



4639 Bank Street

Planning Rationale and Integrated Design Brief
Zoning By-law Amendment + Site Plan Control
September 1, 2020



Prepared for Glenview Homes

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1.0 Introduction

Fotenn was retained by Glenview Homes to prepare a Planning Rationale and integrated Design Brief in support of applications for Zoning By-law Amendment and Site Plan Control relating to a site located at 4639 Bank Street, City of Ottawa. The purpose of these applications is to permit a six (6) building planned unit development, consisting of low-rise apartment uses for a total 112 units. The ground floor units have been designed to facilitate potential conversion to non-residential uses or to accommodate live-work units as the Leitrim Community continues to grow.

A rezoning is required to change the zoning from Development Reserve – DR to a General Mixed Use – GM zoning as well as to accommodate minor changes to performance provisions. Fotenn is of the opinion that the proposal represents sound land use planning and upholds the public interest.

1.1 Subject Site

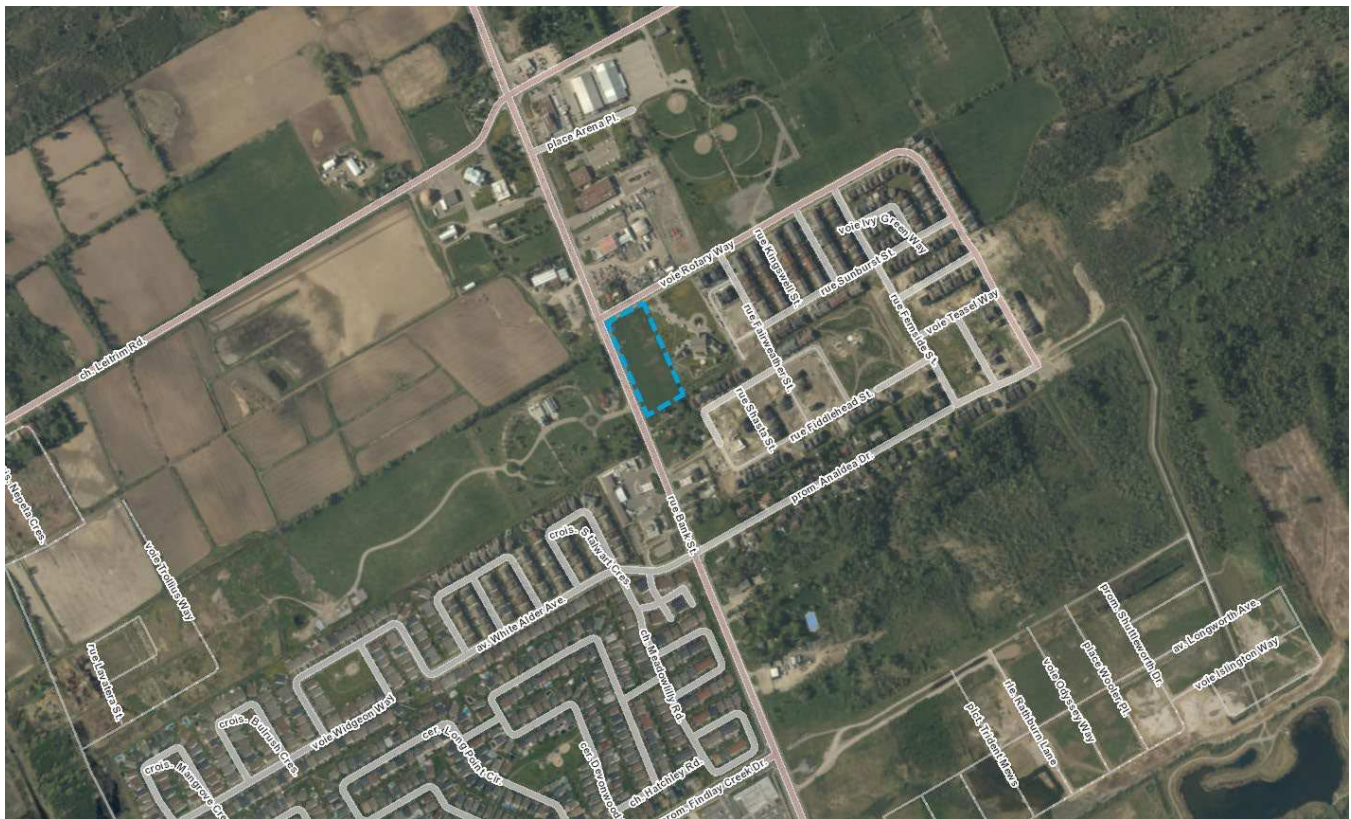


Figure 1: Aerial Photo (Site outlined in Blue)

The site is located on the southeast corner of the intersection of Bank Street and Rotary Way in Ottawa’s southern community of Leitrim (Figure 1). More specifically, the rectangular-shaped property has approximately 180 metres of frontage along Bank Street and approximately 66.5 metres of frontage along Rotary Way, for a total lot area of approximately 11,900 m² (1.19 hectares). It is legally known as Part of Lot 17, Concession 5 (Rideau Front), Geographic Township of Gloucester (Part 3 of 4R-22721, see Figure 2).

The site is generally flat, with grass and very few trees or other vegetation. There are currently no buildings on the site.

The intersection of Bank Street and Rotary Way is signalized, with a southbound left-hand turn lane accommodating vehicular movements from Bank Street onto Rotary Way.

An above-ground hydro line runs along the east side of Bank Street, with three hydro poles located in the right-of-way directly in front of the site. Light standards are also located in the right-of-way of both Bank Street and Rotary Way, with three lights abutting the site's Bank Street frontage and two lights abutting the Rotary Way frontage.

A municipal sidewalk is located along both sides of Rotary Way while an informal paved pathway is located along the east side of Bank Street, adjacent to the site.

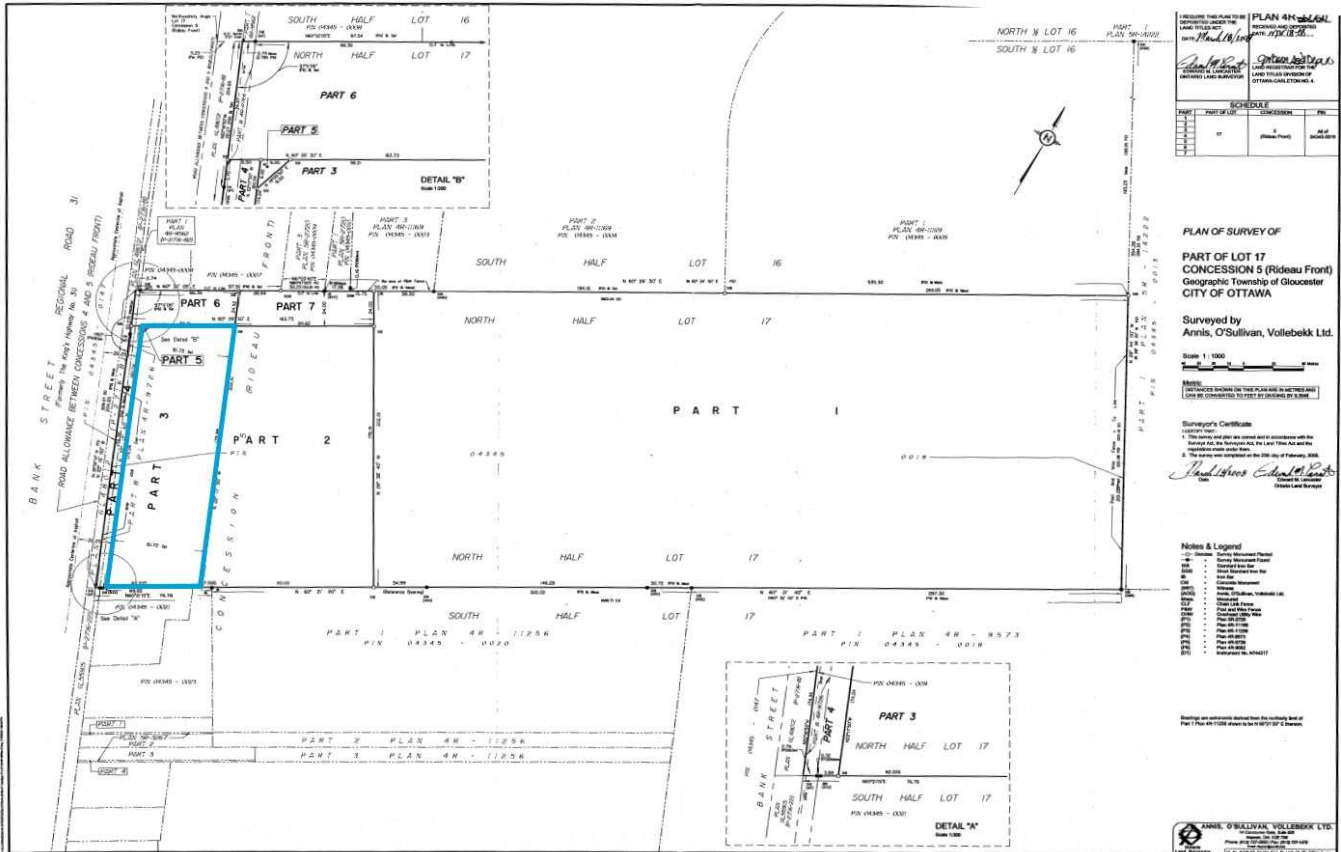


Figure 2: Plan of Survey (Site Outlined in Blue)

1.2 Site Location and Context

The following land uses are located in the area surrounding the site:

North: North of the site are a mix of uses fronting onto Bank Street, including a garden store, furniture store, Hydro Ottawa facility, Gloucester South Seniors Centre, City of Ottawa Police Station, St. James Anglican Church, and a small commercial property consisting of a Quickie, Subway, and Esso gas station. Leitrim Park, which contains sports fields, baseball diamonds, and the Fred Barrett Arena is located to the northeast, on the north side of Rotary Way.

The City's Greenbelt is located approximately 450 metres north of the site. The Ottawa International Airport is located approximately seven (7) kilometres to the northwest of the site.

East: Directly to the east of the site is the Ottawa Rotary Home, which provides short term respite for individuals with a physical disability or complex medical need. To the east and southeast is a new residential community developed by Claridge Homes (“Sundance at Findlay Creek”). Sundance is comprised of detached, semi-detached, and apartment dwellings as well as a public park with a splash pad. Meadows Golf & Country Club is located approximately two kilometres to the east, in the Rural Area.

South: Immediately south of the site are older residential properties (pre-1965), followed by a Stinson Gas Station on the east side of Bank Street. A Stinson fuel station is also located on the west side of Bank Street, immediately opposite the gas station on the east side.

To the south of the Sundance residential development is an area of older homes (pre-1965) fronting onto Analdea Drive, south of which is a mix of older homes and small businesses fronting onto Bank Street.

Approximately 670 metres south of the site is a 6.2 hectare large-format shopping plaza containing a retail food store (FreshCo), retail stores (Canadian Tire, Shoppers Drugmart), banks (Scotia Bank and CIBC), restaurants (Jonny Canuck’s Bar & Grill, McDonalds, Subway, Gabriel’s Pizza, Tim Hortons), and several other small businesses.

The Urban Boundary is located approximately one (1) kilometre south of the site. However, the Urban Area continues further south on the west side of Bank Street towards the Village of Greely.

West: On the west side of Bank Street is Hope Cemetery, which has been in existence since 1988. Beyond the cemetery is a residential community that has been under development since approximately 2000 (“Findlay Creek” by Tartan). This subdivision contains a mix of detached, semi-detached, townhome, and apartment units as well as public parks. The Leitrim Wetland, which is a Provincially Significant Wetland, is located approximately 1.5 kilometres to the southwest of the site.

1.3 Transportation

Bank Street from Leitrim Road to Analdea Drive is classified as an “Arterial Road” on Schedule E – Urban Road Network of the Official Plan (Figure 4). According to Annex 1 of the Official Plan, this segment of Bank Street has a protected right-of-way (ROW) width of 44.5m, which should be divided equally from the centreline of the road (22.25 m on each side). This has been considered and implemented on the proposed site plan.

The City of Ottawa Transportation Master Plan (TMP) (2013) identifies a future widening of Bank Street from two to four lanes between Leitrim Road and Rideau Road, the rationale for which is to provide additional capacity for growth in the Leitrim community. According to the TMP, the widening of the segment of Bank Street from Leitrim Road to Blais Road is planned for Phase 2- 2020 to 2025.

The Bank Street Environmental Assessment (EA) has been completed, and the City is preparing to undertake detailed design of the widening for construction. Based on recent discussions with City of Ottawa staff, the current staging plan for the Bank Street widening in the vicinity of the proposed development is as follows:

- / Widening of Bank Street from two to four lanes from south of Leitrim Road to Dun Skipper Drive is scheduled to be completed by end of 2022.
- / The reconstruction of the Bank Street & Leitrim Road intersection is scheduled to be completed by end of 2023.

It is understood that the Bank Street widening and the reconstruction of the Bank Street & Leitrim Road intersection will be completed in accordance with the “complete streets” philosophy.

Rotary Way is identified as a “Collector Road” on Schedule E of the Official Plan. Rotary Way is not included in Annex 1 of the Official Plan as the road was constructed within the last five years and was likely designed to the ultimate right-of-way width.

Schedule E of the Official Plan illustrates the proposed Leitrim Road re-alignment as well as the proposed Earl Armstrong Road extension (Figure 4). According to the TMP, the Leitrim Road re-alignment will be a new four lane road between Limebank Road and Albion Road which will provide capacity for development in Riverside South.

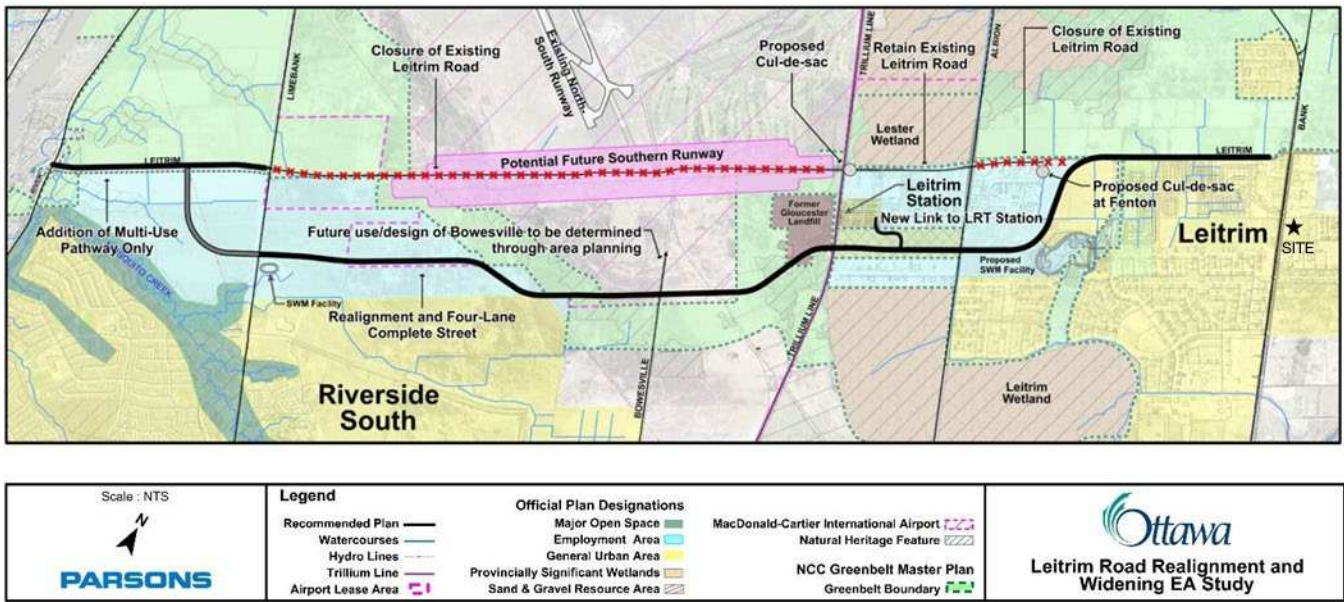


Figure 3: Leitrim Road Realignment

The Earl Armstrong extension will be a new two-lane road between Albion Road and Bank Street which will also provide capacity for growth in Riverside South and complete a linkage to Bank Street.

The Transportation Master Plan and Schedule D – Rapid Transit Network of the Official Plan identifies the future extension of the City’s Trillium Line for Light Rail Transit (LRT) in a north-south corridor that runs parallel to Albion Road (Figure 5). A new, at-grade LRT station is planned at Leitrim Road, close to the existing Park and Ride. The Park and Ride is planned to be expanded from the existing 300 spaces to 1200 spaces. The future LRT station and Park and Ride expansion, which are located approximately three (3) kilometres west of the site, are expected to be completed by 2021. The Trillium Line South extension also includes an LRT station at the Ottawa International Airport (by way of a spur line off of the main line), therefore the site will have good access to the airport.



Figure 4: Schedule E of the Official Plan - Urban Road Network

1.4 Cycling and Multi-Use Pathways

Schedule C – Primary Urban Cycling Network of the Official Plan identifies this stretch of Bank Street as a “Spine Route”. Spine Routes form the primary cycling network, linking the commercial, employment, institutional, residential and educational nodes throughout the City of Ottawa. Local Routes are implemented at a neighbourhood level to connect residential and commercial areas to Spine routes.

Although there are currently no bicycle lanes or cycle tracks on this stretch of Bank Street, they may be accommodated as part of the upgrades planned with the Bank Street widening. The Bank Street EA recommended the implementation of sidewalks and cycle tracks on both sides of Bank Street within the urban area, multi-use pathways (MUP) within the Greenbelt and paved shoulders separated from the travel lane by a rumble strip within the rural area.

The current detailed design for the four-lane widening of Bank Street includes concrete sidewalks and cycle tracks on both sides of Bank Street as well as protected intersections.



Figure 6: Schedule C of the Official Plan - Primary Cycling Network

2.0 Proposed Development

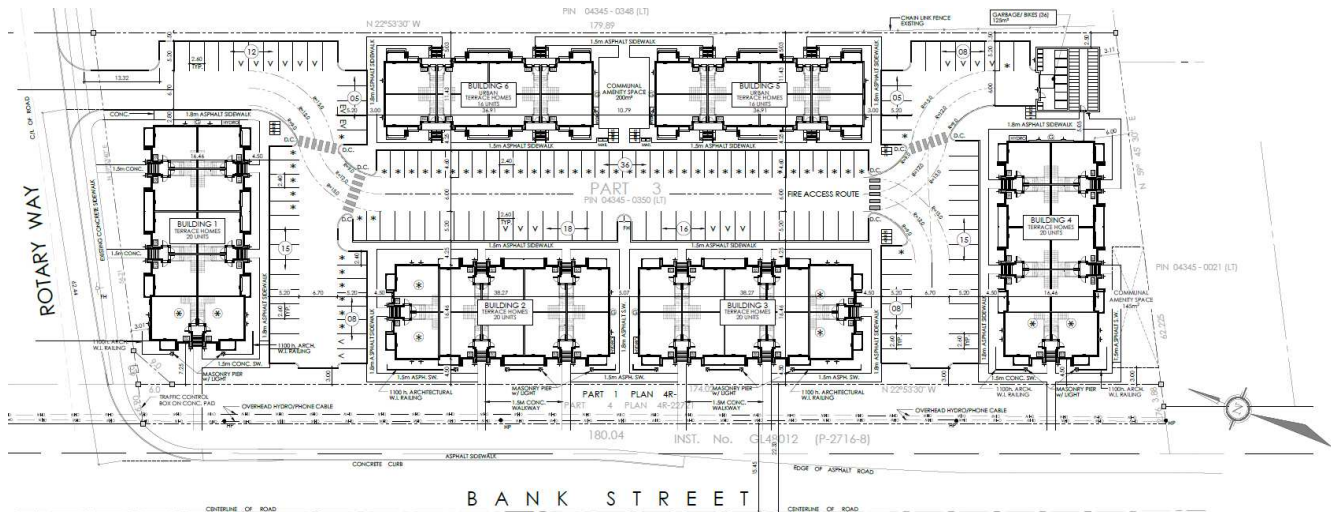


Figure 7: Proposed Site Plan

The applicant is proposing a planned-unit development consisting of six (6) back-to-back terrace homes; resulting in a total of 112 units. The following are the relevant design attributes:

- / The site will incorporate 128 resident parking spaces and 18 visitor parking spaces for a total of 146 spaces.
- / A total communal amenity area of 336m² is proposed as outdoor space for use by the tenants.
- / Private amenity area is provided in the form of balconies for a total area of 546m².
- / An accessory structure is proposed which includes 36 bicycle parking spaces and storage for refuse containers. A further 22 surface bicycle parking spaces are provided for a total of 58 bicycle parking spaces.
- / Vehicular access and egress will be provided through a driveway aisle fronting onto Rotary Way.
- / Asphalt sidewalks provide pedestrian circulation throughout the site with minimal need for walking in the driveway aisle areas. These internal walkways connect with City sidewalks.
- / Landscaping measures including trees, hedges, and low masonry walls are proposed along the Bank Street frontage to soften the transition from the street to the development will provide tree canopy and complement both areas.

Two building formats are proposed for this planned unit development:

- / Terrace Homes (20-unit buildings) will face the street frontages. These buildings have been configured such that the ground floor, street-fronting units of the buildings can be converted to facilitate non-residential uses. The floor plans have also been designed to accommodate live/work units. As seen from the exterior the fenestration patterns include large windows which are appropriate for personal service uses and other related uses.
- / Urban Terrace Homes (16-unit buildings) will be internal to the site. They are slightly shorter in building height and represent different unit types to contribute to the overall range housing typology and affordability associated with the site.



Figure 8: Sample Rendering of Proposed Buildings



Figure 9: Sample Elevations (Buildings 2 & 3 Shown, Building Design Varies Slightly)

3.0 Policy & Regulatory Framework

3.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) sets out a vision for land use planning in the Province of Ontario that encourages planning and development that is environmentally-sound, economically-strong and that enhances quality of life. The PPS promotes intensification of built-up areas to efficiently use land where existing infrastructure and public service facilities are readily available to avoid unjustified and uneconomic expansions. Planning authorities must identify appropriate locations and promote opportunities for intensification and redevelopment. The relevant policy interests to the subject application are as follows:

- 1.1.1 a)** promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- The proposal represents the utilization of a vacant lot which is suitable for residential development; and of a pattern that is sustainable and flexible for future changes in use.**
- 1.1.1 b)** accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- The proposal contributes to a range and typology of housing units by adding apartment units to a community of predominantly lower-density typologies. It also offers flexibility for commercial uses at the ground floor level as well as the potential for residents to work from home.**
- 1.1.1 c)** avoiding development and land use patterns which may cause environmental or public health and safety concerns
- The proposal is functional and safe from a transportation perspective. Vehicle access/egress is located on Rotary Way and away from the eight (8) pedestrian walkways connecting the site to the public realm.**
- 1.1.1 e)** promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- The proposal is situated to maximize transit and active transportation modes. The proposed density minimizes land consumption and servicing costs.**
- 1.4.3** Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
- b) permitting and facilitating:
1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;

- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- d) promoting densities for new housing which 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;
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

The proposed development increases the housing supply in the community and is suitable for the available infrastructure while maintaining a compact form.

The proposed development is sensitive to surrounding land uses and promotes intensification in an area designated for growth. The proposed development of the subject property is in conformity with the policies of the PPS.

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

The City of Ottawa's Official Plan (OP) provides a vision and a policy framework to guide the future growth of the City of Ottawa. It is a legal document that addresses matters of provincial interest as defined by the Planning Act and the Provincial Policy Statement. The applicable policies of the OP have been reviewed below.

Ottawa's population is projected to grow by up to 30 percent by 2031. At the same time, it is anticipated that the number of people per household will decline resulting in the need for approximately 145,000 new homes in Ottawa by 2031. One third of housing growth is anticipated to occur within the Greenbelt with much of the demand for new housing being in the form of smaller units such as apartments.

The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. More specifically, the Plan pursues strategic directions in four key areas, two of which are relevant to this proposal:

1. Managing Growth
 - a. The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently;
 - b. Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.
2. Creating Liveable Communities
 - a. Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing and places to work and shop;
 - b. Attention to design will help create attractive communities where buildings, open space, and transportation work well together;

These strategic directions are developed further in the policies of Sections 2.2 (Managing Growth) and 2.5 (Building Liveable Communities) discussed below.

The proposed development intensifies a vacant property within the City’s urban area and in an area appropriate for intensification. The compact form of the development will encourage active transportation and transit use as the Bank Street corridor transitions to a “Complete Street”.

The injection of new residents to the area will help to support existing regional and community-scale uses in the area. Arterial roads such as Bank Street are especially appropriate for higher-density uses given the opportunity to mitigate traffic impacts on lower-density communities.

3.2.2 Managing Growth

The City anticipates that approximately 90 percent of the growth in population, jobs and housing will be accommodated within the urban area. 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.

Section 2.2.2 deals specifically with 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. Residential intensification is broadly defined in Section 2.2.2, Policy 1 as the intensification of a property, building or area that results in a net increase in residential units or accommodation and includes the development of vacant or underutilized lots within previously developed areas and infill development.

The proposed development meets the definition of residential intensification as defined above by creating a net increase in residential units on a vacant lot where infrastructure, services and transit are available. It reflects the prevailing planned and existing context and is consistent with the direction set forth in the City’s Official Plan.

3.2.3 General Urban Area Designation

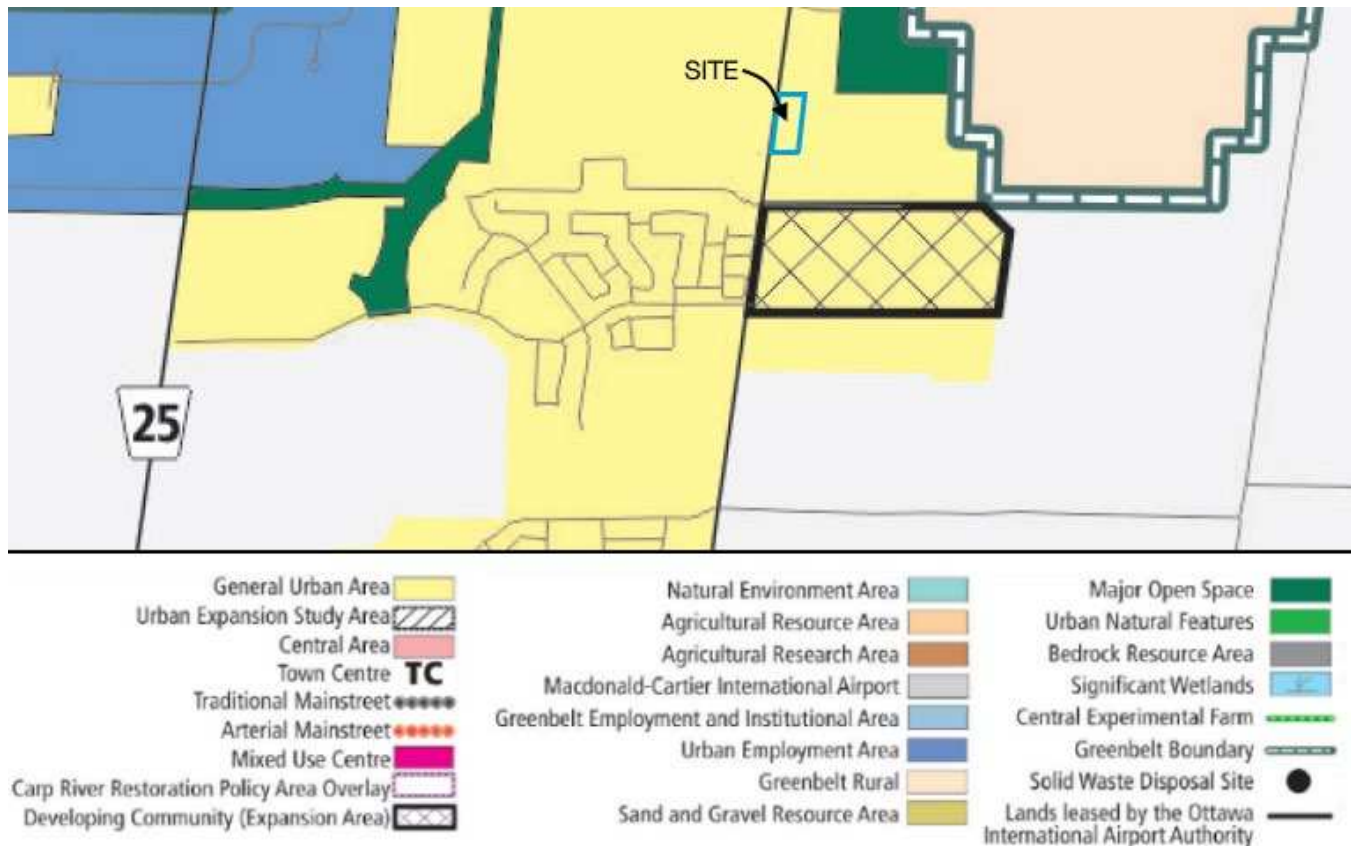


Figure 10: Schedule B of the Official Plan - Urban Policy Plan

The site is designated “General Urban Area” on Schedule B – Urban Policy Plan of the City of Ottawa’s Official Plan (Figure 10). This designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses.

A broad scale of uses is found within this designation, from ground-oriented single-purpose buildings to multi-storey mixed-use buildings. Throughout the General Urban Area, the City encourages the provision of a variety of small, locally-oriented convenience and service uses that complement adjacent residential land uses and are of a size and scale that is consistent with the needs of nearby residential areas. The City will ensure that these uses:

- / Are compatible and complement surrounding land uses and can be developed in accordance with Section 2.5.1 and Section 4.11 of the Official Plan;
- / Are conveniently located with respect to concentrations of residential development and provide direct access for pedestrians and cyclists from adjacent residential areas;
- / Are permitted to cluster with other community-oriented uses, such as parks, pedestrian linkages, community centres or leisure facilities, in order to facilitate interaction among residents and contribute to a sense of community;
- / Are situated to take advantage of pedestrian and cycling patterns;
- / Are of a size and scale that will not result in the attraction of large volumes of vehicular traffic from outside the immediate area.

The proposed development is suitable and appropriate for the General Urban Area. As a greater number of people are working from home, the floor plans and exterior building elevations have been designed to allow for live-work units. Further, the Bank Street facing units can be converted to non-residential uses, thereby responding to changes in the market and employment patterns. This flexibility in design is appropriate within the General Urban Area designation.

3.2.4 Designing Ottawa

Section 2.5.1 of the Official Plan provides objectives and policies for achieving compatibility between form and function when introducing new development into existing areas. Compatible development means development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists without causing undue adverse impact on surrounding properties; it “fits well” within its physical context and “works well” among those functions that surround it.

The following Design Objectives, which are intended to influence Ottawa’s built environment as it grows, are applicable to the subject property and proposed development:

- / Enhances the sense of community by creating and maintaining places with their own identity;
- / Defines quality public and private spaces through development;
- / Creates places that are safe, accessible and are easy to get to, and move through;
- / Ensures that new development respects the character of existing areas; and
- / Considers adaptability and diversity by introducing new residential land uses in a compact built form that contributes to the range of housing choices and transportation options in the area.

The proposed development addresses the Design Objectives through a design that enhances Bank Street as it bisects the Leirtrim community. The development will enhance the pedestrian environment by framing the street edge with attractive low-rise built-form that provides a sense of place and contributes to “eyes on the street”. It respects the surrounding character through the use of pitched roofs and building materials familiar to the community. Further, it can contribute to the community’s range of housing options and can evolve over time through the ability to accommodate non-residential uses.

3.2.5 Urban Design and Compatibility

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of intensification. Similar to Section 2.5.1 of the Official Plan, Section 4.11 outlines a set of criteria that can be used to objectively measure the compatibility of a development proposal. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, and amenity space, among others, are key factors for assessing the relationship between new and existing development. The following table provides an analysis of how the proposed development meets the applicable policies of Section 4.11.

Policy	Proposed Development
Policies	
1. A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development. The Brief shall evaluate consistency and demonstrate that the following content is	A design brief is provided below.

Policy	Proposed Development
<p>considered and/or incorporated into the development proposal with:</p> <ul style="list-style-type: none"> a. The provisions of this Plan that affect the design of a site or building; b. Design Guideline(s) approved by Council that apply to the area or type of development; and c. The design provisions of a community design plan or secondary plan. 	
Building Design	
<p>5. Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of:</p> <ul style="list-style-type: none"> a. Setbacks, heights and transition; b. Façade and roofline articulation; c. Colours and materials; d. Architectural elements including windows, doors and projections; e. On site grading; and f. Elements and details that reference common characteristics of the area. 	<p>Proposed buildings have been designed with regard to the provision of appropriate separation as it relates to the GM zone.</p> <p>The low-rise form and pitched roofline of the buildings are in line with the prevailing and planned character of the neighbourhood.</p> <p>The materiality and architectural elements reflect the modern standards and aesthetics for residential development in Eastern Ontario. The proposed grey and sand tones are resilient to the local climate and are of a classic design.</p>
<p>6. Orient the principle façade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.</p>	<p>The buildings are designed with a strong visual presence on both front and rear entrances to provide a compelling street presence onto Bank Street while also providing character internal to the planned unit development. On both Bank Street and Rotary Way, multiple walkways and staircases are proposed which connect the building facades to the sidewalk and street edge.</p> <p>Masonry piers with light sconces are proposed for either side of each entranceway, providing passive illumination and a sense of presence and place from the perspective of the public realm. An abundant amount of fenestration and glazing is proposed.</p> <p>Trees (Amur Maple) are proposed along the entire Bank Street frontage. These trees provide an appropriate rhythm and cadence along Bank Street, while also framing the pathways and entranceways.</p>
<p>7. The intersections of arterial and collector roads can serve as gateways into communities and can support high levels of pedestrian and vehicular traffic, the greatest density of housing, and other land uses and services, and commercial services and other land uses that are focal points for a community.</p>	<p>Bank Street and Rotary Way are considered the intersection between an arterial road and a collector road. The proposed buildings offer a strong presence and sense of place to the corner while ensuring acceptable sightlines through the inclusion of a 6m x 6m corner site triangle.</p>

Policy	Proposed Development
	<p>Building 1 of the planned unit development is sited as close as possible to the corner of Bank Street and Rotary Way. It includes one pedestrian pathways on Bank Street and two on Rotary Way. There are no blank walls on any of the building elevations and the use of exterior lighting, diversity in materiality, and the presence of balconies will contribute to animating the street edge. Coniferous trees are proposed along both street frontages to soften the presence of the building while providing shade and greenery.</p>
<p>8. To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.</p>	<p>All “back of house” aspects of the planned unit development are not visible from the street frontage. Storage areas and parking are screened from view where possible. Proposed landscaping further softens impact of development from the street level.</p> <p>The building proposes eight (8) pedestrian walkways leading directly from a street edge (Bank Street and Rotary Way) to a building entrance. This optimizes pedestrian connectivity and provides a strong visual and functional link between the public realm and the private development.</p> <p>The building driveway aisle is located as far from Bank Street as possible, and does not interrupt the pedestrian access to any of the external-facing buildings. The internal buildings can be safely accessed by the internal pedestrian walkways provided.</p>
<p>9. Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.</p>	<p>Given the low-rise nature of this proposal, roof-top mechanical equipment and signage are not proposed. Private amenity balconies have been incorporated into the building massing by providing variety and animation to the external building walls.</p>
<p>Massing and Scale</p>	
<p>10. Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan. Where there are no established criteria provided in an approved Plan, the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria:</p> <p>a. Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the</p>	<p>A secondary planning process has not taken place for the site. However, it is subject to the Leitrim Community Design Plan. The proposed development reflects the planned context and character of the surrounding area. It facilitates transitions to the established development and contributes to the improvement of the public realm. It respects the intent of the proposed GM zoning. In response to the criteria below:</p> <p>a. The proposal is of a low-rise height as permitted in the General Urban Area. The buildings employ pitched roofs and uses grey and sand material</p>

Policy	Proposed Development
<p>prevailing pattern of abutting development and development that is across the street;</p> <p>b. Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development;</p> <p>c. The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section.</p>	<p>tones which are complementary and reflective of the housing in the Leitrim community.</p> <p>b. The setbacks provide appropriate transitions and spacing to adjacent development. The low-rise apartment form has not been introduced in high quantities in the immediate area and this proposal will help set the context for such development in this community.</p> <p>c. The proposal provides appropriate transitions to the adjacent Ottawa Rotary Home and nearby future and existing detached residential development. At a height of 12m, the proposed buildings are a comparable massing to larger detached and semi-detached housing.</p>
<p>11. The City may require a Shadow Analysis and/or Wind Analysis as part of a complete application, except where identified in the Wind/Shadow Terms of Reference. The study(s) will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent of each Analysis is to demonstrate how these impacts have been minimized or avoided.</p>	<p>The City did not require a Shadow Analysis or Wind Analysis.</p>
<p>12. Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.</p>	<p>The proposed buildings maintains a low-rise built form that is appropriate for the site, while also providing for transition to the adjacent properties. Site boundaries are softened by the presence of abundant trees along the site perimeter which will provide a natural transition to adjacent properties.</p>
<p>13. Building height and massing transitions will be accomplished through a variety of means, including:</p> <p>a. Incremental changes in building height (e.g. angular planes or stepping building profile up or down);</p> <p>b. Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet);</p>	<p>The proposal's low-rise built form can be accommodated without the need for building stepbacks. The proposed height of 12m is a minimal increase beyond the 11m height typically permitted and applied for the purpose of detached and semi-detached housing in the area.</p>

Policy	Proposed Development
c. Building setbacks and step-backs.	
Outdoor Amenity Areas	
19.Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.	There are no risks to private amenity areas of adjacent residential units associated with this proposal. The building separation is sufficient to mitigate these impacts, and coniferous trees are proposed along property lines which improve privacy internal to the planned unit development.
20.Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.	Adequate amenity area is proposed in both private and communal configurations. The at-grade communal amenity area has been separated into two (2) distinct areas. Both communal amenity areas are accessible and ideally located to minimized impacts.. They have been configured to allow residents to socialize outdoors whether BBQing or simply enjoying the outdoors. The proposed private balconies are also of a suitable size to be functional without overwhelming the adjacent public and private realm.

The proposed development conforms to the policy direction of Section 4.11 related to Urban Design and Compatibility. The proposed development will positively contribute to the surrounding neighbourhood through streetscape improvements and high-quality design that minimizes impacts onto surrounding properties.

3.2.6 Additional Official Plan Policies

Schedule I – Multi-Use Pathways and Scenic/Entry Routes- Urban of the Official Plan identifies Bank Street as a “Scenic Entry Route”. Section 4.6.4 – Scenic-Entry Routes of the Official Plan states that development applications adjacent to these routes will be assessed against the following criteria:

- a. The creation of a safe and attractive environment for travellers including, where appropriate, such amenities as lay-bys, scenic lookouts, information, and directional signs to important urban and rural cultural, heritage, environmental and tourism destinations;
- b. Attention to such matters as building orientation, outside storage, access and egress, landscaping, fencing, lighting and signage to create an aesthetically pleasing streetscape;
- c. The protection of views to natural and cultural heritage features, mature trees, and roadside vegetation along and beyond the right-of-way;
- d. Coordination of landscaping, berming, pathways and other features within the rights-of-way with the creation of such features on adjacent land, including the potential to locate these features on adjacent property;
- e. Any other items determined by the City.

Schedule K – Environmental Constraints of the Official Plan (Figure 11) illustrates a water feature crossing the northern end of the site. However, this feature does not appear on the City’s online mapping system. A Phase I

Environmental Site Assessment was completed by Golder Associates which has confirmed that the site has no areas of potential environmental concern and a Phase II study was not deemed necessary.

Schedule K also illustrates that the Airport Vicinity Development Zone (AVDZ), which is subject to policies related to noise attenuation, is located to the immediate north and west of the site, but outside the AVDZ.

The northern half of the site has been identified to have archaeological potential (Figure 12). A Stage 1 & 2 Archaeological Assessment was undertaken for this property by Adams Heritage. As discussed further in Section 5.0 of this report, the assessment did not uncover any artifacts or archaeological resources.

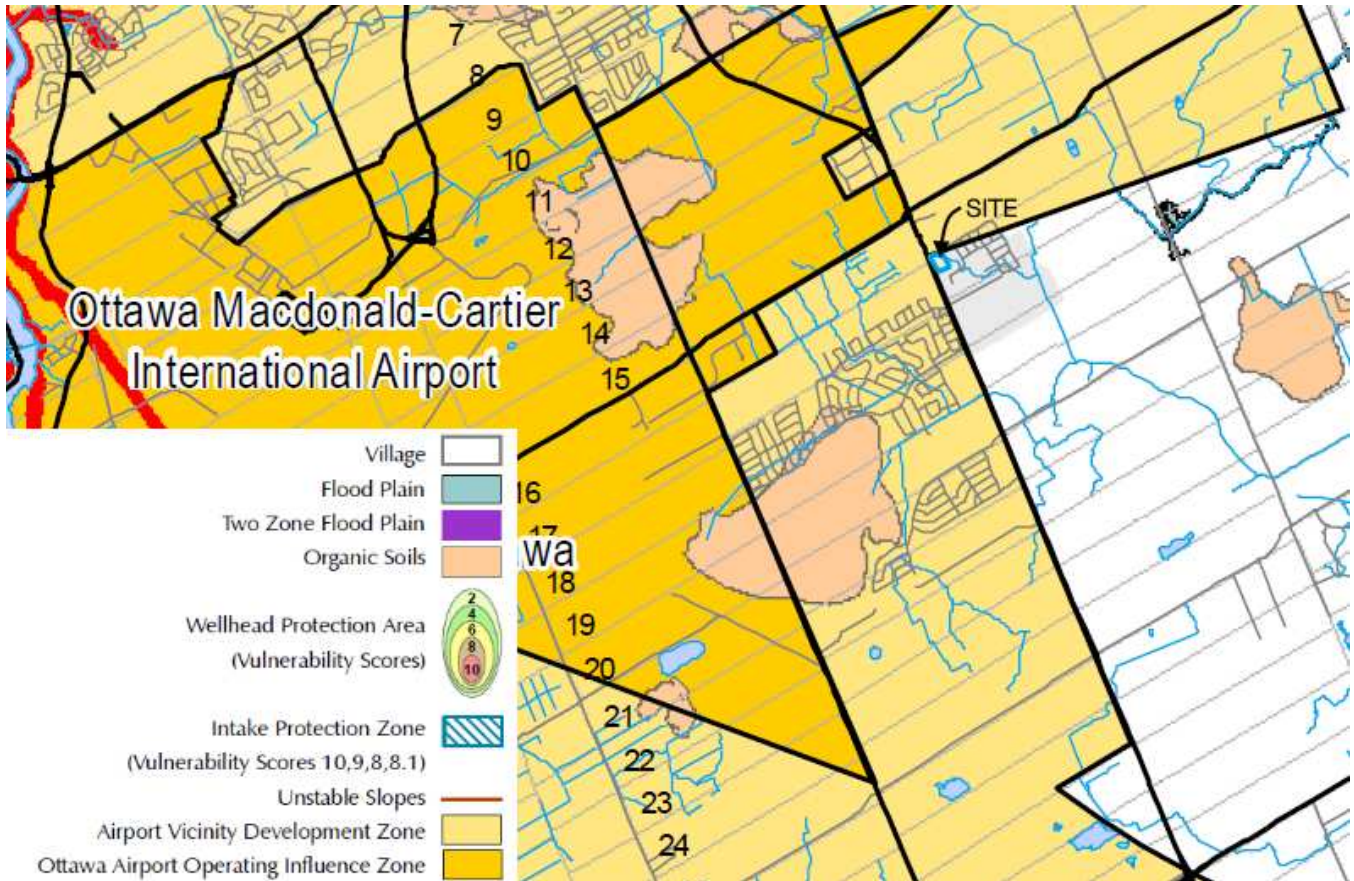


Figure 11: Schedule K of the Official Plan - Environmental Constraints

3.4 Leitrim Community Design Plan (CDP) (2005)

The site is located within the Leitrim Community Design Plan (CDP), which was approved by Council in 2005. The CDP Land Use Plan designates the site “Mixed Use” (Figure 13). The intent of this designation is to accommodate a wide range of institutional, community and convenience retail, and personal service and business uses to serve the Community’s residents, with higher density residential uses that will support the commercial activities and provide diversity in the housing stock. These areas are intended to be the ‘core’ of the Leitrim Community.

Low and mid-rise apartments are the only residential uses permitted in the Mixed Use designation. In the context of the Leitrim CDP, an ‘apartment’ will mean any building that exceeds a density of 80 units per net hectare. The proposal meets this requirement by providing 90.7 units per net hectare.

Permitted non-residential uses in the Mixed Use designation include a range of institutional, commercial and service uses, such as retail stores, food stores, restaurants, service commercial, personal services uses, financial institutions and services, business, medical and professional offices, and entertainment and recreational uses. Larger scale commercial retail uses are permitted in Mixed Use designation, subject to the applicable Design Guidelines in Section 5.0 of the CDP.

Given that the intent of the Mixed Use designation is intended to accommodate community, convenience retail, personal service, and business uses to serve the local residents, ground-floor commercial and live-work uses are appropriate and suitable for the development of these lands. The above-noted uses are appropriate for mixed-use development of this form as they are community oriented and do not emit high noise levels, therefore mitigating disruption to adjacent residents.

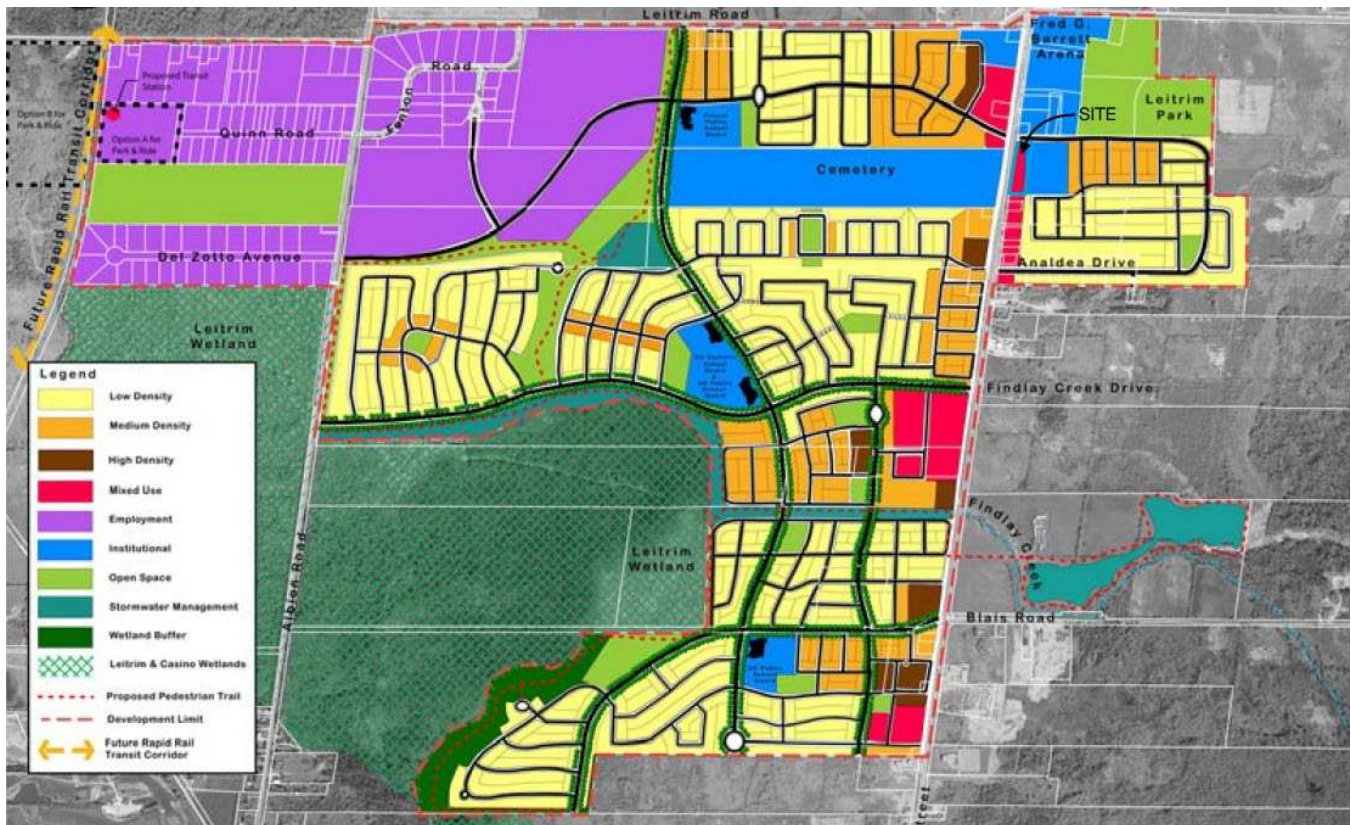


Figure 13: Land Use Plan from the Leitrim Community Design Plan

The CDP identifies the existing commercial plaza located southwest of the intersection of Bank Street and Findlay Creek Drive as the “primary centre” with the greatest floor space of commercial and retail uses. The other centres (including the site) are intended to have smaller scale retail, offices, and high density residential uses.

The Leitrim Road CDP design guidelines envision Mixed Use Centres to be well connected to residential neighbourhoods and contain street-oriented buildings that support pedestrian friendly streets. These areas are to contain high quality designed buildings, sidewalks, and pedestrian amenity areas. The CDP provides design guidelines specific to Mixed Use Centres. The following guidelines are relevant to the development of the site:

- / The maximum floor space index (FSI) should be 2.0;
Proposed FSI is 1.04.
- / Buildings should be oriented to front, face, and feature public streets, especially with buildings at corners.
Buildings are sited to establish presence on Bank Street, Rotary Way, and the corner of these streets while allowing for a suitable corner sight triangle. Entranceways are direct from the public street and the building elevations incorporate a high level of detail to promote architectural interest. Internal walkways are included to connect these buildings to the street. Eight (8) asphalt walkways connect the proposed building entranceways to the public sidewalk.



Figure 14: Sample Elevation, Coloured

- / Building façades along the public streets should be articulated with colour, material variations, windows, and other treatments of the wall plane to provide a high quality of design, detail, and variety. The design treatment of flanking façades visible from the street should be similar to that of the front façade.
The building facades are articulated with a mix of masonry and panel. The colour tones are modern and adaptable to changing styles. External lighting features add warmth and visibility to the public realm. Side facades of buildings facing the street maintain the same degree of visual interest and articulation (Figure 14).

- / The side and rear of buildings abutting low to medium density residential properties should be of similar height as the residential dwellings or should be stepped above 4 storeys to maintain an appropriate scale in relation to adjacent residential uses;
The proposed building height is 12m, which reflects a low-rise built form that scales appropriately to the nearby residential buildings where 11m is the maximum permitted height. The building placement and use of coniferous trees and other landscaping features as buffers ensures that the proposed buildings do not overwhelm existing and future development on adjacent lots.
- / Both the residential and commercial components of buildings should be of quality construction and architectural details should extend to both components of buildings.
Buildings are designed in a unified, cohesive manner that will adapt to both residential and non-residential uses.
- / All façades that overlook streets and open spaces should have windows. Reflective mirror glass should not be used for windows at grade.
Generous use of windows and balconies are proposed (Figure 14, also 8 and 9).
- / Building fronts should be treated as pedestrian areas and public spaces:
 - o Pedestrian areas in front of the buildings should be wide and well-landscaped with furniture, lighting, and planting;
 - o Tree planting should be carefully planned with signage to avoid conflicts; and,
 - o Planting should be in large continuous planting beds.**Coniferous trees are proposed in front of buildings in addition to walkways which extend to the public sidewalk. A total 25 new trees are proposed for the site whereas only 16 trees presently occupy it.**
- / A variety of roof shapes should be considered to avoid the monotony of flat roofs.
Pitched roofs with articulation are proposed in line with the dominant aesthetic character of the community.
- / Entrances to buildings should be prominent and visible with entrance canopies, awnings, and other architectural elements.
Entrances are prominent, visible, and interface with the public realm. Awnings and lighting are proposed to help provide visual cues to visitors and residents alike (Figure 14, 8).
- / All utility equipment, hydro transformers and garbage storage facilities should be incorporated into the design of a building. If this is not possible, equipment should be positioned not to be visible from the public street.
All utility equipment is located beyond the primary building walls and screened from view.
- / Internal private roads should:
 - o Be treated as public spaces and designed and landscaped with the amenities of a public street;
 - o Include a sidewalk as the primary pedestrian route through the site; and,
 - o Include a sidewalk that is integrated within the main planting bed through the parking lot.**Internal private roads include sidewalks and landscaping. Crosswalks are clearly indicated and delineated within the parking areas for ease of flow and safety (Figure 15).**

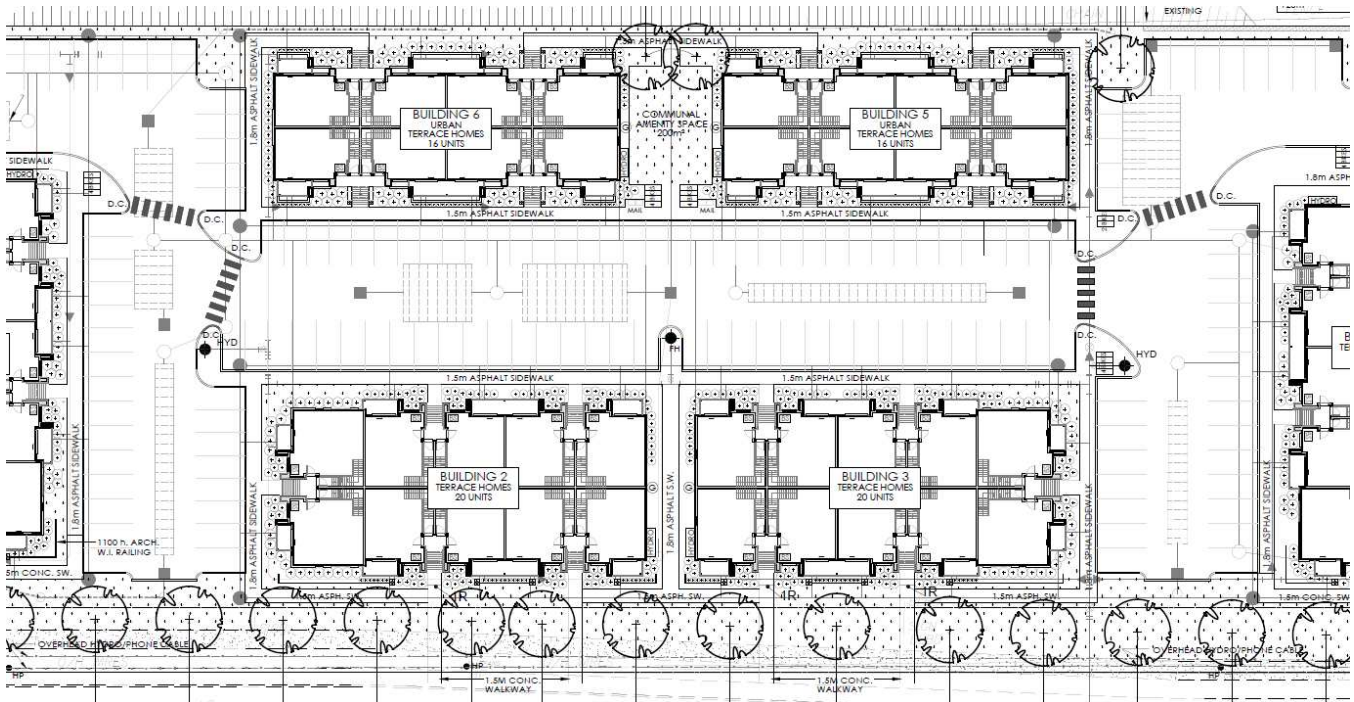


Figure 15: Excerpt from Landscape Plan

- / Parking areas should be located at the side or rear of the development and set back from the street ROW.
Proposed parking is internal to the proposed development and screened from the street edges by buildings and landscaping (Figure 15).
- / Parking areas should be designed in small sections and include lighting, substantial landscaping, and special paving to break up expanses of parking and to provide places for pedestrian connections.
Proposed parking area is broken up and distributed throughout the site. Pedestrian connections are clearly marked, and landscaping is generous (Figure 15).
- / Parking areas should be screened from view from streets, open spaces, and adjacent residential areas with low fencing and planting.
Parking is screened from property lines and street edges by the proposed buildings, which is improved by landscaping and planting (Figure 15).
- / Reduced minimum and maximum parking ratios for retail, office commercial and residential will be implemented at the time of zoning in accordance with the new City of Ottawa Comprehensive Zoning By-law for lands within Leitrim's mixed use centres.
A reduced minimum parking ratio is being proposed for a site which intended to allow for residential and non-residential uses. As noted in the following sections, a Transportation Impact Assessment confirms that the development can be supported by reduced parking rates.

The proposed development is consistent with the above guidelines. The proposal is for appropriate residential development which is configured to allow for live-work uses and other non-residential uses in the future if necessary.

4.0 Zoning By-law

4.1 Zoning Description

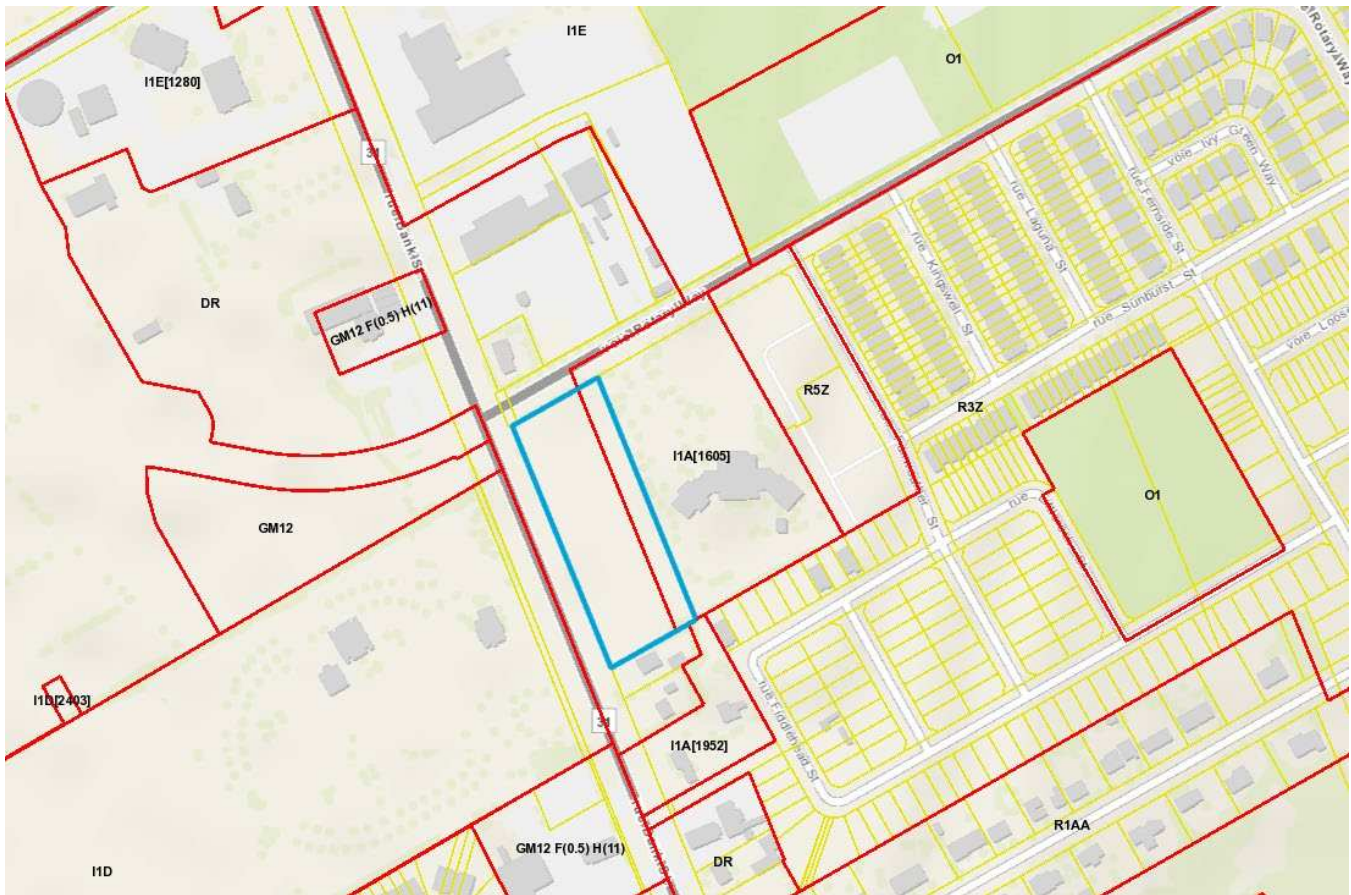


Figure 16: Zoning Overview

The majority of the site is zoned Development Reserve (DR) in the City of Ottawa Comprehensive Zoning By-law (2008-250) (Figure 16). The purpose of the DR zone is to:

- / Recognize lands intended for future urban development in areas designated as General Urban Area and Developing Communities in the Official Plan;
- / Limit the range of permitted uses to those which will not preclude future development options; and
- / Impose regulations which ensure a low scale and intensity of development to reflect the characteristics of existing land uses.

Permitted uses within the DR zone include: agricultural use, emergency service, environmental preserve and education area, forestry operation, group home, home-based business, marine facility, one detached dwelling accessory to a permitted use, park, secondary dwelling unit and urban agriculture. The zoning provisions for the DR zone are outlined in Table 1.

Zoning Mechanism	Requirement
------------------	-------------

Minimum Lot Width (m)	No minimum
Minimum Lot Area (m ²)	No minimum
Minimum Front Yard setback (m)	7.5 m
Minimum Rear Yard Setback (m)	7.5 m
Minimum Interior Side Yard Setback (m)	7.5 m
Minimum Corner Side Yard Setback (m)	7.5 m
Maximum Height (m)	11 m
Maximum Lot Coverage (%)	30%

The eastern edge of the site (abutting the Ottawa Rotary Home) is currently zoned “Minor Institutional Zone (I1A[1605])”. This is likely a mapping error which is being requested to be revised through the proposed Zoning By-law Amendment.

4.2 Proposed Zoning By-law Amendment

A Zoning By-law Amendment is being proposed in order to rezone the site from “Development Reserve (DR)” and Minor Institutional Subzone A, Exception 1605 (I1A[1605]) to “General Mixed Use, Urban Exception (GM[xxxx])”. The purpose of the GM zone is to:

- / Allow residential, commercial and institutional uses, or mixed use development in the General Urban Area designation;
- / Limit commercial uses to individual occupancies or in groupings in well-defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas;
- / Permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed; and
- / Impose development standards that will ensure that the uses are compatible and complement surrounding land uses.

Both residential and non-residential uses are permitted in the GM zone, as indicated in Table 2 below.

Permitted Non-Residential Uses		Permitted Residential Uses
animal care establishment	medical facility	apartment dwelling, low rise
animal hospital	municipal service centre	apartment dwelling, mid rise
artist studio	office	bed and breakfast
bank	personal service business	dwelling unit
bank machine	place of assembly	group home
catering establishment	place of worship	planned unit development
click and collect facility	post office	retirement home

community centre	recreational and athletic facility	retirement home, converted
community health and resource centre	research and development centre	rooming house
convenience store	residential care facility	rooming house, converted
day care	restaurant	rooming unit
diplomatic mission	retail food store	stacked dwelling
drive-through facility	retail store	townhouse dwelling
emergency service	service and repair shop	
funeral home	shelter	
home-based business	small batch brewery	
home-based day care	technology industry	
instructional facility	training centre	
library	urban agriculture	

Table 3 identifies the zoning provisions that apply in the GM zone. Shaded items indicate non-compliance to the zoning provision, for which an exception is proposed:

Table 3: Zoning Review			
GM Zoning (Sec. 187-8)		Requirement	Proposed
Minimum Lot Width (m)		No minimum	68.56 m
Minimum Lot Area (m²)		No minimum	12,342.74 m ²
Minimum Front Yard Setback (m) Note: Rotary Way is front lot line		3.0 m	3.01 m
Minimum Rear Yard Setback (m)	(i) Abutting a street	3 m	N/A
	(ii) From any portion of a rear lot line abutting a residential zone	7.5 m	N/A
	(iii) for a residential use building	7.5 m	6 m
	(iv) all other cases	No minimum	N/A
Minimum Interior Side Yard Setback (m)	(i) for a non-residential or mixed-use building, from any portion of a lot line abutting a residential zone	5 m	N/A
	(ii) for a residential use building	1. for a building equal or lower than 11 metres in height	1.2 m

		2. for a building higher than 11 metres in height	3 m	5.03
	(iii) all other cases		No minimum	N/A
Minimum Corner Side Yard Setback (m)			3.0 m	4.5 m
Maximum Building Height (m)*			18 m	12 m
Maximum Floor Space Index**			2	1.04
Minimum Width of Landscaped Area	(i) abutting a street		3 m	3 m
	(ii) abutting a residential or institutional zone		3 m	1.5 m
	(iii) other cases		No minimum	N/A
Storage			Must be completely enclosed within a building	Complies
Planned Unit Development Requirements (Sec. 131)			Required	Proposed
(1) Minimum width of private way			6 metres	6 metres
(2) Minimum setback for any wall of a residential use building to a private way			Notwithstanding any front yard setback requirement associated with any zone or subzone, the minimum setback for any wall of a residential use building to a private way is 1.8 metres	2.8 m
(3) Minimum setback for any garage or carport entrance from a private way			5.2 metres	N/A
(4) Minimum separation area between buildings within a planned unit development	(a) where the height of abutting buildings within the PUD is less than or equal to 14.5 metres		1.2 metres	5.07 m
	(b) all other cases		3 metres	N/A
(5) Parking			(a) In addition to providing parking pursuant to Section 100 of this by-law, parking within a planned unit development may be located anywhere within the development, whether or not the development parcels within the planned unit development are severed. (b) Required visitor parking may be provided as parallel parking on a private way, provided the private way has a minimum width of 8.5 metres.	Complies

(6) Landscaping and Parking	<p>(a) In the case of a planned unit development consisting of detached, linked-detached, semi-detached, three-unit or townhouse dwellings, or any combination thereof, all lands located between the dwelling unit or oversize dwelling unit, the extension of the main wall of the dwelling unit or oversize dwelling unit, and the private way are to be landscaped with soft landscaping, other than the area used for a driveway leading to the dwelling unit's associated parking space, garage or carport.</p> <p>(b) In no case may any dwelling unit or oversize dwelling unit located within a planned unit development that has its own driveway leading to its associated parking space, garage or carport have a driveway that is wider than the associated parking space, garage, or carport. Furthermore, the remaining area between the dwelling unit unit or oversize dwelling unit and the private way must be landscaped with soft landscaping, with the exception of a walkway of no more than 1.25 metres in width.</p>	N/A
Parking Requirements (Sec. 101, 106, 111)	Requirement	Proposed
Area C of Schedule 1A 1.2 spaces/unit (resident) 0.2 spaces/unit (visitor)	Resident: 134 Visitor: 22 Total: 156	Resident: 128 Visitor: 18 Total: 146
Dimensions	- Must be 2.6m-3.1m by 5.2m - Up to 40% of required parking aside from visitors spaces may be 2.4m x 4.6m	53 spaces (36.3% have dimensions of 2.4m x 4.6m)
Bicycle Parking 0.5/unit	56 spaces	Surface: 22 Enclosed: 36 Total: 58 spaces
Amenity Space Requirements (Sec. 137)	Requirement	Proposed
Total: 6m² per unit Communal: 50% of total required	Total: 672m ² Communal: 336m ²	891m ² 345m ²
Accessory Building Provisions (Sec. 55)	Requirement	Proposed
Minimum Required Setback from a Front Lot Line	Same as principle	Complies

Minimum Required Setback from a Corner Side Lot Line or a Rear Lot Line abutting a street	0m	Complies
Minimum Required Setback from an Interior Side Lot Line or Rear Lot Line not abutting a street	Abutting a residential zone: 0.6m	N/A
	Not abutting a residential zone: 0m	2.5m
Minimum Required Distance from Any Other Building Located on the same lot	0m	5.05m
Maximum Permitted Height	4.5m	TBD
Maximum Permitted Size	200m ²	125m ²
Maximum Number of Accessory Buildings Permitted on a lot	No restriction	1
Sec. 131(7) Addendum	Despite section 55, where a communal accessory building is for garbage or bicycles the maximum permitted height is 4.5m and the maximum size is 200 m ²	See above

4.2.1 Amendment Rationale

Parking¹

Based on the size of the proposed development, a minimum of 134 resident parking spaces and 22 visitor parking spaces are required to meet the Zoning Bylaw requirements. 128 resident parking spaces and 18 visitor parking spaces is being proposed, therefore an amendment is required to permit reduced parking supply.

Based on the parking generation rate from the ITE Parking Generation Manual (5th Edition) for Multifamily Housing (Low-Rise), a townhome development of this size is expected to generate a peak parking demand of 124 spaces, including both resident and visitor parking demand.

Based on ITE parking generation rates described above, no spillover parking is expected to occur. It should be noted, however, that on-street parking along the site's frontage will be prohibited due to the presence of an auxiliary turning lane on Rotary Way, but approximately 10 vehicles can be accommodated on-street along Rotary Way between the site access and Fairweather Street.

The site is also situated in a community that will have access to Light Rail Transit and will be directly adjacent a major multi-modal corridor (Bank Street). The implementation of the Complete Street concept in the future widening of Bank Street and extension of LRT service to Leitrim will facilitate travel by non-auto modes, including bicycling to the future LRT Station

Notable Transportation Demand Management infrastructure and design measures that will be implemented are:

- / Buildings located next to the street, with parking behind the buildings and accessed away from sidewalks to provide more direct connections to the adjacent pedestrian network and minimize walking distances to transit stops;

¹ Subsection prepared with materials from Transportation Impact Assessment by IBI Group

- / On-site pathways will be provided with direct connections to City cycling and pedestrian infrastructure on the boundary streets, including access to nearby transit stops will be provided to facilitate direct connections with the adjacent pedestrian network; and
- / The majority of bicycle parking will be located within an accessory structure at the northeast corner of the site to shelter bicycle parking from weather and improve security.

Overall, the requested reduction to both the residential and visitor parking requirements represents a marginal decrease to the by-law requirements. It is Fotenn's opinion (supported by the TIA) that a reduced parking supply represents good planning.

Reduced Rear Yard Setback

The proposed building includes a reduced rear yard setback of 6m whereby 7.5m is required. The purpose of this setback requirement is to allow sufficient space for outdoor amenity areas and to mitigate shadowing onto the amenity areas of adjacent development. The proposed development meets the intent to provide amenity area through the provision of adequate communal and private spaces. Given the proposed height of 12m, no undue shadows are expected to affect the adjacent property.

Given the way the by-law interprets a corner lot in this context, the rear yard is that which abuts the adjacent property to the south on Bank Street. If the lot was subdivided differently, this would be treated as an interior side yard scenario where a much smaller yard separation (1.2m to 5m in the GM Zone) would be permitted. Further, a larger rear yard setback in this context would have the undesirable impact of breaking up the streetscape in an area where policies are shaped to avoid this. The adjacent site is zoned Development Reserve – DR and any development on the site would be subject to a Zoning By-law Amendment where the City could provide further direction on the interface between these two properties, further safeguarding the ability to maintain a strong street edge along Bank Street.

Reduced Landscape Buffer

The proposed building includes a landscape buffer of 1.5m to the adjacent institutional use where 3m is required. The intent of this requirement is to soften the transition to adjacent uses and provide adequate separation between buildings. The immediately abutting institutional use is the Ottawa Rotary Home. While the provided landscape buffer generally increases up to 5m where the building wall is present, the proposed sidewalks limit this buffer to 1.5m at select points along the lot line. Given the prominent separation between the proposed development and the existing adjacent building, and the opportunity to accommodate and even integrate the proposed sidewalks in the event of a redevelopment scenario on that site, it is our opinion that the proposed separation is appropriate.

Additional zoning provisions of non-compliance may be identified and addressed during technical circulation of the development applications.

5.0 Supporting Studies

5.1 Phase I Environmental Site Assessment

Golder Associates was retained by Glenview to prepare a Phase One Environmental Site Assessment (ESA), completed October 2019. The purpose of the study was to complete a preliminary review of the environmental condition of the site to assess the likelihood of contaminants which would require further assessment or preventative measures. The report, completed in accordance with O. Reg. 153/04, as amended, did not determine any areas of potential environmental concern (APECs) and therefore a Phase II ESA is not being recommended at this time.

5.2 Geotechnical Investigation

Golder Associates was retained by Glenview to prepare a Geotechnical Investigation, completed October 2019. The geotechnical investigation included an assessment of the general subsurface conditions on the site by means of 6 test pits and laboratory testing. Based on an interpretation of the information obtained, a general description of the subsurface and groundwater conditions is presented. In general, the subsurface conditions at this site consist of topsoil, over variable thickness of fill and sandy silt deposits underlain by glacial till, over shale or limestone with shale interbeds bedrock.

Based on the distance to adjacent structures and to the existing roadways, the absence of compressible soils and relatively limited excavation depths, impacts to adjacent structures are not anticipated. This should be reviewed as the designs progress.

5.3 Stage 1 & Stage 2 Archaeological Assessment

Adams Heritage prepared a Stage 1 and Stage 2 Archaeological Assessment for the property, dated August 21, 2019. The assessment consisted of historical research, evaluation of past archaeological investigations, geographical analysis, and field testing. The Stage 2 field testing did not uncover any artifacts and no archaeological resources were identified. Clearance of any conditions relating archaeological heritage is recommended.

5.4 Engineering Design Brief

IBI Group prepared a civil engineering design brief dated August 2020. The purpose of this report is to provide an overview of the design of the private services associated with this proposal. The report concludes that the water, wastewater and stormwater systems required to service 4639 Bank St are available and exiting adjacent to the site, and are of sufficient capacity to service the proposed usage under the ZBA.

The report notes that all onsite services will be designed in accordance with MOE and City of Ottawa's current level of service requirements. The use of lot level controls, conveyance controls and end of pipe controls outlined in the report will result in effective treatment of surface stormwater runoff from the site. Adherence to the proposed sediment and erosion control plan during construction will minimize harmful impacts on surface water.

5.5 Transportation Impact Assessment

IBI Group prepared a Transportation Impact Assessment dated August 31, 2020. The report projects that the proposed development will generate up to 111 and 130 two-way person-trips during the weekday morning and afternoon peak hours respectively. It is expected that the majority of person trips will be via private vehicle, however, as transit service improves in the area it is anticipated that the number of vehicle trips will decline. In 2024, up to 75 two-way vehicle trips are anticipated to be generated by the site, reducing to 72 trips by 2029.

Analysis was completed for all study area intersections which demonstrated that the planned improvements to Bank Street prior to the 2024 build-out year of the proposed development are expected to address existing capacity issues. By 2029, the Bank Street & Leitrim Road intersection is anticipated to exceed its theoretical capacity under background traffic conditions which is consistent with the conclusions of the Leitrim Master Transportation Study.

Based on the findings of this study, it is the overall opinion of IBI Group that the proposed development will integrate well with and can be safely accommodated by the adjacent transportation network with the recommended actions and modifications in place.

6.0 Conclusions

It is our professional opinion that the application for Site Plan Control and Zoning By-law Amendment are appropriate, represent good planning, and are in the public interest.

The proposed development is consistent with the Provincial Policy Statement (PPS) by providing efficient and appropriate development on lands within the urban boundary and in an intensification target area and contributes to the range of housing options available in the community.

The proposed development also conforms to the Official Plan's vision for managing growth in the urban area. The proposed development responds to the existing context by meeting the urban design and compatibility objectives, principles, and policies in Sections 2.5.1 and 4.11 of the Official Plan.

The proposed development respects the intent and guidelines of the Leitrim Community Design Plan.

The proposed Zoning By-law Amendment would apply a General Mixed-Use, Urban Exception – GM[xxxx] zoning to the site, which ensures efficient development patterns of a suitable scale and density which are in keeping with the nearby zoning and planned neighbourhood context. The additional amendments to parking supply, landscape buffer, and rear yard setback are appropriate and meet the intent of the zoning without creating undue impacts.

Supporting studies confirm that the proposed development will be functional and is therefore appropriate and suitable for the development of these lands.

Sincerely,



Scott Alain, MCIP RPP
Planner



Matt McElligott, MCIP RPP
Principal, Planning + Policy