

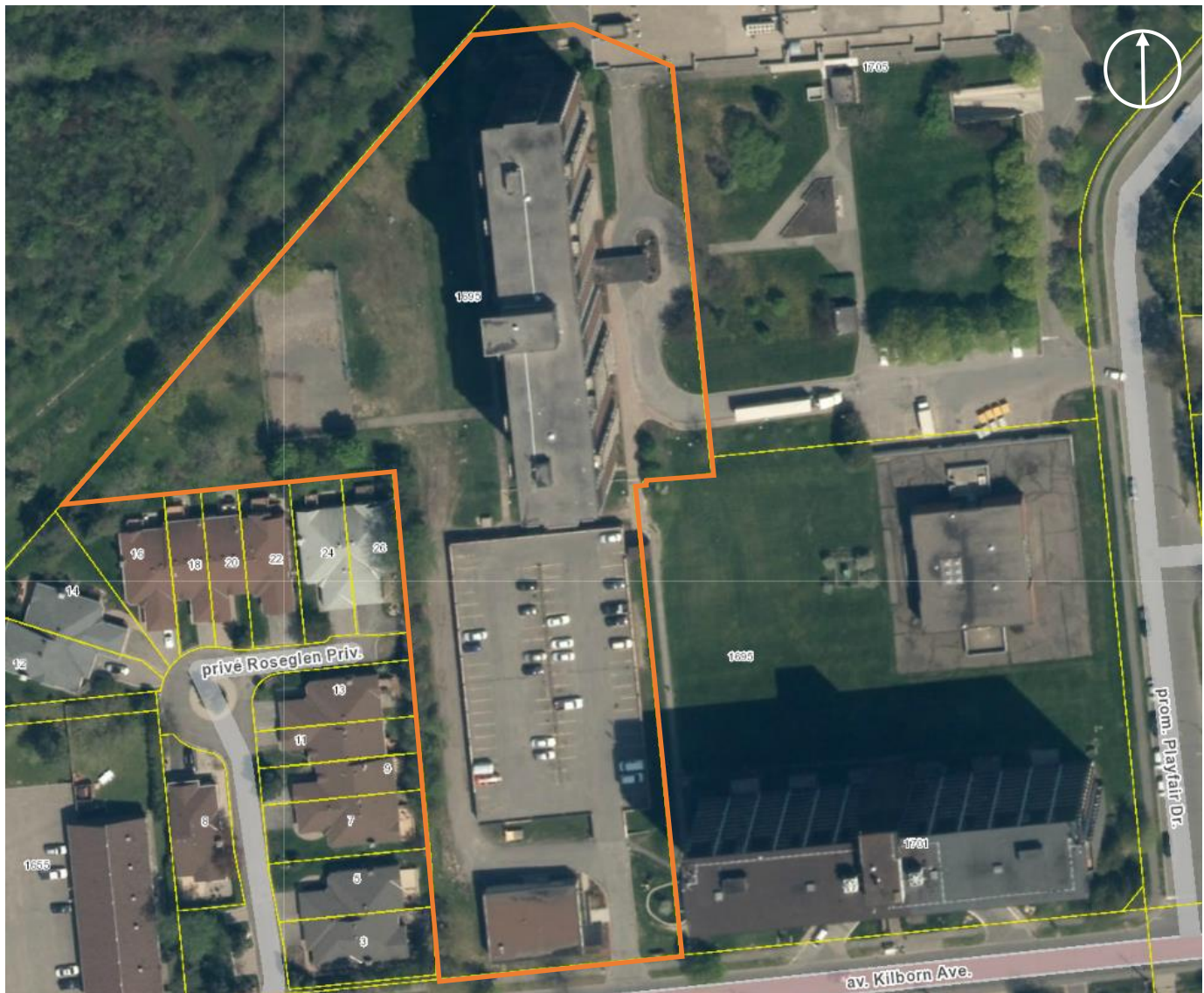


SITE PLAN CONTROL

Proposed Residential Development



PLANNING RATIONALE | 1695 Playfair Drive, Ottawa



Prepared for:

Greatwise Developments
333 Wilson Avenue, Suite 200
Toronto, ON M3H 1T2

Prepared by:

Lloyd Phillips & Associates Ltd.
File: 1809
Date: May 11, 2018



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1. OVERVIEW

Lloyd Phillips & Associates Ltd. has been retained by Greatwise Developments Ltd. (the ‘Developer’) on behalf of Playfair Residences Ltd. (the “Owner”), to prepare a planning rationale report for an application for Site Plan Control with respect to the lands known municipally as 1695 Playfair Drive and 1701 Kilborn Avenue (the “site”), located in Alta Vista.

This property contains a 15-storey rental apartment building, a three-level parkade, and a single storey sales centre. The apartment building at 1695 Playfair is currently accessed via a Right-of-Way agreement on the Condominium Corporation 500 (CCC500) lands to the immediate east of the site, and the parking structure is accessed from Playfair Drive.

To the immediate east of the property at the corner of Kilborn Avenue and Playfair Drive, is a 14-storey rental apartment building, municipally known as 1701 Kilborn Avenue, as well as a community centre containing a pool and gym facility. This site is also owned by Playfair Residences Ltd., and each apartment building (1695 Playfair and 1701 Kilborn) has shared access to underground parking and community centre facilities. Both of the sites are considered a Planned Unit Development, and the property at 1695 Playfair is the focus for this application for Site Plan Control.

Our client is proposing to construct a new nine storey purpose-built rental apartment building on top of the existing three level parkade (indicated as Building C on enclosed Site Plans). This report represents the planning rationale in support of the proposed development.

1.1 History of Development Applications & Approvals

The subject site has a long history of development approvals with the City of Ottawa. The existing buildings, the parkade, the parking garage and the community centre were built in the late 1960s.

In 2007, a proposal was made for some additional development, including a new apartment building on top of the parkade, and some townhouses facing Playfair Drive, facing north, along the north side of the parking garage to the north of 1701 Kilborn. This proposal was abandoned due to unfavourable market conditions and there were concerns raised about the proposed townhouses facing Playfair Drive.

In 2012, a revised site plan, that did not have any townhouses facing Playfair, was submitted and subsequently approved. This plan proposed the removal of the parkade and a new condominium apartment building of 45 metres (15 storeys) in height, and 158 parking spaces to be provided in a new underground parking garage. This was also abandoned due to unfavourable market conditions.

There have been draft approvals for condominiums on the existing apartment buildings and for other parts of the property. These remain as active, but they have not been finalized.

There has also been a severance approval in 2013 to create the present ownership boundaries between 1695 Playfair and 1701 Kilborn Avenue.

In 2012, a Site Plan Approval was given for a 14-storey condominium apartment building with 144 units and 98 parking spaces in a two-level underground parking garage. This was to be located in the triangular shaped area west of 16958 Playfair. The project was given the name “Cita” and a sales centre was constructed and remains today. This project was also not successful due to the declining market conditions



for condominium apartments. The Site Plan Approval remains in place, but the Site Plan Agreement has not been signed.

It is notable that a future 14-storey apartment building was proposed to replace the parkade structure. This was shown as a future concept and was not part of the actual Site Plan Approval for the Cita Building.

Lloyd Phillips & Associates Ltd. continues to represent the Owner as authorized agent for each of the above-noted applications and extensions.



2. SITE & SURROUNDING CONTEXT

2.1 SITE CONTEXT

The subject site is an irregular-shaped lot which fronts onto Kilborn Avenue to the south and Playfair Drive to the east. The site is rectangular at its southerly portion, with a triangular articulation to the northeast.

As previously noted, the subject site (1695 Playfair) contains an existing 15-storey apartment building and 3-storey parking garage, and the Cita sales centre, indicated by the solid orange line in Figure 1. There is a second 14-storey apartment building and a community centre located to the immediate east, municipally known as 1701 Kilborn Avenue, which is under the same ownership and features shared access to the community centre and parking facilities. The sites (1695 Playfair and 1701 Kilborn) are considered a Planned Unit Development (PUD).

Part of this Site Plan Control application will include the area between the community centre and the existing parkade on the 1701 Kilborn site, which is indicated in dashed orange lines in Figure 1 below for reference.



Figure 1. Subject site (GeoOttawa, 2017)

The total number of existing residential units at 1695 Playfair (Building B on the Site Plan) is 223. The total number of existing residential units at 1701 Kilborn (Building A on the Site Plan) is 208, for a total of 431 units at both sites.

The existing parking garage at the subject site is currently accessed from Kilborn Avenue, while the main access for the apartment building is from Playfair Drive via a right-of-way agreement for the benefit of 1695 Playfair across the CCC500 lands to the northeast. Both buildings at 1695 Playfair and 1701 Kilborn share the underground parking facilities on the 1701 Kilborn lands, accessed via Playfair Drive, as well as the parkade on 1695 Playfair lands, accessed via Kilborn Avenue.

The total number of parking spaces shared between the two buildings is 418 spaces at a rate of 0.97 per dwelling unit, with zero “official” visitor parking spaces (as per “grandfathered” non-complying zoning provisions). There are some visitor spaces that are currently used by both sites located on the CCC500 lands, with access granted through a ROW agreement. Though functioning as visitor parking for both 1695 Playfair and 1701 Kilborn, these spaces are not counted towards the parking allocation per zoning by-law requirements. This is shown as the ROW in favour of Playfair Residences in Figure 1.

The site (1695 Playfair and 1701 Kilborn) consists of the following specifications and legal description:

Area	24,415.42 m ² (6.03 acres)
Frontage	152.70 m on Kilborn Avenue (total)
Depth	200.42 m (irregular)
Legal Description	4R-27097 Plan 791, Part of Block B; Parts 1 to 18
1695 Playfair	4R-27097; Plan 791 Part of Block B; Parts 6, 7, 9 to 12
	4R-24920; Plan 791 Part of Block B; Parts 1 to 3
1701 Kilborn	4R-27097; Plan 791 Part of Block B; Parts 8, 13 to 17, Part 18
PIN	All of 04196-0430

An extract of the plan of survey is demonstrated in Figure 2 below.

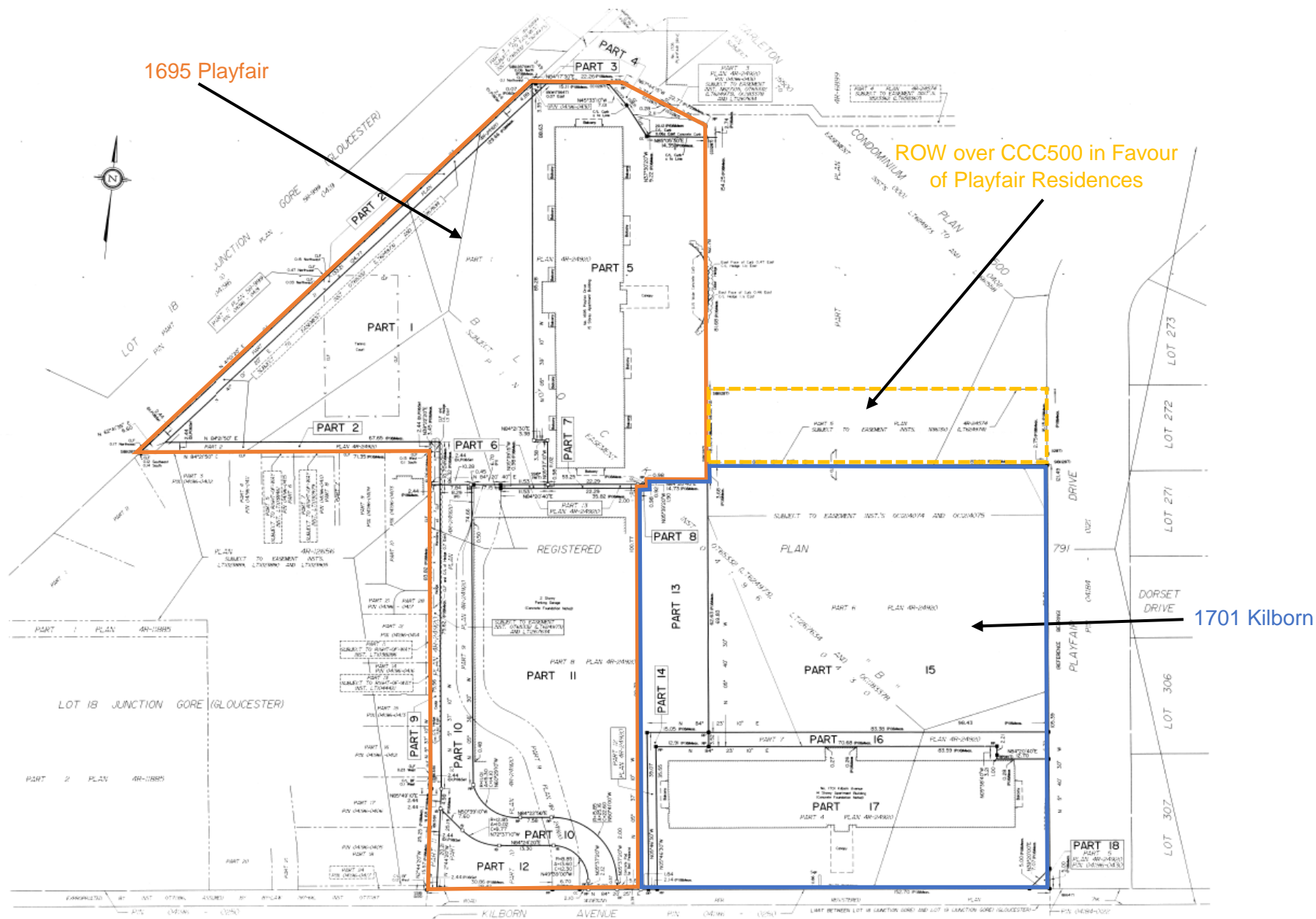


Figure 2. Extract of plan of survey

2.2 SURROUNDING CONTEXT

The site is located in Alta Vista/Playfair Park Neighbourhood, which is a mature residential neighbourhood situated east of the Rideau River and Alta Vista Drive, south of Smyth Road, north of Heron Road and West of St. Laurent Boulevard. More specifically, the site is located north of Kilborn Avenue and west of Playfair Drive.

The site is one of the more sizable properties, with higher density residential uses in the community. The site is surrounded primarily by low-rise residential uses, as well as a significant amount of Crown-owned greenspace.

The site is surrounded by the following land uses:

- ⟨ **North** Greenspace owned by the National Capital Commission; 15-storey residential condominium building (CCC500)
- ⟨ **West** Planned Unit Development containing one-storey residential townhouse dwellings (Roseglen Private); Greenspace owned by the National Capital Commission
- ⟨ **South** Two and a half-storey residential townhouse dwellings
- ⟨ **East** One- and two-storey single-detached residential dwellings; City-owned Grasshopper Hill Park



Figure 3. Site context (Google Earth 3D Render)

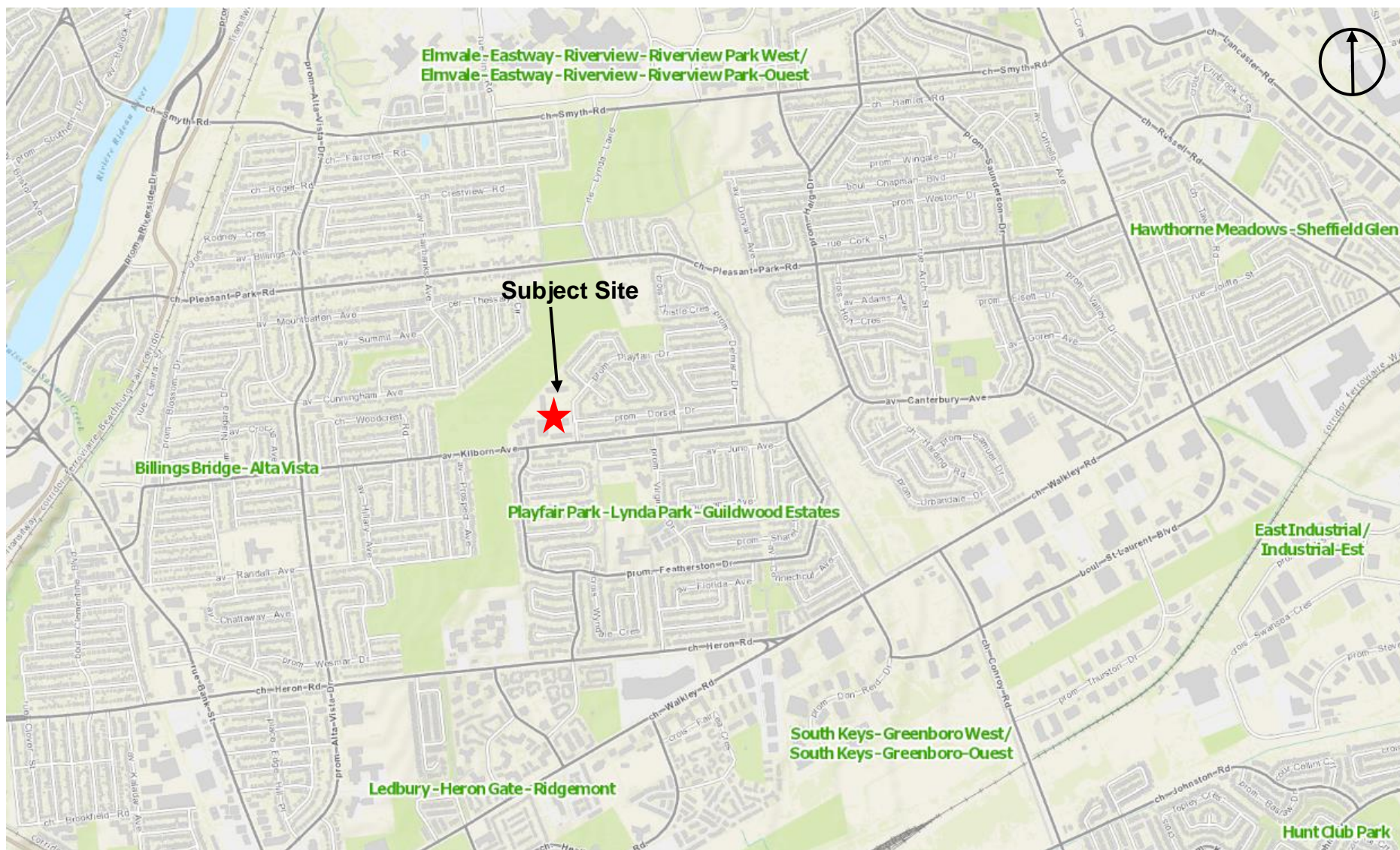


Figure 4. Location plan

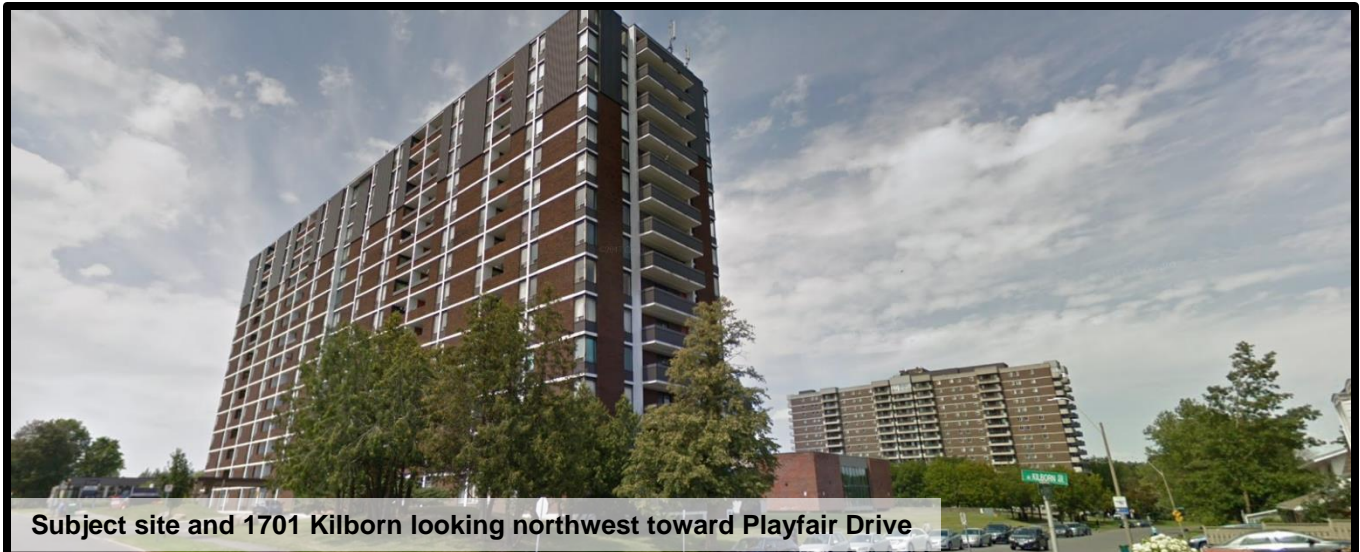


Figure 5. Street view photos along Kilborn Avenue (Google Maps,2017)



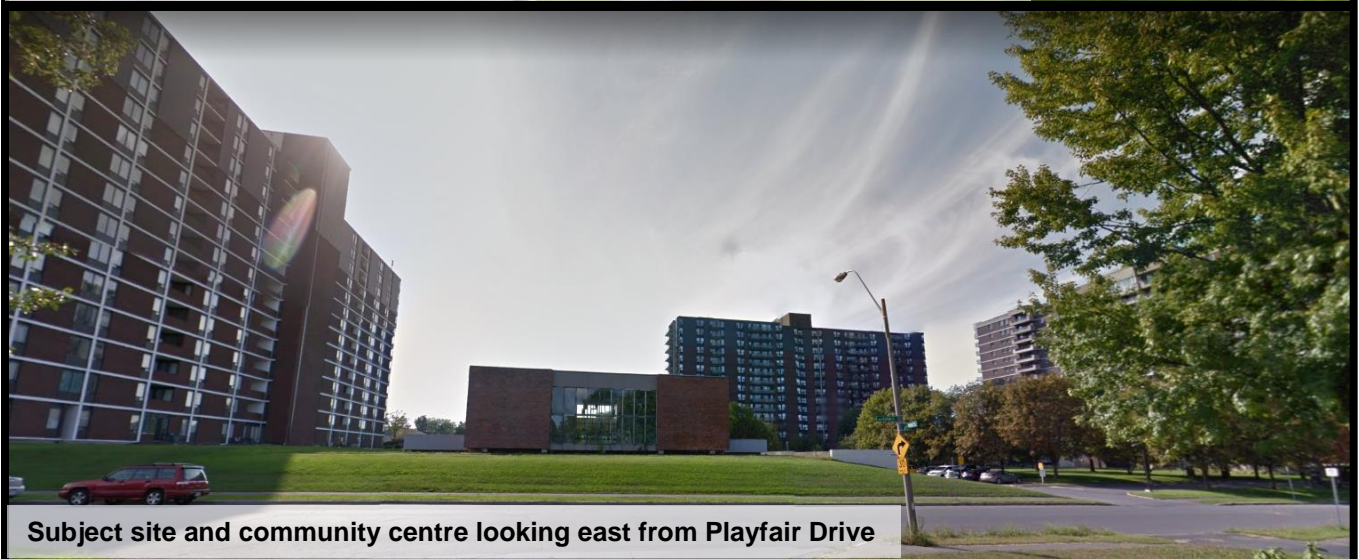


Figure 6. Street view photos along Playfair Drive (Google Maps, 2017)

3. PROPOSED DEVELOPMENT

The proposal is to construct a new nine-storey apartment building on top of the existing 3-storey parking garage located at 1695 Playfair Drive. The proposed development will contain 120 purpose-built rental apartments in a mix of one- and two- bedroom units (plus dens). The proposal will feature private and communal amenity areas, landscaping improvements, and associated new parking. The parking garage will be strengthened as required. Details for the proposed development are indicated in Sections 3.2 to 3.4 below.

3.1 Project Phasing

The project is separated into two phases of development to reflect the clients' anticipated construction schedule. The phasing plans are indicated in the enclosed Phase 1 and Phase 2 site plans prepared by Roderick Lahey Architect Inc.

Phase 1 includes:

- < Development of Building C, which is the subject of the current Site Plan Control Application
- < Development of the proposed surface parking lot
- < Reorganization of tenant parking to accommodate development on top of existing parkade
- < Development of new access to CCC 500 building from Playfair Drive, subject to City of Ottawa review and approval
- < Associated landscape improvements

Phase 2 will include:

- < Development of Building D within the triangular portion of the site (approved "Cita" building with existing Site Plan Approval)
- < Development of underground parking lot associated with Building D
- < Removal of existing tennis court
- < Removal of existing Cita sales centre building
- < Associated landscape improvements

It is important to note that the timeline for Phase 2 has yet to be determined and will be based on future market conditions. The parking discussion in Section 3.2 will address both phases, in order to provide a holistic understanding of future site conditions. However, as the implementation schedule for Phase 2 is unknown, discussions regarding landscaping/amenity space and materiality will be surrounding Phase 1 (development of proposed Building C) only.

3.2 Parking

Due to the location of the proposed building, availability of existing transit, and the market for rentals in this neighbourhood, it is likely that many new residents will have personal vehicles. A detailed analysis was conducted by Castleglenn Consultants Inc. regarding the existing parking supply and projected demand for the site, which will be provided in the Traffic Impact Analysis report. It was determined through this analysis that a ratio of 0.85 spaces per residential unit would be most suitable for the development, which is an increase from the minimum rate requirement of 0.5 spaces/unit as set out in the Zoning By-law requirements (see Section 6 of this report).

To accommodate the Phase 1 proposed Building C development and the removal of some spaces on the parkade with the building construction, a new surface parking lot featuring 109 spaces will be. Both



buildings at 1695 Playfair and 1701 Kilborn will share access to the underground and surface lots, and the parking allocation to each building will be determined based on rental conditions.

The existing and proposed units and parking ratios and quantities for Phases 1 and 2 are set out in Tables 1 and 2 below, with statistics for the proposed new building (Building C on Site Plan) highlighted in orange.

Table 1. Parking statistics for 1695 Playfair and 1701 Kilborn – Phase 1

PHASE 1		
PROPOSED BUILDING C (9 storeys)	Units	120
	Parking	102 spaces (0.85/unit)
	Visitor Parking	22 spaces (0.2/unit after 12)
Existing Building A 1701 Kilborn (14 storeys)	Units	208
	Parking	177 spaces (0.85/unit)
	Visitor Parking	0 spaces
Existing Building B 1695 Playfair (15 storeys)	Units	223
	Parking	190 spaces
	Visitor Parking	0 spaces
	TOTAL UNITS	551
Parking	Building A Garage P1	185
	Altered Existing P2	74
	Altered Existing P1	63
	New Surface Lot	109
	TOTAL SPACES	494

Table 2. Parking statistics for 1695 Playfair and 1701 Kilborn – Phase 2

PHASE 2		
PROPOSED BUILDING C (9 storeys)	Units	120
	Parking	102 spaces (0.85/unit)
	Visitor Parking	22 spaces (0.2/unit after 12)
PROPOSED BUILDING D Cita Building (14 storeys)	Units	144
	Parking	144 spaces (1.0/unit)
	Visitor Parking	27 spaces (0.2/unit after 12)
Existing Building A 1701 Kilborn (14 storeys)	Units	208
	Parking	177 spaces (0.85/unit)
	Visitor Parking	0 spaces
Existing Building B 1695 Playfair (15 storeys)	Units	223
	Parking	190 spaces (0.85/unit)
	Visitor Parking	0 spaces
	TOTAL UNITS	695
Parking	Building A Garage P1	185
	Altered Existing P2	74
	Altered Existing P1	63
	Altered Ground	63
	New Surface	109
	New Below Grade	171
	TOTAL SPACES	662



3.3 Landscaping/Amenity Space

As part of Phase 1 of the proposed development, the site statistics for landscaped open space and amenity area are as follows:

< Landscaped Open Space	3,906.8 m ² (57%)
< Ground Floor Communal Amenity Room	123.5 m ²
< Ground Floor Communal Rooftop Patio	98.0 m ²
< Private Balconies	175.7 m ²
< Communal Exterior at Grade	718.0 m ²

As per the enclosed Landscape Plan prepared by Levstek Consultants Inc., the proposed surface parking lot will be screened with a mixed vegetative buffer of shrubs including: saskatoon berry; gray dogwood; honeysuckle; elderberry, and others. In addition, new trees will be planted along the Kilborn Avenue elevation in front of the proposed building, providing shade and visual screening (see Figure 8).

In addition to the private and communal amenity areas within proposed Building C, future residents will also have access to the existing community centre and pool (located at 1701 Kilborn Avenue). The proposed amenity areas meet the requirements of the Zoning By-law and the new landscaping features will offer an improvement to the functionality and aesthetics of the existing site conditions.

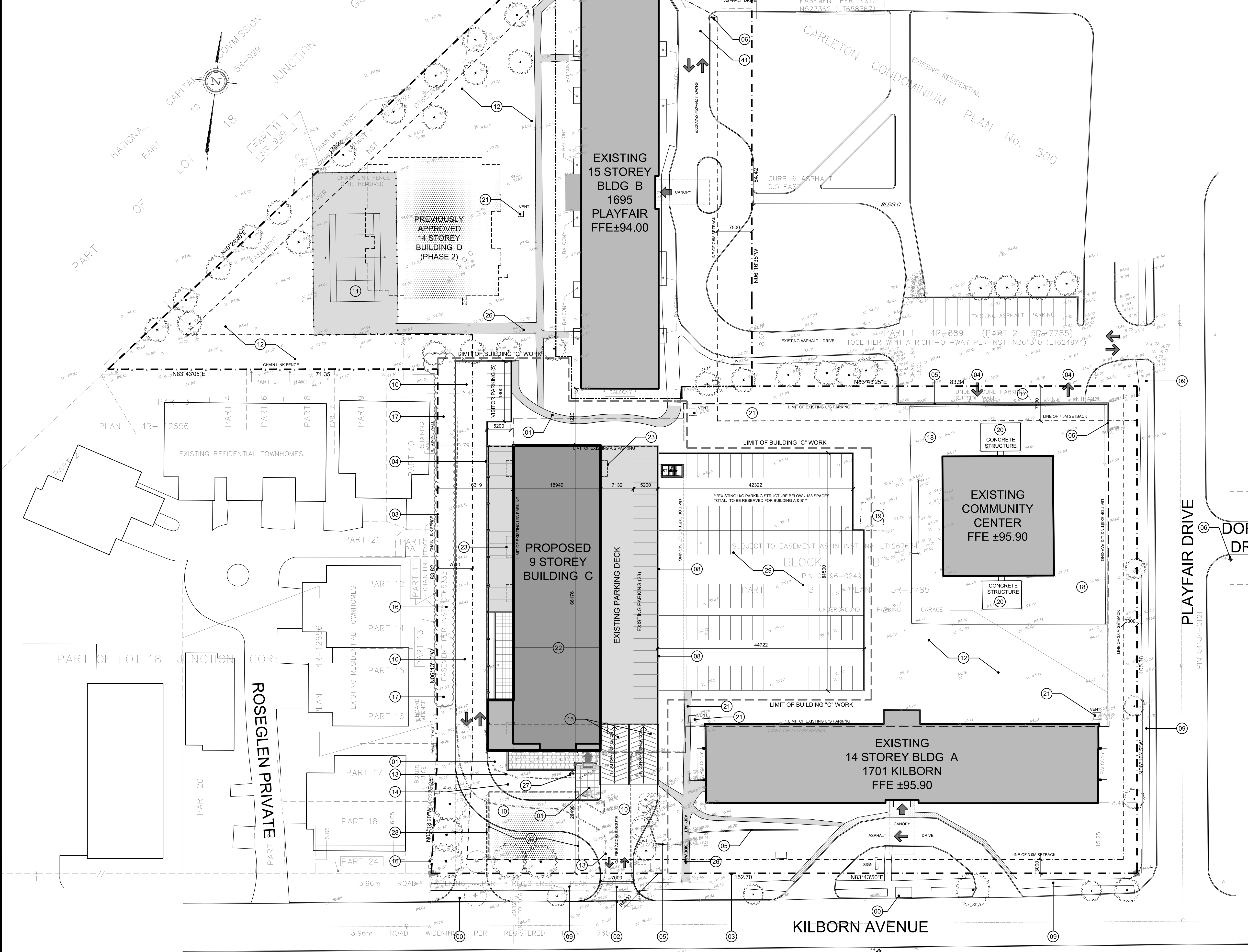
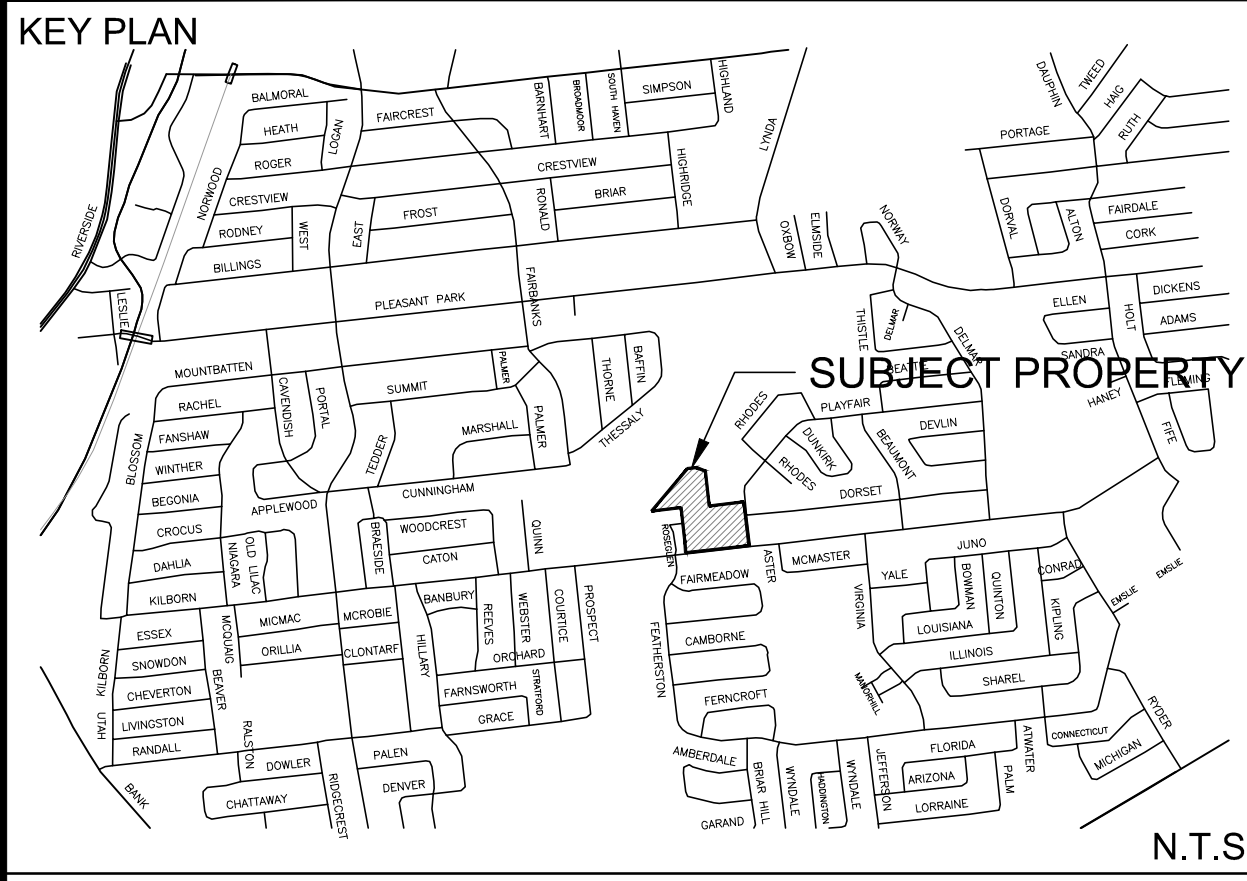
3.4 Design & Materiality

The proposed design will feature a mix of brick and steel facades. The proposed one-bedroom units will feature private balconies and patio doors. Considering the building will be built on top of the existing parkade, the parkade will be refaced to blend with the proposed new building and will therefore be an aesthetic improvement to the existing conditions.

In addition to improving the aesthetics of the existing parkade, the decision to build on top of the garage by structurally reinforcing the columns is both an economical and sustainable approach to development. The existing parkade will not be demolished, thereby reducing construction waste, while also making the project feasible from a market-rate rental standpoint.

The proposed design and renderings prepared by Roderick Lahey Architects Inc. are enclosed with this submission package and are represented in Figures 9 through 13 below.





SITE PLAN - PHASE I

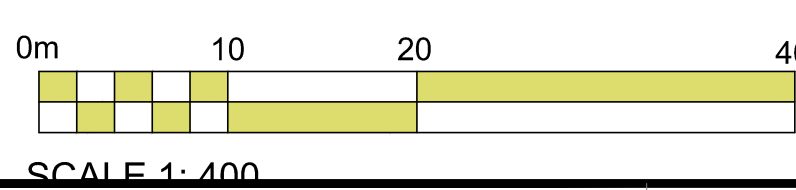


Figure 7: Proposed site plan prepared by Rodrick Lahey Architect Inc.

DRAWING NOTES

- HARD SURFACE PAVING, SEE LANDSCAPE PLAN FOR PATTERN AND TYPE
- DEPRESSED CURB AND SIDEWALK TO CITY STANDARDS
- PROPERTY LINE
- EXISTING ENTRY / EXIT TO U/G PARKING GARAGE
- EXISTING RETAINING WALL
- EXISTING FIRE HYDRANT
- REMOVE EXISTING DEPRESSED CURB AND SIDEWALK
- EXISTING 2 LEVEL PARKING STRUCTURE
- EXISTING CONCRETE CITY SIDEWALK
- NEW ASPHALT DRIVEWAY & CONCRETE CURB
- EXISTING FENCED IN TENNIS COURT
- EXISTING LANDSCAPE AREA TO REMAIN
- REMOVE EXISTING ASPHALT DRIVEWAY
- SOFT LANDSCAPING, SEE LANDSCAPE PLAN
- HEATED VEHICLE ENTRANCE RAMP TO EXISTING PARKING GARAGE
- EXISTING VEGETATION TO BE PROTECTED
- EXISTING GARBAGE / LOADING AREA
- EXISTING ASPHALT PEDESTRIAN AREA
- EXISTING FENCE E CLOSED GENERATOR
- EXISTING EXTERIOR PATIO W/ 1200mm HT. CONCRETE PRIVACY SCREEN
- EXISTING RAISED INTAKE / EXHAUST VENT
- OUTLINE OF PROPOSED 9 STOREY BUILDING
- PRIVATE TERRACE
- BICYCLE RACKS, SEE LANDSCAPE PLAN FOR EXACT LOCATION AND SPEC
- LIGHT STANDARD, SEE LANDSCAPE PLAN FOR EXACT LOCATION AND SPEC
- EXISTING ASPHALT PEDESTRIAN PATHWAY
- SIAMESE CONNECTION
- TEMPORARY CONSTRUCTION DRIVE AISLE TO BE REMOVED
- NEW ASPHALT PARKING LOT
- NEW FIRE HYDRANT - SEE CIVIL DRAWINGS
- REMOVE EXISTING BUS SHELTER AND PROVIDE NEW CONCRETE BUS STOP PAD & SHELTER AS PER CITY SPECIFICATIONS SC-11
- TEMPORARY SALES CENTER BUILDING TO BE REMOVED

SITE PLAN SYMBOLS

- CONCRETE UNIT PAVERS SURFACE FOR PRIVATE TERRACES
- CONCRETE UNIT PAVERS SURFACE AROUND MAIN ENTRIES
- CONCRETE UNIT PAVERS SURFACE FOR COMMON AREAS
- POURED CONCRETE ENTRIES WALKS FOR GROUND FLOOR UNITS
- NEW CITY CONCRETE SIDEWALK
- WALL MOUNTED LIGHT
- LIGHT STANDARD
- TWO WAY VEHICLE CIRCULATION
- MAIN ENTRANCE
- COMMERCIAL ENTRANCE AND OR FIRE EXIT
- BOLLARD STYLE BIKE RACK
- PROPERTY LINE
- PROPOSED SEVERANCE LINE
- BARRIER FENCE
- DEPRESSED CURB
- TEMPORARY VISITOR PARKING

PROJECT DEVELOPER

GreatWise Development
333 Wilson Avenue Suite 200,
Toronto, Ontario, M3H 1T2
Tel: (416) 630-6788
Fax: (416) 630-6304

LEGAL DESCRIPTION

TOPOGRAPHICAL PLAN OF
PART OF BLOCK B
REGISTERED PLAN 791
PIN 04196-0426
CITY OF OTTAWA
Surveyed by Annis, O'Sullivan, Vollebakk Ltd.
Field Work Completed

SURVEYOR

Annis O'Sullivan Vollebakk Ltd.
Ontario Land Surveyors
14 Concourse Gate, Suite 500,
Nepean, Ontario K2E 7S6
Tel: (613) 727-0850
Fax: (613) 727-1079

CIVIL ENGINEER

David Schaeffer Engineering Ltd.
120 Iber Road, Unit 203
Stittsville, Ontario, Canada, K2S 1E9
Tel: (613) 836-0856
Fax: (613) 836-7183

LANDSCAPE ARCHITECT

Levstek Consultants Inc.
5871 Hugh Crescent
Ottawa, (Osgoode) ON K0A 2W0
Tel: (613) 826-0518

PROJECT INFORMATION

ZONING Zoning By-Law 2008-250 RB5 H(45)

SITE AREA (Overall) 24,411 sq. m.
(262,758) sq. ft.
(Phase I Only) 7,808.7 sq. m.
(84,053) sq. ft.

PROJECT STATISTICS

BUILDING HEIGHT	9 STOREYS	30.60 M
AMENITY AREA		
GROUND FLOOR COMMUNAL AMENITY ROOM	123.5 sq. m.	1,329 sq. ft.
GROUND FLOOR COMMUNAL ROOF TOP PATIO	90.0 sq. m.	968 sq. ft.
PRIVATE BALCONIES	1,591 sq. m.	17,177 sq. ft.
COMMUNAL EXTERIOR AT GRADE	718.0 sq. m.	7,728 sq. ft.
TOTAL	1,115.2 sq. m.	12,003 sq. ft.
REQUIRED (120 UNITS X 6 m ²) = 720 m ² / 7,750 ft ²		
LANDSCAPE OPEN SPACE		
DRIVING SURFACE =	5,687.1 sq. m.	23.3%
BUILDING FOOTPRINT =	4,817.2 sq. m.	19.7%
LANDSCAPE OPEN SPACE =	13,006.8 sq. m.	57.0%
TOTAL	24,411 sq. m.	100.0%

UNIT STATISTICS

EXISTING BUILDING "A"	208
EXISTING BUILDING "B"	223
PROPOSED BUILDING "C"	120
TOTAL	551

GROSS BUILDING AREAS (ZONING AREA)

(ZONING AREA)		
BUILDING "D"		
PARKING LEVEL P2		
PARKING LEVEL P1		
GROUND FLOOR		0.00 sq. m. (0000) sq. ft.
2nd to 5th FLOOR	4 x 1,031.3 sq. m. 4 x (15,107) sq. ft.	4,125.2 sq. m. (44,404) sq. ft.
6th to 9th FLOOR	4 x 1,031.3 sq. m. 4 x (15,107) sq. ft.	4,125.2 sq. m. (44,404) sq. ft.
TOTAL AREA (ABOVE GRADE)		8,250.5 sq. m. (88,808) sq. ft.

CAR PARKING

REQUIRED

REQUIRED		
EXISTING BUILDING "A" (208 UNITS)		
NOTE: EXISTING NON-CONFORMING PARKING		
RESIDENCE	- 0.85 PER DWELLING UNIT	177
VISITOR	- N/A	0
TOTAL EXISTING PROVIDED		177

EXISTING BUILDING "B" (223 UNITS)

NOTE: EXISTING NON-CONFORMING PARKING		
RESIDENCE	- 0.85 PER DWELLING UNIT	190
VISITOR	- N/A	0
TOTAL EXISTING PROVIDED		190

PROPOSED BUILDING "C" (120 UNITS)

RESIDENCE	- 0.5 PER DWELLING UNIT	60
VISITOR	- 0.2 PER DWELLING UNIT (AFTER 12 UNITS)	22
TOTAL		82
TOTAL PARKING REQUIRED		449

PROPOSED

EXISTING BLDG. "A" GARAGE P1 LEVEL	185
ALTERED EXISTING P2 LEVEL	74
ALTERED EXISTING P1 LEVEL	63
ALTERED EXISTING GROUND LEVEL	63
NEW SURFACE PARKING	109
TOTAL PARKING SPACES	494

BICYCLE PARKING

PROPOSED BUILDING "C"

<u>REQUIRED</u>		
RESIDENCE	- 0.5 PER UNIT (120 UNITS)	72

PROVIDED

UNDERGROUND & AT GRADE	72
------------------------	----

NOTATION SYMBOLS:

- INDICATES DRAWING NOTES, LISTED ON EACH SHEET.
- INDICATES ASSEMBLY TYPE: REFER TO TYPICAL ASSEMBLIES SCHEDULE.
- INDICATES WINDOW TYPE: REFER TO WINDOW ELEVATIONS AND DETAILS ON A500 SERIES.
- INDICATES DOOR TYPE: REFER TO DOOR SCHEDULE AND DETAILS ON A500 SERIES.
- DETAIL NUMBER
- TITLE
- DETAIL REFERENCE PAGE
- DETAIL CROSS REFERENCE PAGE

GENERAL NOTES:

- REFER TO TYPICAL ASSEMBLIES SHEET FOR WALL, PARTITION, ROOF CEILING & FLOOR TYPES.
- FOR DOOR TYPES AND HARDWARE REQUIREMENTS REFER TO DOOR SCHEDULE ON A500 SERIES.
- ALL INTERIOR DIMENSIONS ARE TAKEN FROM THE FACE OF GYPSUM BOARD.
- ALL EXTERIOR DIMENSIONS ARE TAKEN FROM THE FACE OF CLADDING.
- ALL EXTERIOR WALLS ARE TO BE TYPE "W1" UNLESS NOTED OTHERWISE.
- ALL INTERIOR PARTITIONS ARE TO BE TYPE "P1" UNLESS NOTED OTHERWISE.
- ALL REINFORCED CONCRETE SUSPENDED SLABS, COLUMNS & BEAMS HAVE A MIN. FRR OF 2 HRS (AS DETERMINED BY CBC S8-2) UNLESS OTHERWISE STATED.

REVISED SITE PLAN CONTROL	May 03.18
REVISED SITE PLAN CONTROL	Oct 23.13
REVISED SITE PLAN CONTROL	Apr 18.12
ISSUED FOR SITE PLAN CONTROL	Dec 18.12
ISSUED FOR SEVERANCE APPLICATION	Nov 30.12
No. DESCRIPTION	DATE

ARCHITECT SEAL

OTTAWA ASSOCIATION OF ARCHITECTS

RODRICK LAHEY ARCHITECT INC.

SEAL DATE: STAMP DATE

CLIENT:

Greatwise
DEVELOPMENTS

ARCHITECT:

rla / architecture
roderick lahey architect inc.

56 beech street, ottawa, ontario K1S 3J6
t: 613.724.9932 f: 613.724.1209 rlaarchitecture.co

PROJECT TITLE:

KILBORN @ PLAYFAIR

OTTAWA ONTARIO

SHEET TITLE:

SITE PLAN - PHASE I

DRAWN:	CHECKED:
JG	RL

SCALE:	SHEET NO.
AS NOTED	

PROJECT No.	
1738	

SP-1



GENERAL NOTES

1 This drawing shall be read in conjunction with all relevant Architectural, Engineering and related Drawings and Documents.

2 Refer to Engineering Drawings for Grading and Servicing.

3 Refer to Architectural Drawings for Site layout.

4 Contractor shall provide the location(s) of all services/utilities by consulting Municipal Authorities and Utility companies and shall be responsible for adequate protection from damage during construction.

5 Plant material shall be No. 1 Grade and shall comply with the Metric Guide Specifications For Nursery Stock (latest edition), published by the Canadian Nursery Trades Association.

6 Plant Material locations are **Schematic / Approximate only**. Contractor shall stake out location(s) on site prior to work.

7 Contractor shall guarantee all plant material for a period of one (1) full year from the date of final acceptance.

8 Reinstall all areas damaged or disturbed beyond the limit of Work.

9 **Sod** areas to receive 150mm topsoil. Sod shall be No. 1 quality conforming to the Canadian Nursery Stock rating Specification.

10 **Shrubs** shall be planted in a continuous prepared bed of 450mm depth planting soil mix covered over with a woven polypropylene weed control fabric (**LANDSCAPE FABRIC-Green-Line** by Thrac-LINQ) and 75mm depth mulch, to finish grade, as specified








11 **Perennials and Ornamental Grasses** shall be planted in a continuous prepared bed of 450mm depth planting soil mix covered over with 75mm depth mulch, as specified, to finish grade. (**NO WEED CONTROL FABRIC**)

12 Plant Material substitutions shall not be permitted without written approval from the Consultant.

13 All materials and construction methods shall conform to City standards and specifications. Contractor shall set out construction lines with markers for reference and verification by Consultant.

14 Layout for work not dimensioned or referenced to benchmark on the Plan, may be scaled from Plan and 'staked out' on site for verification and approval from Consultant. Consultant may adjust the site to meet design intent.

15 **THIS PLAN HAS BEEN PREPARED FOR MUNICIPAL SITE PLAN APPROVAL AND MAY NOT BE USED FOR ANY OTHER PURPOSE.**

- ## LEGEND / SYMBOL
- | | |
|---|--------------------------------|
|  | EXISTING TREE
TO REMAIN |
|  | EXISTING TREE
TO BE REMOVED |
|  | PROPOSED DECIDUOUS TREE |
|  | PROPOSED CONIFEROUS TREE |
|  | PROPOSED SHRUBS / GROUNDCOVERS |
|  | PROPOSED UNIT PAVING |
|  | PROPOSED BERM (3:1 SLOPE) |


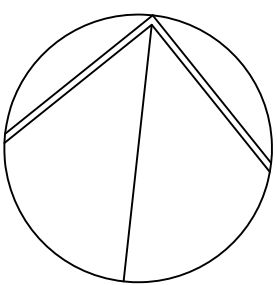

		
02	MAY 31/18	ISSUE FOR SITE PLAN APPROVAL
01	APR. 30/18	ISSUE FOR REVIEW & CO-ORDINATION
no.	date	revision
		
<p>Contractor must check and verify all dimensions on site and report all errors and/or omissions to the Consultant.</p> <p>Work to be done in accordance with all applicable codes and by-laws.</p> <p>Do not scale Drawing.</p> <p>This Drawing shall not be used for construction until signed by the Consultant.</p> <p>Copyright reserved. This Drawing is the exclusive property of Levstek Consultants Inc. and shall not be used without consent.</p>		
<div>LEVSTEK CONSULTANTS INC. LANDSCAPE ARCHITECTS</div> <div>5871 Hugh Crescent • Ottawa • Ontario • K0A 2W0 613 • 826 • 0518</div>		
Project		
<div>BUILDING C</div> <div>1675 PLAYFAIR DRIVE</div>		
Drawing Title		
LANDSCAPE PLAN		
Drawing	Date	Drawing No.
MGB	FEB. 2018	L1.01
Scale	Project No.	
1: 400	1040	



Figure 9. Rendering of proposed building prepared by Roderick Lahey Architect Inc.

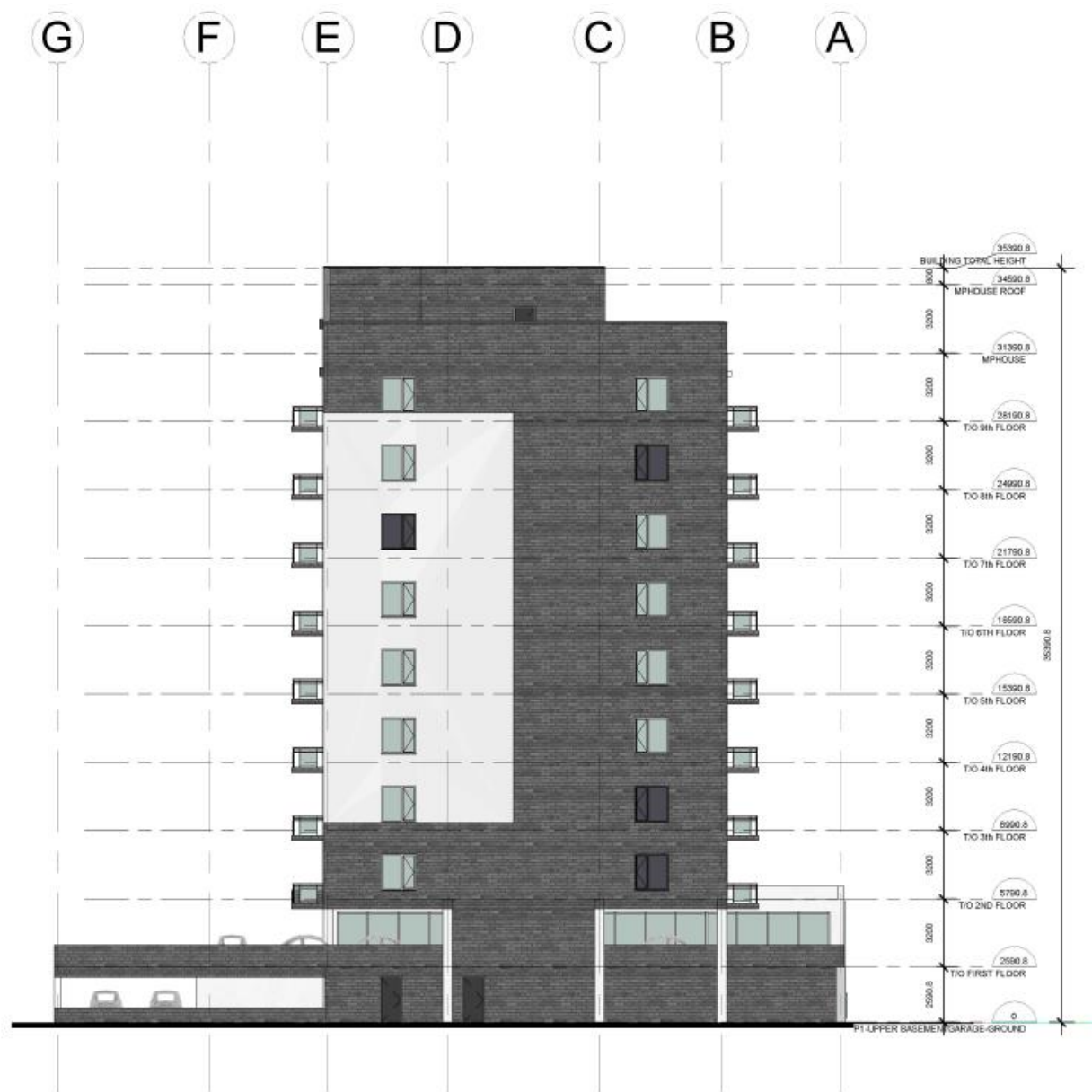


Figure 10. Proposed south elevation prepared by Roderick Lahey Architect Inc.



Figure 11. Proposed north elevation prepared by Roderick Lahey Architect Inc.





Figure 12. Proposed east elevation prepared by Roderick Lahey Architect Inc.



Figure 13. Proposed west elevation prepared by Roderick Lahey Architect Inc.

MARCH 21, DST



8:00 am



10:00 am



12:00 pm



2:00 pm



4:00 pm

JUNE 21, DST



8:00 am



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SEPTEMBER 21, DST



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DECEMBER 21



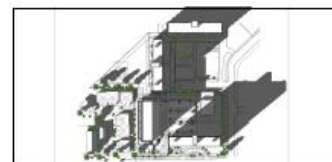
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4:00 pm

Figure 14. Shadow study prepared by Roderick Lahey Architect Inc.



4. PROVINCIAL POLICY STATEMENT 2014

The Provincial Policy Statement 2014 (PPS) provides policy direction on planning matters for the Province of Ontario. Decisions affecting all planning matters shall be consistent with the Provincial Planning Policies. The proposed rezoning, for permitting the proposed development, is consistent with the applicable policies of the PPS, as demonstrated below.

Section 1.1.1 of the PPS states that healthy, livable, 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 range and mix of residential [...] to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;

Section 1.1.3.2 of the PPS states that:

Land use patterns within settlement areas shall be based on:

- a) densities and a mix of land uses which:
 - 1. efficiently use land and resources;
 - 2. 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 economical expansion...
- b) a range of uses and opportunities for intensification and redevelopment...

Section 1.4.1 of the PPS states that:

To provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a) maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

In the above PPS policies, there is a significant emphasis on efficient development that is safe, respects the natural environment, uses available infrastructure, and provides for the needs of the community in both the short- and long-term.

The proposed development is an appropriate form of infill that capitalizes on existing services on an urban site that can accommodate intensification. The proposed apartment building offers opportunities for diversity of housing choice in a higher-density, that is context-appropriate and desirable for the neighbourhood.

The proposed development represents a form of intensification that fits and functions well within the City's Urban Area. The use of existing municipal roads and services is also an appropriate and efficient use of resources.



5. OFFICIAL PLAN

The site is designated General Urban Area in the City of Ottawa Official Plan, as shown in the below extract of Schedule B – Urban Policy Area. Policies applicable to the proposed development are summarized below.

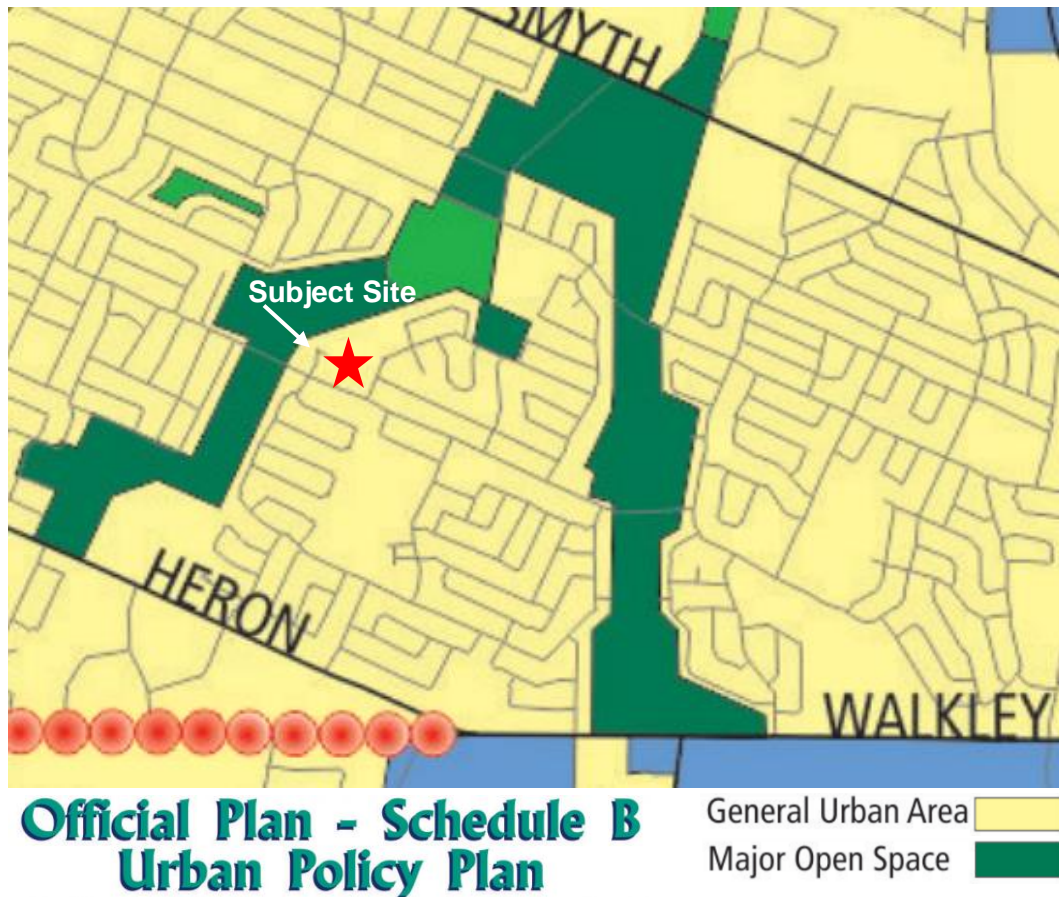


Figure 12. Extract from City of Ottawa Official Plan, Schedule B - Urban Area

Section 2.2.2 Managing Growth Within the Urban Area states that: “[...] the policy direction of this Plan is to promote an efficient land-use pattern within the urban area through intensification [...]”.

The applicable policies to the proposed development include:

1. Residential intensification means intensification of a property, building or area that results in a net increase in residential units or accommodation and includes:
 - b. 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; and,
 - c. Infill development.
3. All intensification will occur in accordance with the provisions of Section 2.5.1, Urban Design and Compatibility, and 4.11, Urban Design and Compatibility, and with Section 4.6.1, Heritage Buildings and Areas.

Section 2.5.1 Urban Design and Compatibility states the following: “[t]he Design Objectives of this Plan are qualitative statements of how the City wants to influence the built environment as the city matures and evolves. These Design Objectives are broadly stated, and are to be applied within all land use designations, either at the citywide level or on a site-specific basis. Design Principles further describe how the City hopes to achieve each of the Design Objectives, but may not be achieved or be achievable in all cases; these objectives include:”

1. To enhance the sense of community by creating and maintaining places with their own distinct identity;
2. To define quality public and private spaces through development;
3. To create places that are safe, accessible and are easy to get to, and move through;
4. To ensure that new development respects the character of existing areas;
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. [OMB decision #2649, September 21, 2006];
6. To understand and respect natural processes and features in development design;
7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.”

Section 4.11 Urban Design and Compatibility states that, “[a]t the city-wide scale, issues of compatibility are addressed in the Official Plan through the appropriate designation of land and associated policies that direct where and how certain categories of land use should be permitted to develop. [...] It is recognized that because land use designations such as General Urban Area [...] contain broad use permissions, it will be necessary for the zoning by-law to establish more specific permitted use lists and development regulations within areas and on individual sites in a manner that achieves compatibility among proximate uses and built forms.

At the scale of neighbourhoods or individual properties, issues such as noise, spillover of light, accommodation of parking and access, shadowing, and micro-climatic conditions are prominent considerations when assessing the relationships between new and existing development. Often, to arrive at compatibility of scale and use will demand a careful design response, one that appropriately addresses the impact generated by infill or intensification. Consequently, the issue of ‘context’ is a dominant theme of this Plan where it speaks to compatibility and design.

Infill development may occur virtually anywhere in the city. Infill generally occurs on a single lot or a consolidated number of small lots, on sites that are vacant or underdeveloped. The resulting development may be similar in use and size with adjacent uses, in which case it is generally straightforward to design the infill to be compatible with-or fit well with-its surroundings.”

On December 11, 2013, City Council adopted **Official Plan Amendment 150 (OPA 150)** to implement the completion of the five-year review of the Official Plan. It is notable that Item #137 of OPA 150 proposed an amendment to Section 3.6.1, General Urban Areas. The effect of the amendment in Policy 3 was to generally limit development in areas designated as General Urban Area to four storeys.



Proposed Policy 4 of Section 3.6.1 states:

“Notwithstanding the building heights specified in Policy 3, greater heights may be considered in the following circumstances and where the urban design and compatible development policies in Section 4.11 are met...

c. existing zoning that permits buildings of greater height.”

In this case, the current zoning permits a maximum building height of 45.0 metres, and therefore the proposed new building conforms to the proposed policy of OPA 150. OPA 150 was appealed and is before the Local Planning Appeals Tribunal (formerly the Ontario Municipal Board).

The Official Plan emphasizes a need for context appropriate and efficient residential intensification in the General Urban Area. The compatibility criteria outlined in Section 2.5.1 and Section 4.11 of the Official Plan are used to evaluate the compatibility of development proposals, based on land uses and built form and their sensitivity to the context of the surrounding neighbourhood.

Section 4.11, Urban Design and Compatibility sets out the policies and the criteria for assessing compatibility of development.

Policy 2 of Section 4.11 provides the detailed criteria against which the proposal is reviewed.

- a. **Traffic:** The Traffic Impact Assessment prepared by Castleglenn Consultants Inc. concludes that the traffic generated by the proposed development has a minor impact on the local road system and does not make any significant decreases on the performance of the intersections.
- b. **Vehicular Access:** The primary vehicular access to the new development will be from Kilborn Avenue, which is a collector street. The phasing of the development anticipates the long-term consolidation of the entrances on Kilborn Avenue for the proposed building and the future building in Phase 2 (Cita).
- c. **Parking Requirements:** Although the parking requirements is 0.5 spaces per unit for residents and 0.2 spaces for visitors, the proposed development will use a 0.85 spaces per unit ratio for new residents and 0.2 spaces for visitors. The 0.85 spaces per unit is based on a study of the utilization of the existing parking facilities by the existing residents. This approach will provide sufficient parking for the new residents and visitors, and it will maintain the parking used by current residents. This approach will also avoid the overspill of parking onto the adjacent streets.
- d. **Outdoor Amenity Areas:** The proposed new building and its related parking facilities will provide landscaped screening surrounding the surface parking and on the roof of the existing parking garage. This is demonstrated in the Landscape Plan that is provided with this application.
- e. **Loading Areas, Service Areas and Outdoor Storage:** The proposed building will have almost all of its loading and servicing facilities at the front of the new building, facing Kilborn Avenue. There is no outdoor storage. Garbage will be collected in the lowest level of the parkade and rolled to the existing garbage pick-up area on collection days.



- f. **Lighting:** A lighting certificate will be provided by a qualified expert, and all outdoor lighting will be downward facing and oriented to prevent glare.
- g. **Noise and Air Quality:** The exhaust equipment of the existing parkade is noisy and will be replaced by the new equipment that is much quieter. The HVAC and mechanical equipment on the roof of the new building will have to conform to the most current regulations.
- h. **Sunlight:** The shadow study compares the shadowing effects of the existing buildings with the effects of the proposed buildings. The differences, as shown in the shadow studies enclosed in this submission (see Figure 14 of this report) demonstrate that these are minor.
- i. **Microclimate:** The site of the new building, on top of the existing parkade, provides approximately 15 metres of setback to the backyards of the closest adjacent residential properties on Roseglen Private. The new building is also east of these residents and therefore will not have a significant wind or temperature effect as the prevailing winds are from the west.
- j. **Supporting Neighbourhood Services:** The site is already well serviced in terms of parks (Grasshopper Hill Park) and nearby greenspace. There are several schools and places of worship in the vicinity. In addition, there are local community services in a small plaza within easy walking distance to the north, on Kilborn Avenue.

The proposed development of a new purpose-built rental apartment building offers an opportunity to provide increased housing options while maintaining an appropriate land use and development pattern for the surrounding context. The proposed design thoughtfully considers the context within the existing apartment buildings, and features appropriate massing, scale, and materiality for the area.

As demonstrated in the site and landscape plans, sun shadowing studies, parking and traffic studies, and noise studies (see Section 8 of this report and enclosed reports and studies), the proposed development will be compatible with the surrounding conditions. There will be adequate parking to support the development, as well as limited impacts in terms of sun shadowing, traffic, and noise. In addition, the proposed building will significantly improve the aesthetics of the existing parking garage, and there will be improvements to the surrounding landscaping and vegetative buffers.

Given the size, orientation, and lot coverage of the existing lot, the proposed apartment building fit well in the context of Playfair Drive and Kilborn Avenue and are compatible with the immediate development. The proposal provides for a more efficient use of the land by creating additional high-density residential accommodations on a lot that can accommodate this form of intensification. The site is fully serviced by municipal water and sanitary services.

The proposed development conforms to the policies of the City of Ottawa Official Plan 2003, as amended.



6. ZONING BY-LAW 2008-250

The site is zoned Residential Fifth Density, Subzone B, height limit of 45 metres – R5B H(45) – in the City of Ottawa Zoning By-law 2008-250, demonstrated in Figure 13 below.

The purpose of the R5B – Residential Fifth Density zone is to:

- (1) allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings in areas designated as General Urban Area, Mixed Use Centre or Central Area in the Official Plan;*
- (2) allow a number of other residential uses to provide additional housing choices within the fifth density residential areas; and...*
- (5) regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced...*

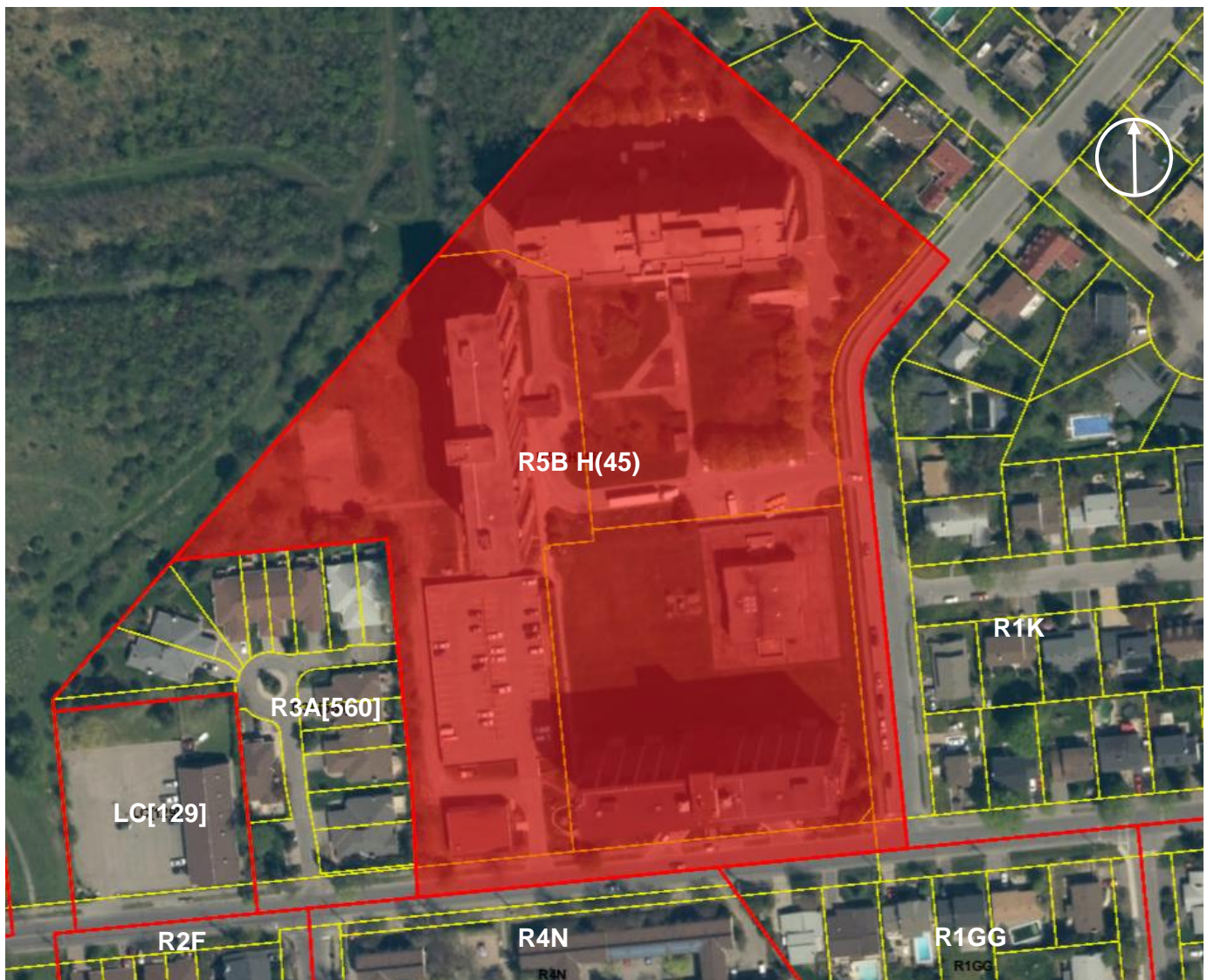


Figure 13. Excerpt of existing zoning

The R5B Zone permits a variety of residential uses, including apartment dwelling, mid-high rise and planned unit development. It is important to note that the proposed development meets and/or exceeds all required provisions of the zoning by-law, notably height limits and minimum parking requirements.

Table 3 below represents the provisions of the R5B zone.

Table 3. Existing zoning provisions

Zoning Mechanisms		Provisions
Min. Lot Width (m)		22.5
Min. Lot Area (m ²)		675
Min. Front Yard Setback (m)		3
Min. Rear Yard Setback (m)		7.5
Min. Interior Side Yard Setback (m)		7.5
Min. Landscaped Area (%)		30%
Max. Building Height (m)		45
Min. Amenity Area	Total	6m ² /dwelling unit & 10% GFA of each unit
	Communal	50% of required total (minimum)
	Layout	Aggregated into areas up to 54m ²
Parking		0.5 spaces/unit
		0.2 spaces/unit (visitor)

Based on this review, the proposed development conforms to the applicable zoning requirements.

7. PUBLIC CONSULTATIONS

As part of the Site Plan Control application process, the project team and clients participated in extensive public consultations and community group meetings. The following is an overview of these meetings and the primary concerns raised by the public.

< Alta Vista Planning Group: March 26, 2018

The members of the AVPG were present as well as Councillor Cloutier and his staffers. The format was a small-group session where the project team presented the proposal and responded to the questions and/or concerns from the group.

< Playfair Tenants: March 27, 2018

Tenants of the Playfair Towers (1695 Playfair and 1701 Kilborn) were invited to a meeting to discuss the proposal. The format was an open-house style where residents were invited to view the presentation boards and ask questions one-on-one to the project team. A short group presentation and questions/answer period was also held.

< Roseglen Private Residents Meeting: April 5, 2018

Members of the Roseglen Private Residents board met in a small-group session to discuss the proposal with the project team.

< Condominium Corporation 500 Board Representatives, April 12, 2018



Representatives of the CCC500 Board of Directors met in a small-group format to discuss the proposal with the project team.

⟨ **Community Meeting: April 12, 2018**

Approximately 50 to 60 members of the community attended the open-house and presentation. The project team was available to address questions during the open house. Councillor Cloutier introduced the session, Tracey Scaramozzino of the City of Ottawa discussed the City's application and approval process, and representatives of the project team Lloyd Phillips and Roderick Lahey presented the project proposal. Members of the public were invited to ask questions and raise their concerns regarding the proposal.

⟨ **Alta Vista Community Association: April 17, 2018**

The project team was invited to present at the Alta Vista Community Association meeting. Representatives Lloyd Phillips and Roderick Lahey presented the proposal to the community members present, and a brief question and answer period was held.

The concerns expressed throughout each of the above-noted meetings were generally similar and can be grouped into general themes and have been responded to through the design of the proposal. These themes include:

- Parking and traffic during construction
 - ⟨ Response: Tenants who currently have parking spaces that will be impacted during construction (within the existing parkade) will be relocated on-site to a temporary surface parking lot as well as vacant spaces in the 1701 Kilborn parking garage. Every effort will be made to accommodate all tenants to the best of the Owners' ability.
- Construction staging, noise and duration
 - ⟨ Response: A detailed construction and staging plan will be developed before construction may occur. The duration of construction is expected to last 18 to 20 months, which is a shorter timeline than average for this scale of building due to the proposed steel construction material as opposed to concrete.
- Traffic and parking impacts in community with additional residents
 - ⟨ Response: As demonstrated by the enclosed report by Castleglenn Consultants Inc., the impacts of traffic on the community will be minimal. The increased parking rate of 0.85 spaces per unit for residents and 0.2 spaces per unit for visitor will also help to ensure that resident and visitor parking remains on-site, thereby limiting parking spillover onto the surrounding local streets.
- Density of proposed development
 - ⟨ Response: The property is zoned for high-rise apartments and has the capacity to take additional development. The key issue in this case is to ensure a proper balance of parking for new and existing residents, which has been achieved through the site design.



- Landscaping and amenity area improvements
 - ⟨ Response: New vegetation will be planted on-site and vegetative buffers will be planted around the proposed surface parking lot for visual screening. In addition to this, the Owner has made a financial commitment to contribute to parkland improvements at Grasshopper Hill Park above and beyond, as well as in addition to, standard cash-in-lieu of parkland requirements (see Section 7.1 below).
- Viability of new access from Playfair to CCC500 building
 - ⟨ Response: The proposed new access from Playfair Drive to the new CCC500 is currently conceptual and is subject to review and approval by the City of Ottawa. The Owner and its consulting team will continue to work with the City and community members to ensure the proposed location is both desirable and safe from a traffic engineering perspective.
- Noise generated from existing ventilation systems
 - ⟨ Response: The exhaust equipment located at the existing parkade is noisy and will be replaced by new, quieter equipment, which will be an improvement to existing conditions. The HVAC and mechanical equipment on the roof of the new building will conform to current regulations.
- Garbage storage for new and existing buildings
 - ⟨ Response: Garbage for the new building will be collected in the lowest level of the parkade and rolled to the existing garbage pick-up area on collection days. There will be no long-term outdoor storage of garbage.

The project team has put significant effort into ensuring the above-noted concerns have been appropriately addressed in the project design.

7.1 Community Benefits

As part of the Site Plan approval of the Cita project, the Owner made a number of commitments for investment in community interests, which are being reaffirmed through this current application. These commitments will be of benefit to the broader community, and include the following:

1. A commitment of up to \$50,000.00 toward the installation of a new fence around the existing greenspace area located to the south of the CCC500 building on their lands (to the east of 1695 Playfair), in order to create a more private amenity space for the CCC500 residents.
2. A contribution of \$150,000.00 to fund improvements to the City-owned Grasshopper Hill Park to the west of the site, in addition to the standard cash-in-lieu of parkland payment.
3. A commitment to provide and fund a new entrance from Playfair Drive to the CCC500 building, subject to City of Ottawa review and approval.

The above-noted commitments will be honoured as part of the proposed development project at 1695 Playfair.

8. SUPPORTING MATERIAL

8.1 Shadow Analysis

A Sun Angle Study was prepared by Roderick Lahey Architect Inc. to demonstrate the impacts of the shadowing by proposed new apartment building. The analysis was completed demonstrating the sun angles at various hours of the day as of March 21st, June 21st, September 21st, and December 21st. The results of the study demonstrate that the impacts of the proposed building on the neighbouring buildings



including 1695 Playfair, 1701 Kilborn, 1705 Playfair (CCC500), and the neighbouring Roseglenn Private residences will be minimal.

8.2 Traffic Considerations

8.2.1 Parking Facilities

The overall approach to parking is based on the following principles:

- Existing residents keep their existing parking spaces and locations;
- Parking provisions are based on the demonstrated need and the minimum zoning requirements;
- Avoid parking on the streets or adjacent properties;
- Visitor parking for the new development will comply with the zoning requirements;
- Bicycle parking for the new development will be provided to meet zoning requirements;
- Parking during construction will be provided on-site for existing residents that currently use the parkade; and,
- In the future, residents may only rent one space, not two spaces.

The existing parkade has 233 spaces on three levels. The lowest level is connected with the parking garage to the east, attached to 1701 Kilborn. Most of the spaces in the parkade serve the residents in 1695 Playfair.

The total number of existing residential units for both 1695 Playfair and 1701 Kilborn is 431 units. There are currently 418 spaces provided on site, located in the parkade (233 spaces) and the parking garage (185 spaces).

Studies by Castleglenn Consultants Inc. have found that of the total available spaces, there were 352 spaces being rented, which is an 83% utilization rate, or 0.83 spaces per unit.

The Zoning By-law requires a minimum of 0.5 spaces per unit. If this rate was adopted for all of the existing and proposed residents, many of the existing residents would lose their parking spaces.

There is no visitor parking on-site, although there are 13 spaces for visitors in the Right of Way over property owned by CCC500. These spaces cannot be counted to meet the visitor parking requirements of the zoning by-law.

The proposed new development will provide 102 spaces for residents and 22 spaces for visitors, mostly on the roof of the parking garage of 1701 Kilborn Avenue. This conforms to the ratio of 0.85 space per unit for residents and 0.2 spaces per unit for visitors (after the first 12 units). Bicycle parking for the new development will be provided at the rate of 0.5 spaces per unit with 72 spaces provided in the new building under cover.

The parking for existing residents using the parkade will be provided in a new surface lot on top of the parking garage of 1701 Kilborn. The monthly parking fees will be reduced for these residents that have to leave covered spaces in the parkade.

It is estimated that the displacement of the current resident parking will take approximately 12 months.

There are currently 45 spaces that are occupied by second vehicles of the existing residents. These will be allowed to stay in accordance with current rental arrangements, but no new second parking spaces will be available to rent moving forward.



8.2.2 Transportation Impact Assessment

The Transportation Impact Assessment was prepared by Castleglenn Consultants Inc. in accordance with the City of Ottawa methodology of staged assessment and review. The reports are presented in the report titled "Screening, Scoping, Forecasting and Analysis Report".

8.3 Noise Studies: Stationary and Traffic

A Stationary Noise Feasibility Assessment and a Traffic Noise Assessment were prepared by Gradient Wind Engineering Inc. to determine the noise impacts of the proposed development.

8.3.1 Stationary Noise Feasibility Assessment

The assessment is based on the following: theoretical noise production methods (as per Ministry of Environment and Climate Change (MOECC) and City of Ottawa requirements; stationary noise level criteria as specified by the City of Ottawa's Environmental Noise Control Guidelines (ENCG); and, architectural drawings by Roderick Lahey Architect Inc. and mechanical equipment information by Gradient Wind Engineering Inc. The findings of the assessment indicate that provided the equipment selections and locations are similar to those assumed in the report, noise levels are expected to fall below the sound level limits as per the City of Ottawa's ENCG, and is the proposed development is therefore compatible with existing noise land uses.

8.3.2 Traffic Noise Assessment

The assessment is based on the following: theoretical noise prediction methods that conform to the MOECC and City of Ottawa requirements; noise level criteria as specified by the City of Ottawa's ENCG; future vehicular traffic volumes based on the City of Ottawa's Official Plan roadway classifications; and, site plan drawings. The findings of the assessment the predicted noise levels due to roadway traffic do not exceed the criteria for building components and upgraded building components or mitigation measures will not be required. Forced air heating with provisions for conditioning will also be required, and the fan coil system will meet or exceed the ventilation requirements. Warning clauses will be required on leases and purchase and sale agreements.

8.5 Geotechnical Investigation

A Geotechnical Investigation was prepared by Paterson Group to determine the subsoil and groundwater conditions at the site, and to provide geotechnical recommendations for the design of the proposed development, including construction considerations. A summary of the recommendations to be performed by the geotechnical consultant includes:

- Review the geotechnical aspects of the excavating contractor's shoring design prior to construction;
- Review the waterproofing details and foundation drainage details;
- Observe all bearing surfaces prior to concrete placement;
- Sample and test the concrete and fill materials used;
- Observe all subgrades prior to backfilling;
- Conduct field density tests to determine the level of compaction achieved; and,
- Sample and test the bituminous concrete including mix design reviews.

8.4 Site Servicing & Stormwater Management Report

A Site Servicing and Stormwater Management Report was prepared by David Schaeffer Engineering Limited (DSEL) to assess the availability of existing site services and to propose servicing strategies to support the proposed development.



The report concludes that water pressures fall below the required pressure range during peak hour demands; as such, buildings will require booster pumps to deliver potable water to the units above 275 kPa. Based on the sanitary analysis, there is sufficient capacity to accommodate the peak wet weather flow, and the proposed wastewater design conforms to City standards.

The Stormwater servicing review concludes that post-development runoff will be required to be restricted to the allowable target release rate for storm events up to and including the 100-year storm. A 39.0 m³ internal cistern within Building C controlled via a 180mm ICD and a 58m³ underground storage system controlled via a 105mm ICD is required to meet the indicated release rates. Stormwater objectives may be met through retention via rooftop and subsurface storage.

8.5 Erosion and Sediment Control Brief

A study of Erosion and Sediment control was prepared by DSEL and included in the Site Servicing and Stormwater Management Report noted above. The report outlines recommendations to be set in place during construction, that should be included in contract documents. These recommendations are detailed in Section 7.0 of the report by DSEL.

8.6 Phase 1 Environmental Site Assessment

A Phase I Environmental Site Assessment was prepared by Paterson Group to research past and current site uses and to identify potential environmental concerns that may have impacted the subject site. The historical review and site visit concluded that no environmental concerns were identified with the historical use of the site, and no potentially contaminating activities were identified. As such, a Phase II Environmental Site Assessment was deemed not required.

8.7 Limited Scope Structural Analysis

A limited scope structural analysis for the existing parkade was completed by Jablonsky, Ast and Partners Consulting Engineers in order to determine whether the existing parkade structure has sufficient capacity and/or can be reinforced to accommodate a 9-storey vertical addition. The results of the analysis indicate that the existing structure can be reinforced to accommodate the proposed building. Further details are provided in the enclosed letter by Jablonsky, Ast and Partners.



9. CONCLUSION

The subject site is a large lot within the urban area that contains a 15-storey apartment building, a 3-storey parkade, and a sales centre (1695 Playfair), and a 14-storey apartment building and community centre (1701 Kilborn) under common ownership. The sites function as a Planned Unit Development, and share common elements including underground parking and community uses. Each building currently functions as a rental apartment building.

The proposed Application for Site Plan Control is to permit the development of a new 9-storey purpose-built rental apartment building on top of the existing parkade at the property municipally known as 1695 Playfair Drive. The proposed building will feature 120 units, private and shared amenity space, and 120 parking spaces accommodated in both a surface parking lot as well as within the existing above-ground parkade and underground parking garage (which will continue to be shared with 1701 Kilborn Avenue).

The existing lot and municipal servicing has the capacity to support this type of density and residential intensification. Careful consideration has been placed into the proposed height of the building, materiality and aesthetics, number of parking spaces provided, impacts on traffic in the neighbourhood, impacts of noise and sun shadowing on neighbouring properties, as well as landscaping and stormwater management. Several community engagement meetings were held throughout March and April of 2018 to ensure the concerns of the community were addressed to the best of our ability.

The proposed development respects the existing neighbourhood character, provides adequate parking to accommodate the new residents, and is of massing, scale, and density that is appropriate and permitted within the neighbourhood. The addition of new residential rental units in this area that are price-sensitive also provides opportunity for a diversity of housing choice, which is desirable within the City's urban area.

The proposal is consistent with the Provincial Policy Statement, 2014, conforms to the policies of the City of Ottawa Official Plan, including OPA 150, and complies with the City of Ottawa's Zoning By-law 2008-250.

The proposed development represents good land use planning and is recommended for approval.

Respectfully submitted,

Lloyd Phillips & Associates Ltd.

Reviewed by:



Lloyd Phillips, MCIP RPP
Principal

Prepared by:



Jessica D'Aoust, M.Pl
Planner

