parking garage for the entirety of the proposed development is consolidated into a single access. Garbage collection will also occur below-grade. Mechanical rooms are also located in the basement.</p>
9	Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building	An elevator shaft projects above the roofline in an elevator penthouse.
10	<p>Where there are no established criteria provided in an approved Plan, the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria:</p> <ul style="list-style-type: none"> / Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting and facing development; / Prevailing patterns of rear and side yard setbacks, building separation and landscaping as established by the zoning; / The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section. 	<p>The proposed development provides a strong built form transition between the existing low-rise residential properties to the south and west, and the planned Mainstreet function of the blocks closer to Innes Road. Pavilion A has been capped at six storeys and set 20 metres back from the existing low-rise homes to avoid any negative impacts of increased height, while the ends of Pavilions A and C are set 7.5 metres back from the townhomes to the south, and stepped back a further 12.5 metres above the fourth storey.</p> <p>The interior side yard and rear yard setbacks are consistent with the AM zone, and generally reflect the existing setbacks on adjacent properties.</p>
11	The City may require a Shadow Analysis. The intent of the Analysis is to demonstrate how potential impacts of the development on the adjacent properties and pedestrian amenity areas have been minimized or avoided.	A shadow study prepared by Neuf Architectes demonstrates minimal shadow impacts on adjacent properties. The proposed buildings cast quickly moving shade on the proposed municipal park. The onsite amenity areas are not shaded most of the year.
12	Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed	As discussed above, the six- and seven- storey mid-rise built forms use generous setbacks and building step-backs to provide transition to the existing low-rise context.

	abutting established or planned areas of Low-Rise development.	
13	Building height and massing transitions will be accomplished through a variety of means.	As discussed above, the buildings use incremental changes in building height - through building setbacks and step-backs - to achieve built form transition.
19	Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s).	A 20-metre rear yard setback, a 7.5-metre interior side yard setback, and the location of the new public park ensure that negative impacts to adjacent private amenity areas are mitigated or avoided.
20	Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development.	The first phase of development includes a generous indoor amenity area, including a gym and pool, for year-round use, in addition to outdoor terraces and generously-landscaped amenity area.
22	The portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features.	<p>The buildings respond to the following specific design features:</p> <ul style="list-style-type: none"> / A taller first storey of 3.8 metres is proposed, whereas the other floors are typically 3.2 metres in height. / Building façades are located generally parallel to the street, with setbacks to allow for additional landscaping and visitor parking. / Windows are provided at grade along all façades, creating connections between active at-grade spaces including dwelling units, lobbies and amenity areas. / Balconies are provided at each level above the ground floor. / Façade treatments distinguish the base, middle and top of the building through colour and material changes, supporting the massing transition provided by building terracing.
23	The portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements. To achieve these public realm improvements, coordination with the City will be required in accordance with Section 2.5.1, policy 5(d).	<p>The project incorporates the following public realm improvements:</p> <ul style="list-style-type: none"> / Weather protection is provided over each building lobby. / 26 shade trees are proposed to be planted along the lot lines shared with the public realm.
24	The massing and scale of development will define and enclose public and private spaces (e.g. streets, parks, courtyards, squares) using buildings, structures and landscaping; and relate to the scale and importance of the space they define.	The buildings help to frame the municipal roads, public park, and private communal amenity space. The heights of the buildings relate proportionally to the width of the Lamarche Avenue Right of Way.

The proposed development responds to the relevant urban design guidelines set out in Sections 2.5.1 and 4.11 of the Official Plan.

4.3 City of Ottawa Official Plan Update

A new draft Official Plan adopted by Council, but not yet approved by the Ministry of Municipal Affairs and Housing. While the New Official Plan has not come into effect, the proposed development has regard for the policies of the new Official Plan.

The new Official Plan policies have increased focus on transit-oriented development, intensification, and urban design. To implement these objectives, the single land-use designations in the current Official Plan will be replaced with Transects, Designation by context, and Overlays.

The subject property is within the Suburban Transect. The Suburban Transect comprises communities within the urban boundary located outside the Greenbelt. The focus in these areas will be to complete the communities in ways that support their gradual evolution to becoming 15-minute neighbourhoods.

The policies of the new Official Plan continue to recognize Innes Road as an important Mainstreet, through designation as a “Mainstreet Corridor” in Schedule B8. The planned function of Corridors combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The southern portion of the subject property is within the Neighbourhood designation, which is still intended to accommodate a mix of building forms and densities to seed the conditions for the development of complete, 15-minute communities.

As the current applications are being submitted prior to the adoption of the new Official Plan, the proposed development is assessed based on the policies of the current Official Plan. Nevertheless, the proposed development will contribute to the evolution of Innes Road as a Mainstreet corridor, as envisioned in the policies of the new Official Plan.

4.4 Urban Design Guidelines

4.4.1 Urban Design Guidelines for Greenfield Neighbourhoods (2007)

The Urban Design Guidelines for Greenfield Neighbourhoods are intended to assist in the design and review of new greenfield communities, particularly as relates to plan of subdivision and zoning by-law amendment applications. The intent of these guidelines is to support the development of neighbourhoods that are transit oriented, reflect the site's inherent features, create comfortable pedestrian and cycling environments, maintain compatibility and connections with adjacent neighbourhoods, and which have connected and welcoming greenspaces.

The proposed development responds to the relevant guidelines as follows:

- / Connects a new street to existing streets (Guideline 11) in a pattern that creates walkable development blocks of 150-250 metres in length (Guideline 13);
- / Creates a transition in building heights to adjacent existing lower buildings, by locating lower mid-rise buildings between existing low-rise and potential future mid-rise development, and by using terracing to create a more granular built form transition (Guideline 15);
- / Selects a suitable zoning setback, based on the parent Arterial Mainstreet zone, and a suitable 20-metre local road right-of-way width, which are appropriate for the proposed land uses and provide sufficient room for sidewalks and landscaping within the right-of-way and landscaping elements in the setback (Guideline 21);
- / Proposes sidewalks on both sides of the new municipal street (Guideline 26);
- / Locates residential buildings close to the property line so that they address the street while making room for trees and utilities (Guideline 34), with the building at the intersection of Lamarche Avenue and the new public street being oriented to both rights of way (Guideline 38); and
- / Designs the lower floors of the mid-rise residential buildings to a pedestrian scale.

The proposed development responds to the relevant guidelines of the Urban Design Guidelines for Greenfield Neighbourhoods.

4.4.2 Urban Design Guidelines for Development along Arterial Mainstreets

The design guidelines for Arterial Mainstreets, approved in 2006, are intended to foster development along Arterial Mainstreets that is compatible, provides a comfortable pedestrian environment, facilitates more intensive forms of development, accommodates a broad mix of uses, and enhances circulation connections. The proposed development responds to the relevant guidelines in the following ways:

- / Locate proposed buildings as close as possible to the street edge (Guideline 1), ensure that buildings occupy most of the lot frontage (Guideline 13) and provide a minimum three-metre wide landscape area around the edge of a site (Guideline 37).
Pavilion C, fronting Lamarche Avenue and the new municipal roadway, is set to close to the property line, to frame the public realm, while allowing sufficient space for ample planting, including tree plantings. A minimum 7.5 metre setback is applied along the interior lot lines, to allow for ample landscaping.
- / Create intensified, mixed-use development at nodes and gateways by concentrating height and mass at these locations (Guideline 11).
The commercial space at the base of Pavilion C marks a minor gateway, into the proposed new subdivision, in a scale-appropriate manner.
- / Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrance (Guideline 19)
Each building's residential lobby has direct access to the municipal right of way.
- / Share vehicular access to parking areas between adjacent properties (Guideline 25)
Access to the shared parking areas serving the first phase of development is consolidated into two entrance points off the new municipal road.

- / Locate surface parking spaces at the side or rear of buildings. Provide only the minimum number of parking spaces required by the Zoning By-law (Guideline 27). **13**

The only surface parking is limited to visitors and commercial uses. While it is located between Pavilion B and the new municipal road, the parking area contains only 32 spaces which are well screened by landscape, and screened from Lamarche Avenue by Pavilion C. The active Zoning By-law Amendment Application seeks to reduce the number of required resident parking spaces, all of which will be provided below-grade.

The proposed first phase of development responds to the intent of the guidelines by providing pedestrian-oriented connectivity and amenities, a mid-rise built form and density, and community-serving commercial uses to animate the intersection.

4.5 Comprehensive Zoning By-law (2008-250)

The subject property is currently zoned Development Reserve (DR); however, the concurrent Zoning By-law Amendment application has requested to rezone the entirety of the property to Arterial Mainstreet, with a site-specific exception to vary certain performance standards.

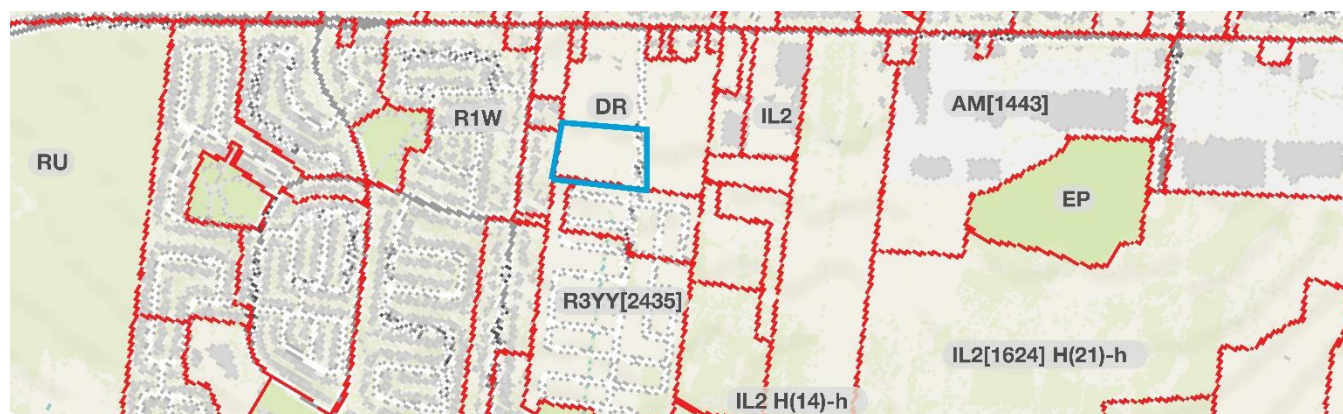


Figure 9: Extract from GeoOttawa Showing Current Zoning of Subject Property and Surrounding Area

Permitted uses in the AM zone include:

- / Planned unit development,
- / Apartment dwelling, mid-rise,
- / Dwelling unit,
- / Retail store, and
- / Personal service business.

The following table compares the proposed development to the zoning provisions for the parent AM zone, with the site-specific zoning provisions requested through the active Zoning By-law Amendment Application highlighted in blue:

Provision	Requirement	Proposed	Complies
Lot Area	No minimum	15,536 m ²	✓
Lot Width	3 m	Lamarche Avenue: 74 m New road: 120 m	✓
Minimum front yard	0 m (mixed-use building)	4.1 m	✓
Minimum corner side yard	Mixed-use building: 0 m Residential building: 3 m	Varies/min 3.0 m	✓
Minimum interior side yard	Abutting r-zone: 7.5 m All other cases: 0 m	Abutting r-zone: 9 m Abutting Park: ~ 3.2 m	✓
Minimum rear Yard	Abutting residential zone: 7.5 m	20 m	✓
Building separation	Minimum 3 m	15 m	✓
Maximum Building Height	<20 m from abutting R1-R2: 11 m <20 m from abutting R3: 15 m 20-30 m from abutting R1-R4: 20 m	< 20 m of R1-R3: 13.4 m 20-30 m from R1-R3: 19.8 m >30 m from R1-R3: 23.7	✓ ✓ ✓

	Otherwise: 25 metres		✓
Maximum FSI	3.5 if 80% of parking provided below grade	1.68 (including park)	✓
Min. Vehicular Parking (Area C)	Apartment: 186 units @ 1.1/unit: 205 Mixed-use: 97 units @ 1/unit: 97 Visitor: 283 units @ 0.1/unit = 28 Retail: 278 m ² @ 3.4/100 m ² GFA = 10 Total: 340	Total: 386	✓
Parking Location	Not in required front & corner side yards	Located in interior yard	✓
Aisle and Access	Min. width private way: 6 m	6.7 m	✓
Bicycle Parking	283 units @ 0.5 / unit: min 142 Retail: 1/250 m ² : 1	142	✓
Amenity Area⁵	283 units @ 6 m ² /unit: 1,698 m ² 50% communal: 848 m ²	Total: 3,880 m ² Communal: 880 m ²	✓

The proposed first phase of development complies with the site-specific zoning, as proposed through the active Zoning By-law Amendment application.

Supporting Plans and Studies

5.1 Site Servicing and Stormwater Management Study

A Site Servicing and Stormwater Management Report was prepared by Novatech, and is dated December 22, 2021.

The proposed development will be serviced by two 150mm diameter watermain that will connect to a proposed 200mm diameter watermain that will be constructed in the new municipal right of way. This new municipal watermain will connect to the existing municipal watermain in Lamarche Avenue, creating a looped system for redundancy purposes. The existing watermain system can provide adequate flow and pressures for the fire flows and domestic demands.

The proposed municipal road will include a 250mm diameter sanitary sewer which will connect to the existing Lamarche Avenue sanitary sewer system. Pavilions A and B will be connected to the new sanitary sewer within the proposed new roadway via 200mm private sewers. Pavilion C will be connected directly to the existing sanitary sewer in Lamarche Avenue. The downstream sanitary sewer infrastructure has the capacity to serve the proposed development, with additional flow capacity for future developments.

Storm sewers are proposed within the proposed municipal roadway. An existing 750mm diameter sewer serves the site. The proposed development will be served by connections to these two sewers. The downstream SWM facility was designed to accommodate flows from all developments within the drainage area, and provides stormwater quality and quantity control for Mud Creek, the receiving waterbody. The onsite stormwater management infrastructure has been designed to provide required quantity control.

5.2 Geotechnical Investigation

A Geotechnical Investigation, dated May 21, 2019, was prepared by Paterson Group for the previous development proposal for the subject property, and its findings remain valid. The findings and recommendations of the Geotechnical Investigation were considered by the architect and civil engineer in preparing the proposed design.

5.3 Environmental Noise Control Study

Paterson Group prepared an Environmental Noise Control Study for the proposed development to assess the potential impacts to the proposed development from primary noise sources, and to offer recommendations for mitigation.

This report, dated November 2021, assessed the impact of surface transportation noise on the proposed development. Based on modelling conducted to the City of Ottawa Engineering Noise Control Guidelines standards, projected noise levels at all Outdoor Living Areas are projected to be below the acceptable threshold. Likewise, based on the projected noise levels at the building wall, noise levels within indoor spaces are projected to be below the acceptable threshold given standard construction techniques. Therefore, additional mitigation measures are not recommended.

5.4 Environmental Site Assessment

A Phase I Environmental Site Assessment was conducted by Paterson Group and dated July 10, 2018. This Assessment found that while several potentially contaminating activities were identified in the historical research on neighbouring properties within the Phase I study area, none were considered to represent areas of potential environmental concern on the subject site. Based on the findings of the Phase I Environmental Site Assessment, a Phase II Environmental Site Assessment was not recommended.

Given the time elapsed since the above-noted report, Paterson prepared an updated Phase I ESA, dated September 19, 2021. A site assessment confirmed that the site had remained unchanged since the original report, except for the closure of the Golf operation, and the removal of the model home. An updated records review was conducted, and new concerns were not identified. Several responses had not been received at time of study publication, and will be appended once received.

As potentially contaminating activities or areas of potential environmental concern were not identified on site as part of this Phase I ESA Update, Paterson's original conclusion remains valid in that a Phase II-ESA is not required for the Phase I ESA Property.

5.5 Tree Conservation Report

A Tree Conservation Report was prepared in June 2019 in support of the previous Zoning By-law Amendment application for the subject property, and is resubmitted again in support of the enclosed application.

A Transportation Impact Assessment (TIA) was prepared by Parsons in support of the proposed development, including for the active draft Plan of Subdivision and Zoning By-law Amendment applications. In support of the enclosed Plan of Subdivision application for the first phase of development, an updated Step 4 Strategy Report was prepared by Parsons. This report is dated December 17, 2021.

Using the TRANS 2020 Trip Generation Manual, the proposed development is expected to generate 228 person trips in the AM peak period, and 257 trips in the PM peak period, of which 123 are projected to be vehicle trips in the AM peak, and 155 in the PM peak. This translates to a maximum demand of 60 to 70 new vehicle trips per hour during the weekday commuter peak hours. However, given the proposed higher density on the site and its location near transit, these projections were considered to be too conservative, and a higher transit mode share of 35%, rather than 29%, was used. This results in projections of approximately 50 new vehicle trips in the peak hours, approximately 40 new transit trips, and 15 new active mode trips.

Based on projected volumes for the current phase of development, neither a traffic signal nor an all way stop control is warranted for the intersection of the proposed road and Lamarche Avenue. The existing intersection at Innes/Lamarche performs poorly for vehicles and pedestrians, and intersection improvements including signalization are warranted.

Assuming that signalization is implemented as recommended in the report, all study area intersections are modelled to operate acceptably by the 2029 planning horizon. Based on the findings of the TIA, the proposed development is recommended from a transportation perspective.

6.0 Conclusions


It is our professional planning opinion that the proposed development, as reflected in the Site Plan Control application, is appropriate and represents good development for the following reasons:

- / The development is consistent with the Provincial Policy Statement, 2020;
- / The proposed development conforms to the policies of the current Official Plan, and by facilitating the construction of a mid-rise residential community, helps to achieve the growth management objectives of the Official Plan;
- / The development is appropriate for and helps to further the development of a Mainstreet, conforming to the Official Plan and consistent with the intent of the draft new Official Plan;
- / The proposed development represents high-quality urban design, consistent with the Council-approved urban design guidelines and urban design guidance in the Official Plan;
- / The proposed development complies with the proposed zoning for the site, as proposed through the concurrent Zoning By-law Amendment application; and
- / The proposed development is supported by the enclosed plans and studies.

Sincerely



Bria Aird, RPP MCIP
Planner



Miguel Tremblay, RPP MCIP
Partner