



1244 Kilborn Place

Planning Rationale
Zoning By-law Amendment
April 21, 2022

Prepared for the Archdiocese of Ottawa-Cornwall

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April 2022

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1.0 Introduction

Fotenn has been retained by the Archdiocese of Ottawa-Cornwall (“The Archdiocese”) to prepare a Planning Rationale and integrated Urban Design Brief in support of a Zoning By-law Amendment application for the St. Thomas d’Aquin Church known municipally as 1244 Kilborn Place (the “subject property”) in the Alta Vista neighbourhood of the City of Ottawa.

The intent of this Planning Rationale is to assess the proposed Zoning By-law Amendment against the applicable policy and regulatory framework and to demonstrate how the proposed Amendment is appropriate for the site and compatible with surrounding land uses, built form, and existing infrastructure.

1.1 Purpose of Application

The purpose of this Zoning By-law Amendment Application is to rezone the subject property from I1A – Minor Institutional Zone to GM – General Mixed use Zone. The subject property is no longer being used as a place of worship and the Archdiocese is considering alternative uses for the lands either within the existing building or by way of a new development on the property. The range of uses contemplated include offices and residential low rise apartment building or retirement residence.

A concept plan has been prepared as part of this application to illustrate the as of right as well as the potential built form that may be expected with a redevelopment of the subject lands under the proposed zoning.

Subject Property and Site Context

The subject property is located within the Alta Vista neighbourhood on the corner of Kilborn Place/Avenue and Lamira Street. The lot is approximately 8,504 square metres, with approximately 98 metres of frontage on Kilborn Place and 99 metres of frontage on Lamira Street. The St. Thomas d'Aquin Catholic Church currently occupies the site. The church building no longer functions a parish and remains vacant at this time.

The Church building is surrounded by ample surface parking and minimal landscaping or mature tree canopy. There are currently five (5) entrance/egress curb cuts for vehicles to access the subject property. Sidewalks are present along Kilborn Place and Lamira Street.



Figure 1: Aerial Photograph Showing Subject Property

2.1 Area Context

The subject property is at the western edge of the Alta Vista Neighbourhood which consists of predominantly low-rise residential dwellings, within the centre of the neighbourhood, and mid- to high- rise residential apartment buildings along major corridors such as Riverside Drive. The entirety of the subject property is within 600 m of the Billings Bridge Bus Rapid Transit (BRT) Station, approximately a seven (7) minute walk.

The surrounding area can be described by the following land uses:

North: Immediately north of the subject property is the former Diocesan Centre for the Archdiocese at 1245 Kilborn Place. This building was recently vacated due to asbestos in the air plenums. Further north there are detached dwellings on Lamira Street.

East: Lamira Street runs north-south immediately east of the subject property. East of Lamira Street there are predominantly low-rise detached dwellings. Further east is Alta Vista Public School.

South: Immediately south of the subject property is a small commercial plaza and surface parking lot. Further south on Bank Street there is a five (5) storey medical building with an attached above ground parking garage. Bank Street runs south where there is a shopping plaza at Karn Place (including a grocery store, several restaurants, and other retail stores).

West: Immediately west of the subject property there are 1.5 storey townhouses. Northwest there is a 17 storey high-rise apartment building. Billings Bridge Shopping Centre is located approximately 350 metres west of the subject property, representing approximately a seven (7) minute walk from the subject property.



Figure 2: Site Photos

2.2 Transportation Network

2.2.1 Road Network

The subject property is well serviced with respect to the existing road network. Kilborn Avenue and Lamira Steet are designated as existing Collectors on Schedule E: Urban Road Network, Figure 3 below. Collectors are designed and intended to facilitate a moderate traffic flow and serve to move traffic towards higher-order roadways such as Arterials and Highways. Lamira Street intersects with Bank Street to the south, which is identified as an Arterial road. Arterial roads carry large volumes of traffic over the longer distances and accommodate car and tuck traffic, as well as pedestrians, public utilities, cyclists, and public transit buses.

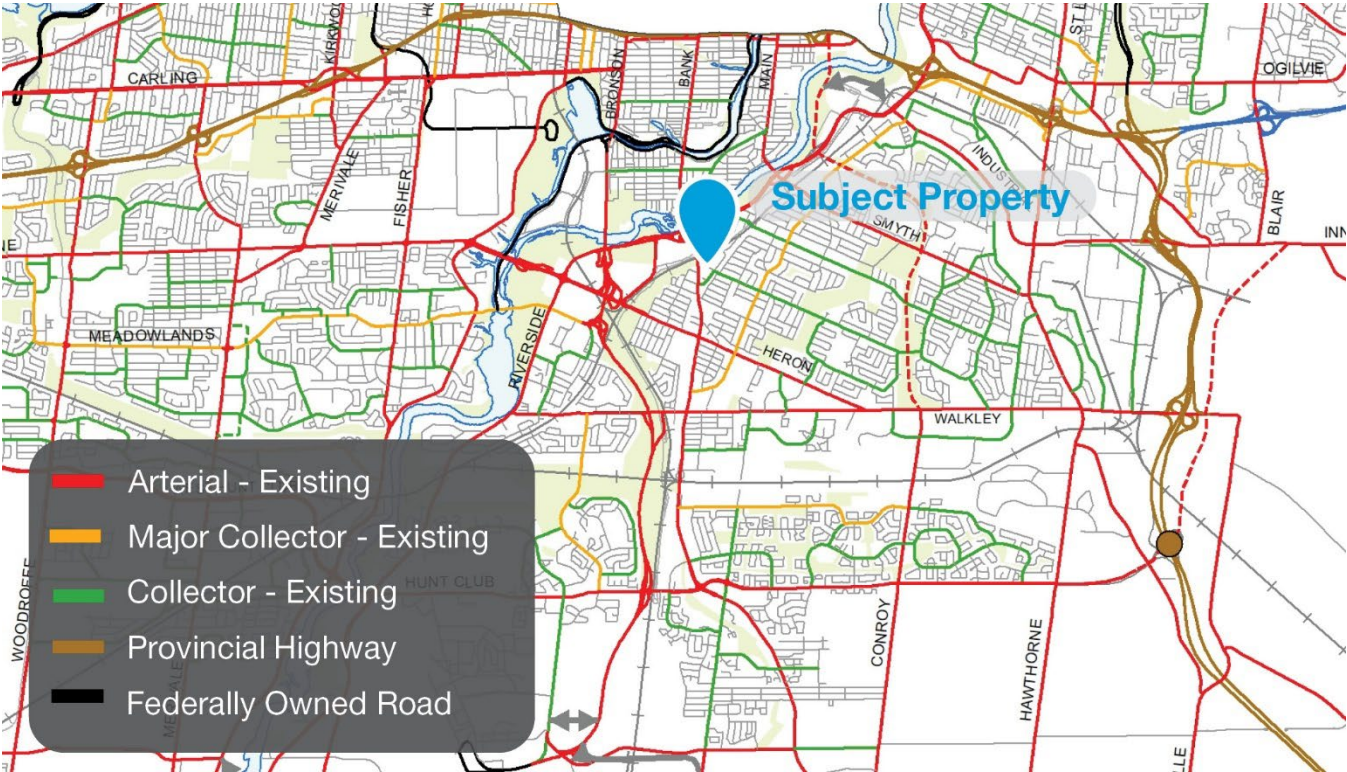


Figure 3: Schedule E – Urban Road Network – City of Ottawa Official Plan (2003, as amended)

2.2.2 Transit Network

The subject property is well serviced by public transit. The Billing’s Bridge Transitway Station is approximately 600 metres from the subject property representing a seven (7) minute walk. The Transitway provides connections to the Light Rail Transit transfer station at Hurdman where riders can transfer to the O-train line 1. The Billing’s Bridge station is also a bus transfer node with connections to several major bus routes. Bank Street is also identified as a Transit Priority Corridor in both the current and new Official Plans.



Figure 4: Aerial Photograph Showing Transportation

2.2.3 Walking

The subject property is within a 10–15-minute walk to several local amenities including Billing's Bridge Shopping Centre and a smaller shopping plaza at Bank Street and Karn Place. There are paved sidewalks along Kilborn Place and Lamira Street as well as a paved pedestrian path that connects Kilborn Place to Bank Street where there is a bus stop serviced by bus routes 6, 46, and 48.

Development Concept and Design Brief

The applicant is not proposing any development to the subject property at this time. However, a concept plan and design brief have been prepared as part of this Zoning By-law Amendment application to help visualize what development would be permitted through this Zoning By-law Amendment. The concept plan envisions two (2), four (4) storey mixed use buildings on the subject property. Potential uses, for these buildings include office/administrative space for the Archdiocese, residence for retired priests, and/or market retail residential apartments, as well as potential at-grade retail.

As shown in Figure 5 below, the buildings will have an L-shape configuration, framing a public parkette and the private amenity space within the interior of the lot. A single vehicular access off Kilborn Place is proposed, providing access for servicing and the at-grade and underground parking. All parking, except for visitor parking, would be located below-grade.

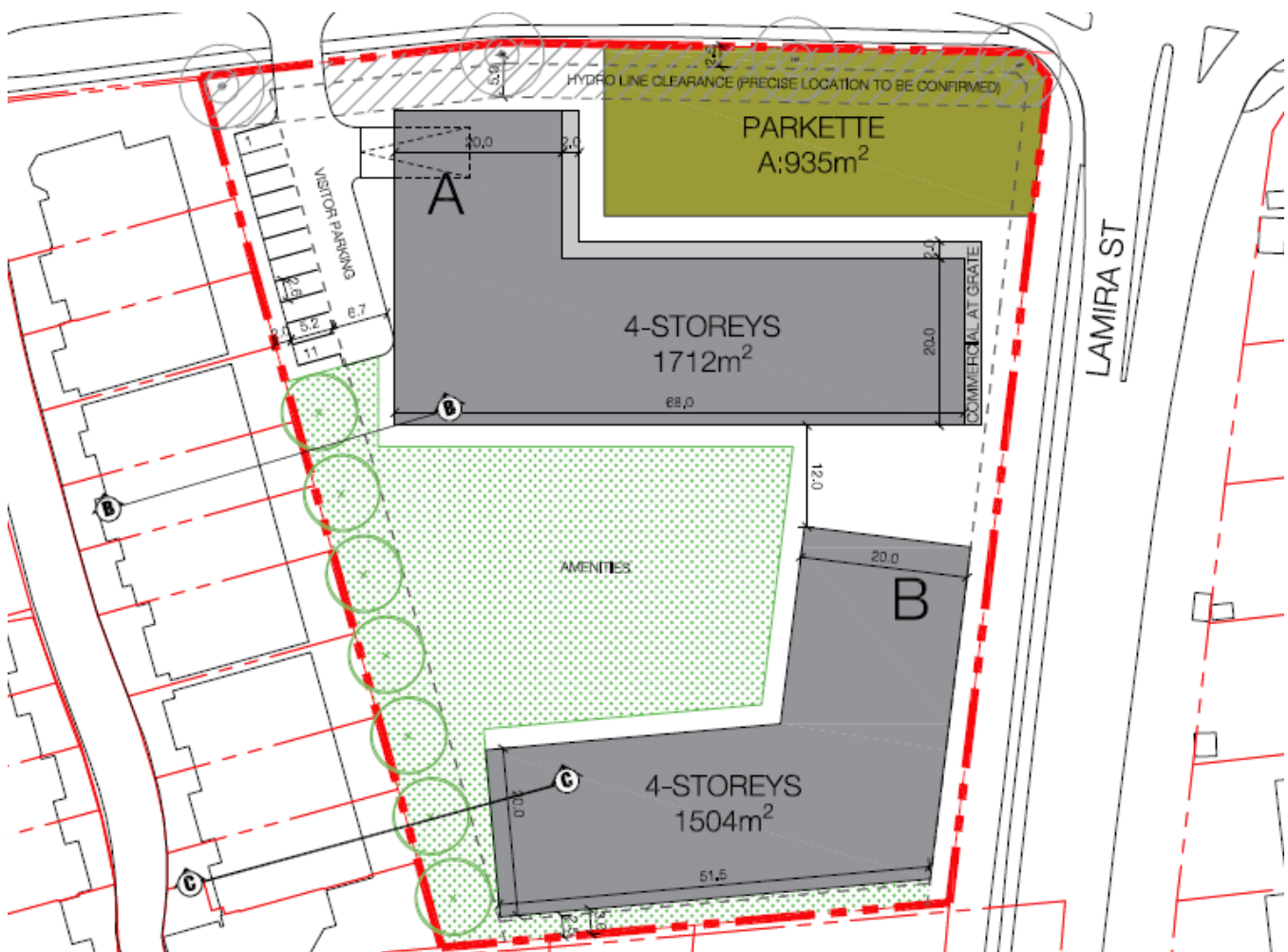


Figure 5: Conceptual Site Plan

3.1.1 Massing, Scale and Building Design

As per the concept plans, though no construction is proposed as part of this application, the subject property is envisioned with two (2), four (4) Storey low-rise buildings. The proposed buildings have been placed to minimize any

potential impacts on the surrounding community. The proposed buildings are anticipated to be designed similar to other mid/low-rise mixed-use buildings. Colour, materiality, and landscaping will be addressed through a future Site Plan Control Process.



Figure 6: 3D Massing Drawings showing the Potential Development Concept

A shadow study was prepared as part of this Zoning By-law Amendment Application. The shadow study indicates limited shadowing on adjacent properties and the shadows cast are very similar to those cast by an as-of-right building footprint. The four (4) storey height of the proposed buildings limits the amount of shading that occurs. The majority of shadowing occurs early in the morning or late into the evening. The shadows cast by the proposed buildings are less than that of taller buildings within the immediate area.

The placement of the proposed buildings provides for an increased interior side yard along the west property line, beyond the required 7.5 metres. This setback allows for abundant room for landscaping, providing a softer transition to the adjacent low-rise residential townhouses. The amenity spaces for the proposed buildings have also been strategically placed in the rear to reduce the amount of impact between the existing and envisioned buildings. Section drawings, Figure 7 below, were prepared to show the side yard interface including landscaping and building height in relation to the adjacent low-rise neighbourhood.

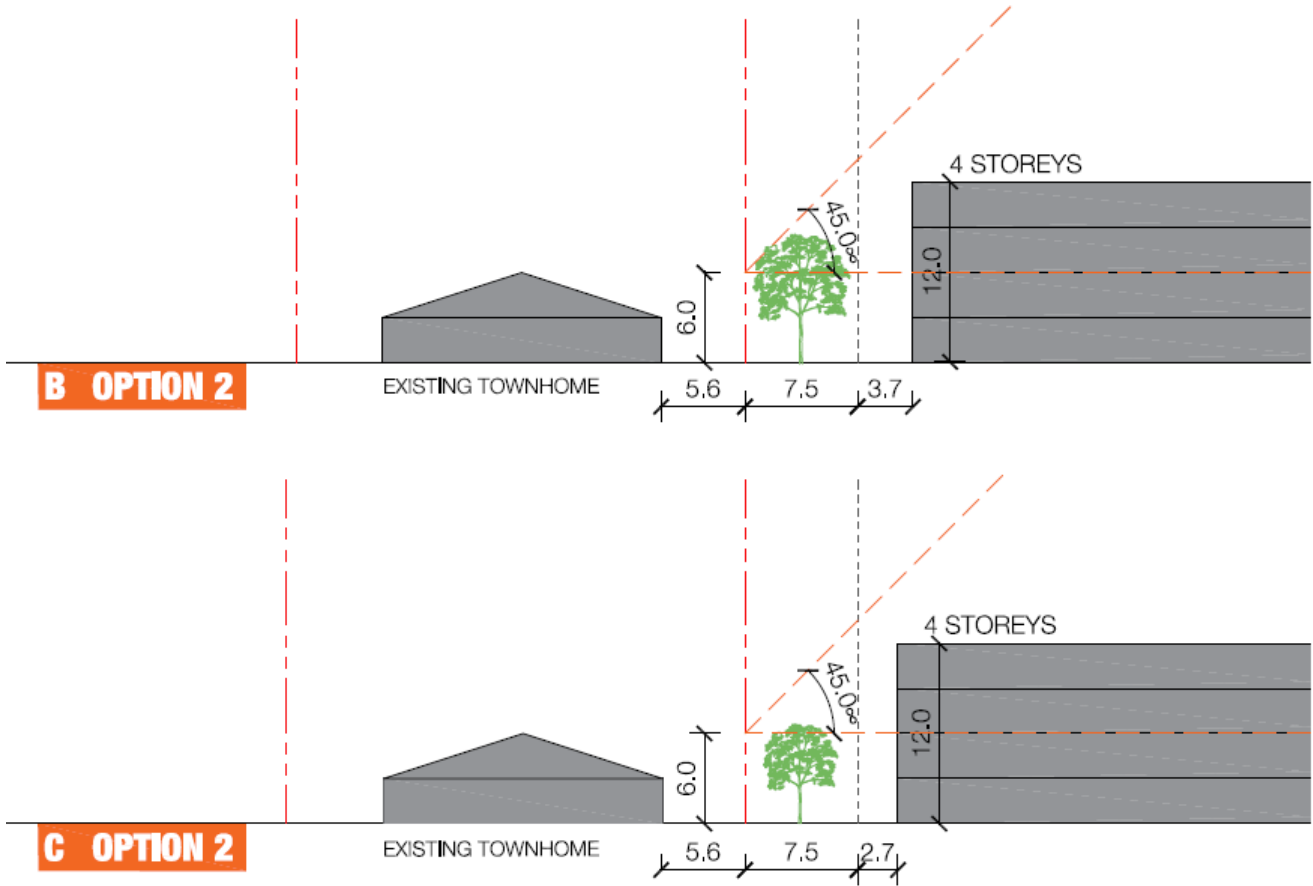


Figure 7: Section Drawings Showing the Side Yard Abutting the Existing Townhomes

3.1.2 Public Realm

The proposed concept interfaces with the public realm along Kilborn Place and Lamira Street. The proposed concept also frames the parkette and private landscaped communal amenity space. The proposed buildings will also frame the street promoting an active frontage along Lamira Street and Kilborn Place. There is potential for the ground floors of each building to be composed of at-grade retail and indoor amenity space that will further animate the street frontage.

The proposed development will be connected to the street front through paved/textured pathways to allow for an active street front. Parking and vehicular traffic will be directed towards the rear of the property with a single entrance/egress fronting onto Kilborn Place to minimize vehicle-pedestrian conflicts. Pedestrian access to Bank Street is provided through a public walkway connecting Kilborn Place to Bank Street, where there is a bus stop on the northbound side of Bank Street.

3.1.3 Sustainability

Further architectural design of the proposed concept will consider sustainable design features such as low-impact development through the site plan and detailed design stage.

3.1.4 Parkland Dedication

A neighbourhood parkette is proposed at the corner of Kilborn Place and Lamira Street as part of the proposed development concept. Per the City of Ottawa's Parkland Dedication By-law (2009-950), parkland is required at a rate of one hectare for every three hundred dwelling units but does not need to exceed a maximum of 10% of the land area of the site being developed. The required 10% of the subject site equates to 850 square metres. The proposed park block is 935 square metres, therefore meeting and exceeding the required parkland dedication.

4.0 Policy and Regulatory Context

4.1 Provincial Policy Statement, 2020

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

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

The PPS recognizes that “the long-term prosperity and social well-being of Ontarians depends on planning for strong, sustainable and resilient communities for people of all ages, a clean and healthy environment and a strong and competitive 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 transit-supportive development, including through intensification and redevelopment, taking into account the existing building stock and the availability of suitable existing or planned infrastructure and public service facilities (Policies 1.1.3.2 and 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 and states that planning authorities shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents. This is to be accomplished by:

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

The PPS also states that efficient use should be made of existing and planned transportation systems, including rapid transit and cycling infrastructure. Policy 1.6.7.4 states that land use patterns, densities and a mix of uses should be promoted 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.

The proposed Zoning By-law Amendment is consistent with the 2020 PPS supporting the intensification of an under-utilized property within a settlement area where appropriate infrastructure, and transit service are in place, and in a form that efficiently uses the land, infrastructure, and public service facilities.

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

The Official Plan is the main policy document directing growth and development within the City of Ottawa. The City of Ottawa has undertaken a comprehensive review of the in-force Official Plan, which has resulted in a new Official Plan. The draft of the new Official Plan was endorsed by Council on November 24th, 2021 however has yet to be approved by

the Ministry of Municipal Affairs and Housing. Given the timing of this application, consideration must be had for the in-force Official Plan, as well as the new Official Plan.

The following sections address the relevant policies of the in-force Official Plan.

4.2.1 Managing Growth

Concentrating growth within the urban area makes efficient use of existing services and infrastructure and allows for a pattern and density of development that supports transit, cycling, and walking as viable and attractive alternatives to private automobiles. Growth will be distributed throughout the urban area to strengthen liveable communities through intensification and infill, and new development on vacant land in designated growth areas.

In all areas, the density, mix of uses, and land use pattern will work together to make the most efficient use of transit. Transit service is to be accessible by other active modes of transportation (i.e. walking and cycling) and densities will be highest adjacent to transit stations. A mix of uses in close proximity to transit routes and stations will also ensure that residents can meet many of their daily needs within the community or nearby.

Section 2.2.2 addresses the management of growth within the urban area and recognizes that intensification is generally, the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure.

Policy 1 of section 2.2.2 defines residential intensification as the “intensification of a property, building or area that results in a net increase in residential units or accommodation. It includes redevelopment - the creation of new units and uses on previously developed land in existing communities.”

Policy 2 of Section 2.2.2 defines employment intensification as the development of a property, building or area that results in a net increase in jobs and/or gross floor area. It includes the infilling of vacant or underutilized land within Urban employment lands as identified in Policy 1 Section 2.2.3;

The proposed concept is considered intensification as defined in the Official Plan as the development of an underutilized lot within a built-up area.

4.2.2 Land Use Designation

The subject property is designated “General Urban Area” on Schedule B – Urban Policy Plan of the City of Ottawa Official Plan, as shown in Figure 6 below. The General Urban Area designation fosters the development of complete and sustainable communities that provides for a full range of housing options to meet the needs of all ages, incomes, and life circumstances.

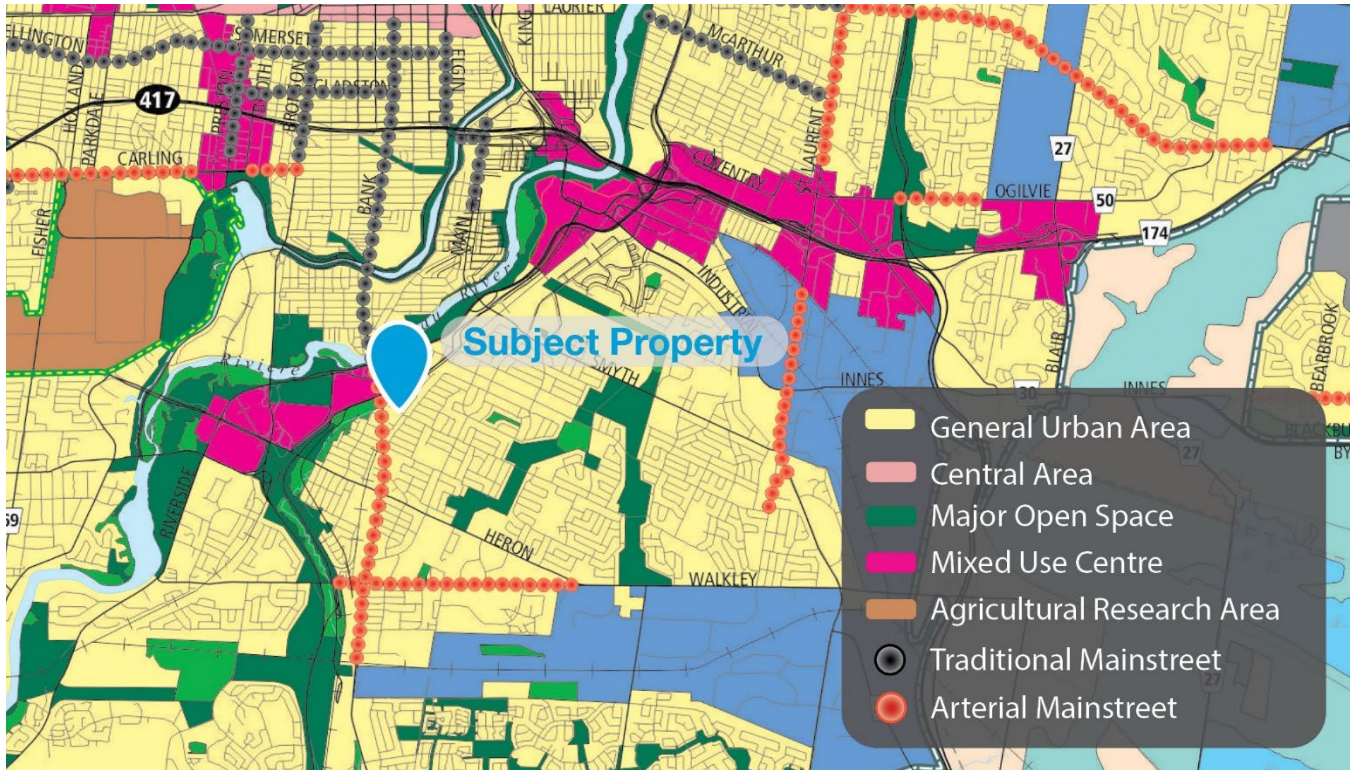


Figure 8: Schedule B – Urban Policy Plan

Policy 1 in section 3.6.1 states that the General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment, and institutional uses.

Policy 3 in section 3.6.1 states that building height in the General Urban Area will continue to be predominantly Low-Rise. Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area. Secondary plans or zoning that currently permit building heights greater than four storeys will remain in effect.

Notwithstanding policy 3, policy 4 in section 3.6.1 states that new taller buildings may be considered for sites that are in an area characterized by taller buildings or sites zoned to permit taller buildings.

The 17-storey building to the west, as well as the as of right zoning to the south and west, create the opportunity to rationalize a taller building on the subject property, however our client has elected for a low rise-built form given the more proximate townhouse development flanking the property to the west.

Policy 5 in section 3.6.1 states that the City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. The predominant form of development and intensification will be semi-detached and other ground-oriented multiple unit housing. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- / Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces;
- / Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area

The proposed concept is considered Low-rise intensification that complements the existing pattern and scale of development and planned function within the General Urban Area. The proposed Zoning By-law Amendment therefore conforms to the polices for the General Urban Area designation.

4.2.3 Urban Design and Compatibility

Sections 2.5.1 and Section 4.11 outline policies relating to urban design and compatibility. Section 2.5.1 sets out high-level design objectives, which the proposed development responds to as follows:

1. Enhances the sense of community by creating and maintaining places with their own distinct identity.
2. Defines quality public space by framing Lamira Street and Kilborn Place, and enhances the experience of the public and private realm by creating a privately-owned courtyard space that is accessible to pedestrians in the centre of the development block.
3. Create places that are safe, accessible and are easy to get to, and move through, by providing only the minimum amount of vehicular parking, providing more than the minimum number of bicycle parking spaces, creating a mid-block connection through the subject property, and minimizing the number of vehicular accesses off Merivale.
4. Ensures that the new development respects the character of existing areas by implementing appropriate built form transition.
5. Builds the adaptability and diversity of housing choices within the surrounding community, creating a place that has more ability to adapt and evolve over time.

Section 4.11 sets the stage for high quality urban design by identifying specific design criteria against which all applications will be evaluated. The proposed development responds to the policy as follows:

	Policy	Design Response
5	Compatibility of new buildings with their surroundings and with the desirable character and planned function of the surrounding area.	The proposed development achieves compatibility with the desirable character of the neighbourhood and the planned function of the General Urban Area designation by framing the street and public areas and promoting an active frontage along Lamira Street.
6	The City will require that all applications for new development: / Orient the principal façade and entrances of main buildings to the street.	The proposed building will be designed to orient the main pedestrian entrance to the street.
8	To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible.	Below-grade parking which will be accessed at the rear of the building is proposed.
11	The City may require a Shadow Analysis. The intent of the Analysis is to demonstrate how potential impact properties and pedestrian amenity areas have been minimized or avoided.	A shadow study prepared by Fotenn demonstrates minimal shadow impacts on the adjacent properties. The proposed buildings cast minimal shade on the adjacent properties to the west and north. However, the shadows are generally less significant than the as-of-right alternative.
12	Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has	The majority of the buildings mass will be along Kilborn Place and Lamira Street providing a better transition to the adjacent townhouses to the west where the yard setbacks exceed the

	greater massing is proposed abutting established or planned areas of Low-Rise development.	typical 7.5 metre setback and will allow for abundant landscape screening.
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The proposed development responds to the relevant urban design guidelines set out in Section 2.5.1 and 4.11 of the Official Plan.

Overall, the proposed Zoning By-law Amendment conforms to the policies of the current City of Ottawa Official Plan.

4.3 New City of Ottawa Official Plan (2021)

The new Official Plan has a 25-year time horizon which spans from 2021 to 2046. The new Official Plan provides an updated vision to guide the future growth of the city and incorporates updated growth projections, innovative ideas, and stronger policies to address climate change and meet greenhouse gas emission targets.

Policy directions include:

- / Achieve an intensification target of 60% by 2046;
- / Orient land use designations around nodes, corridors, and neighbourhoods;
- / Evolve to denser, walkable, 15-minute neighbourhoods; and
- / A renewed emphasis on building form.

As compared to the old Official Plan, the new Official Plan uses transects, designations and overlays to set policy directions for land use and built form, rather than singular designations.

The following sections address the relevant policies of the new Official Plan.

4.3.1 Inner Urban Transect

The subject property is located within the Inner Urban Transect as outlined on Schedule A – Transect Policy Areas of the new Official Plan, Figure 7 below. The Inner Urban Transect includes both urban and suburban built form characteristics.



Figure 9: Schedule A - Transect Policy Areas

The goals established for the Inner Urban Transect are as follows:

- 1) Enhance or establish an urban pattern of built form, site design and mix of uses
- 2) Prioritize walking, cycling and transit within, and to and from, the Inner Urban Transect
- 3) Provide direction to the Hubs and Mainstreet Corridors located within the Inner Urban Transect
- 4) Provide direction to the Neighbourhoods located within the Inner Urban Transect

Policy 4 in section 5.2.1 states that the Inner Urban Transect shall continue to develop as a mixed-use environment, where:

- a) Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods;
- b) Small, locally oriented services may be appropriately located within Neighbourhoods;
- c) Existing and new cultural assets are supported, including those that support music and nightlife;
- d) Larger employment uses are directed to Hubs and Corridors; and
- e) Increases in existing residential densities are supported to sustain the full range of services noted in Policy a).

Policy 3 in Section 5.2.3 states that:

Low-rise and Mid-rise along Minor corridors shall have a minimum of 2 storeys and a maximum of 4 storeys.

The subject property is within the Inner Urban Transect as outlined on Schedule A of the new Official

Plan. The proposed Zoning By-law Amendment would allow for a mixed-use development that provides for an urban pattern of built form, site design and mix of uses that prioritizes walking, cycling, and transit use.

4.3.2 Land Use Designation

The subject property is designated Neighbourhood in the new Official Plan. Section 6.3 of the Plan outlines the policies for lands designated Neighbourhood.

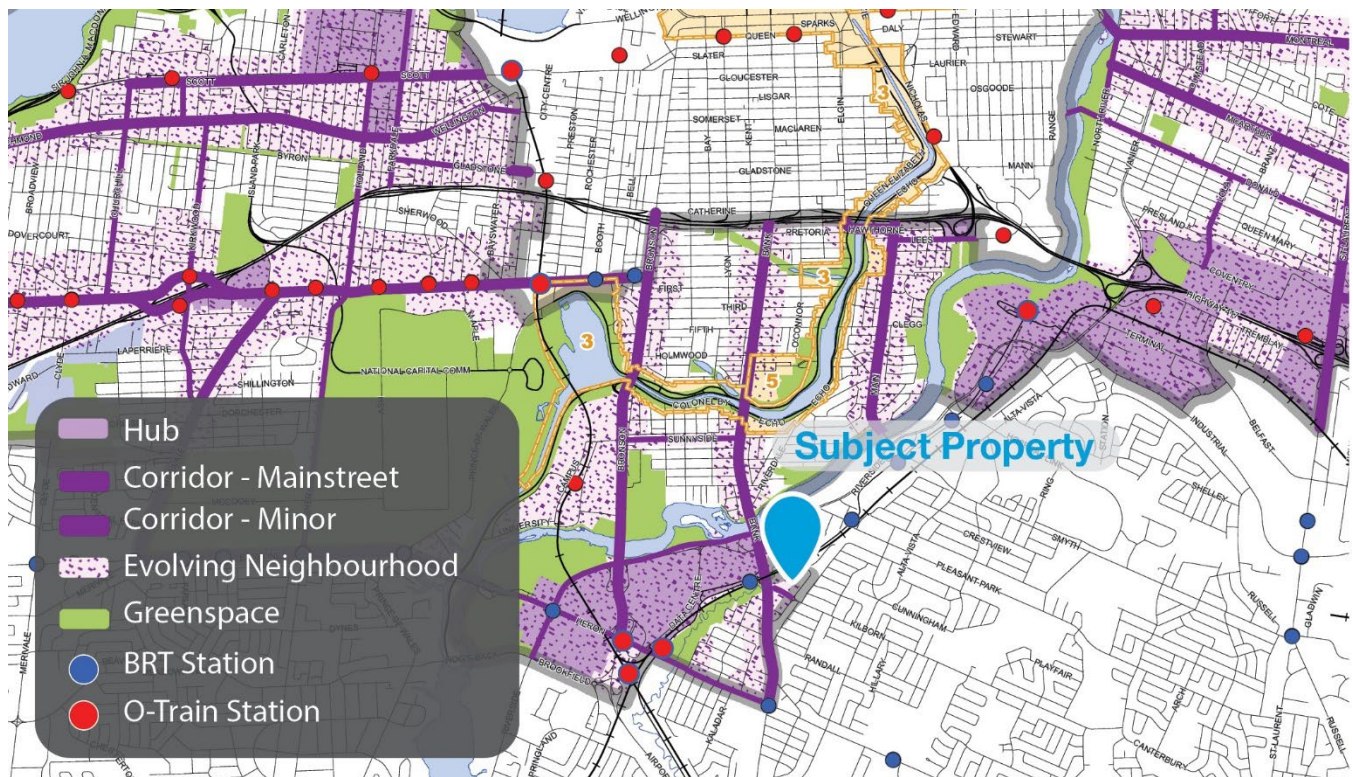


Figure 10: Schedule B2 - Inner Urban Transect

Neighbourhoods are contiguous urban areas that constitute the heart of communities where a mix of building forms and densities shall be permitted.

Policy 2 in section 6.3.1 states that permitted building heights in Neighbourhoods shall be Low-rise.

Policy 4 in section 6.3.1 states that the Zoning By-law shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:

- / A full range of Low-rise housing options;
- / To provide for a range of local services and promote the emergence or strengthening of 15 minute neighbourhoods, the Zoning By-law may permit compatible and complimentary small-scale non-residential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance.
- / Limited large-scale non-residential uses that include office-based employment.

Policy 5 in section 6.3.1 states that the Zoning By-law will distribute permitted densities in the Neighbourhood by:

- a) Allowing higher densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, Corridors and major neighbourhood amenities;
- b) Allowing lower densities and predominantly ground-oriented dwelling forms further away from rapid-transit stations, Corridors and major neighbourhood amenities; and
- c) Provide for a gradation and transition in permitted densities and mix of housing types between the areas described in a) and b).

The proposed concept provides for low-rise intensification within the neighbourhood designation that provides for a mix of residential and non-residential uses that will provide for a mix of land uses and aid in the creation of a 15-minute community. The proposed concept provides for a transition between higher densities along Bank Street and lower densities within the Alta Vista neighbourhood.

4.3.3 Evolving Neighbourhood Overlay

The subject property falls within the Evolving Overlay as outlined on Schedule B2 – Inner Urban Transect in the New City of Ottawa Official Plan (2021), Figure 8.

The Evolving Overlay is applied to areas in close proximity to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow for new built forms and more diverse functions of land.

Policy 1 in section 5.6.1.1 states that the Evolving Overlay will apply to areas that are in a location or at stage of evolution that create the opportunity to achieve an urban form in terms of use, density, built form and site design. These areas are proximate to the boundaries of Hubs and Corridors as shown in the B-series of schedules of this Plan. The Evolving Overlay will be applied generally to lands 150 meters from the boundary of a Hub or Corridor designation. The Overlay is intended to provide opportunities that allow the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law, by providing:

- a) Guidance for a gradual change in character based on proximity to Hubs and Corridors,
- b) Allowance for new building forms and typologies, such as missing middle housing;
- c) Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
- d) Direction to govern the evaluation of development.

Policy 2 in section 5.6.1.1 states that where an Evolving overlay is applied: a) The Zoning By-law shall provide development standards for the built form and buildable envelope consistent with the planned characteristics of the overlay area, which may differ from the existing characteristics of the area to which the overlay applies; and b) The Zoning By-law shall include minimum-density requirements as identified in Table 3a, and permissions to meet or exceed the density targets of Table 3b,

Policy 3 in section 5.6.1.1 states that in the Evolving Overlay, the City:

- a) The City will be supportive of applications for low-rise intensification that seek to move beyond the development standards of the underlying zone where the proposal demonstrates that the development achieves objectives of the applicable transect with regards to density, built form and site design in keeping with the intent of Sections 3 and 5 of this Plan;

- b) May support amendments to the Zoning By-law for intensification that proposes non-residential uses, provided the proposal demonstrates that the development achieves the objective(s) of the applicable overlay with regards to built form and site design and the applicable designation with regards to function and height permissions.

The proposed Zoning By-law Amendment provides for low-rise intensification and a more urban built form site design and mix of uses that is characteristic of an evolving built form character. The proposed zoning by-law amendment conforms to the policies of the Evolving Overlay.

The proposed Zoning By-law Amendment, which features low-rise residential intensification of the subject property, conforms with the policies of the Inner Urban Transect, the Neighborhood designation, and the Evolving Overlay.

4.4 Alta Vista / Faircrest / Riverview Park Secondary Plan

The Subject Property is within the Alta Vista / Faircrest / Riverside Park Secondary Plan and is designated Neighbourhood on Schedule A – Designation Plan, Figure 9 below. The purpose of the Secondary Plan is to guide future growth and change according to key principles which deal with land use development in order to maintain the quality of life in the planning area as it evolves over time.

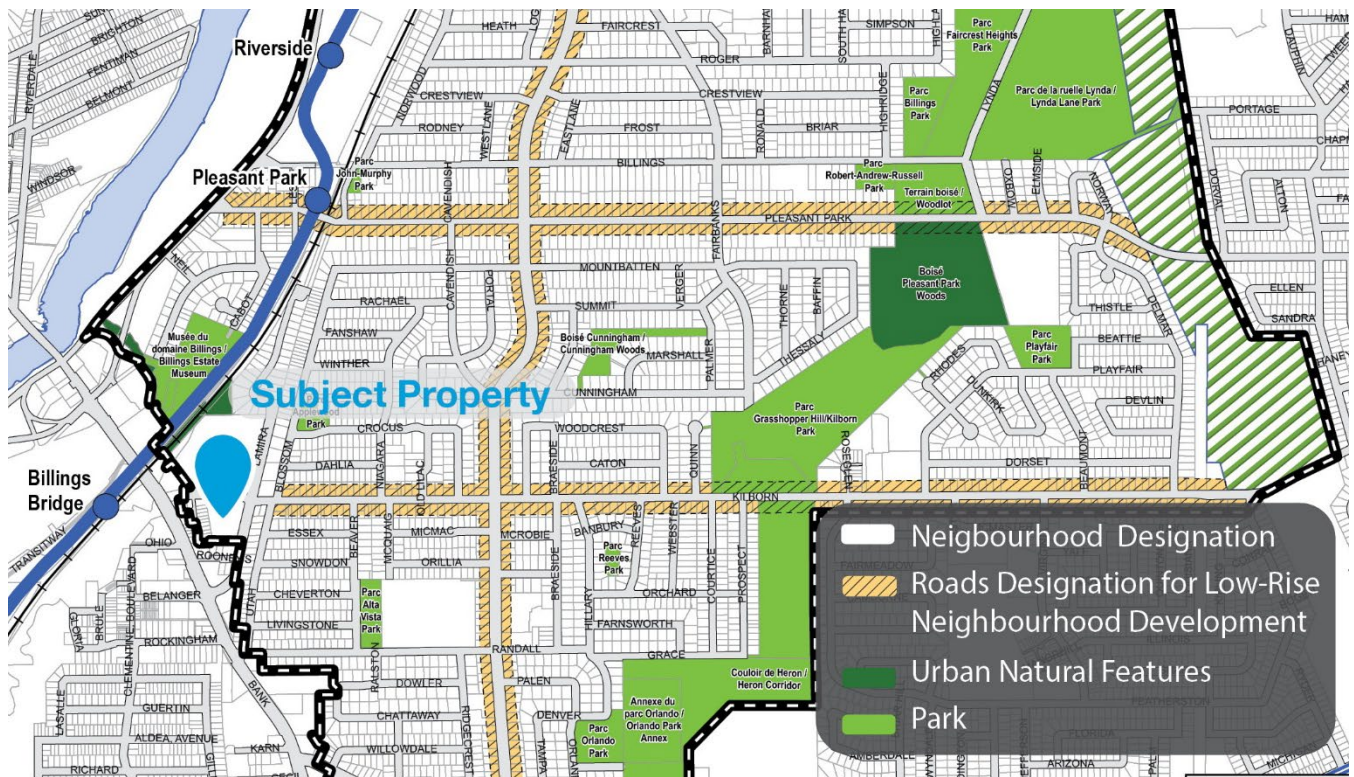


Figure 11: Alta Vista / Faircrest / Parc Riverview Park – Secondary Plan – Schedule A

The purpose of this secondary plan is to guide future growth and change according to key principles which deal with land use and site development in order to maintain the quality of life in the planning area as it evolves over time. More Specifically:

- / To ensure that neighbourhood development gently accommodates additional density in building types that complement the scale and form of the existing buildings, employing site designs that maintain the character of

the existing neighbourhood, which is defined by low-rise buildings, green front yards and tall trees along the streets.

- / To allow for the emergence of the elements of a 15-minute neighbourhood, by allowing the Zoning By-law to consider opportunities for micro-retail or local commercial outlets and other neighbourhood services at key corners along Mainstreets and Minor Corridors, as long as these establishments are not car oriented and intended for a walking clientele.

The proposed concept is considered Low-rise intensification that complements the existing pattern and scale of development and planned function within the Alta Vista Neighbourhood. The proposed Zoning By-law Amendment therefore conforms to the policies of the Alta Vista / Faircrest / Riverside Park Secondary Plan.

4.5 Comprehensive Zoning By-law (2008-250)

The Subject Property is currently zoned I1A – Minor Institutional Zone in the City of Ottawa Comprehensive Zoning By-law (2008-250).

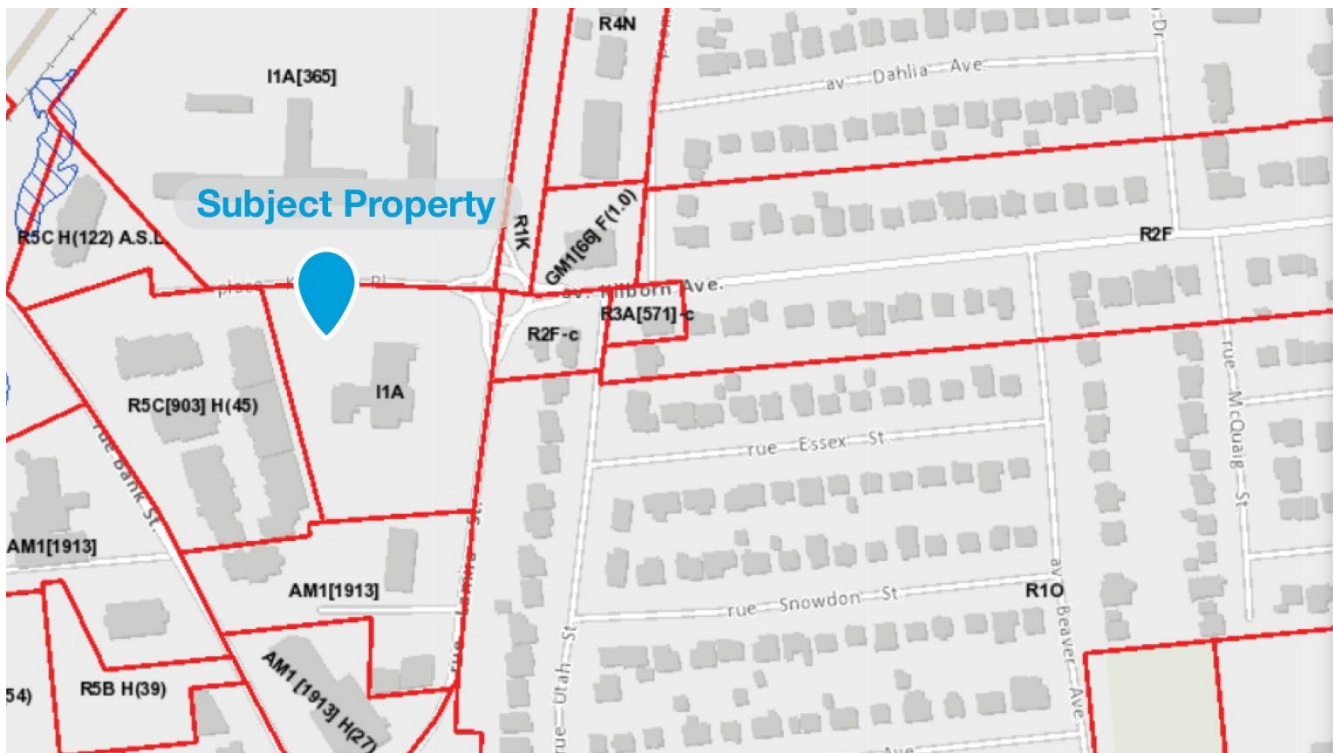


Figure 12: City of Ottawa Comprehensive Zoning By-law (2008-250)

4.6 Proposed Zoning By-law Amendment

This Zoning By-law Amendment application seeks to rezone the entirety of the subject property from I1A – Minor Institutional Zone to GM – General Mixed Use.

The purpose of the GM zone is to allow residential, commercial, and institutional uses, or mixed-use development in the General Urban Area designation of the Official Plan. This zone best suites the proposed uses of the subject property which may include institutional/office, residential, and small-scale commercial.

Table 1: Summary of GM Performance Standards compared with I1A performance Standards

Zoning Mechanisms	I1A Provisions	GM Provisions
Minimum Lot Width	15 metres	No minimum
Minimum Lot Area	400 metres	No minimum
Minimum Front Yard Setback	3 metres	3 metres
Minimum Corner Yard Setback	4.5 metres	3 metres
Minimum Interior Side Yard Setback	7.5 metres	5 metres
Minimum Rear Yard Setback	Abutting an R1, R2 or R3 Zone - 7.5 metres	7.5 metres
	Other cases - 4.5 metres	
Maximum Building Height	15 metres	18 metres
Maximum Floor Space Area	None	2

The proposed Zoning By-law amendment proposes a zone that is compatible with the existing surrounding context and built form and is therefore desirable and appropriate for the subject property.

5.0 Supporting Plans and Studies

5.1 Assessment of Adequacy of Public Services

An Assessment of Adequacy of Public Services Report was prepared for the subject property by McIntosh Perry Consulting Engineers, dated March 22, 2022. The report concludes that the subject property has access to sufficient public services to support the proposed concept. The report addresses access to water, sanitary, and storm sewer services.

5.2 Geotechnical Investigation

A Geotechnical Investigation was prepared by Paterson Group Inc., dated March 31, 2022. The investigation assessed the subsoil and groundwater conditions of the site by means of boreholes; and provided geotechnical recommendations pertaining to design of the proposed concept including construction considerations which may affect design.

5.3 Environmental Noise Control Study

An Environmental Noise Control Study was prepared by Paterson Group Inc., dated March 24, 2022. The study determined the primary noise sources impacting the site and compared the projected sound levels to guidelines set out by the Ministry of Environment and Climate Change and the City of Ottawa. The report concluded that The projected noise levels at the at-grade amenity areas will be 51 dBA during the daytime, which is below the 55 dBA threshold value specified by the ENCG.

It was also noted that the results of STAMSON modeling indicate that the noise levels at both Building A and Building B will be below 65 dBA, and therefore standard building materials are acceptable to provide adequate soundproofing. Air Conditioning is also recommended to allow for windows to be closed during the summer months.

5.4 Transportation Impact Assessment

A Draft Transportation Impact Assessment (TIA) was prepared by Parsons Inc., dated February 17, 2022. The Draft TIA was circulated with the City in February 2022, but comments remain outstanding at the time of submission. A draft "Step 5" TIA is being submitted in the absence of comments. Once final comments are received the report will be finalized and submitted as part of this application.

5.5 Concept Plan

A conceptual site plan and massing drawings were prepared by Fotenn Consultants Inc., dated March 30, 2022. The concept plan shows two (2), four (4) storey L-shaped buildings on the subject property including landscaping, parking configuration and a parkette. The concept plan also includes the as-of-right buildable area compared with the proposed concept. Section drawings were also prepared to show the height transition between the subject property and the adjacent low-rise townhomes to the west. As part of the concept plan a shadow study was prepared to assess the shadow impact of the proposed concept onto the surrounding properties.

6.0 Public Engagement Strategy

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

The following steps in the consultation strategy are proposed:

- / Email notification to Councillor Cloutier's office and the Alta Vista Community Association at the time of application submission;
- / Notification of neighbouring property owners and posting of public signage, to be completed by City staff;
- / Hosting of an informal public meeting using a virtual format, with details to be determined in consultation with Councillor Cloutier and City of Ottawa staff; and
- / Statutory public meeting for the Zoning By-law Amendment.

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

7.0 Conclusion

It is our professional planning opinion that the proposed Zoning By-law Amendment constitutes good planning and is in the public interest, for the following reasons:

- / The proposed Zoning By-law Amendment is consistent with the Provincial Policy Statement (PPS) by providing efficient and appropriate development on lands within a settlement area, making efficient use of existing infrastructure;
- / The proposed Zoning By-law Amendment conforms with the policies of the current City of Ottawa Official Plan (2003) and is permitted in the General Urban Area designation;
- / The proposed Zoning By-law Amendment conforms to the policies of the new City of Ottawa Official Plan and is appropriate within the Inner Urban Transect and the Neighbourhood designation;
- / The proposed Zoning By-law Amendment proposes uses that are appropriate and generally consistent with the existing land uses and built form in the surrounding area; and,
- / The proposed Zoning By-law Amendment is supported by technical plans and studies submitted as part of this application.

Sincerely,



Thomas Freeman, B. URPL
Planner



Brian Casagrande, MCIP RPP
Partner