



93 Norman Street

Planning Rationale + Design Brief
Site Plan Control
March 11, 2021



Prepared for Taggart Realty Management

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1.0 Introduction

On behalf of Taggart Realty Management, Fotenn Consultants Inc. ('Fotenn') is pleased to prepare the following Planning Rationale in support of the proposed mid-rise apartment development at the address municipally known as 93 Norman Street (the 'subject property').

This Planning Rationale also fulfills the requirements of a Design Brief.

1.1 Application History

The current application is a re-activation of a Site Plan Control application originally submitted in November 2013 (D07-12-13-0225). While the overall design is similar, a new Planning Rationale and new supporting plans and studies are being submitted, given the time elapsed since the original application and the changes in the planning policy and regulatory framework since 2013.

The current zoning provisions for the subject property, which include a site-specific Exception and a Schedule, were approved by the Ontario Municipal Board ('OMB') in 2015 (File No. PL141147). Fotenn assisted with Official Plan Amendment and Zoning By-law Amendment applications to permit a high-rise residential building on the subject property. Beginning in 2012, and running concurrently with the evaluation of these applications, the City was undertaking a Secondary Plan process for the area. In response to strategic directions identified through this process, and approved by Council, the Official Plan Amendment and Zoning By-law Amendment applications were modified to reflect a nine-storey built form with a massing transition. The amendments were approved by Council, but subsequently appealed by the Dalhousie Community Association. The OMB subsequently approved the current zoning provisions.

Subject Property and Site Context

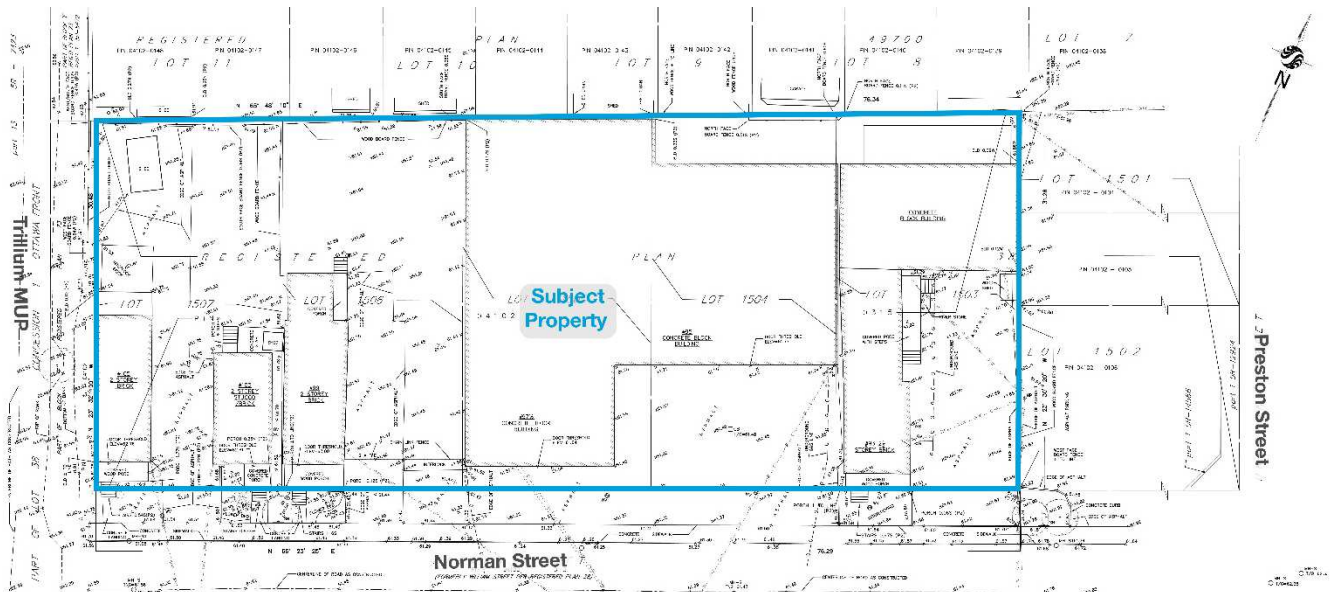


Figure 1: Subject Property

The subject property is legally described as Lots 1503 to 1507 on Registered Plan 38 (City of Ottawa). The parcels are now collectively municipally known as 93 Norman Street. The property has a frontage of 72.57 metres on Norman Street and is generally rectangular in shape, with a depth of approximately 31 metres. The western property line abuts a multi-use pathway that runs parallel to the former O-Train and future Trillium Line rail corridor. The total area of the subject property is 2,356.2 square metres.

Since preparation of the original topographic survey, the existing detached homes and commercial buildings that formerly occupied the subject property have been demolished to prepare the site for development. Topographic surveying of the subject property cannot currently be undertaken due to snow cover; however, a new survey will be prepared and submitted in Spring 2021.

No mature trees are located on the subject property, while one coniferous and three deciduous trees are located on adjacent properties close to the property line.

2.1 Surrounding Land Use Context

The subject property is located in the West-Centretown neighbourhood of the City of Ottawa, commonly known as Little Italy/Corso Italia. The commercial core of the neighbourhood is centred on Preston Street, a traditional neighbourhood with a range of commercial business and neighbourhood services. While much of the neighbourhood is developed with ground-oriented housing, the surrounding area has a range of land uses, with commercial and limited light industrial uses throughout the neighbourhood.

A rail corridor accommodating the former O-Train and the forthcoming Trillium LRT line bisects the community immediately west of the subject property. A multi-use pathway (MUP) runs parallel to the east side of the corridor, supporting active mobility, while pedestrian crossings at Adeline Street (150 metres south of the subject property) and Beech Street (40 metres north of the subject property) help to form a connected active transportation network in the vicinity of the subject property.

The closest existing Light Rail Transit (LRT) station is Carling Station, approximately 280 metres south of the subject property. Through the Stage 2 extension of the Trillium line, Carling Station will be located slightly north of the existing location and renamed Dow's Lake Station. A new station, Corso Italia, will be added approximately 660 metres walking distance north of the subject property at Gladstone Avenue.



Figure 2: Subject Property Context

The following land uses are found in immediate proximity to the subject property:

North:

- / Ten properties fronting Beech Street about the property to the north. Each property is developed with a detached home. The Beech Street properties are zoned R4UD, which permits the development of a range of low-rise residential uses, including low-rise apartments.
- / On the north side of Beech Street is a three- and four-storey high-density residential development.

East:

- / The three properties directly east of the subject property front onto Preston Street. These lots are developed with two- to three-storey mixed-use buildings with commercial uses at grade.
- / The land use context along Preston Street is characteristic of traditional mainstreets in Ottawa, typically featuring small-scale retail and restaurant uses at grade and residential or office uses on upper storeys. The street also features some at-grade residential and institutional land uses.

South:

- / On the south side of Norman Street, two- to three- storey buildings originally constructed as detached dwellings face the subject property. Some of these dwellings have been sub-divided into multiple units.

West:

- / Directly west of the subject property is the Trillium MUP corridor, owned by the National Capital Commission (the 'NCC'), which is approximately 10.5 metres in width.
- / West of the MUP corridor is the Trillium LRT corridor, which is set in a rail trench. The lands containing the Trillium LRT Line are owned by the City of Ottawa.

3.0 Proposed Development

The proposed development consists of a new mid-rise apartment building with 127 residential units. The eastern portion of the building is five storeys in height, with the western portion nine storeys in height. A rooftop terrace above the five-storey element is accessed from the western section of the building. An enclosed amenity area with a party room and gym is included at the mechanical level. Access to the rooftop terrace is provided through the amenity room.



Figure 3: Excerpt from Site Plan

All resident and visitor parking is provided in an underground parking garage, accessed by a ramp at the east end of the building. Resident vehicle parking is provided at a rate of approximately 0.5 spaces per unit, while resident bicycle parking is provided at a rate of approximately 1.3 spaces per unit. A total of 10 visitor parking spaces are provided, in compliance with the approved zoning.

3.1.1 Massing and Scale

The proposed development, designed to comply with the approved zoning, helps to foster a human scale by stepping the building back above the fourth, fifth and eighth storeys. The mass of the building is concentrated at the west end, closest to the MUP, to minimize impact on surrounding properties.



Figure 4: Massing Views of Proposed Development in Context (future development ghosted in grey)

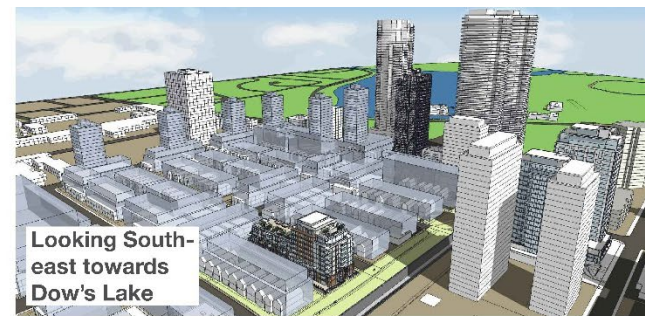


Figure 5: Block Views of Proposed Development in Context (future development ghosted in grey)

3.1.2 Relationship to Public Realm

The proposed development addresses the public realm in two directions. The primary relationship of the building is with Norman Street to the south, with the principal building entrance equipped with an accessible lobby facing Norman Street at the west end of the building. The entranceway, which incorporates an accessible ramp, is approximately 12 metres in width. The location and design of the accessible entrance helps to foster a pedestrian-scale relationship with the street.

Secondarily, the building features a relationship with the MUP corridor to the west, with a strip of landscaping between the corridor and the building, as well as a direct access to the MUP from the north side of the development. A sense of human scale and connection is created through these direct entrances from the ground-level units to both Norman Street and the Trillium MUP. Due to grading challenges on the site, the entrances to the ground-level units are elevated approximately one metre above grade, with steps leading up to private patios.

Consolidating the vehicular access to the single entrance/egress will minimize potential vehicular-pedestrian conflicts. Larger vehicles such as moving trucks will also use the driveway for a hammerhead turning movement.

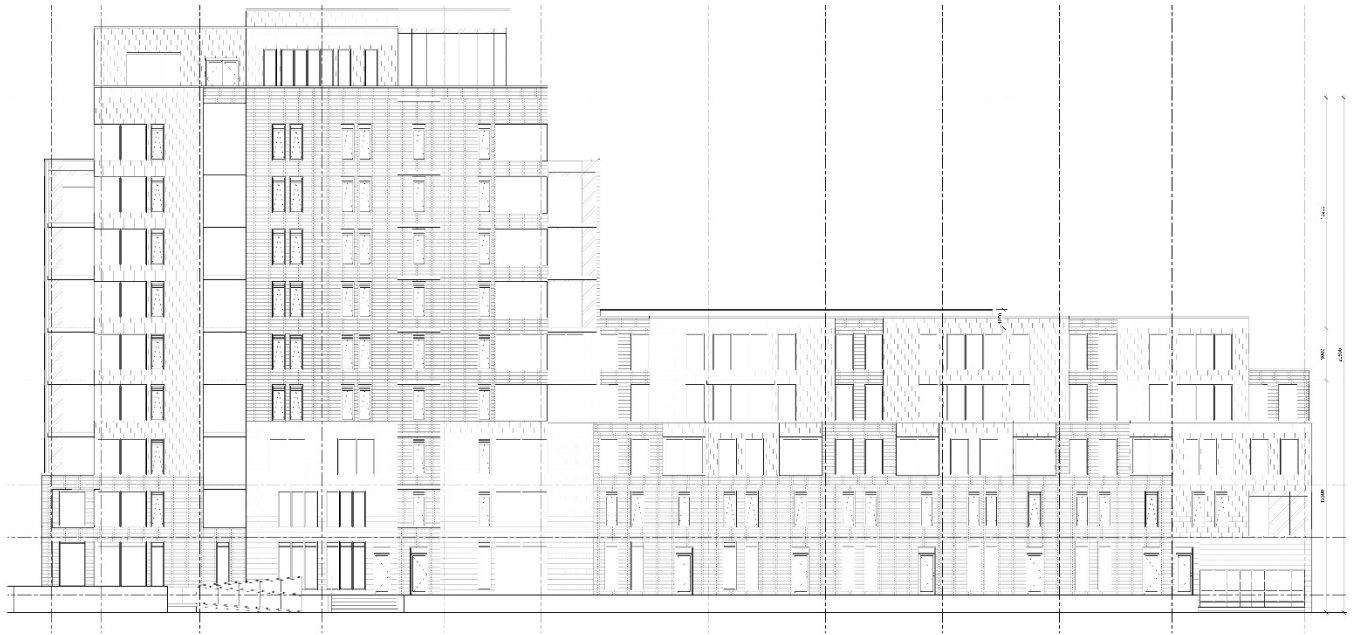
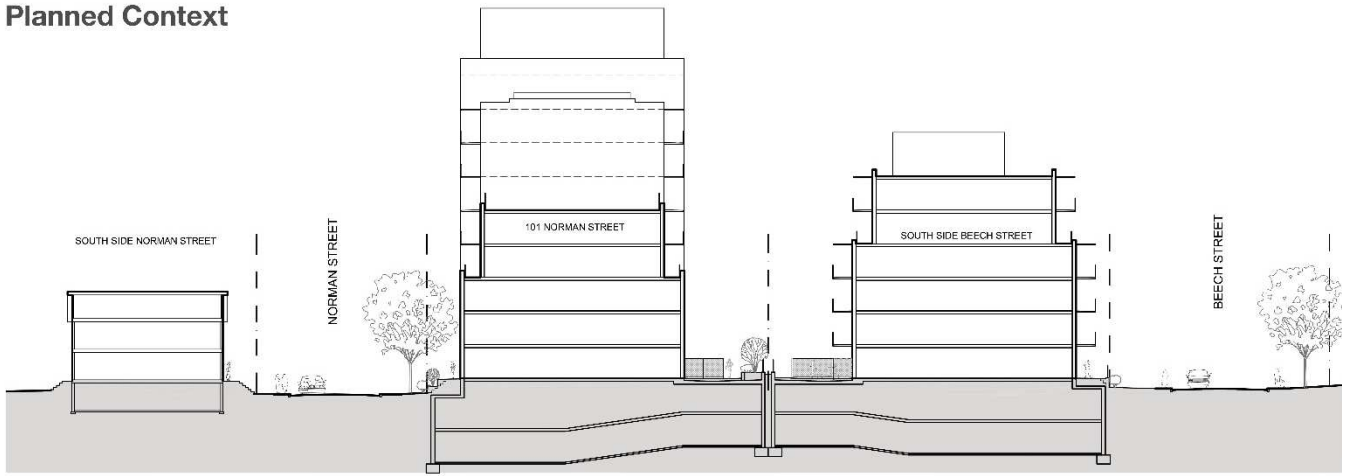


Figure 6: Front (South) Elevation facing Norman Street



Figure 7: Side and Rear Elevations

Planned Context



Existing Conditions

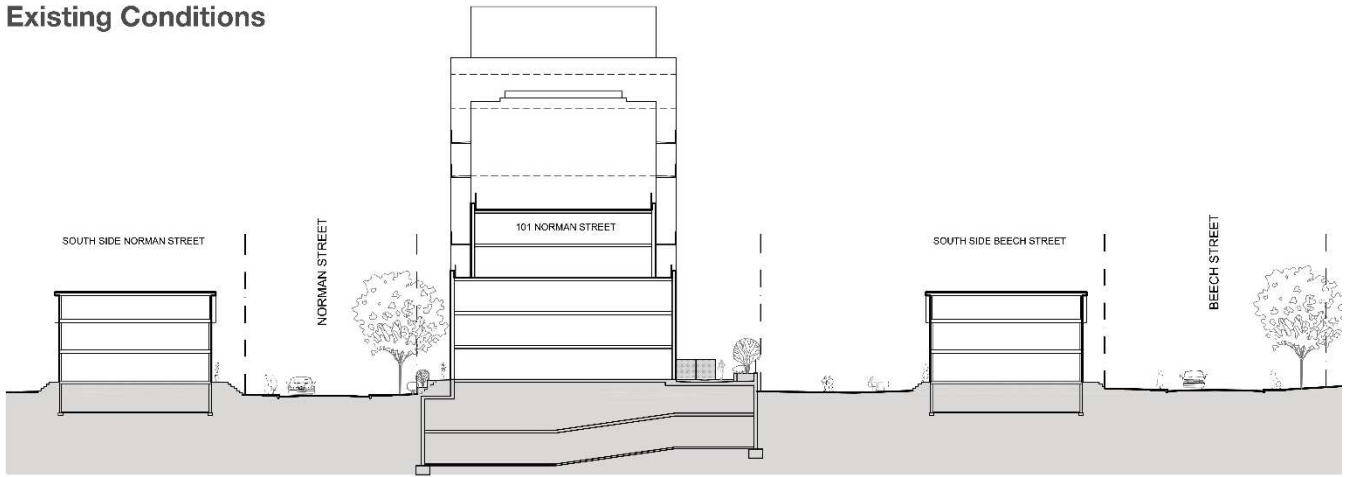


Figure 8: Cross-Section from South to North, looking West

4.0 Policy and Regulatory Framework

4.1 Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS), which came into effect on May 1, 2020, sets out high level objectives and policies for land use planning in Ontario. All municipal development policies, documents and decisions must be consistent with the PPS, read as a whole.

The PPS states that Ontario's long-term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns. Healthy, liveable and safe communities are sustained by:

- / Efficient development and land use patterns that sustain the financial well-being of the Province and municipalities over the long term (Policy 1.1.1 (a));
- / Accommodating an appropriate affordable and market-based range and mix of residential types – including multi-unit housing – and other uses to meet long-term needs (Policy 1.1.1 (b));
- / Planning authorities shall promote opportunities for transit-oriented development and intensification and redevelopment (1.1.3-4).

The proposed development will add new housing options through intensification in a settlement area, consistent with the policies of the PPS 2020.

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

4.2.1 Growth Management Framework

Section 2 of the Official Plan sets out Strategic Directions for the City. Managing growth to support liveable communities and healthy environments is a core goal of the Official Plan. The City will achieve this by following the strategic direction to direct growth in the designated urban area to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.

Growth is to be accommodated through intensification, as well as new development in greenfield areas. Growth is to be directed towards a hierarchy of nodes and corridors to support transit use and make efficient use of infrastructure and services. Mixed Use Centres are key nodes in the City's growth management strategy and are target areas for intensification. The Mixed Use Centre designation that extends along the Trillium LRT line from Bayview Station to Carling Station has a target density of 200 people and jobs per gross hectare. The current density target has been revised from the 2012 application, nearly doubling the previous target.

The proposed redevelopment will intensify the subject property in conformity with the growth management objectives of the Official Plan.

4.2.2 Mixed Use Centre Designation

The subject property is designated Mixed Use Centre on Schedule B of the Official Plan, as shown in Figure 9. Mixed Use Centres occupy strategic locations on the Rapid Transit network and act as central nodes of activity within their surrounding communities. Development within Mixed Use Centres should be transit supportive, both through increasing density through infill and redevelopment, and by creating a high-quality urban environment that supports walking, cycling and access to transit.

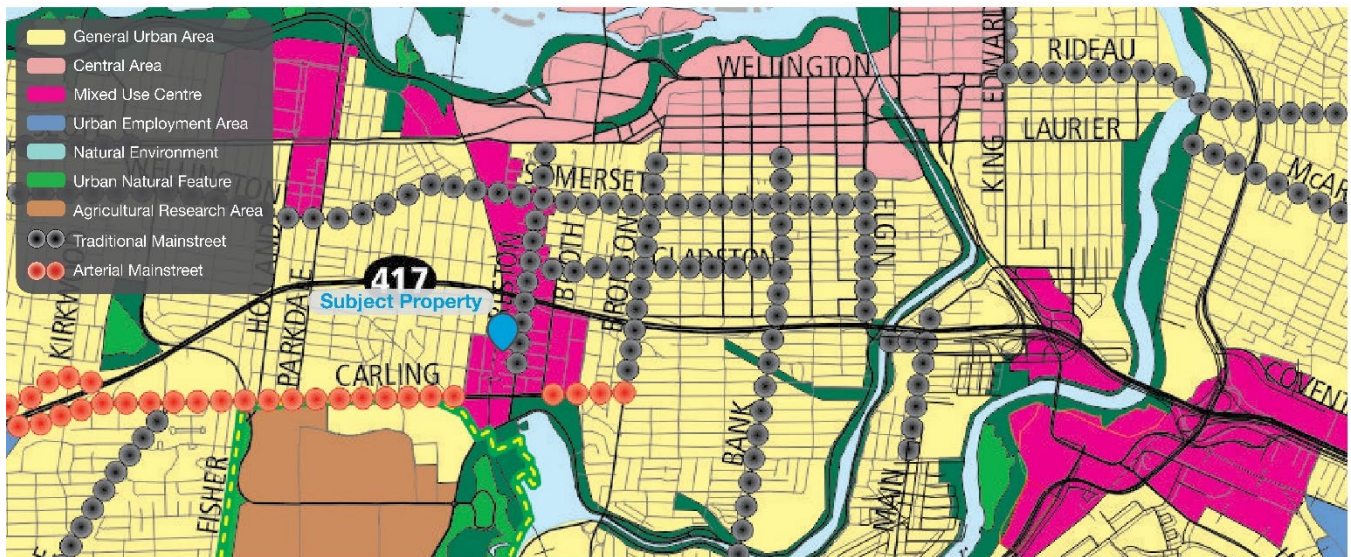


Figure 9: Excerpt from Schedule B of the Official Plan, Land Use Designations

A broad range of land uses, including high- and medium- density residential uses, are permitted in the designation. Development should contribute to a range of housing options in the area, where possible, by providing residential uses in the form of apartment units or other multiple dwelling typologies.

All development proposals will be reviewed against the Urban Design and Compatibility Criteria set out in Sections 2.5.1 and 4.11 of the Official Plan, as well as Council-approved design guidelines. Development proposals should provide direct, barrier-free connections to the surrounding active transit network, and provide adequate and secure bicycle parking.

The proposed development is a mid-rise apartment building, conforming to the Mixed Use Centre designation policies of the Official Plan. The development has been designed with direct pedestrian connections to the surrounding sidewalk and MUP network and provides bicycle parking in excess of the minimum requirement.

4.2.3 Urban Design and Compatibility

Section 2.5.1, “Designing Ottawa” sets high-level design objectives for achieving a desirable built environment for the City. The proposed development responds to the objectives in the following ways:

1. **Enhances the sense of community by creating and maintaining places with their own distinct identity.**
Contributes to the residential character of Norman Street while introducing higher-density residential typologies.
2. **To define quality public and private spaces through development**
Animates the street and Trillium MUP with high-quality architecture.
3. **To create places that are safe, accessible and are easy to get to, and move through.**
Frames the street while improving the public sidewalk.
4. **To ensure that new development respects the character of existing areas.**
Sensitively introduces additional height in proximity to transit, by massing the building to ensure transition to existing and planned lower-rise areas.
5. **To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.**
Increases the range of housing options in the Preston-Carling district, contributing to the neighbourhood’s evolution and adaptability.
6. **To understand and respect natural processes and features in development design.**

Proposes to remove no existing trees and plant two new bur oaks – native trees – in addition to native shrub species.

7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

The proposed development provides ample bicycle parking in proximity to a major cycling route, and adds significant residential density in proximity to transit, contributing to lower transportation emissions.

Section 4.11 of the Official Plan sets out more specific criteria for evaluating the compatibility of proposed development with its existing and planned context. The following table addresses applicable land use compatibility and urban design policies:

Policy	Proposed Development
Building Design	
<p>5. Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm.</p>	<p>As addressed below, the building massing incorporates built form transition and setbacks to maintain compatibility with the adjacent neighbourhood. The built form will appropriately frame the public realm while providing for transit-supportive density.</p> <p>The proposed elevations use a range of materials, including brick and masonry, to provide visual interest and relate the building to its context.</p>
<p>6. New development shall orient the principal façade and entrances to the street; include windows on the elevations adjacent to public spaces; and use architectural elements, massing, and landscaping to accentuate entrances.</p>	<p>The principal entrance, as well as individual resident entrances, face the street. Secondary entrances for at-grade units help to animate the Trillium MUP.</p>
<p>8. Maintain a high-quality, obstacle-free pedestrian environment, by internalizing all servicing, loading areas, and other required mechanical equipment and utilities.</p>	<p>All utilities and servicing are integrated into the building. The air intakes are located discreetly in the interior side and rear yards.</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>The rooftop mechanical room and amenity area are well integrated into the architecture of the building, and are set back from the top floor facades on the north, east and south sides to minimize visual impact.</p>
Massing and Scale	
<p>10. Policy 10 instructs the City to evaluate potential development against massing and scale criteria established in through a Secondary Planning process.</p>	<p>As discussed below, the proposed massing and scale conforms to the urban design policies of the Preston-Carling District Secondary Plan.</p>
<p>11. A Shadow Analysis and Wind Analysis should be conducted to show how impacts on adjacent properties and pedestrian amenity areas have been minimized or avoided.</p>	<p>The Wind Analysis confirms that the pedestrian environment surrounding the proposed development will be comfortable for standing year round, with the entire area except the juncture of Norman Street and the Trillium MUP expected to be comfortable for sitting year round.</p>
<p>12. Proponents shall demonstrate that an effective transition in height and massing, that respects the</p>	<p>Significant step-backs, in conformity with the approved zoning, provide an appropriate transition to the existing</p>

	surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.	low-rise context and the planned low-mid rise surrounding context.
13.	<p>Building height and massing transitions will be accomplished through a variety of means, including:</p> <ul style="list-style-type: none"> / Incremental changes in building height (e.g. angular planes or stepping building profile up or down); / Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet); / Building setbacks and step-backs. 	<p>The proposed development incorporates all of these massing transition measures:</p> <ul style="list-style-type: none"> / Incremental changes in building heights, with a four to five storey mass towards the existing neighbourhood, and a nine-storey mass towards the transit line; / Ground-oriented housing providing a podium along the street; and / Building step-backs at the fourth and eighth storeys to soften the impact of the building's massing.
Outdoor Amenity Areas		
19.	The development must minimize undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s).	<p>The wind study demonstrates that adjacent private amenity spaces will remain comfortable for sitting year-round. Upper-storey balconies will be set back 10 metres from adjacent rear yards.</p> <p>The shadow study demonstrates that some shadowing of the existing amenity areas to the north will occur, but these are mitigated by the massing strategy.</p>
20.	Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development.	The proposed development incorporates a wide and appropriate range of private and communal amenity area that will offer useability throughout the year. In addition to private patios and balconies, the proposed development includes two larger outdoor terraces, a gym and an indoor party room.
Design Priority Areas		
22.	The portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features.	The private patios with individual entrances, proposed along Norman Street and the Trillium MUP, are specifically designed to contribute to the public realm.
23.	The portion of the development which impacts the public realm will be held to the highest site design standards and should incorporate enhanced public realm improvements.	Two new bur oak trees are proposed adjacent to the Trillium MUP, and landscape plantings, including native shrubs, are proposed within the Norman Street Right-of-Way. Additionally, the sidewalk is proposed to be widened along Norman Street in front of the property from approximately 1.4 metres in width to 2.0 metres.
24.	The massing and scale of development will define and enclose public and private spaces (e.g. streets, parks, courtyards, squares) using buildings, structures and landscaping; and relate to the scale and importance of the space they define (e.g. street width to height ratios).	The proposed five-storey podium will frame the Norman Street right-of-way, while the nine-storey volume will frame the Trillium MUP. The ratio between the five-storey podium and the Norman Street right-of-way is approximately 1:1, which is appropriate in an urban context.

4.2.4 Preston-Carling District Secondary Plan

Mixed Use Centres are priority areas for developing Secondary Plans. The Preston-Carling District Secondary Plan (the 'Secondary Plan'), which applies to the area surrounding the subject property, is intended to guide development to implement an orderly transformation of the Secondary Plan Area into a downtown district.

The subject property is located within the "Mixed-Use Neighbourhood" Land Use Character Area on Schedule A of the Secondary Plan, as shown in Figure 10. The property abuts the "Greenway Corridor" designation, which is applied to the Trillium Line rail corridor. The Mixed-Use Neighbourhood is intended to intensify over time, predominantly in a low-rise built form. Residential development up to nine storeys in height may be permitted at 93 Norman street, per policy 4.1.5.6. The adjacent "Greenway Corridor" is intended to function as a continuous open space system that supports transit, active transportation and ecological functions.



Figure 10: Schedule B of the Preston-Carling Secondary Plan (Height and Tower Location)

The property is identified for a maximum height of nine (9) storeys on Schedule B of the Official Plan, while the abutting properties to the north and east are identified for a maximum of six (6) storeys. The facing properties are intended to remain low-rise. Mid-rise buildings, per Section 4.2.3 of the Secondary Plan, should have a base that relates to the pedestrian realm, a middle portion that helps to frame the right-of way, and a top that is stepped back or articulated to break up the building mass and allow sunlight access.

The design of new buildings shall be subject to enhanced design scrutiny by the City. All development projects are to be oriented to the street, and should animate facing public spaces through pedestrian-friendly uses and engaging architectural details.

Site-specific policies address built form transition for the mid-rise development at the subject property. Specifically, the nine-storey portion of the building shall be located to minimize impacts on low-rise residential uses along Norman Street, and shall not exceed 50% of the footprint of the entire building. The remainder of the building footprint shall have a maximum height of five storeys, and must incorporate a low-profile base with stepbacks on the top floors to

minimize the visual and microclimate impacts. Architecturally, the base of the building will respect and reflect the neighbouring low-profile context.

The Secondary Plan states that dead-end local streets south of Beech Street and west of Preston Street shall be designed as woonerfs with enhanced pedestrian amenities (Policy 5.1.3.e). Nevertheless, loading, servicing and emergency access will not be compromised.

The proposed development conforms to site-specific built form policies of the Preston-Carling District Secondary Plan, as well as the broader land use and urban design policies established in the Secondary Plan.

4.2.5 New Official Plan

The City of Ottawa is currently undertaking a new Official Plan process. Draft policies were published in November 2020, but are not yet approved by Council.

Where applicable, the policies of the draft Official Plan generally defer to policies established in Secondary Plans. Staff are proposing to incorporate the policies of the Preston-Carling District Secondary Plan into a new West Downtown Core Secondary Plan. The site-specific policies applicable to the subject property are proposed to be incorporated into the composite Secondary Plan.

4.3 Transit Oriented Development Guidelines

The Transit-Oriented Development Guidelines, approved by Council in 2007, are intended to guide development within an easy walk to transit stations. The guidelines are not intended to be prescriptive but rather intended to be applied in a context- and project-sensitive manner.

The proposed development responds to the guidelines in the following ways:

- / Redevelops the site with housing at transit-supportive densities (Guideline 1);
- / Contributes to a multi-purpose destination by expanding the range of housing typologies within a Mixed-Use Centre (Guideline 3);
- / Places the building close along the front of the street to encourage ease of walking between buildings and to transit (Guideline 7);
- / Provides a transition in scale between the transit line and adjacent lower-intensity community (Guideline 9);
- / Steps back building above the fourth storey to maintain a more human scale along the sidewalk (Guideline 11);
- / Ground floor incorporates front yard living space (in the form of patios), transparent glazing and active resident entrances to create a streetscape that is appealing to pedestrians (Guideline 28);
- / Provides bicycle parking in excess of the required rate (Guideline 29);
- / Provides vehicular parking underground only (Guideline 39); and
- / Plantings and pedestrian seating are provided at the front of the building (Guidelines 48 and 49).

The proposed development reflects and incorporates the relevant Transit-Oriented development guidelines to create a pedestrian and cyclist-friendly transit-oriented development within 300 metres of an existing higher-order transit station.

4.4 City of Ottawa Comprehensive Zoning By-law (2008-250)

The subject property is zoned Residential Fifth Density Subzone B, Exception 2147, with site-specific height schedule 329 (R5B [2147] S329).

The intent of the Residential Fifth Density zone is to allow a wide mix of residential building forms and to regulate development in a manner that is compatible with existing land use patterns. Mid-rise apartment dwellings are permitted in the R5 zone.

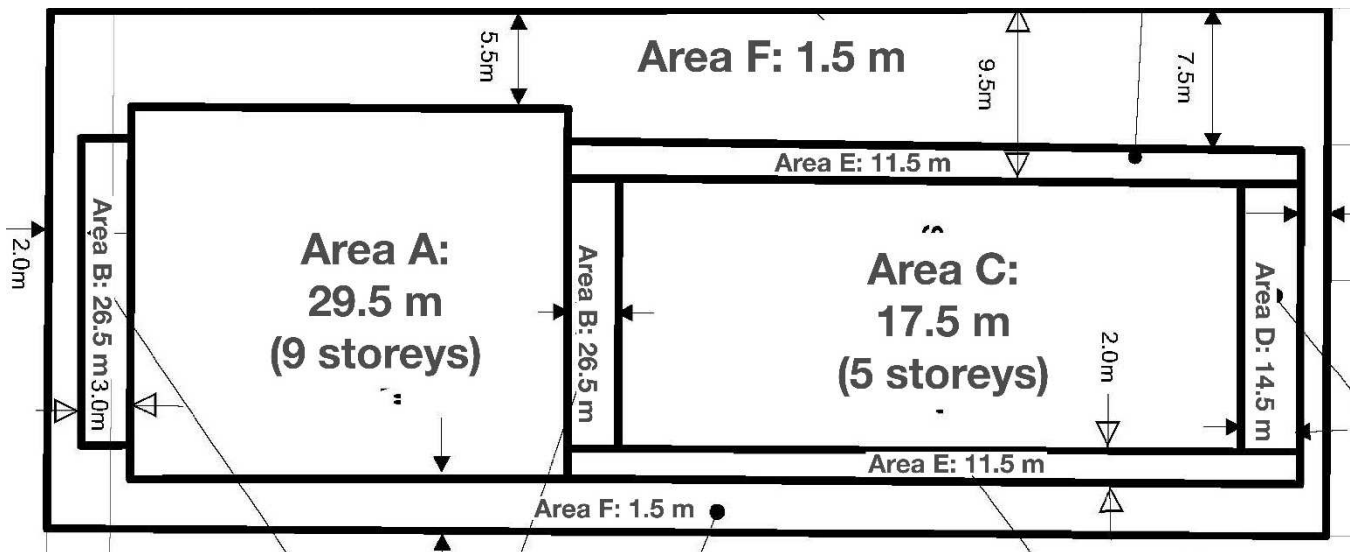


Figure 11: Extract from Schedule 329 of the Zoning By-law

The following table identifies compliance with the applicable provisions of the zoning by-law.

Provision	Required	Proposed	Complies
Lot Area	675 m ²	2,356.2 m ²	✓
Lot width	22.5 m	72.57 m	✓
Front Yard Setback	Per schedule 329: 3 m (1.5 m height permitted within setback)	3 m (not including permitted raised patios)	✓
Side Yard Setbacks	Per schedule 329 East: 1.5 West: 2 m (1.5 m height permitted within setback)	East: 1.5 m West: 2.0 m (not including raised patios and access)	✓
Rear Yard Setback	Per schedule 329: varies (5.5 to 7.5 m) (1.5 m height permitted within setback)	Varies / (5.5 to 8.1 m), not including permitted raised private patios	✓
Active entrances	Units at-grade facing Norman Street and MUP must have access to exterior.	Provided	✓
Elevation Glazing	Min. 50% of the building wall of floors 4-9 must be clear glazed windows.	To be confirmed in future submission.	TBC
Minimum landscaped area	30% of lot area = 706.9 m ²	836.2 m ²	✓
Maximum building height	Per schedule 329	Compliant with Schedule 329	✓
Permitted projections	Enclosed rooftop amenity area: - Max. 3 m in height.	Enclosed rooftop amenity area: 164 m ²	✓

	<ul style="list-style-type: none"> - Max GFA of 200 m² For balconies: - Must not project into Area E 	No balconies project into Area E	
Required Amenity Area	<p>127 units @ 6 m² / unit = 762 m² 50% communal = 381 m² (one area min. 54 m² in area) May be located in required front or corner side yard.</p>	<p>Total: 1,678 m² Communal: 656 m²</p>	✓
Minimum vehicle parking (Area Z; Exception 2147)	<p>Resident: no requirement Visitor: 127 units @ 0.083 spaces/unit = 10</p>	<p>Resident: 79 Visitor: 10</p>	✓
Vehicle access requirements	Min. driveway/aisle width: 6 m	6 m	✓
Minimum bicycle parking	<p>127 units @ 1 per unit = 27 Min. dimensions do not apply Min. 1 m wide access aisle</p>	174 provided in stacked bicycle parking racks	✓

The proposed development complies with all provisions of the Zoning By-law.

5.0 Supporting Plans and Studies

5.1 Site Servicing and Stormwater Management Study

IBI Group prepared the Site Servicing Report for the proposed development, as well as the Storm Drainage Plan, General Plan of Services, Grading Plan and Erosion and Sedimentation Control Plan. The Site Servicing Report addresses the capacity of the existing municipal services to accommodate the proposed development, as well as the proposed water, sanitary and stormwater drainage design for the Site Plan.

The existing watermain infrastructure is sufficient to service the proposed development, and a watermain connection to the existing 200 mm Norman watermain is proposed. In order to provide redundancy as required by the City, a second connection to the Preston Street watermain is proposed to be provided via a second 200 mm watermain to be constructed within the Norman Street Right-of-Way.

Wastewater and stormwater management is provided via a 200 to 375 mm combined sewer in the Norman Street Right-of-Way. The stormwater management approach was designed with reference to Ministry of Environment, Conservation and Parks (MECP) standards.

On the basis of the analysis and design reflected in the Report, IBI finds that the proposed development can be serviced to meet City of Ottawa requirements.

5.2 Transportation Impact Study

Parsons conducted a Transportation Impact Assessment for the proposed development. Per the Forecasting Report, the development is projected to generate approximately 78 total person trips during the morning peak, and 83 total person trips during the afternoon peak. Based on a hybrid of the City's future Transit Oriented Development mode share targets and the Inner Ottawa District mode shares, the development is expected to generate approximately 10 'new' vehicle trips, 30 to 35 'new' transit trips, 20 'new' walk trips and 10 to 15 'new' bike trips, two-way, during the weekday morning and afternoon peak hours.

Within the study area, a shift to more transit and active mode trips will be required to accommodate background growth, as no road widenings are planned for the study area. Overall, the proposed development has a negligible impact on the study area road network, and the projected increase in transit trips can be accommodated by the existing/future transit system.

It is requested to provide a variance from the Private Approach By-law to allow a greater driveway slope than is typically permitted. This is to prevent stormwater runoff from entering the parking garage. There are no concerns with this approach.

Transportation Demand Management ('TDM') measures have been incorporated into the proposed building, including a design that creates a pedestrian-friendly streetscape; providing direct pedestrian connections to the building; landscaping and benches along walking/cycling routes; and bicycle parking spaces provided at a rate in excess of the minimum requirements.

Based on the findings of the study, the proposed development is recommended from a transportation perspective.

5.3 Noise Study

Gradient Wind Engineers and Scientists ('Gradient Wind') prepared a Transportation Noise and Vibration Assessment for the proposed development. The intent of the study was to assess the impact of transportation noise and vibration from Preston Street, Highway 417 and the O-Train Trillium Line Light Rail on the proposed residential uses.

The results of the analysis indicated that noise levels will range between 51 and 71 dBA during the daytime and 46 and 63 dBA during the nighttime, with the highest noise occurring at the north façade, facing Highway 417. As these volumes exceed the sound level criterion for outdoor living areas, and are expected to exceed the indoor sound level criteria, several mitigation measures are proposed. In order to appropriately mitigate indoor noise, the report recommends requiring building components with a higher Sound Transmission Class rating, central air conditioning or equivalent, and a warning clause on all lease, purchase and sale agreements. For the outdoor living areas, a 1.5 metre noise barrier is recommended. As this will not fully mitigate noise levels, a warning clause is also recommended to be required.

The analysis found that vibration levels due to the O-Train are projected to be acceptable, and no mitigation levels are recommended.

Stationary noise impacts from the proposed development on the surrounding low-rise development are not expected to be a concern, however, it is recommended that a stationary noise study be conducted during detailed design.

5.4 Geotechnical Investigation

Paterson Group ('Paterson') conducted a Geotechnical Investigation for the proposed development at 93 Norman Street. The intent of the study was to determine the subsoil and groundwater conditions at the site and provide geotechnical recommendations for design and construction of the development.

The subsurface profile at the test (borehole) locations generally consisted of pavement structure and fill underlain by a silty sand and glacial till deposit. Limestone bedrock was encountered at depths of 1.6 and 2.4 metres below grade. Groundwater levels were recorded at depths of approximately 1.37 to 2.05 metres.

As a result of these conditions and the proposed development, which includes a two-level below-grade parking structure, bedrock removal through blasting is expected to be required. Therefore, a pre-construction survey to assess the potential effects of blasting on existing services and structures, as well as to minimize potential claims, is recommended.

The Investigation makes a number of recommendations with respect to building design and excavation and construction precautions. These include review by a geotechnical consultant of the contractor's shoring design.

5.5 Confederation Line Proximity Study

Paterson conducted a Level 1 Trillium Line Proximity Study for the proposed development. The intent of the study was: to conduct a construction methodology and impact review; to propose a vibration monitoring and control program for construction activities; and to provide responses to the Level 1 Proximity Study requirements.

As blasting will be required as part of the bedrock removal program, a vibration monitoring program is recommended. The Study identifies proposed vibration limits and triggers for warnings to the contractor, as well as required actions when limits are exceeded.

As detailed design progresses, Paterson will update the study to provide structural, foundation, excavation and shoring drawings to the City, in accordance with the study requirements.

5.6 Landscape Plan and Tree Conservation Report

A Landscape Plan and Tree Conservation Report ('TCR') have been prepared by Lashley and Associates in support of the proposed development. Per the TCR, no trees are found onsite, and all four trees located close to the site are proposed to be retained and protected. Tree protection fence details are included in the TCR.

The landscape plan proposes to plant two additional bur oaks on municipal property adjacent to the western property line, as well as extensive shrub plantings onsite.

5.7 Wind Analysis

Gradient Wind conducted a pedestrian level wind study for the subject property to assess the wind conditions, post-development, of the pedestrian spaces on-site, in the surrounding area, and in communal amenity areas. The intent of the study is to investigate pedestrian wind comfort and safety.

The study found that all grade-level areas on and surrounding the subject property are predicted to be acceptable for the intended pedestrian uses throughout the year. Most of the amenity terraces on level six and at the mechanical penthouse level are predicted to be suitable for sitting during the summer, and mostly suitable for sitting during the shoulder seasons, which is considered acceptable. No unsafe conditions are anticipated.

5.8 Environmental Site Assessments (Phase I and II)

In 2012, Paterson prepared a Phase I Environmental Site Assessment ('Phase I ESA'), and based on the recommendations of the Phase I ESA, conducted a Phase II Environmental Site Assessment ('Phase II ESA').

In February 2021, Paterson prepared updates to both of these ESAs to meet the requirements the MECP O.Reg. 153/04, as amended.

Together, these reports identified a number of areas of potential environmental concern. A subsurface investigation found that fill material on the central and eastern portions of the property exceeded MECP standards for metals on residential sites. Therefore, remediation is recommended and a Record of Site Condition will be required.

6.0 Conclusions

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

- / The proposed development adds higher residential densities near transit, consistent with the PPS 2020;
- / The proposal complies with the growth management and land use designation policies of the Official Plan;
- / The proposed development represents high-quality urban design and will integrate well with the existing and planned community context;
- / The proposed development complies to all provisions of the Zoning By-law; and
- / The proposal is supported by technical plans and studies.

Sincerely,



Jaime Posen, MCIP RPP
Senior Planner



Bria Aird, MCIP RPP
Planner