



138

PLANNING RATIONALE

138 FORWARD AVENUE

December 2021



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1.0 Introduction

GBA Group “GBA” has been retained by Vika Land Development Group to prepare a Planning Rationale in support of a site plan application for 138 Forward Avenue. The purpose of this Planning Rationale is to assess the proposed development and ensure it is consistent with Provincial and Municipal policies and regulations.

The property of interest is located at 138 Forward Avenue between Burnside Avenue and Lyndale Avenue in the Mechanicsville neighbourhood. The proposal is to demolish the existing building structure and construct a four-storey apartment building with a basement, comprised of 18 units: ten two-bedroom units, four one-bedroom units, and four bachelor units.



SUBJECT SITE.

2.0 – Community Context

The subject property is located on Forward Avenue in Kitchissippi Ward in the Hintonburg/Mechanicsville neighbourhood. The purpose of this section is to identify the range of community amenities and services that are close to the proposed development and will support the resident needs of this project.

2.1 - Surrounding Neighbourhood

The property is currently home to a two-storey single-family dwelling fronting on Forward Avenue. The site is surrounded by a mix of low-rise residential buildings as well as mid- and high-rise towers to the southwest and northwest along Parkdale Avenue. The immediate area can be characterized by the following:

- › **To the North:** Immediately to the North of the site are two low-rise rowhouse dwellings with large parking areas. Across Burnside Avenue to the north, the housing typology is primarily mid- to high-rise development.
- › **To the East:** Immediately bordering the site across Forward Avenue is a parking lot adjacent to two single-family dwellings.
- › **To the South:** The adjacent properties to the South of the site are two-storey single-family dwellings, with a four-storey townhouse development further south along Forward Avenue.
- › **To the West:** Immediately adjacent the subject site to the West is an untravelled lane which borders the property at 139 Parkdale Avenue. That property is surrounded by six- and nine-storey apartment buildings to the North and South.



AERIAL VIEW OF SUBJECT SITE.

2.2 - Surrounding Development Applications

This area has historically been characterized by low-rise development but is currently undergoing rapid intensification due to its proximity to downtown and Tunney's Pasture station. Surrounding developments that are newly constructed, or are proposed include:

- › **190-192 Forward Ave:** Four storeys, eight units.
- › **174 Forward Ave:** Four storeys, 18 units.
- › **159, 163 and 167 Parkdale Ave:** 31-storeys, 267 units.
- › **161 Hinchey Avenue:** Four-storeys, 15 units.
- › **147 and 159 Forward Avenue:** Four storeys, 49 units.

3.0 Transportation Network

3.1 Public Transit

The subject property is within 600 meters of Tunney’s Pasture transit station, and just outside the 600 m radius from Bayview Station, providing excellent access to Ottawa’s O-Train Confederation Line network. Additionally, OC Transpo provides bus north-south bus service along Parkdale Avenue (Route 54) as well as east-west service along Scott Street (Routes 16, 66, 50, and 81) as demonstrated below.



OC TRANSPO NETWORK MAP

3.2 Road Network

The property is located in a neighbourhood that is formed by the intersection of Parkdale Avenue and Scott Street, which are both arterial roads demonstrated in red in the map below. Parkdale Avenue provides north-south connection to Sir John A. Macdonald Parkway to the north of the site, and to Highway 417 south of the site. The eastern edge of the neighbourhood is defined by Bayview Station Road, which is a collector road illustrated in green below.



CITY OF OTTAWA OFFICIAL PLAN SCHEDULE E: URBAN ROAD NETWORK

3.3 Pedestrian and Cycling Network

The subject property is well served by pedestrian and cycling networks due to its location close to the Ottawa River Pathway to the North, which provides scenic east-west pedestrian and bike pathways connecting to Parliament Hill and downtown Ottawa. Additionally, Scott Street to the south of the site is designated as a cross-town bike pathway with an on-road bike lane. All streets in the immediate neighbourhood, including Forward Avenue, have sidewalks on both sides of the street, which facilitate pedestrian connections to the Ottawa River as well as to local public transit stops.



OFFICIAL CYCLING MAP FOR OTTAWA-GATINEAU

4.0 – Community Amenities

The neighbourhood is in proximity to various community amenities, including Laroche Park, the Ottawa River Parkway, and Tom Brown Arena. There are several convenience and grocery stores in the immediate neighbourhood, including the Silver City Food Market and Lyndale Corner Food Market, as well as several grocery stores and the Parkdale Farmer's Market along Wellington Street West that are within a 10- to 15-minute walk. Along the Ottawa River to the North is abundant parkland, including the Goldenrod Community Garden and Ottawa River South Shore Riverfront Park. The neighbourhood is home to several restaurants, bars, and other social amenities along Wellington Street West to the south and is adjacent to a vibrant food scene in Chinatown to the east. There are several schools in the Mechanicsville neighbourhood, including École élémentaire catholique Saint-François-d'Assise, Connaught Public School, and Devonshire Community Public School. There are several notable employment nodes in the immediate area, including a major employment hub at Tunney's Pasture, as well as the Holland Cross office building which also provides essential neighbourhood amenities such as a Rexall drugstore.

5.0 – Planning and Policy Framework

5.1 Provincial Policy Statement

The PPS provides for appropriate development “while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment”. Municipal Official Plans are the most important vehicle to implement the PPS which will be discussed later in this Section.

The intention with respect to the development at 138 Forward Avenue is to review relevant aspects of PPS policies and demonstrate the proposed development’s consistency with the policies.

Policy 1.1.1 of the Provincial Policy Statement states that healthy, liveable, and safe communities are sustained by:

- › promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- › 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;
- › avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- › avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- › 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;
- › improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
- › ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
- › promoting development and land use patterns that conserve biodiversity; and
- › preparing for the regional and local impacts of a changing climate.

Policy 1.1.2 of the PPS states that sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

Policy 1.1.3 defines settlement areas and the mix of land within this areas to:

- › efficiently use land and resources;
- › are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- › minimize negative impacts to air quality and climate change, and promote energy efficiency;
- › prepare for the impacts of a changing climate;
- › support active transportation;
- › are transit-supportive, where transit is planned, exists or may be developed; and
- › are freight-supportive

A major objective of the Provincial Policy Statement is residential intensification within areas where existing or planned infrastructure can support redevelopment. This site plan control application aligns with these directives in that the proposed development is close to employment centres in downtown Ottawa and Tunney's Pasture, falls within a 600-metre radius of rapid transit, and promotes compact intensification on a site that is currently under-developed.

5.2 City of Ottawa Official Plan (2003)

The subject property is designated in the General Urban Area on Schedule B of Ottawa's Official Plan. Section 3.6.1 describes the area as:

The General Urban Area 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. This will facilitate the development of complete and sustainable communities. A broad scale of uses is found within this designation, from ground-oriented single-purpose buildings to mid-rise buildings with a mix of uses along Mainstreets or Transit Priority Corridors; from a dwelling or corner store to a shopping centre or office.

This objective of the General Urban Area is to preserve the predominantly low-rise character of the area, however, Policy 3 states that changes in built form, height, and density will be evaluated based upon compatibility with the existing context and the planned function of the area. Policy 5 supports context-sensitive intensification within the area, stating that:

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

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

The proposed development meets all the intents of the General Urban Area. It provides low-scale intensification within a neighbourhood where the housing style is a mix of ground-oriented and semi-detached dwellings, as well as low-rise apartment buildings. The proposed concept enhances the streetscape through the use of carefully chosen façade materials, and the mix of units from studios to two-bedrooms provides housing choices for a range of individuals and life circumstances.

5.3 New Official Plan

The City of Ottawa's New Official Plan was amended and approved by City Council on October 27th, 2021, was adopted by Council on November 24th, 2021 as By-law 2021-386, and will be sent to the Ministry of Municipal Affairs and Housing for approval in 2022.

The subject property is located within a 600-metre radius of Tunney's Pasture O-Train Station although it is not designated as a Hub or Protected Major Transit Station Area in the New Official Plan. It falls within the Inner Urban Transect Area of the Official Plan and is designated as an Evolving Neighbourhood on Schedule B. Neighbourhoods in the Inner Urban Transect have no minimum heights, and zoning will permit at least three storeys but no more than four storeys.

Policy 3.2 of the Official Plan allocates 47 per cent of city-wide dwelling growth to the built-up portion of the urban area, with redevelopment and intensification of existing sites to be the main driver of density increases. The objective is for 15-minute neighbourhoods to be created by directing intensification to Hubs and Corridors, where most services and amenities are located, as well as the

portions of Neighbourhoods within a short walk to those Hubs and Corridors. As the proposed development is in a Neighbourhood close to both Hub and Corridor designations and located within the radius of a transit hub, it is a prime candidate for low-scale intensification resulting in a density increase.

5.3.1 Inner Urban Transect

The intent of the Inner Urban Transect is to continue to develop an urban, mixed-use environment that accommodates mid- to high-rise built forms while preserving the post-war character of the neighbourhoods immediately surrounding Ottawa's downtown core.

The four major objectives of the Inner Urban Transect designation are:

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



NEW OFFICIAL PLAN SCHEDULE B: INNER URBAN TRANSECT POLICY AREAS

5.3.2 Neighbourhoods

The Official Plan states that Neighbourhoods located in the Inner Urban area and within a short walking distance of Hubs and Corridors shall accommodate residential growth to meet the Growth Management Framework. The Zoning By-law shall implement the density thresholds in a manner which adheres to the built form requirements and that:

- a) Allows and supports a wide variety of housing types with a focus on missing-middle housing, which may include new housing types that are currently not contemplated in this Plan;
- b) The application of Zoning By-law development standards to be applied as one lot for zoning purposes to support missing middle housing;

- c) Provides for a low-rise built form, by requiring in Zoning a minimum built height of 2 storeys while permitting a built height as of right, Transect wide, of 3 storeys to allow for higher-density low-rise residential development;
- d) Provides an emphasis on regulating the maximum built form envelope that frames the public right of way; and
- e) In appropriate locations, to support the production of missing middle housing, lower-density typologies may be prohibited.

5.3.3 Evolving Overlay

The proposed development falls within the Official Plan's Evolving Overlay. This Overlay is applied to areas close to Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification.

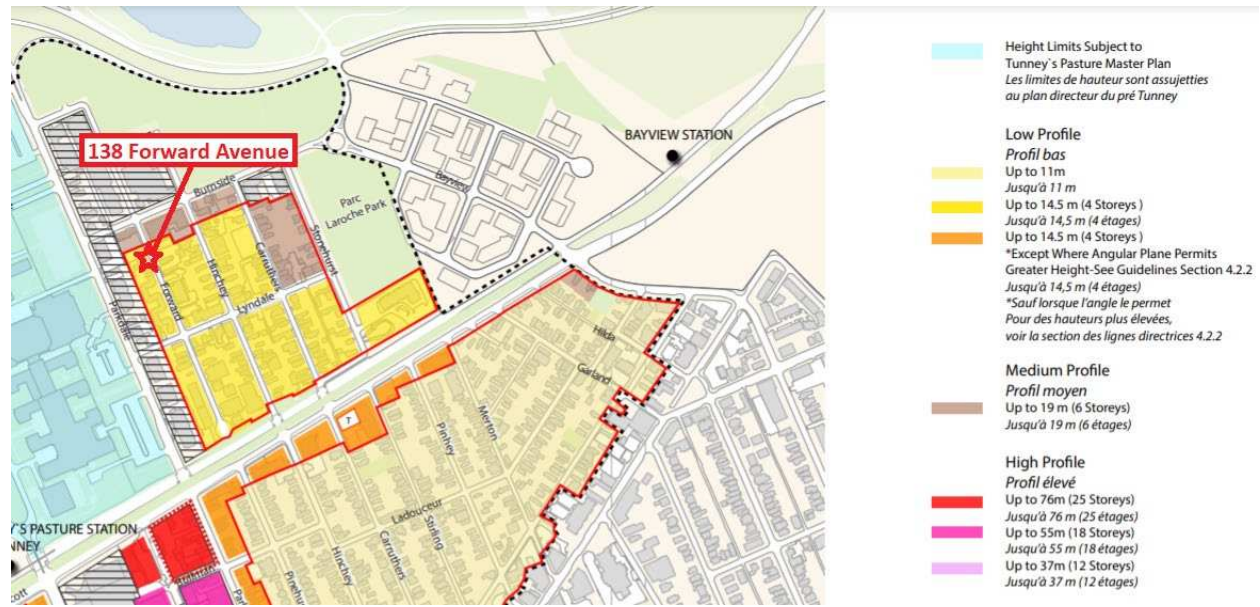
The proposed development aligns well with the intentions of the Inner Urban Transect, Evolving Overlay and Neighbourhood designation as it provides compact, low-scale residential infill that maximizes residential density while preserving the low-rise character of the area. It contributes to the goals of the Growth Management Framework for Neighbourhoods by increasing the density of the site, exceeding the minimum height requirements of two storeys, and providing a design that contributes positively to the streetscape character.

5.4 Scott Street Secondary Plan and Community Design Plan

The Scott Street Secondary Plan was passed in 2014 and accompanies the Scott Street Community Design Plan by transforming the directives of that plan into statutory policy. The Secondary Plan is guided by six principles. These are:

- › Reinforce and respect the character of existing neighbourhoods;
- › Establish a vibrant, diverse and attractive mixed-use centre;
- › Integrate higher density development strategically and sensitively;
- › Enhance and interconnect the open space network;
- › Improve mobility connections and create complete, inviting streets; and
- › Promote design excellence.

The objective of the Scott Street Secondary Plan is to guide development in the Scott Street area, directing residential intensification to certain areas while preserving the low-rise character of existing communities. The proposed development falls within the low-rise designation of the Community Design Plan which limits heights to four storeys, demonstrated in the figure below.



SCOTT STREET SECONDARY PLAN HEIGHT RESTRICTIONS.

In order to contribute to the City's growth strategy of intensification around transit stations, the Secondary Plan policies require development in the Scott Street area to improve pedestrian and cycling opportunities to reduce automobile use. Specifically, the Secondary Plan requires new developments to address Transportation Demand Measures (TDM) on a site-specific basis including TDM measures such as:

- › Reduced/free transit passes per new residential unit to be constructed;
- › Reduced parking rates;
- › Employee incentives to reduce parking demands; and
- › Employees and/or residents with bicycle parking and other facilities.

The proposed development acknowledges this directive by providing no vehicle parking spaces as well as 16 bicycle parking spaces, which is nearly twice the amount of required bicycle spaces (nine).

The Secondary Plan specifically acknowledges the low-rise neighbourhood to the east of apartment buildings along Parkdale Avenue, which includes 138 Forward Avenue, as characterized by narrow lots and compact development that align with city-wide transit-oriented neighbourhood objectives. The proposed development aligns with the policies of the Scott Street Community Design Plan and Secondary Plan as it falls within the maximum four-storey, 14.5 metre height and is comprised of solely residential uses. Additionally, the development provides low-scale residential intensification on an under-utilized site while enhancing the streetscape and maintaining the low-rise character of the neighbourhood.

5.5 - City of Ottawa Comprehensive Zoning By-Law (2008-250)

The subject property is located within the Residential Fourth Density Zone and is specifically zoned R4UD, as shown below. The zoning allows for a wide mix of residential building forms ranging from detached to low-rise apartment dwellings of no more than four storeys, and no parking is required for the subject property.



SUBJECT SITE SHOWN ON ZONING MAP

The purpose of the zone is to:

- a) allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as General Urban Area in the Official Plan;
- b) allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;
- c) permit ancillary uses to the principal residential use to allow residents to work at home;
- d) regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced: and
- e) permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

The proposed development does not require any relief from the zoning and adheres to all zoning provisions. Site plan approval will be required prior to construction of the building, however, no Zoning By-law amendment is required. The chart below illustrates the proposed development's adherence to the required provisions of the Zoning By-law:

| City of Ottawa Zoning By-law No. 2008-250 and Revised By-law No. 2015-228 | | |
|--|--------------------------|---------------------|
| R4UD | | |
| LOW RISE APARTMENT 4 STOREY, 18 UNIT | REQUIRED | PROPOSED |
| MINIMUM LOT WIDTH | 15m | 15.32m |
| MINIMUM LOT AREA | 450m ² | 457.8m ² |
| MAXIMUM BUILDING HEIGHT | 14.5m | 13.76m |
| MINIMUM FRONT YARD SETBACK | 1.5m | 1.5m |
| MINIMUM CORNER SIDE YARD SETBACK | 3m | N/A |
| MINIMUM REAR YARD SETBACK | 7.44m (25% of lot depth) | 7.44m |
| MINIMUM INTERIOR SIDE YARD SETBACK | 1.5m | 1.5m |
| LANDSCAPE AREA | 30% | 42% |
| SOFT LANDSCAPE AT FRONT YARD | 20% OF FRONT YARD | 50% OF FRONT YARD |
| SOFT LANDSCAPE AT REAR YARD | 50% OF REAR YARD | 60% OF REAR YARD |
| FENESTRATION ON FRONT WALL | 25% | 30% |
| RECESSED FRONT WALL | 20% | 25% |
| Bicycle Parking (0.5/unit) | 18 UNIT @0.5=9 | 16 |

6.0 – Proposed Development

6.1 Compatibility with Design Guidelines

Both Official Plans prioritize intensification and compact building forms, in particular around transit stations. The proposed development provides this in an area that is in proximity to multiple transit hubs and is currently undergoing rapid redevelopment, especially in the form of low-rise apartment buildings. While the R4UD zoning allows for a variety of building types, the selection of an apartment building form is a more energy efficient than other options, such as semi-detached buildings.

Section 4.11 of the current Official Plan sets out criteria by which a proposed development's compatibility with the surrounding urban form is assessed. The proposed design aligns with the requirement for a transition in building heights as it provides a transition from the buildings to the rear of the site (to the west) which are a greater height, while providing a stepped-back façade to fit with existing low-rise buildings fronting on Forward Avenue.

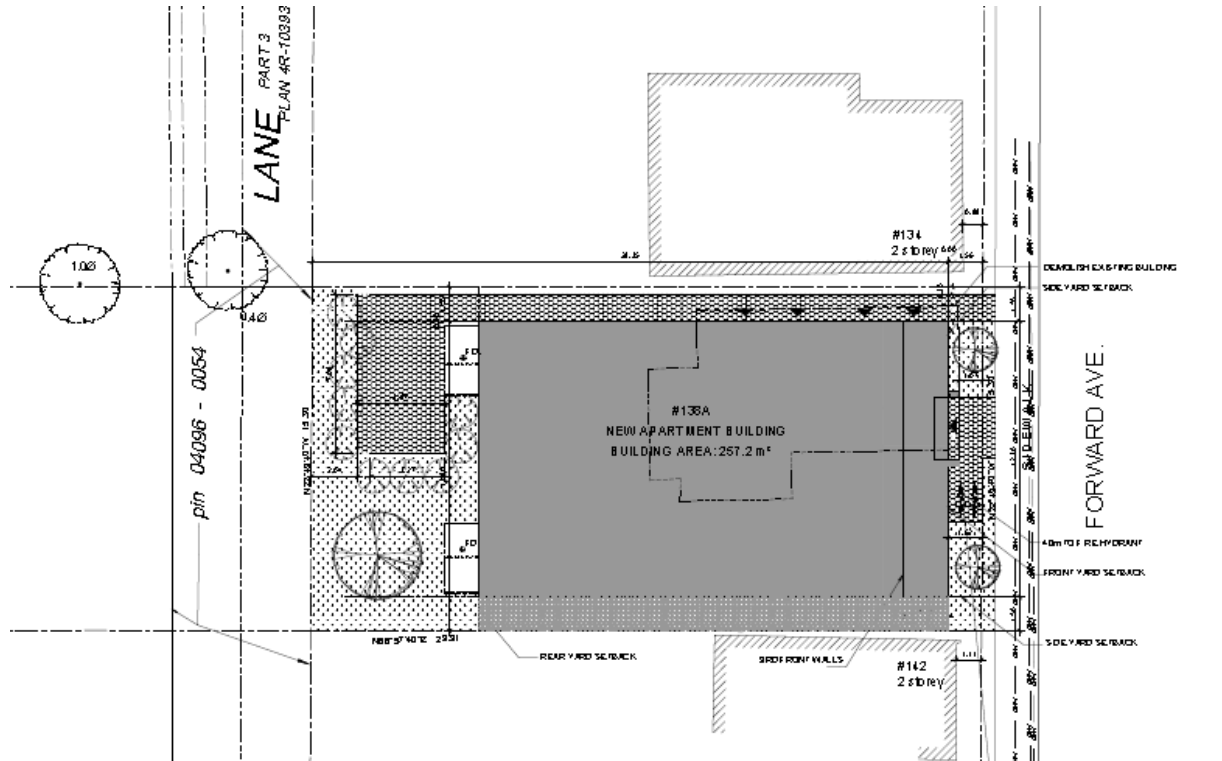
6.2 Urban Design

The Mature Neighbourhoods Overlay which apply to the subject site takes precedence over the current Urban Design Guidelines for Low-Rise Infill Housing. The Overlay contains regulations intended to preserve the established look along a street. A Streetscape Character Analysis has been conducted and was approved by Development Review on March 24, 2021, and the proposed development will reflect the neighbourhood character in the following ways:

A main door facing the street, is the dominant pattern in the neighbourhood, which is reflected in the proposed design.

There are many driveways and paved front yards along this section of Forward Avenue. Front-facing attached garages are common in the townhouses to the south, however, the development does not propose any parking spaces as it seeks to encourage use of nearby transit stations and cycling routes.

The proposed development goes beyond the minimum provisions for landscaping in the front yard, contributing to an improvement in the streetscape where currently there is only asphalt.



SITE PLAN FOR PROPOSED DEVELOPMENT

The building massing is broken up through a setback above the second floor, which provides alignment with the neighbouring buildings as well as a transition from the mid- and high-rise buildings at the rear of the site. Brick finish on the ground floor is broken up through articulation around the front entrance door and windows, with a change in materials above the second floor which further emphasizes the larger massing of the first two levels. The building is wheelchair accessible. Access to the bicycle parking is provided via a pathway at the side of the building, and outdoor bicycle parking is provided in the front yard. Garbage is enclosed in the building, and amenity spaces are provided in the backyard and on street-facing balconies at the third floor.



View of the proposed development from the northwest.

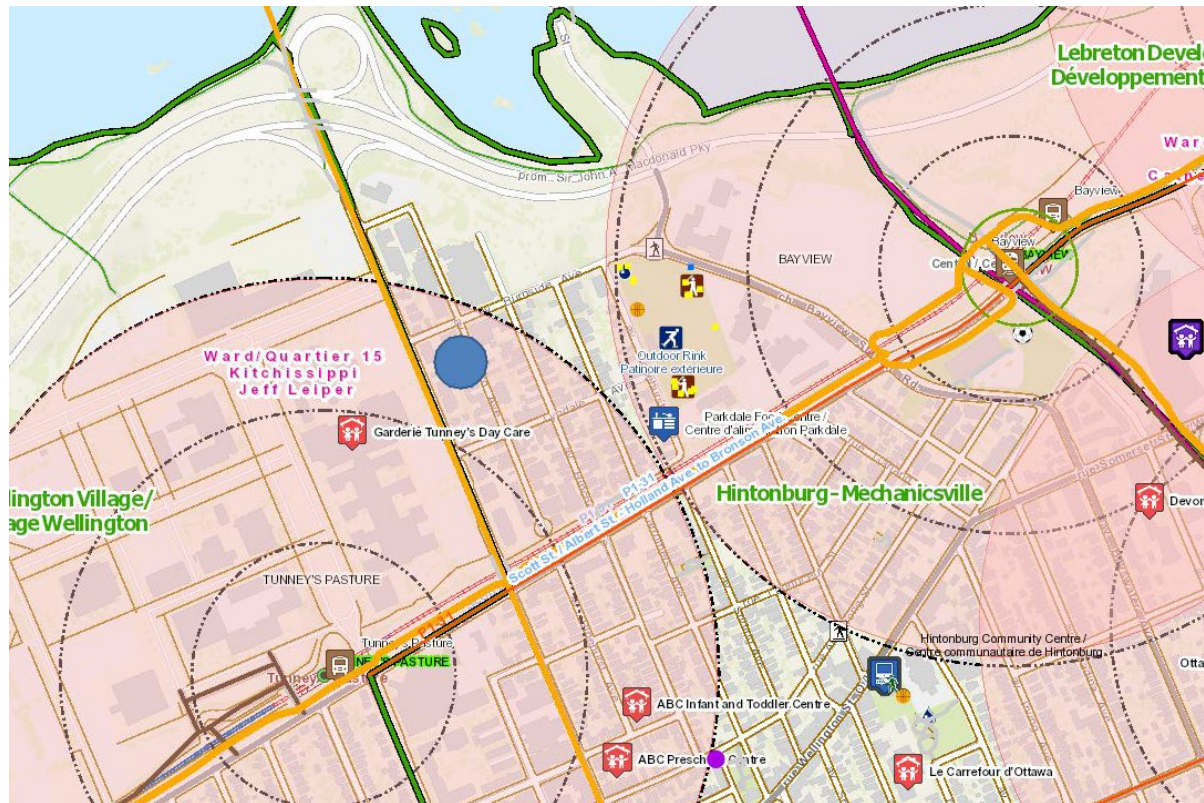


View of the proposed development from the southwest.



Aerial view of the proposed development.

6.3 – City of Ottawa Transit-Oriented Development Guidelines



SUBJECT SITE WITHIN 600 METRE RADIUS OF TUNNEY'S PASTURE STATION

The City of Ottawa provides direction for development near rapid transit centres in order to prioritize intensification and facilitate transit use. The following guidelines apply to the proposed development at 138 Forward Avenue as it falls within a 600-metre radius of the Tunney's Pasture O-Train station, as demonstrate on the map above:

Guideline 1: Provide transit supportive land uses within a 600 metre walking distance of a rapid transit stop or station. Examples of transit-supportive land uses include: townhouses; apartments; child care facilities; hotels; medical clinics; restaurants; affordable housing; libraries; recreational and cultural facilities; fitness clubs; movie theatres; call centres; offices; high schools and post secondary institutions.

The proposed development intensifies the density of the site through the provision of a low-rise apartment building.

Guideline 11: Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street.

While the proposed development is only four storeys high (plus basement), the building design provides for a stepback between the second and third storeys to ensure human-oriented scale along the streetscape.

Guideline 14: Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians.

The proposed development includes a mix of materials including glass and brick, with the brick finish on the ground floor broken up through articulation around the front entrance door and windows. There is a transition of materials above the second floor which further emphasizes the larger massing of the first two levels.

Guideline 15: Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing.

The proposed development includes large glass windows and doors fronting on Forward Avenue, establishing visual interest while contributing to safety and security with “eyes on the street.”

Guideline 29: Provide convenient and attractive bicycle parking that is close to building entrances, protected from the weather, visible from the interior of the building and that does not impede the movement of pedestrians.

The proposed development includes both indoor and outdoor bicycle parking, providing multiple options for residents and visitors to safely stow bicycles.

Guideline 39: Encourage underground parking or parking structures over surface parking lots. Locate parking structures so that they do not impede pedestrian flows and design them with active street-level facades, including commercial uses and/or building articulation, non-transparent windows or soft and hard landscaping.

As the proposed development falls within the 600-metre radius of Tunney’s Pasture Station, there is no minimum parking requirement. The proposal does not include any vehicle parking, and alternative forms of transportation are encouraged through the inclusion of twice the minimum number of bicycle parking spaces.

7.0 Summary of Technical Studies, Reports and Plans

7.1 Site Servicing and Stormwater Management Report

The Site Servicing and Stormwater Management Report, prepared by Stantec, states that existing watermains will have adequate capacity for both domestic and fire flow purposes of the proposed development. Proposed stormwater and sanitary services will ensure flood prevention and prevent any surcharge from the downstream sewer main from impacting the proposed property. No issues in relation to site servicing, stormwater services, or existing utility infrastructure were identified in this report. In order to protect downstream water quality and prevent sediment build up in catch basins and storm sewers, recommendations for erosion and sediment control measures to be implemented during construction are included in the report.

7.2 Roadway Traffic Noise Assessment Study

A detailed Roadway Traffic Noise Assessment Study was conducted by Gradient Wind Engineering for the purpose of assessing exterior noise levels generated by local roadway traffic. Since noise levels do not exceed 55 dBA at any Plane of Window (POW) receptor, no warning clauses or other noise mitigation measures will be required for the proposed development. Additionally, noise levels at the outdoor living area receptor in the backyard do not exceed Environmental Noise Control Guideline requirements, therefore no mitigation measures are required.

7.3 Geotechnical Assessment

Paterson Group prepared a Geotechnical Report that found that the subject site is suitable for the proposed development. The proposed building is recommended to be founded on conventional spread footings placed on clean, surface sounded bedrock.

7.4 Phase 1 Environmental Site Assessment

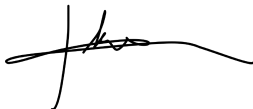
A Phase 1 Environmental Site Assessment prepared by Paterson Group found that the surrounding lands within the vicinity of the subject property were generally observed to be used for residential with occasional commercial purposes. An existing automotive service garage was identified across the street from the Phase I Property at 140 Hinchey Avenue. However, the actual garage building is 70 m to the northeast of the Phase I Property and is located in a cross-gradient orientation with

respect to groundwater flow. Therefore, no environmental concerns were identified with respect to the current use of the surrounding lands. Based on the findings of this assessment, it is our opinion that a Phase II – Environmental Site Assessment will not be required.

8.0 Conclusion

The proposed development is designed to align completely both with the provisions set out in the R4UD zoning, as well as the directives of the Mature Neighbourhood Overlay and Transit-Oriented Development Guidelines. The proposal provides for low-scale residential intensification that respects and enhances the streetscape character while providing for a transition in height from the mid-rise building context to the west. The proposed development ensures a desirable built form that is compatible with existing and planned development in the Mechanicsville neighbourhood.

Additionally, the proposal is supported by applicable provincial and municipal policies. It is consistent with the Provincial Policy Statement as it supports residential intensification which uses existing municipal services, minimizes land consumption, and provides for alternative housing choices. The proposal conforms with the current City of Ottawa Official Plan as well as the new Official Plan and Secondary Plan by providing transit-oriented, compact development that respects the existing neighbourhood character while providing transition from high-rise forms of development. The proposed development aligns with the provisions of the Zoning By-Law while increasing the density of the subject site. It is our professional opinion that the proposed development is desirable, constitutes good planning, and is in the public interest.



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