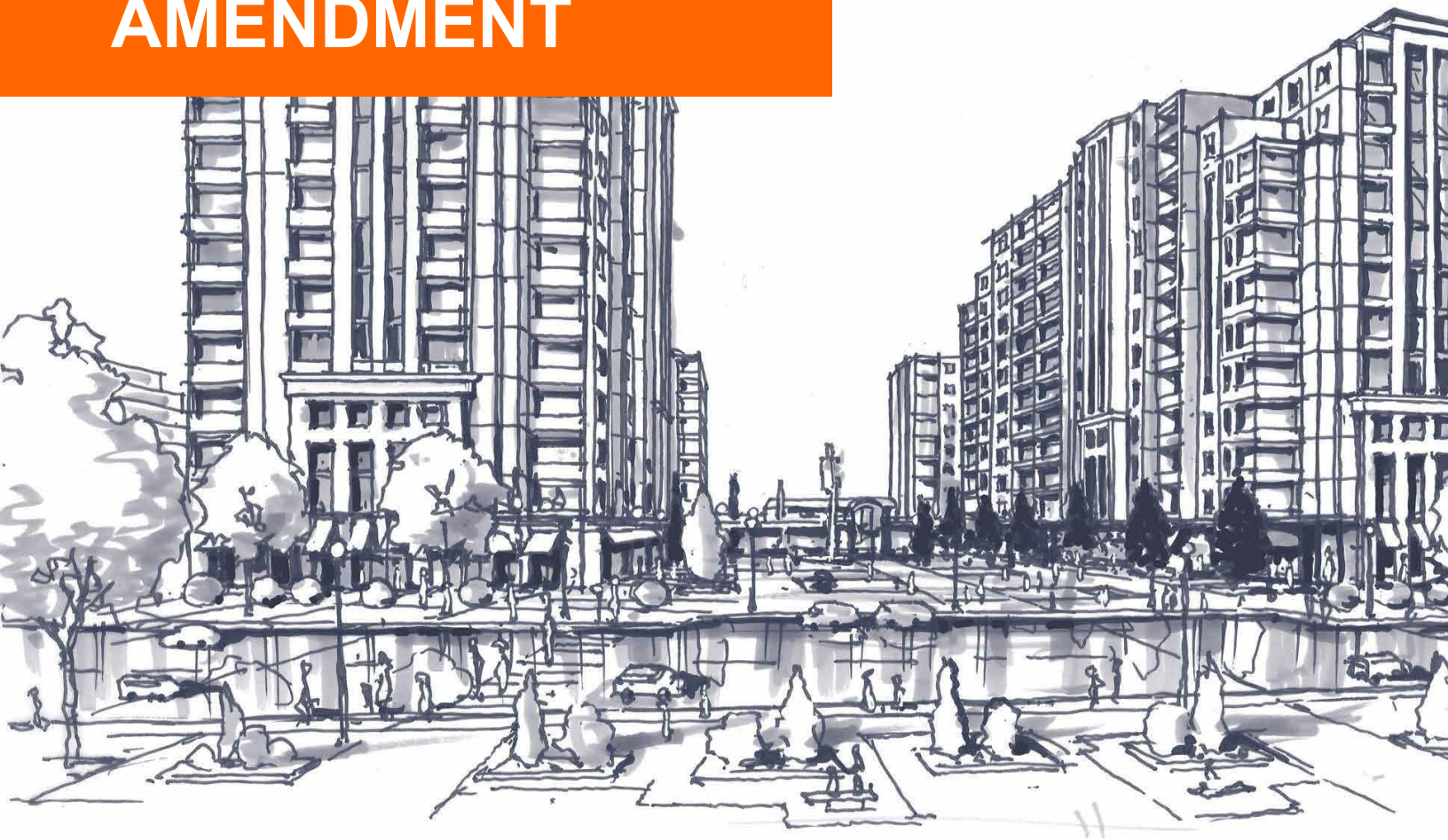


FOTENN

3490 INNES ROAD ZONING BY-LAW AMENDMENT





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Fotenn Consultants Inc. ('Fotenn'), acting as agents for Lépine Corporation ('Lépine'), is pleased to submit the enclosed Zoning By-law Amendment application for the lands municipally known as 3484 and 3490 Innes Road (the 'subject property') in the Orléans community of the City of Ottawa.

1.1 Vision

Lépine envisions the development of a mixed-use community with a significant residential rental component in the form of eight (8) mid-rise to high-rise buildings. The buildings frame the perimeter of the subject property, defining two communal landscaped courtyards that will be accessible to residents and members of the public. The courtyards will consist of landscaped area on top of three (3) levels of underground parking. The commercial component of the development is proposed in the form of small-scale retail and service commercial uses fronting on a pedestrian-only Town Centre Plaza with access from the future Lamarche Avenue.

Vehicular access to the subject property will be provided via two demi-circle driveways off Lamarche Avenue. Servicing, loading and emergency access will be provided by a private road that loops around the subject property from Lamarche Avenue to an access on Innes Road. A multi-use pathway (MUP) will also be provided along the private road. The development will be porous to pedestrians, with pedestrian accesses to the internal courtyards from the Town Centre Plaza, Innes Road, and the private road at the rear of the property. The residential lobbies will be accessed via the courtyard, the Town Centre Plaza and Lamarche Avenue.

The design places a strong emphasis on the pedestrian experience of the subject site. Residential units with active frontages will be located fronting Innes Road and Lamarche Avenue. Community-serving commercial active frontages will animate the pedestrian Town Centre Plaza, which will be developed in accordance with urban design best practices. The internal courtyards will be landscaped with a mix of hard and soft landscaping to create highly engaging and comfortable communal spaces. The Town Centre Plaza and associated community-serving commercial uses, as well as the communal internal courtyards, provide a significant commercial and open space amenity to future Lépine residents and to residents of existing and planned residential communities to the north, west and south.

1.2 Planning History and Purpose of the Application

The subject property sits on part of a former driving range, the other portions of which are now being redeveloped with a suburban, low-rise, ground-oriented residential community. Prior to Official Plan Amendment 180 (OPA 180), the land was designated for employment uses. A municipal comprehensive review conducted as part of OPA 150 in accordance with the requirements of the Provincial Policy Statement, 2014, identified a moderate surplus of employment land and set out criteria to be considered prior to any conversion of this employment land to other uses. OPA 180, which was adopted by City Council on December 14, 2016, re-designated the subject property to General Urban Area and Arterial Mainstreet. However, appeals of OPA 180 meant that these policies were not in effect as of April 2017. Therefore, a privately-initiated Official Plan Amendment (D01-01-17-0005), adopted on August 10, 2017, was submitted to implement these changes.

Prior to the privately-initiated Official Plan Amendment, a Zoning By-law Amendment application and a Plan of Subdivision (D07-16-16-0022) application were submitted on behalf of the Innes Road Development Corporation. These applications proposed a low-density residential subdivision to the south of the subject property and indicated "future mixed-use residential development" on the lands fronting Innes Road. The subject property was not rezoned to "Arterial Mainstreet" through this application. The new public road, Lamarche Avenue, was created as a result of this Plan of Subdivision application.

These previous applications came into effect on January 16, 2018; a condition of the draft Plan of Subdivision approval was the development of a concept plan for the entire site including the subject property (2019 Concept Plan). This Concept Plan was prepared with input from Lépine, the Patterson Family, the various consultants and City of Ottawa staff. The Concept Plan does not have statutory weight; instead, it indicates general agreement

between the relevant landowners and the City on broad development principals and layouts, acting as a guide to prepare and assess proposed development concepts.

The intent of the enclosed Zoning By-law Amendment application is to implement the new Official Plan policy direction for the subject site and permit a development that is consistent with the concept plan developed for the property. The enclosed Zoning By-law Amendment is to rezone the subject property to the Arterial Mainstreet Zone, with a special exception to permit twelve (12) to sixteen (16) storey buildings fronting Innes Road and Lamarche Avenue, and to permit reduced parking requirements for the subject property. This application is timed to be submitted while current policies regarding height on Arterial Mainstreets are still in effect; we anticipate that an OPA 150 settlement will be approved by the Local Planning Appeal Tribunal on May 22, 2019 implementing additional policy direction for nine (9) storeys on Arterial Mainstreets in most cases, unless a Secondary Plan/ Secondary Plan Amendment is submitted. Some of the key issues for this application identified by City of Ottawa staff through the earlier planning applications and through the pre-consultation meeting for the enclosed Zoning By-law Amendment include:

- / Site permeability;
- / Function of the underground parking;
- / Active frontages;
- / Provision of community amenities, local retail and supporting community services; and
- / Adequate transition to surrounding uses.

The treatment of each of these issues will be discussed in the sections below.

This Zoning By-law Amendment application is not accompanied by a Site Plan Control application. The owner intends to submit separate Site Plan Control applications in the future, once more design details have been confirmed. Although construction will be phased, the eventual number of phases and Site Plan Control applications has not yet been determined. It is also possible, but not yet confirmed, that the owner may apply for severance of the subject Blocks at some point in the future. As with the phasing, the timing and areas of any possible future severance have not yet been determined. Irrespective of the timing and scope of any future Site Plan Control or severance applications, pursuant to Section 93 of the Zoning By-law, the site will be considered one lot for zoning purposes.

SURROUNDING AREA AND SITE CONTEXT

2.1 Subject Property

The subject property consists of an several parcels, including the lands municipally known as 3483 Innes Road and the land legally known as Part of Lot 5, Concession 3 (Ottawa Front), Blocks 49 and 50 on the draft Plan of Subdivision. This Plan of Subdivision has been draft-approved, but not yet registered. The boundaries of the subject property are shown in Figure 1 below.

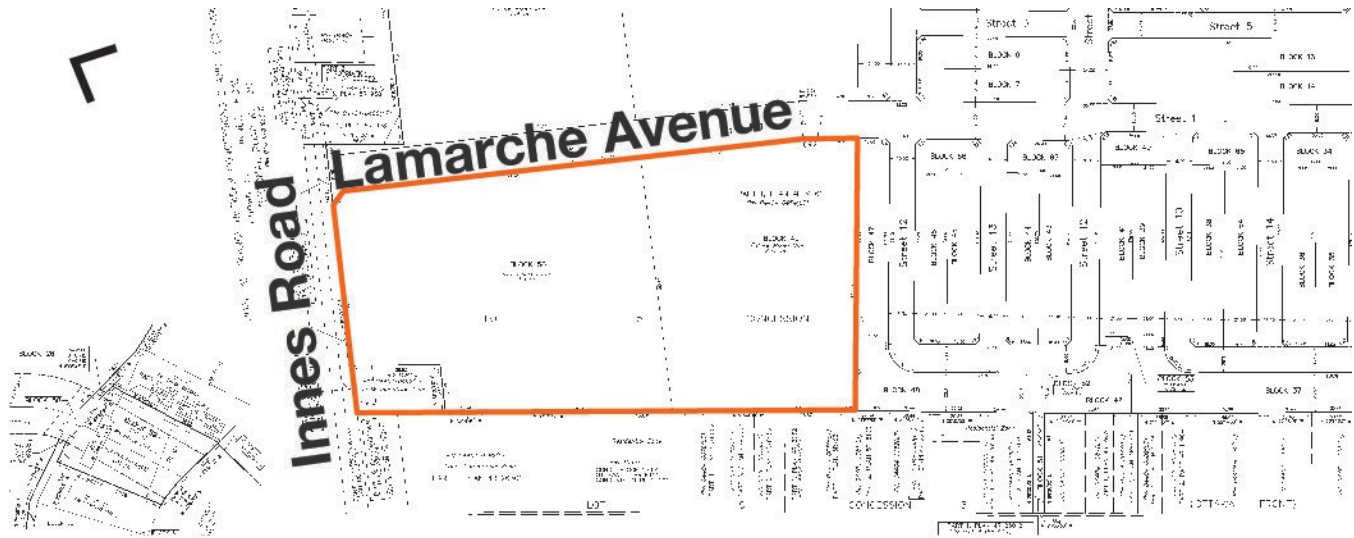


Figure 1: Subject Property in the Context of the draft-approved Plan of Subdivision (D07-16-16-0022)

The subject property will have approximately 135.71 metres of frontage along Innes Road, approximately 296.22 metres of frontage along the future Lamarche Road, and a total area of approximately 5.2 hectares. Future Block 49 is currently vacant. Located on Future Block 50 and facing Innes Road is a model home and associated access. The property municipally known as 3484 Innes Road contains a low-rise building with an office use.

2.2 Context

The property fronts onto Innes Road, a four-lane arterial road with a centre turning lane. Innes Road is a major commercial corridor with multiple large format retail destinations located east of the subject site. The large-format retail on Innes Road serves a regional shopping market, generating considerable traffic including weekend traffic. Acknowledging this function, the south half of Innes road from Pagé Road east to Tenth Line Road is designated Arterial Mainstreet. Some Arterial Mainstreet-type redevelopment potential exists in lots on the north side of Innes Road.



Figure 2: Subject Property in Context

The following uses are found directly abutting the subject property.

North: Facing the property across Innes Road is a low-rise predominantly residential community. A low-rise strip mall containing service commercial, retail and automobile service uses is located at the corner of Pagé Road and Innes 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 part of a draft-approved Plan of Subdivision (D07-16-16-0022), as noted above. Per the approved plans, these lands will be 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 subject property and Innes Road is a low-rise retirement apartment building constructed in 2013. Further south is a planned unit development at 2345 Pagé Road. Generally, lots fronting Pagé Road are deeper and larger than in the neighbourhood to the west and are occupied by single-detached dwelling units. Historic aerial imagery indicates that these homes were constructed in the 1980s and 1990s.

The larger context of the subject site to the south, west and north consists of existing and planned low-density residential communities. As noted above, a commercial corridor stretches east of the subject site. The Greenbelt

is found about 900 metres west of the subject property, and the Mer Bleue Bog, also protected by the Greenbelt, lies approximately three kilometres south of the property.

Per the 2016 Census, 57% of the dwelling units in the Orleans federal electoral district¹ are single-detached and only 9% are apartments, with the remaining 35% coming mainly in the form of semi-detached houses and townhomes. As such, the Orleans community is severely lacking diversity in its housing stock, which inhibits its adaptability as a complete community. In particular, the lack of housing diversity results in limited options for single-person households, downsizers and other similar demographics. While more recent subdivision development to the south, such as the Minto Avalon project, will create some higher-density housing, the diversity of housing typologies and tenures in Orleans remains limited.

From a commercial and retail perspective, while Orleans is well served by large-format, automobile-oriented retail, limited neighbourhood-serving retail and small-scale commercial amenities exist in Orleans, particularly in the southern half of the community. The large-format retail along Innes Road plays an important role in the Orleans community, but does not offer a pedestrian-oriented shopping experience. Beyond the Orleans Town Centre, which is over three kilometres from the subject property, Orleans offers limited mixed-use development.

As shown in Figure 3, the subject property is in proximity to ample parkland and open space, ranging from parkettes to larger naturalized areas. Two hectares of future open space, labeled “Planned” in Figure 3, will be created as the draft-approved subdivision is developed.



Figure 3: Parks and Open Space within 1 km of Subject Property

2.2.1 Transportation Context

The subject property fronts onto a four-lane arterial road, as shown in Figure 4. Pagé Road is a collector, and both of these roadways feed into a robust transportation network.

¹ The Orleans Federal Election District has 46,000 dwelling units (Census 2016) and does not perfectly overlap with the Orleans census “sub area” as defined by the City of Ottawa, which in 2016 was estimated to contain only 43,773 households (City of Ottawa, “2016 Census,” <https://ottawa.ca>)

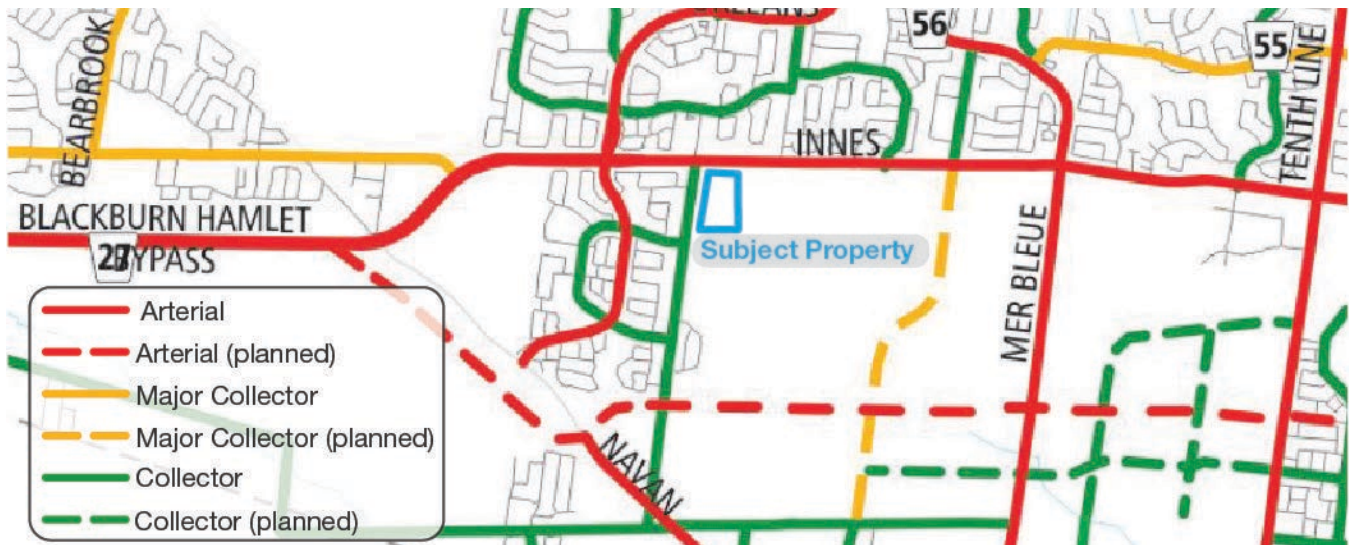


Figure 4: Existing and Planned Road Network Extract from Schedule E of the Official Plan

Separated bicycle lanes currently exist along Innes Road, and the Ottawa Cycling Plan shows these isolated lanes connected to a larger cycle protected cycle network, as shown in Figure 5. Existing frequent (5-20 minute) bus service is provided by the OC Transpo Route 94 along Innes Road. The closest existing stop is a 150-metre walk from the subject property. Isolated Transit Priority Measures are planned for Innes Road. Schedule D of the Official Plan shows a planned Bus Rapid Transit (BRT) line to the East Urban Community. The closest planned station is approximately one kilometre south-east of the subject site, as shown in Figure 5.



Figure 5: Existing and Planned Transit and Cycling Networks

3.0 PROPOSED DEVELOPMENT

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The subject property is located along one of two (2) Arterial Mainstreets serving Orleans, a community with approximately 113,824 residents in 2016. The proposed development will create a significant number of rental apartments and community-serving retail amenities in an appropriate and compatible building form. The proposed development will increase the diversity of housing types available in the area and create a new publicly accessible commercial space to serve residents of the development and the broader community.

Lépine is proposing to construct eight (8) residential rental buildings, with heights ranging from nine (9) to sixteen (16) storeys, connected by a shared parking garage covered with communal landscape area. The proposed development will contain 1,320 apartment units, a fitness facility, two (2) communal courtyard greenspaces and a Town Centre Plaza with active retail frontages, as shown in Figure 6. The development has been designed to meet the needs of active seniors, downsizers and empty-nesters, in addition to mid-market renters.

The development may be constructed in as many as four (4) phases, depending upon market conditions. The first phase will likely include the Town Centre Plaza and the two flanking apartment buildings, identified as Buildings D and E in Figure 6.



Figure 6: Proposed Concept Plan

Building Location and Placement

The apartment buildings are arranged around the perimeter of the site, framing Innes Road, Lamarche Avenue and the edges of the site. These terraced rectangular buildings also frame and enclose an internal greenspace covering underground parking, with minimum 23-metre separation distances to allow light access and to create openness between the internal courtyards and the public Right-of-Way (ROW). The tallest building, at 16 storeys, is proposed to be located at the gateway entry to the site, at the intersection of Innes Road and Lamarche Road. The two (2) 12-storey mixed-use buildings frame the proposed Town Centre Plaza. The remaining five (5) buildings are proposed to be nine (9) storeys each, to transition to the adjacent low-rise neighbourhoods, both along Page Road and the lands to the south.

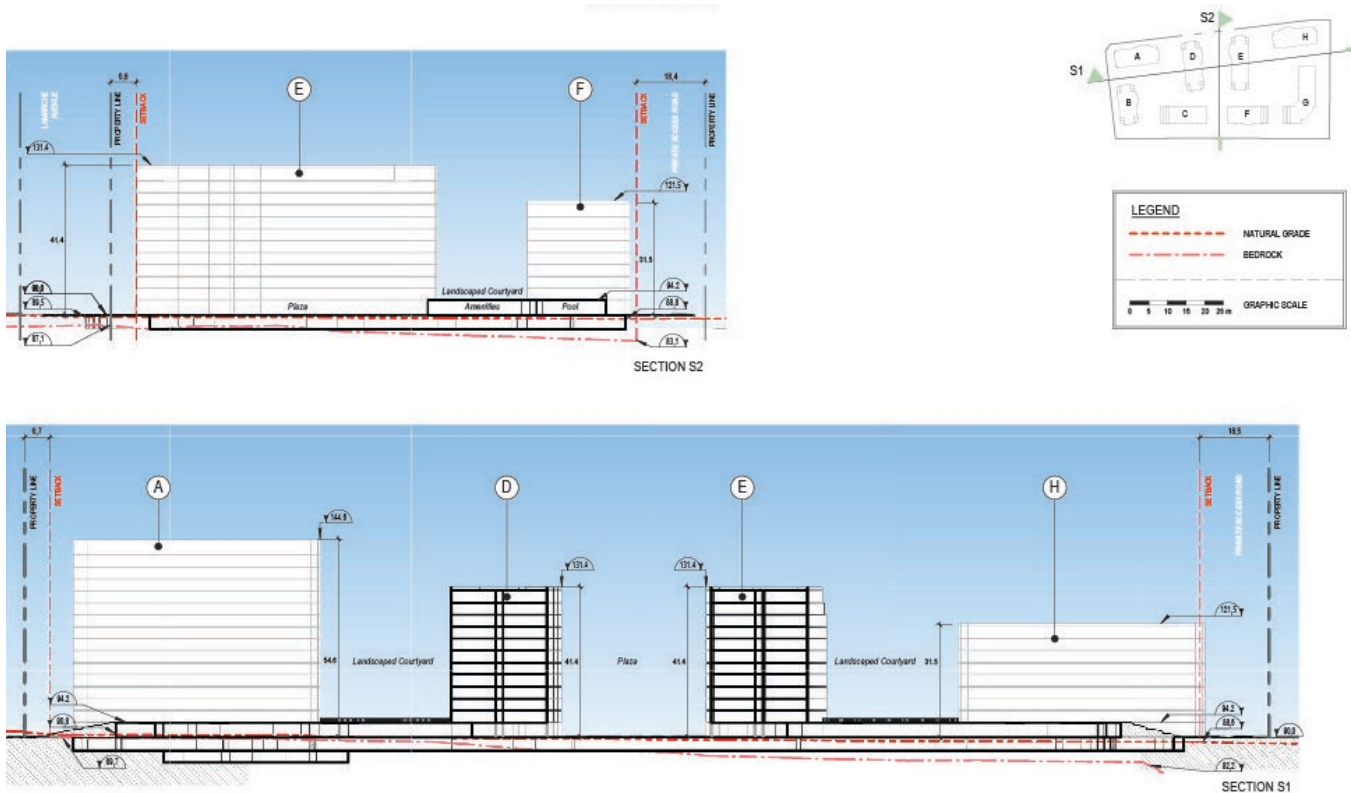


Figure 7: Cross-Sections Illustrating Proposed Building Elevations

Parking and Circulation

All parking, loading and servicing for the proposed development will be internalized within a three-level underground parking structure, to be covered with a landscaped green roof. Primary vehicular access will be via two (2) two-way driveways off Lamarche Avenue, south and north of the proposed 12-storey buildings. A private access road and parallel multi-use pathway (MUP), from Lamarche Road at the south end of the property, will loop around the outside of the proposed buildings and provide three drop off/pick up spots and an access for emergency vehicles, loading and deliveries, before terminating in an access-controlled gate at Innes Road.

The proposed Town Centre Plaza will be connected at-grade to the provided multi-use pathway in the Lamarche Avenue Right-of-Way. Other pedestrian pathways, from Innes Road and from the rear of the property connect to the central landscaped areas above the underground parking garage. The central landscaped areas will also be accessible via an elevator from the Town Centre Plaza level. The main residential entrances for each building will seamlessly meet the closest public pathway.

A total of 1491 vehicle parking spaces will be provided across both parking levels and both phases of development. Resident Parking will be provided at a rate of 1.0 space per dwelling unit and residential visitor parking at a rate of 0.1 space per dwelling unit. Bicycle parking will be provided at a rate of 0.5 spaces per unit and 1 space per 250 square metres of non-residential gross floor area, for a total of 671 bicycle parking spaces. Loading, waste management and servicing will be enclosed and primarily accessed from the private service road.

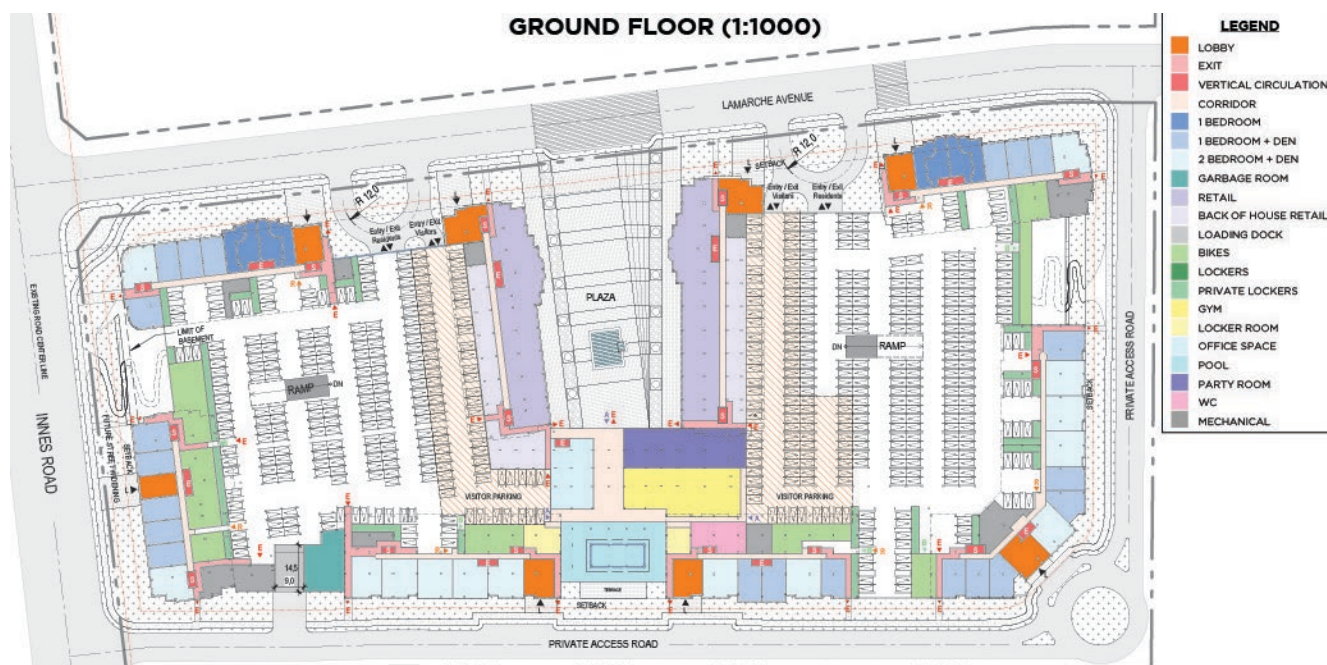


Figure 8: Proposed Ground Floor Parking Plan Showing Town Centre Plaza and Active Frontage Uses

Open Space and Amenities

Lépine intends to provide the City of Ottawa a cash-in-lieu of parkland contribution at the time of a Site Plan Control application. This approach is appropriate, both because the payment will help to support high-quality design and development of the future parks in the vicinity of the subject site and because ample landscaped communal space accessible by the public will be provided on the development parcel itself. The stacked functions of this space, with parking located underneath vegetated courtyards, make it impossible to dedicate this land to the City. These layered uses will create a compactly functional green urban amenity space, implementing a creative, people-oriented site design using an approach that is relatively novel in Ottawa.

Locating the parking below a landscaped green roof reduces the potential for pedestrian-vehicle conflicts and integrates the proposed elements of the development. In particular, the proposed layout offers pedestrians multiple safe accesses via a vegetated, natural green roof space through the urban environment created by the proposed buildings.

The residential portions of the building relate directly to pedestrian space on Innes Road, Lamarche Avenue and to the interior of the site without the barrier of parking spaces or drive aisles. Likewise, the underground parking permits the Town Centre Plaza to be a completely pedestrian-oriented commercial space with ample landscaping and street furniture to encourage active use, as shown in Figure 9.

Lépine has considerable experience developing well landscaped, usable open spaces, green roofs, pathways and outdoor amenity areas above underground parking garages. Both the retail, urban-style Town Centre Plaza and the park-like raised courtyards will have sufficient soil volumes to support the growth of mature trees and other soft landscaped features. All communal and publicly accessible open spaces on the subject property will be designed, constructed and maintained to a high standard, encouraging and supporting active, engaged use of the spaces.



Figure 9: Rendering Showing Proposed Town Centre Plaza

Active Frontages

The requirement to ensure active frontages closely shaped the site design for the proposed development. Ground level apartments animate the frontages of each building facing Innes Road, Lamarche Avenue and the private service road to create a more pedestrian-friendly frontage. The exceptions to this are the two 12-storey mixed-use buildings which front the internal Town Centre Plaza. The facades of these buildings facing the publicly-accessible Town Centre Plaza will be highly animated by service-commercial and retail uses. These commercial active facades will create engaging, truly functional active frontages that far surpass what could otherwise be realistically developed facing Innes Road.



Figure 10: View from Innes Road Showing Proposed Residential Buildings

POLICY AND REGULATORY FRAMEWORK

4.1 Provincial Policy Statement

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

The PPS recognizes that “the long-term prosperity and social well-being of Ontarians depends on maintaining strong communities, a clean and healthy environment and a strong economy”. To this end, the PPS generally promotes the creation of “healthy, liveable and safe communities”, through efficient land use patterns based on densities and a mix of land uses that efficiently use land, resources, infrastructure, and public service facilities; minimize air quality impacts; promote energy efficiency: support active transportation: are transit and freight supportive; and include a range of uses and opportunities for redevelopment and intensification. Planning authorities are to identify appropriate locations for intensification, taking into account the existing building stock and the availability of suitable existing or planned infrastructure and public service facilities (Policy 1.1.3.3).

New development is to have a compact form, and a mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities. Section 1.4 contains policies specific to housing, stating that planning authorities shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents. This to be accomplished by:

- / Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are, or will be, available to support current and projected needs; and
- / Establishing development standards for residential intensification, redevelopment, and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety;

In addition, environmental, economic and social sustainability is to be pursued through:

- / Land use patterns, densities and a mix of uses that minimize the length and number of vehicle trips and supports the development of viable choices and plans for public transit and other alternative transportation modes;
- / Energy efficiency and air quality improvements based on land use and development patterns which promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
- / Planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity; and
- / Efficiently using existing and planned transportation systems, including rapid transit and cycling infrastructure.

The proposed development is consistent with the Provincial Policy Statement, 2014, in that it:

- / **Intensifies a site within the Urban Boundary, with existing development to the north, east and west, where infrastructure, transportation and transit services already exist;**
- / **Develops the property with a mix of residential and commercial uses, contributing to a compact, mixed-use community that supports and is supported by surrounding development;**
- / **Promotes densities that contribute to more sustainable land-use patterns, and which can support increased transit;**
- / **Increases the diversity and mix of increasing the housing options within the Chapel Hill neighbourhood; and**
- / **Is located along an Arterial Mainstreet (Innes Road) which is a land use designation that is identified as being a priority for intensification throughout the City of Ottawa where infrastructure and public services facilities are available.**

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

In 2013, the City of Ottawa reviewed its Official Plan which resulted in numerous changes to policy references and to land use designations. Ottawa City Council adopted Official Plan Amendment (OPA) 150 to implement the changes in December 2013. OPA 150 was approved by the Ministry of Municipal Affairs and Housing (MMAH) in April 2014, with appeals. In recent months, negotiated settlements have resulted in some policies from OPA 150 being incorporated into the Official Plan, and are now in full force and effect. Other policies remain under appeal. For the purposes of this Planning Rationale, the current policies of the City of Ottawa Official Plan have been reviewed and analyzed for the proposed development. In addition, the relevant policies of OPA 150 and proposed OPA 150 settlements have been taken into consideration.

4.2.1 Managing Growth (Section 2.2)

Section 2 of the Official Plan sets out the City's four strategic directions for managing growth. Approximately two thirds of Ottawa's population growth between 2011 and 2031 – 62,000 households – is to be directed to areas outside the Greenbelt. The City plans to meet the challenge of accommodating this growth by managing it in ways that support liveable communities and healthy environments.

The City's strategic directions which are relevant to this proposal are "Managing Growth" and "Building Liveable Communities." Section 2.2 "Managing Growth" directs most of the City's future growth to areas within the existing urban boundary. These are areas 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. This is also the most cost-effective and efficient development pattern for the delivery of municipal services and infrastructure.

Intensification Areas, including Arterial Mainstreets such as Innes Road, are to be the focus for redevelopment. 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. Growth and development are to be managed with reference to urban design and compatibility criteria contained in Sections 2.5.1 and 4.11 of the Official Plan.

The proposed development of the underutilized subject property within the built-up area into a compact mixed-use community helps to achieve the City's goals for managing growth and creating complete communities, as defined by the Official Plan.

4.2.2 Land Use Designation – Arterial Mainstreet

The subject property falls within the "Arterial Mainstreet" designation of the Official Plan, as shown in Figure 11. The Arterial Mainstreet designation applies to properties fronting on the Mainstreet. Designation-specific policies governing land uses within Mainstreet designations are 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.

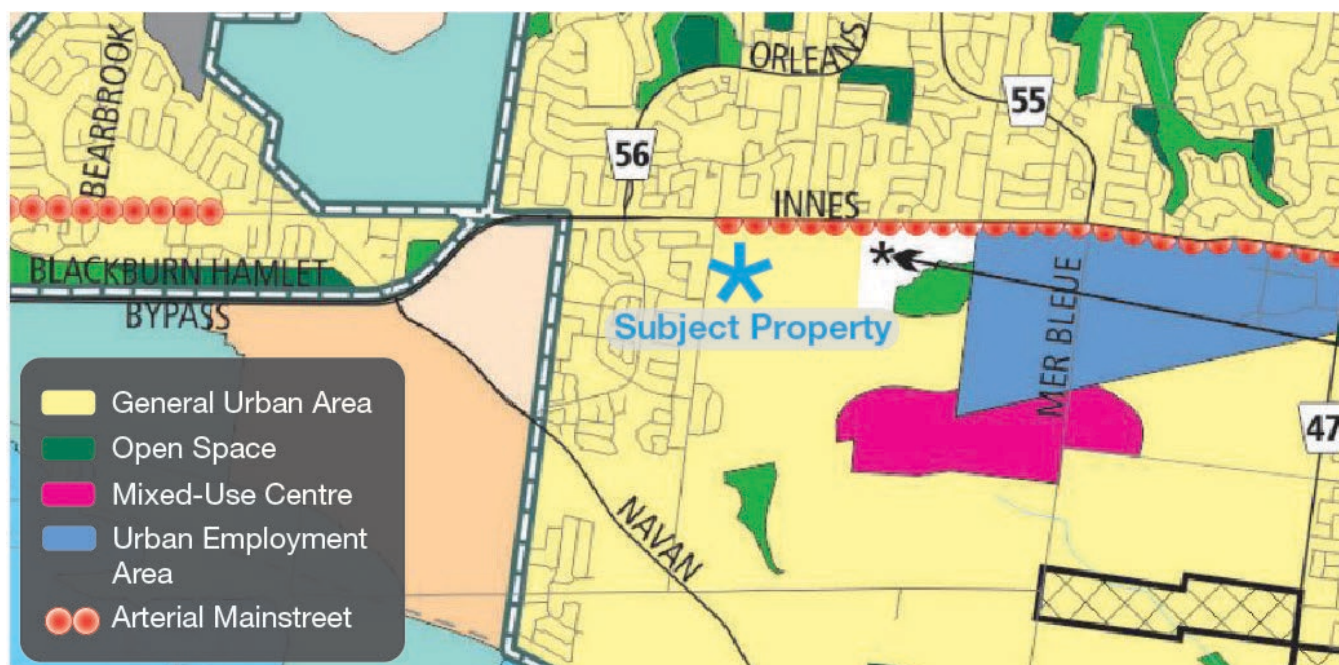


Figure 11: Schedule B of the Official Plan, "Urban Policy Plan"

As per Policy 5 of Section 3.6.3, Arterial Mainstreets are appropriate locations for a broad variety of uses, located side by side or in the same buildings. This designation permits residential uses as well as a wide range of commercial uses. Although many properties, like the subject property, are of a size and depth where not all development will occur adjacent to the Mainstreet, the Official Plan specifies that the property should be developed in a manner that will facilitate multi-modal access, an enhanced pedestrian environment, measures to reduce the visual impact of surface parking, landscaped areas along street frontages, and over time, a development that is oriented towards the mainstreet.

Policy 10 of Section 3.6.3 supports redevelopment and infill in a manner that optimizes the use of land in a building format that encloses and defines the street edge and provides pedestrian access to the street. This policy was amended through OPA 150 to specify that buildings shall have active frontages to the street.

The requested Zoning By-law Amendment conforms with the policies of Section 3.6.3 by:

- / **Permitting compact, mixed-use development at transit-supportive densities;**
- / **Facilitating a site plan that enhances the pedestrian experience and multi-modal access by enclosing parking beneath a landscaped open space that can be accessed from the public ROW;**
- / **Supporting a building form that defines the street edge and creates active frontages to the Town Centre Plaza in the form of retail frontages;**
- / **Fostering the creation of experience-rich community-serving amenities in the form of the retail-oriented Town Centre Plaza.**

In sum, the proposed development responds to the intent of this policy, representing a significant step in the evolution of Innes Road into a transit-supportive, pedestrian-friendly Mainstreet that supports the neighbouring community.

4.2.3 Building Height Policies, Urban Design and Compatibility

As of the submission of the enclosed Zoning By-law Amendment application, Section 3.6.3 of the Official Plan does not identify a maximum building height for buildings within the Arterial Mainstreet designation. Policy 11 of Section 3.6.3 speaks to building heights on Traditional Mainstreets Only. Therefore, the appropriate maximum building height on the portion of the subject property identified in the enclosed Zoning By-law Amendment application must be determined with reference to policies contained in Section 2.2.2 and 4.11 of the Official Plan.

Policy 8 of Section 4.11 states that high-rise buildings may be considered on Arterial Mainstreets, provided that compatibility provisions set out in Policy 9 are met. Relevant compatibility criteria set out in Policy 9 state that high-rise buildings may be considered:

- / [A]t a location where there are significant opportunities to support transit at a transit stop or station by providing a pedestrian and transit-oriented mix of uses and activities, or;
- / Within areas where a built form transition as described in policy 12 below is appropriate.

As defined in Policy 12 of Section 4.11, an appropriate built form transition can be achieved through incremental changes in building height (e.g. use of angular planes), sensitive massing, architectural features and building setbacks.

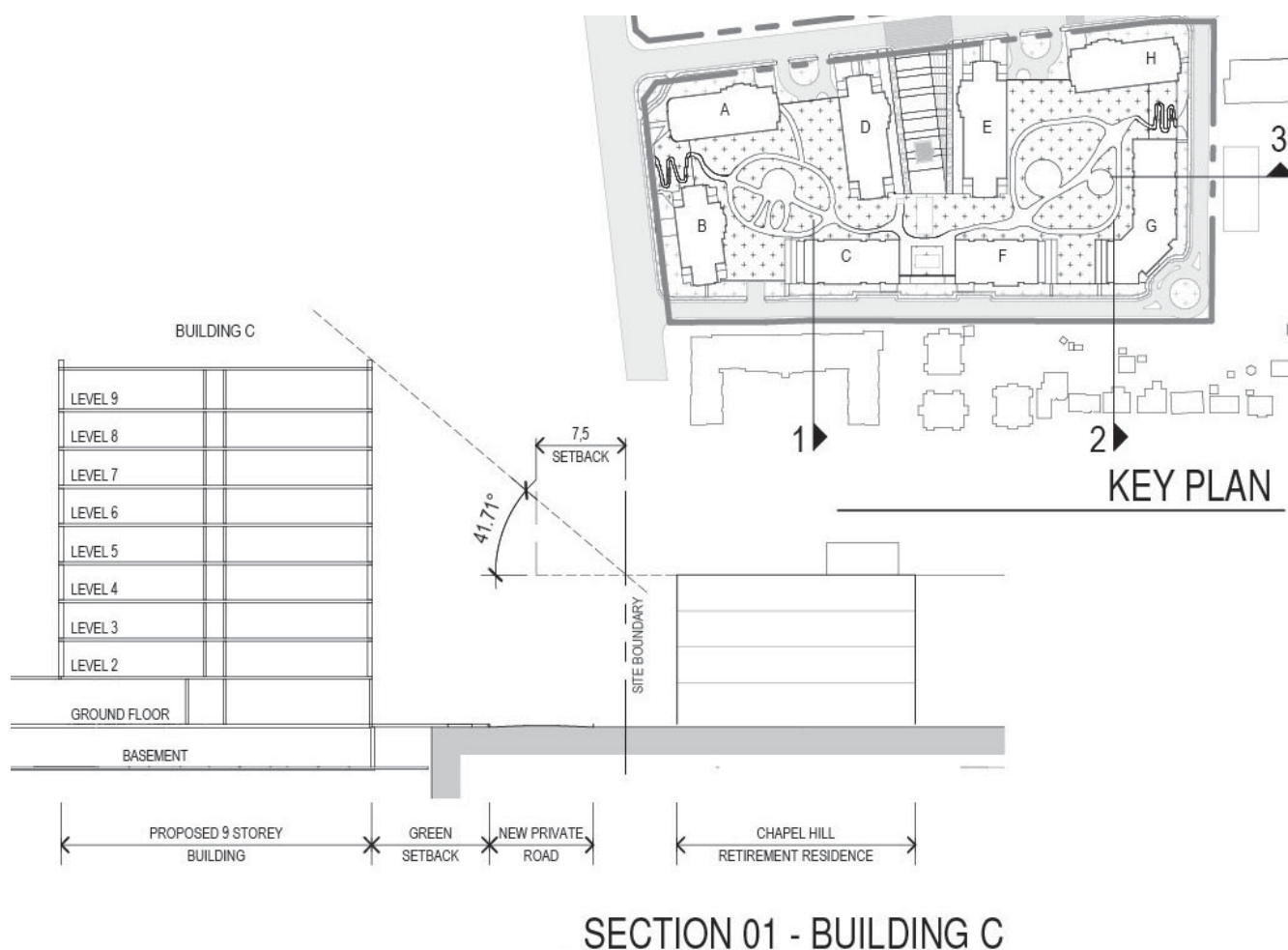
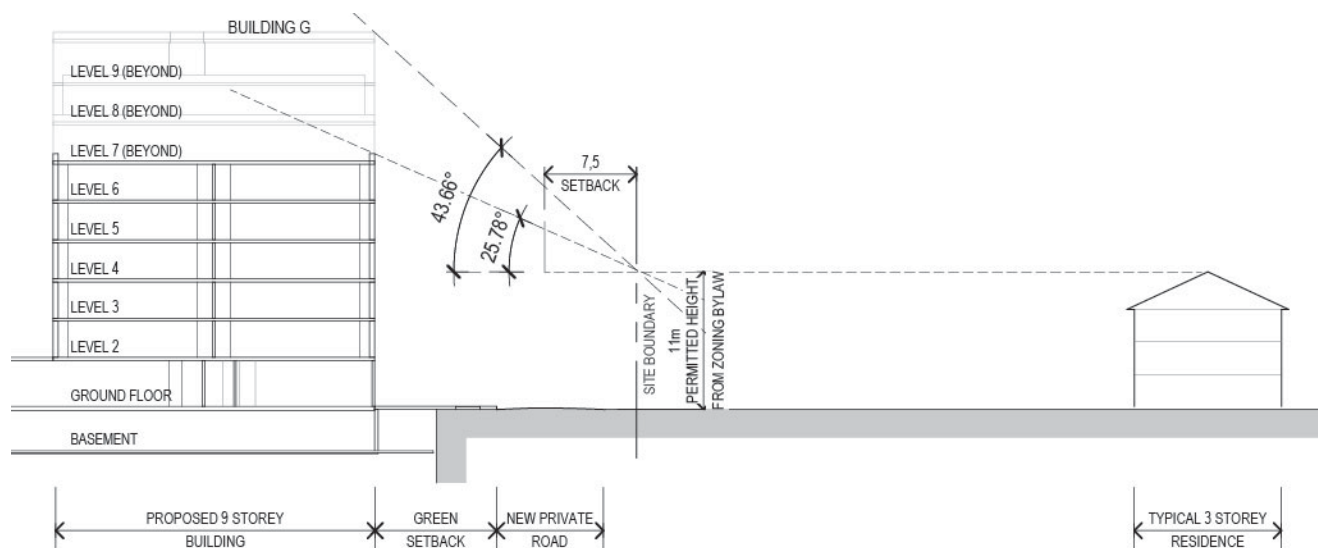
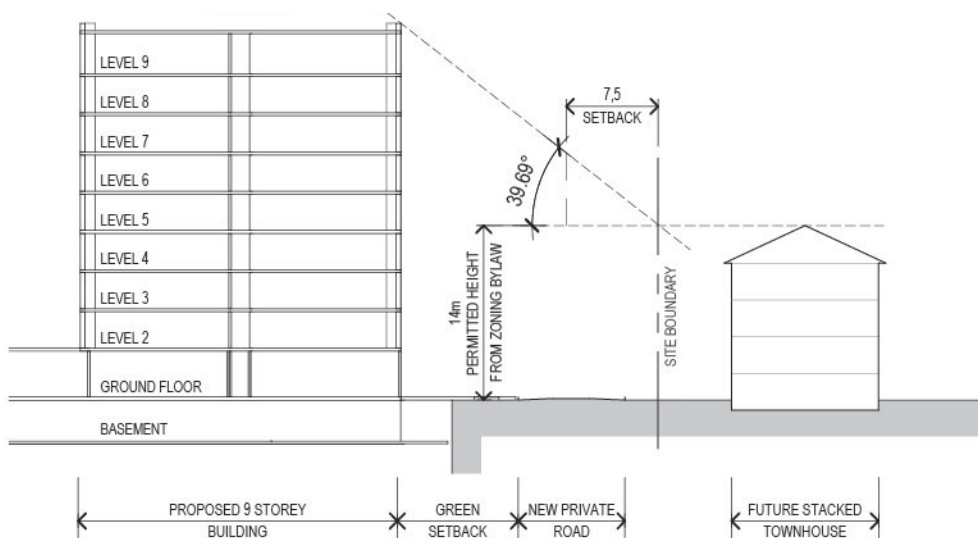


Figure 12: Angular Plane Transition to Existing Low-Rise Apartment



SECTION 02 - BUILDING G

Figure 13: Angular Plane Transition to Existing Detached Homes



SECTION 03 - BUILDING G

Figure 14: Angular Plane Transition to Planned Low-Rise Townhomes

As shown above in Figure 12, Figure 13 and Figure 14, the proposed nine (9) storey buildings provide a transition down to the adjacent low-rise development. Each abutting building is within a 45-degree angular plane of the existing adjacent building heights at the abutting property line. These transitions protect the amenity areas associated with abutting low-rise residential uses. The proposed private internal access road and MUP offer additional buffering for adjacent existing and planned uses.

The rationale for permitting a 16-storey high rise building and two 12 storey buildings at the proposed location is also supported by the height policies of Section 2.2.2 of the Official Plan, which state that the distribution of appropriate building heights will be determined by location within a Target Area for Intensification. The tallest buildings should be located closest to the transit corridor, with denser development located to best support the Transit Priority Network. This section defines “High Rise” development as buildings that are 10 to 30 storeys in height and sets the assumption that residential floors will be approximately 3 metres in height with taller ground floors.

Permission for high-rise development is to be granted subject to Urban Design and Compatibility criteria. These are set out in general, qualitative statements in Section 2.5.1 of the Official Plan. Generally, the built form, open spaces and infrastructure are the “building blocks” of development that should create lively and attractive community places with their own distinctive characters.

New development should also be compatible with the existing and planned character of neighbouring communities. Compatible development does not necessarily mean development that is the same as or similar to existing development. Instead, it refers to development that “fits well” with the physical context and “works well” with the functional context. Based on this definition, the proposed development is compatible with the surrounding community, despite being significantly taller, in the following ways:

- / The proposed development enhances the **sense of community** by defining the beginning of the Innes Road Arterial Mainstreet through a distinctive built form, and contributes to the sense of community in Chapel Hill by creating a commercial and amenity area in a pedestrian-oriented plaza format;
- / The proposed development defines **high-quality public and communal spaces**, using building form and active residential frontages to define and enliven the public right-of-way, and creating richly engaging communal space that is accessible and welcoming to the public;
- / **Accessibility** and ease of movement is supported by a vehicular access plan that minimizes pedestrian conflicts, the creation of a multi-use pathway paralleling the proposed new Lamarche Avenue and the private access road, and multiple pedestrian pathways with gentle grades;
- / The new development **respects existing character** by transitioning to adjacent areas of low-rise development with mid-rise buildings. Terraced building forms help the taller buildings relate to the adjacent low-rise residential context;
- / The proposed development increases **the diversity and range of options** within the Chapel Hill community and Orleans overall, supporting community adaptability over time;
- / The development **respects natural processes** by eliminating surface parking and incorporating a green roof deck over the parking garage; and
- / The development **supports energy efficiency** through a high-density design that mitigates the need for urban expansion.

More specific criteria are set out in Section 4.11 of the Official Plan, beyond the high-rise specific criteria discussed above. These criteria include:

- / **Traffic, Vehicular Access and Parking Requirements**
The proposed development consolidates vehicular access to a limited number of drives, minimizing pedestrian-vehicle conflicts.
- / **Loading, Service Areas and Outdoor Storage**
Internalizing the parking, loading and servicing, as well as all storage functions mitigates many of the concerns associated with large areas of parking.
- / **Outdoor Amenity Areas**
Ample, richly programmed outdoor amenity spaces in the form of the green landscaped courtyards and the active, urban Town Centre Plaza are supported by the additional requested height. Adjacent existing rear-yard amenity areas are protected by generous setbacks and angular plane transitions.

/ **Lighting**

Detailed lighting design will be addressed through Site Plan Control.

/ **Noise and Air Quality**

An Environmental Noise Control Study was conducted by Paterson Group for the proposed development. Background traffic noise will require noise warning clauses for the northern courtyard and for all units. Central air conditioning, and the construction of Buildings A and B will mitigate noise concerns for the residential units and the northern courtyard, respectively. A stationary noise study was not recommended, as the proposed uses are not expected to generate significant noise that is incompatible with adjacent residential and commercial uses.

/ **Sunlight**

A shade study prepared by NEUF Architect(e)s demonstrates minimal shading to abutting amenity areas. Shadow impacts to the Innes Road ROW is limited to early mornings in three seasons.

/ **Microclimate**

Detailed microclimate impacts are expected to be assessed through Site Plan Control.

/ **Supporting Neighbourhood Services**

The proposed development creates neighbourhood services in the form of a retail commercial pedestrian-oriented plaza, in a part of the city where almost no similar services or environments exist.

Prior to the adoption of OPA 150, the Official Plan supported mid-rise development on Arterial Mainstreets, and set out general conditions under which greater height could be considered. OPA 150 proposed that height increases through a Zoning By-law Amendment be capped at twelve (12) storeys, and only be considered under a narrow set of circumstances, requiring a Secondary Plan amendment for all other requested height increases. This policy was appealed by the Greater Ottawa Homebuilder's Association (GOHBA). On April 24, 2019 Ottawa City Council approved a settlement that is expected to be approved by the Local Planning Appeal Tribunal on May 22, 2019. These policy iterations are excerpted below, with significant changes bolded.

Previous Official Plan	Current Official Plan	OPA 150	GOHBA Settlement
<p>This Plan supports mid-rise building heights up to [...] nine stories on Arterial Mainstreets, except as per Section 2.2.2., policy 12 and [...] as set out below:]</p> <p>b. The proposed building height conforms with prevailing building heights or provides a transition between existing buildings;</p> <p>c. The development fosters the creation of a community focus where the proposal is on a corner lot, or at a gateway location or at a location where there are opportunities to support</p>	<p>Section 3.6.3 of the Official Plan does not directly address maximum building heights on Arterial Mainstreets.</p> <p>Maximum building heights are to be evaluated with reference to Section 2.2.2, 2.5.1 and 4.11 of the Official Plan.</p>	<p>Unless a secondary plan states otherwise, building heights up to 9 storeys will predominate. The tallest buildings will be located at the nodes described below.</p> <p>Subject to a zoning amendment, taller buildings up to a maximum of 12 storeys may be considered, where the development provides a community amenity, where it is demonstrated that the development meets the urban design and compatibility policies in Section 4.11 and where the site is located at one or more of the following nodes:</p>	<p>Building heights up to 9 storeys may be permitted as of right but High-rise buildings may only be permitted subject to a zoning amendment and where the building will be located at one or more of the following nodes:</p> <p>a. within 400 metres walking distance of a Rapid Transit Station on Schedule D of this Plan; or</p> <p>b. directly abutting an intersection of the Mainstreet with another Mainstreet or a Transit Priority Corridor on</p>

<p>transit at a transit stop or station;</p> <p>d. The development incorporates facilities, services or matters as set out in Section 5.2.1 with respect to the authorization of increases in height and density that, in the opinion of the City, significantly advance the vision for Mainstreets;</p> <p>e. Where the application of the provisions of Section 2.5.1 and Section 4.11 determine that additional height is appropriate.”</p>		<p>i. within 400 metres walking distance of a Rapid Transit Station on Schedule D of this Plan; or</p> <p>ii. directly abutting an intersection of the Mainstreet with another Mainstreet or a Transit Priority Corridor on Schedule D of this Plan; or</p> <p>iii. directly abutting a Major Urban Facility.</p>	<p>Schedule D of this Plan; or</p> <p>c. directly abutting a Major Urban Facility:</p> <p>and where the development provides a community amenity and adequate transition is provided to adjacent low-rise.</p>
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Given that the Current Official Plan does not set a specific height limit for buildings on Arterial Mainstreets, an Official Plan Amendment is not required. One of the key changes in the policy language of the GOHBA settlement is the removal of the proposed 12 storey maximum, allowing for high-rise buildings to be permitted through a Zoning By-law Amendment provided that the specified criteria are met. Although the Arterial Mainstreet and Transit Priority Corridor (isolated measures) run parallel rather than intersecting, as specified in the proposed policy language, both key density-supportive elements are present.

Section 3.6.3 of the Current Official Plan contains no specific height policies for Arterial Mainstreets and as a result the request to permit sixteen (16) storeys at the intersection of Innes Road and Lamarche Avenue and twelve (12) storeys framing the proposed Town Centre Plaza must be evaluated against policies contained in Sections 2.2.2, 2.5.1 and 4.11 of the Current Official Plan. The greater heights are appropriate for the following reasons:

- / **The proposed development will be within 50 metres of a frequent service bus stop, and is located along an Arterial Mainstreet and Transit Priority Corridor (isolated measures);**
- / **The proposed development provides a pedestrian-oriented mix of activities and spaces;**
- / **The proposed development provides adequate transition to the low-rise neighbourhoods to the south and west; and**
- / **Further to the proposed policy direction achieved through the GOHBA settlement, the development proposes a community amenity in the form of the Town Centre Plaza.**

4.2.4 Parkland

Section 4.10 of the Official Plan states that the City will acquire parkland as a condition of development, at a rate of 1 hectare for every 300 dwelling units. This dedication may be accepted as money in-lieu of a conveyance of land, at the City's discretion where the City has identified land in a more appropriate location that is to be acquired by the City.

The proposed Concept Plan, prepared to satisfy the conditions of draft approval for the Subdivision, shows a neighbourhood park fronting Lamarche Road approximately 200 metres south of Innes Road. This plan was

prepared together with adjacent landowners and the City of Ottawa to schematically represent the redevelopment of the mixed-use blocks along Innes Road, including the location of a public park.

The parkland dedication for the subject property would be capped at just under 10% of the site area, equalling approximately 0.5 hectares of parkland or an equivalent value in money. The green buffers, Town Centre Plaza and the publicly-accessible courtyards make up 54 % of the site area. While these are not formal parkland, or proposed to be formal privately-owned public spaces (POPS), they will be accessible not only to future residents of the proposed development but the neighbourhood as a whole.

The cash-in-lieu payment will support high-quality development of other parks in the ward. Additionally, the development proposes to create ample, high-quality communal space that is accessible to the public in the form of two green courtyards on the roof of the parking level and an urban plaza with 44 metres of frontage on Lamarche Avenue and active retail frontages along two sides. These planned privately-owned communal spaces will augment existing and proposed City-owned parks in the vicinity to offer a wider range of outdoor amenity and recreation spaces than could be provided through parkland dedication alone. The proposed development is high-density and urban in character, and for that reason, is best served by more intensively-programmed, multi-functional open spaces and communal amenity spaces. For these reasons, it is requested to meet the parkland dedication requirements for the proposed development through a cash in-lieu payment through Site Plan Control.

4.2.5 Other Official Plan Requirements

The subject property is not in proximity to any natural heritage system features, as shown in Schedule L1 of the Official Plan, nor is it in proximity to environmental hazards, as shown in Schedule K. Annex One of the Official Plan protects a 37.5 m ROW width measured from centreline of Innes Road. The distance from the existing road centreline to the front lot line is 17.138 metres, so a dedication of approximately 1.6 metres will be required.

The required ROW dedication has been incorporated into the proposed site plan and will be conveyed through the Site Plan Control process.

4.3 Urban Design Guidelines

Two Council-approved Urban Design Guidelines documents have relevance to the proposed development and requested Zoning By-law Amendment Application. The guidelines address design choices at a range of scales, from site location and size to materials details. Guidelines related to site layout, massing, building orientation, mix of uses, circulation patterns and similar are important to consider relatively early in the design process, and the relevant guidelines have shaped the proposed development.

4.3.1 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 11) and provide a minimum three-metre wide landscape area around the edge of a site (Guideline 37).**
The buildings fronting Innes Road are set 8.8 metres from the protected ROW, rather than the narrower setback proposed in these guidelines. This greater setback allows a gentle rise and a more welcoming approach from the public realm to the raised roof deck. It also better reflects the existing character along Innes Road. A similarly deep setback is provided along Lamarche Avenue to allow ample landscaping around the building.
- / **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 outside of the site (either the public ROWs or the private access road). The buildings will also have direct access by way of the parking structures and corridors to the courtyard spaces and the Town Centre Plaza. Pedestrian permeability of the site is created by a north-south pedestrian connection through the proposed courtyards.

/ **Create intensified, mixed-use development that concentrates height and mass at gateway locations to support transit (Guideline 10)**

The proposed development adds significant height and density at the western terminus of the Innes Road Arterial Mainstreet. This density supports existing and planned transit services along Innes Road.

/ **Locate parking structures that serve multiple properties in the interior of the block as intensification occurs (Guideline 28), use trees, shrubs and low walls to screen cars from view while allowing eye level visibility into the site (Guideline 35) and enclose all utility equipment within buildings or screen them from both the Arterial Mainstreet and private properties to the rear (Guideline 50).**

By locating parking and loading below ground and in an internal parking structure below a landscaped open space, the proposed development exceeds several Arterial Mainstreet design guidelines.

The proposed development responds to the intent of the guidelines providing pedestrian-oriented connectivity and amenities, density and mix of uses, enclosing/covering parking.

4.3.2 Urban Design Guidelines for High-Rise Development

The Urban Design Guidelines for High-rise Development were approved in 2018 and are intended to highlight ways to integrate high-rise buildings into their context while fostering a human-scaled pedestrian-friendly experience. The guidelines only apply directly to the three proposed buildings that are taller than ten (10) storeys but also speak to the broader site design and placement. The proposed development responds to the following considerations:

- / Exceeds minimum recommended lot size;
- / Transitions to adjacent low-rise development through mid-rise (9 storey) building forms, as shown in Figure 12, Figure 13 and Figure 14;
- / The proposed building form is appropriate, framing both public ROWs (Innes Road and Lamarche Avenue) and onsite spaces (internal courtyards and the Town Centre Plaza), creating human-scaled building edges;
- / Each high-rise building has a distinct base and middle, defined by use, typology and architectural elements. The tops of the 12-storey buildings are defined by corner stepbacks above 10th floor.
- / Buildings of this form should be 12 storeys or 1.5 times the width of the facing ROW, whichever is less. The 16-storey building is approximately 1.5 times the Innes Road ROW width. While taller than the guidelines, this additional height better frames the intersection and serves as a community landmark.
- / The high-rise buildings are separated from other buildings by at least 26 metres.
- / The Town Centre Plaza introduces a hard-landscaped plaza to enhance the commercial character of the plaza and facing retail uses. This flexible at-grade space provides ample room to accommodate seasonal uses. Between the buildings and the public ROWs as well as the private access road, a green landscaped setback is provided.
- / Accessible open spaces complement the existing network of pathways, parks and open spaces.
- / A mid-block connection over the green roof is provided.
- / Pedestrian entrances are located with seamless connections to the MUP.
- / The Town Centre Plaza is animated by at-grade retail spaces.
- / The Town Centre Plaza and landscaped greenspaces, including a children's playground, provides amenities appropriate for future residents and neighbouring community members.

The proposed development thoughtfully responds to the relevant Urban Design Guidelines, exceeding many of the proposed guidelines. The intent of other guidelines is adapted to reflect the context and requirements of the proposed development.

4.4 City of Ottawa Zoning By-law

The subject property is split-zoned, with the majority of the development zoned Development Reserve (DR), and the part of the property municipally known as 3484 Innes Road zoned Light Industrial Zone – Subzone 2, height limit 15 metres, with a holding provision applied (IL2 H(14)-h).

The intent of the Light Industrial Zone is to permit a wide range of low impact light industrial uses, as well as office uses in a campus-like setting, in areas designated Employment Area, or, in certain cases, General Urban Area. As the area is now designated Arterial Mainstreet, the Light Industrial Zone is no longer the appropriate implementing zone for this portion of the subject property. A holding zone, as per Section 38 of the by-law, limits some uses on the subject property until the applicant demonstrates that certain conditions have been met, through a Zoning By-law Amendment application.

The intent of the Development Reserve Zone is to recognize lands intended for future urban development and limit the range of permitted land uses to those which will not preclude future development. A rezoning of this portion of the subject property is necessary to implement the Arterial Mainstreet Official Plan designation.

The proposed Zoning By-law Amendment application seeks to rezone the subject property to Arterial Mainstreet Zone (AM), Exception [XXXX], with building heights permitted as shown on a new Schedule YYY. The proposed Zoning By-law Amendment appropriately implements the Arterial Mainstreet Official Plan designation for the subject property.



Figure 15: Zoning of Subject Property

PROPOSED ZONING BY-LAW AMENDMENT

The appropriate implementing zone for the subject property is Arterial Mainstreet, with an implementing height schedule and special exceptions as detailed below. The purpose of the Arterial Mainstreet (AM) Zone is to accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or in separate buildings in areas designated Arterial Mainstreet while imposing development standards to promote intensification and compatible development.

Supporting this stated purpose, the AM Zone permits the following broad range of commercial uses:

/ amusement centre	/ animal care establishment
/ animal hospital	/ artist studio
/ automobile dealership	/ automobile rental establishment
/ automobile service station	/ bank
/ bank machine	/ bar
/ broadcasting studio	/ car wash
/ catering establishment	/ cinema
/ click and collect facility	/ community centre
/ community health and resource centre	/ convenience store
/ day care	/ diplomatic mission
/ drive-through facility	/ emergency service
/ funeral home	/ gas bar
/ hotel	/ instructional facility
/ library	/ medical facility
/ municipal service centre	/ museum
/ nightclub	/ office
/ park	/ parking garage
/ payday loan establishment	/ personal brewing facility
/ personal service business	/ place of assembly
/ place of worship	/ post office
/ production studio	/ recreational and athletic facility
/ research and development centre	/ residential care facility
/ restaurant	/ retail food store
/ retail store	/ school
/ service and repair shop	/ sports arena
/ storefront industry	/ technology industry
/ theatre	/ training center
/ urban agriculture	

The AM zone also permits a range of residential uses, including the following: apartment dwelling, low-rise; **apartment dwelling, mid-rise; dwelling unit; planned unit development**; retirement home; stacked dwelling and townhouse dwelling. Additionally, where the zoning on a lot is accompanied by a H suffix, schedule or exception that permits a height of 30m or greater on part of the lot, the use **Apartment Dwelling, High Rise** is a permitted use on that lot.

The following table sets out the zoning requirements for the AM Zone that would apply to the subject property.

Provision	Requirement	Proposed	Complies
Lot Area	No minimum	52,021 m ²	✓
Lot Width¹	No minimum	138.5	✓
Front Yard²	Mixed-use building: minimum 0 m Residential building: minimum 3 m No maximum	10.5 m	✓

Corner Side Yard³	Mixed-use building: minimum 0 m Residential building: minimum 3 m No maximum	Building A: 6.8 m Building D: 9.6 m Building E: 9.4 m Building H: 5.1 m	✓
Interior Side yard³	Abutting non-residential zone: minimum 0 m Abutting residential zone: minimum 7.5 m No maximum	Building B: 20.7 m Building C: 21.4 m Building F: 20.4 m Building G: 21.5 m	✓
Rear Yard	Abutting residential zone/residential use building: 7.5 m Other cases: 0 m	Building H: 18.9 m Building G: 20.6 m	✓
Setback from private way⁴	Residential buildings: minimum 1.8 m Garages: minimum 6 m, no maximum	Garage entrance: 12.6 m	✓
Minimum setbacks between buildings	3 m	Varies/ minimum 22 m	✓
Maximum Building Height	25 metres, or as shown on the Zoning Map	16 storeys (54.6 m) at corner of Innes and Lamarche 12 storeys (41.5 m) fronting Lamarche/Town Centre Plaza 9 storeys (31.5 m) elsewhere	x
Maximum FSI	3.5 if 80% of parking is provided below grade, otherwise 2.0	3.5 (requested)	x
Minimum Parking Spaces (Area C)	Dwelling units (1.2/unit): Visitor Parking (0.2/unit): PSB/Retail (3.4/100 m ² GFA): Restaurant (10/100 m ² GFA): Shopping (3.6/100 m ² GFA):	Resident: 1.0 /unit = 1320 Visitor: 0.1/unit = 132 Retail: 1/250 m² GFA = 11	x
Parking Location	Prohibited in required front and corner side yards	Enclosed	✓
Aisle and Access	Minimum 6 m for two-way driveways and 6 m aisles for 90° parking	6 m	✓
Loading space	One space for 2,000-4,999 m ² GFA (retail): @2,612 m ² , 1 space required	1	✓
Loading space dimensions	4.2 metres vertical clearance, 3.5*7 m footprint.	14.5*9 m	✓
Landscaping	N/A	All yards not used for access are landscaped	✓
Bicycle Parking	0.5 spaces per unit: 1,320*0.5 = 660 1/250 m ² non-residential GFA: 2,612/250 = 11	671	✓
Amenity Area⁵	6 m ² per unit: 1,320*6 = 7,920 m ² 50% communal: 3,960 m ² At least one area of min 54 m ²	Communal outdoor amenity areas: 28,267.47 m ²	✓
Outdoor Storage	Completely enclosed	Enclosed in parking level	✓

The figures highlighted in blue above indicate areas where relief from the standard provisions of the Arterial Mainstreet zone are required.

5.1.1 Required Relief

In order to permit a desirable and appropriate development of the subject property, the following zoning amendments are requested:

- / To permit an increase in building heights as shown in Schedule YYY, whereas the Zoning By-law would limit building height on the subject property to 25 metres;
- / To permit an FSI of 3.5 whereas the Zoning By-law would permit an FSI of 2.0 on the subject property;
- / To require resident parking at a rate of 1.0 vehicle spaces per dwelling unit, whereas the Zoning By-law requires resident parking to be provided at a rate of 1.2 spaces per apartment dwelling unit;
- / To require residential visitor parking at a rate of 0.1 spaces per unit, whereas the Zoning By-law requires resident parking to be provided at a rate of 0.2 spaces per apartment dwelling unit;
- / To require parking for commercial uses at a rate of 1 space per 250 square metres of non-residential gross floor area, whereas Table 101 of the Zoning By-law requires parking to be provided at higher rates depending on specific non-residential use; and
- / To consider the site one lot for zoning purposes, irrespective of the timing of future development applications.

5.2 Rationale for Zoning Relief

5.2.1 Height and Density

Additional height (as defined in storeys and meters) and density (defined by Floor Space Index (FSI)) is appropriate on the subject site and can be rationalized with reference to the policies of the Official Plan. As stated in Section 4.2.3 of this Rationale, the proposed 16- and 12-storey buildings are appropriate and justifiable with reference to policies in Section 4.11 and 2.5.1 of the Official Plan, as well as policies in Section 2.2.2 of the Official Plan.

The performance standards for the Arterial Mainstreet Zone permit an FSI of 3.5 on Innes Road where 80% of parking is provided underground. The intent of this provision is to permit the development of buildings at urban densities, provided that other aspects of the site, particularly parking, are also developed in functional, urban form. This provision prevents the development of high-density buildings surrounded by large areas of surface parking. Technically, the proposed development does not qualify for the provision's higher FSI cap, since only approximately 60% of the parking will be provided below grade as defined by the Zoning By-law. However, all of the proposed parking will be enclosed and located underneath an accessible communal landscaped space. All building facades at-grade will be animated with residential units, building lobbies, and active commercial/retail frontages. As a result, the intent of this provision is met, and the increased permitted FSI of 3.5 is appropriate.

5.2.2 Parking

The enclosed Zoning By-law Amendment requests a parking rate of 1.0 space per unit (residential), whereas the Zoning By-law requires 1.2 spaces per unit. In Lépine's experience developing and managing similar projects located in Area C of Schedule 1 to the Zoning By-law, reduced parking rates have successfully accommodated the parking needs of both residents and visitors. In our opinion, the requested resident parking rate reduction is appropriate for this proposal given the following factors:

- / Lépine's experience in Ottawa indicates that an appropriate parking ratio for one-bedroom apartments is approximately 0.85 parking space per unit;
- / Most of Lépine's two- or three-bedroom apartments in Ottawa are occupied by couples who have chosen to own only one automobile, tend to be older than residents of smaller units, and often adopt travel patterns that favour driving during off-peak hours, creating reduced parking demand, traffic impacts and congestion compared to lower density suburban subdivisions;
- / A number of retail and service-commercial businesses are proposed for the Town Centre Plaza, allowing residents to meet many of their needs on-site and reducing the need to drive off-site;
- / Bicycle parking is provided at the required rate and existing and proposed active transportation infrastructure will allow a greater proportion of trips to be completed by active modes; and

-
- / Reduced parking ratios encourage greater use of public transit, including the existing frequent OC Transpo service which runs along Innes Road;
 - / Future improvements (transit priority, isolated measures) are expected to improve this transit service along the Innes Road corridor, and a major Bus Rapid Transit Station is planned about a kilometre from the site, allowing a greater percentage of trips to be taken by transit.

The proposed amendment also requests a reduced parking rate for residential visitors and for non-residential uses. A reduced parking rate is appropriate for the following reasons:

- / The proposed retail uses are small-scale, pedestrian-accessed and neighbourhood serving – primary clients are expected to be residents of the proposed development and surrounding neighbourhood, who can access the businesses via active modes;
- / Because the development has been designed with an older demographic in mind, the likely higher proportion of retired individuals means that times of high visitor parking demand are likely to be distributed over a longer timeframe, allowing greater sharing of commercial and visitor parking; and
- / The development is adjacent to an identified transit priority corridor.

In the case of the proposed development, conventional suburban parking standards are neither necessary nor appropriate. Relief from these standards will allow more resources to be allocated away from the provision of excessive parking and toward features that improve quality of life for residents and neighbours, including larger apartments, more comfortable pedestrian and cycle routes through and around the site, and more appealing and usable amenity areas.

For these reasons, the requested amendments to the Zoning By-law are appropriate, represent good land use planning, and are desirable for the appropriate development of the subject site.

SUPPORTING PLANS AND STUDIES

6.1 Assessment of Adequacy of Public Services

David Schaeffer Engineering Ltd. prepared an Assessment of Adequacy of Public Services in support of the enclosed Zoning By-law Amendment Application.

6.2 Geotechnical Study

A geotechnical investigation conducted by Paterson Group (Paterson Project Number PG4488) is enclosed in support of the requested Zoning By-law Amendment.

6.3 Noise and Vibration Study

An Environmental Noise Control Study, enclosed, was conducted by Paterson Group in support of the enclosed Zoning By-law Amendment.

6.4 Transportation Impact Assessment

A Transportation Impact Assessment (TIA) has been conducted by Parsons (Parsons Project Number 476731-01000). This will be submitted separately.

6.5 Phase 1 Environmental Site Assessment

Paterson Group completed a Phase I Environmental Site Assessment in June 2018 for a land area that includes the subject property. Based on the results of the assessment, a Phase II Environmental Site Assessment was not recommended.

6.6 Environmental Impact Statement

A separate Environmental Impact Statement (EIS) is not being submitted for this application. An EIS, prepared by in September 2017 by Kilgour & Associates in support of Plan of Subdivision Application (D07-16-16-0022). The study area for this EIS included the subject property.

6.7 Tree Conservation Report

A Tree Conservation Report was conducted by IFS Associates for 3490 Innes Road, dated June 19, 2019, to augment Section 3.4.3 of the Environmental Impact Statement.

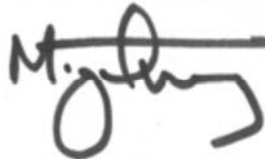
It is our professional opinion that the proposed Zoning By-law Amendment application constitutes good planning and is in the public interest. As outlined in the preceding sections:

- / The proposed development conforms to the policies of the Arterial Mainstreet designation of the Official Plan as well as the design objectives and compatibility criteria.
- / The requested zoning amendment to permit greater height responds to the height policies of the Official Plan, and the requested parking amendments respond to the intent of the Official Plan and Zoning By-law.
- / The development meets or exceeds several Urban Design Guidelines for Development along Arterial Mainstreets and for High-rise Development.
- / The development will allow the development of an existing vacant parcel within an existing urban area with increased densities and a range of uses that aligns with the current policy framework. The proposed buildings incorporate the active street frontage provisions of the Zoning By-law where possible.
- / The proposed uses are permitted by the Official Plan and Zoning By-law and integrate into the surrounding context of the Innes Road Arterial Mainstreet corridor and the surrounding low-density residential development.
- / The application proposes an anchor building at an important location along the Arterial Mainstreet, supporting Official Plan policy objectives for intensification and diversity.
- / The proposed development is supported by technical studies submitted as part of this application.

Sincerely,



Bria Aird, M.P.I.
Planner



Miguel Tremblay, RPP MCIP
Partner



Paul Black, RPP MCIP
Senior Planner