December 21, 2022

PLANNING RATIONALE AND DESIGN BRIEF FOR:

MIXED USE DEVELOPMENT

2663 Innes Road, Ottawa

IDEA PROJECT NO.: 22541

IDEA

INTEGRATED DESIGN
ENGINEERING + ARCHITECTURE

EXECUTIVE SUMMARY

This Application is for Site Plan Control to build a 4 storey mixed use building at 2663 Innes Road in Blackburn Hamlet, east of the intersection with Bearbrook Road.

The property is zoned a AM 11 (Primary Zone: Arterial Main Street; Sub-Zone: Innes Road – Blackburn Hamlet). The building is a mix of commercial office and residential use spaces.

In the new Official Plan, the building location falls with the the Outer Urban Transect, which comprises of neighbourhoods inside the greenbelt representing the classic suburban model, with an Evolving Neighbourhood Overlay which promotes the development of a 15-minute neighbourhood.

The overall goal of the development is:

- to address housing needs in the area through the provision of 18 new residential units;
- to provide an upgraded, expanded office space for the business which currently exists on the site;
- to provide additional commercial office units at the ground floor/street level to support additional services required by the community.

The development is congruent with the Official Plan in the following ways:

- It gently inserts itself into the existing development area allowing growth through intensification
- Being on a Mainstreet, it offers a mix of commercial and residential development.
- The intensification will serve to support the development of the type of services desired to evolve into a 15-minute neighbourhood.
- It is developing an underutilized site.
- It fits into the Low-Rise neighborhood character of the surrounding residential neighbourhood and that is balanced with the recreational space to the east and the 3-storey senior's residence to the west.
- It is supported by an existing frequent transit route along Innes Road which connects into the larger Ottawa transit network and is close to future proposed transit stops, and therefore it supports the migration to sustainable transport.
- It is adjacent to by a bicycle infrastructure
- It is designed to improve the available of affordable rental housing within the area.
- It supports diversity through the provision of three barrier free units.
- It provides the "missing middle housing range" of mid-density, low -rise, multi-unit housing in order to support the evolution of healthy walkable 15-min. neighbourhoods.

TABLE OF CONTENTS

1.0 OVERALL VISION STATEMENT AND GOALS FOR PROPOSAL

The site located at 2663 Innes Road will be developed to maintain its existing residential/commercial office AM11 zone mixed use. The proposed 4-storey building will accommodate 18 residential units and 3 commercial office spaces that are nestled beside an existing retirement residence to the west and a walking path and tennis club to the east. The property is accessed immediately off Innes Road.

The overall goal of the development is:

- to provide an upgraded, expanded 120m^2 office space for the business which currently exists on the site;
- to address housing needs in the area through the provision of 18 new residential units;
- to provide additional commercial office units at the ground floor/street level to support additional services required by the community.

The residential portion of the building will provide a mix of 1-bedroom, 1-bedroom + den and 2-bedroom rental units to serve a wide cross-section of tenants. The office spaces at the ground floor will provide a total of 153m^2 of rentable office space for the building, which will provide convenient access to services in support of the City's goals to develop a healthy, walkable neighbourhood with a range of business and personal services types within a 15min radius.

The proposed building will seek to complement and support its neighbouring context in both function and aesthetic, in line with the intent of the Official Plan.

1.1 Application Submission

This Application is for Site Plan Control for a mixed-use development.

Site Address: 2663 Innes Road, Ottawa Ontario K1H 8M8
Legal Description: *Part of Lot 13 Concession 2 (Ottawa Front) being all of PIN 04398-0045 (LT), in the City of Ottawa.*

Documents submitted with this application include:

1. Site Plan Control Application Form
2. Planning Rationale and Design Brief for 2663 Innes Road, prepared by IDEA Inc. December 21, 2022 (this document)
3. Site Servicing & Stormwater Management Study prepared by McIntosh Perry
4. Geotechnical Study prepared by EXP
5. Transportation Impact Assessment (TIA) prepared by McIntosh Perry
6. Noise/Vibration Study prepared by SOTA
7. Environmental Site Assessment prepared by EXP
8. 1997 OMM/Trow Report regarding furnace oil leak remediation
9. Environmental remediation approach recommendation letter prepared by IDEA Inc.
10. Tree Conservation Report prepared by Ottawa Tree Reports

Drawings submitted with this application include:

1. 2663 INNES_TOPOGRAPHICAL SURVEY PLAN_2022-12-21
2. 2663 INNES_A101 SITE PLAN_2022-12-21
3. 2663 INNES_C102 SITE SERVICING PLAN_2022-12-21
4. 2663 INNES_C101 REMOVALS, GRADING, DRAINAGE, EROSION & SEDIMENT CONTROL PLAN_2022-12-21
5. 2663 INNES_LANDSCAPE PLANS_2022-12-21
6. 2663 INNES_E101-E104 AND CUTSHEETS SITE LIGHTING_2022-12-21
7. 2663 INNES_A401 BUILDING ELEVATIONS_2022-12-21
8. 2663 INNES_A201 BASEMENT LEVEL & LEVEL 01 FLOOR PLANS_2022-12-21
9. 2663 INNES_A202 LEVEL 02 & 03 FLOOR PLANS_2022-12-21
10. 2663 INNES_A203 LEVEL 04 & ROOF FLOOR PLANS_2022-12-21

2.0 PLANNING AND POLICY JUSTIFICATION

2.1 Provincial Policy

The Ontario's Land Use Planning Policy is directed towards planning for strong, sustainable, and resilient communities for people of all ages, a clean and healthy environment and a strong competitive economy.

The policy promotes healthy livable and safe communities through 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.

This new development supports this policy through a number of features:

- Focuses intensification within the urban core (Blackburn Hamlet is considered inside the greenbelt),
- Uses existing services and infrastructure,
- Is close to existing transit infrastructure,
- Intensifies the residential component of the area which will encourage economic growth and local community development.

2.2 City of Ottawa Official Plan

The new official plan outlines a number of strategic directions that harmonize with the provincial policy. These include but are not limited to:

- Intensification and Diversifying Housing Options
  - To achieve more growth by intensification than by greenfield development,
  - The development of underutilized lots withing previously developed areas,
  - Improve public amenities and services.
- Economic Development
  - Integrate economic activities with residential and other land uses,
  - Small business growth,
  - Contribute to liveability, housing, and mobility affordability to attract skilled workforce.

- Energy and Climate Change
    - Plan a compact and connected City,
    - Prioritize a shift to energy efficient transportation modes,
    - Apply sustainable and resilient site and building design,
    - Protect and enhance tree canopy.
- Healthy and Inclusive Communities
    - Encourage development of walkable 15-minute neighbourhoods with a range of housing options,
    - Build accessible inclusive communities.

2.2.1 Outer Urban Transect

The New Ottawa Official Plan (OP) locates this property in the Outer Urban Transect which comprises of neighbourhoods inside the greenbelt representing the classic suburban model. This transect is characterized by low to mid density development. The development is located on a Mainstreet corridor with an Evolving Neighbourhood Overlay.

Goals of the Outer Urban Transect include:

- Active mobility options – public transit, develop and encourage diverse housing forms to meet the changing needs of an evolving demographic.
- Evolve from smaller detached housing to higher density ground-oriented housing.
- Guide future growth and change that will maintain the quality of life in this planning area while encouraging growth in the elements of a 15-minute neighbourhood, allowing micro-retail and local commercial outlets and services at key corners along Mainstreets and Minor corridors.
- Land use-patterns that focus on transit and connectivity prioritize safety and convenience.
- Characterized by Low to mid-density development
- Generally mid-or high rise along mainstreets except where lot is too small to provide suitable transition to abutting low-rise areas – low rise will be permitted.

Goals of Development along Mainstreet corridors include:

- designed as social places that foster local user interaction. The city encourages a diversity of uses including parks, schools, commercial and a range or residential uses.
- Support for dense mixed-user environment.
- Supports commercial and service uses in ground floor of residential or office building.

Innes Road is identified as an Urban Design Priority area but this project does not meet the threshold for the city's Urban Design Review Panel. The development is not governed by a secondary plan. This development is in agreement with the Official plan in a number of ways:

- It is developing an underutilized site.
- It gently inserts itself into the existing development area allowing growth through intensification.
- The intensification will serve to support the development of the type of services desired to evolve into a 15-minutes neighbourhood.
- Being on a Mainstreet, it offers a mix of commercial and residential development.
- It fits into the Low-Rise neighborhood character of the surrounding residential neighbourhood context and is balanced with the recreational space to the east and the 3-storey retirement residence to the west.
- It is supported by an existing frequent transit route along Innes Road which connects into the larger Ottawa transit network, and is close to future proposed transit stops. It therefore supports the migration to sustainable transport.
- It is adjacent to bicycle infrastructure that connects into the city-wide paths and cycling infrastructure.
- It is designed to improve the availability of affordable rental housing within the area.
- It supports diversity by providing 3 accessible suites.
- It provides the "missing middle housing range" of mid-density, low -rise, multi-unit housing in order to support the evolution of healthy walkable 15-min. neighbourhoods.
- The development will be designed to conform to the sustainable development practices that are required at the time of this planning application.

2.3 City of Ottawa Zoning By-Law

This development has been designed to conform to the current zoning requirements which consist of the following:

Zoning: AM11

Primary Zone: Arterial Main Street
Sub-Zone: Innes Road (Blackburn Hamlet)

- Minimum Lot area: no minimum
- Minimum Lot Width: no minimum
- Minimum front yard for residential building: 3m
- Minimum interior side yard abutting a residential zone: 30.0 m for this first20 m back from the street and 7.5m beyond 20m back from the street (note that to the west, there is a retirement Home built in an AM11 zone)
- Minimum interior side yard in all other cases: no minimum
- Minimum Rear Yard for a residential use building: 7.5m (note that the lot does not abut a residential zone)
- Maximum Height: 30m since the lot is more than 30 m from a property line abutting R1 – R4 zone.
- Minimum width of landscaped area along all lot lines: 3m
- Maximum Floor Space Index: none

Permitted Uses include: Low rise apartment dwellings (4 storeys or less), Office, and Retail

The AM designation is intended to encourage a broad range of uses in mixed use buildings including Retail, Commercial Offices, and Residential and promote intensification while being compatible with surrounding uses.

Front facades must have at least one active entrance and 50% of the surface area of the ground floor façade from the grade to the height of 4.5 m must be comprised of transparent glazing and entrance access doors.

In AM11 zone the lot line abutting Innes Road is the considered the front lot line. The minimum front setback is 3.0m. In this instance, there is a Hydro right of way along the front of the property that required the building to be set back from this line. This is also in keeping with the siting of the adjacent residential use property. Refer to the following illustration for the required Hydro Ottawa clearances relative to the existing high voltage lines at the front of the property.

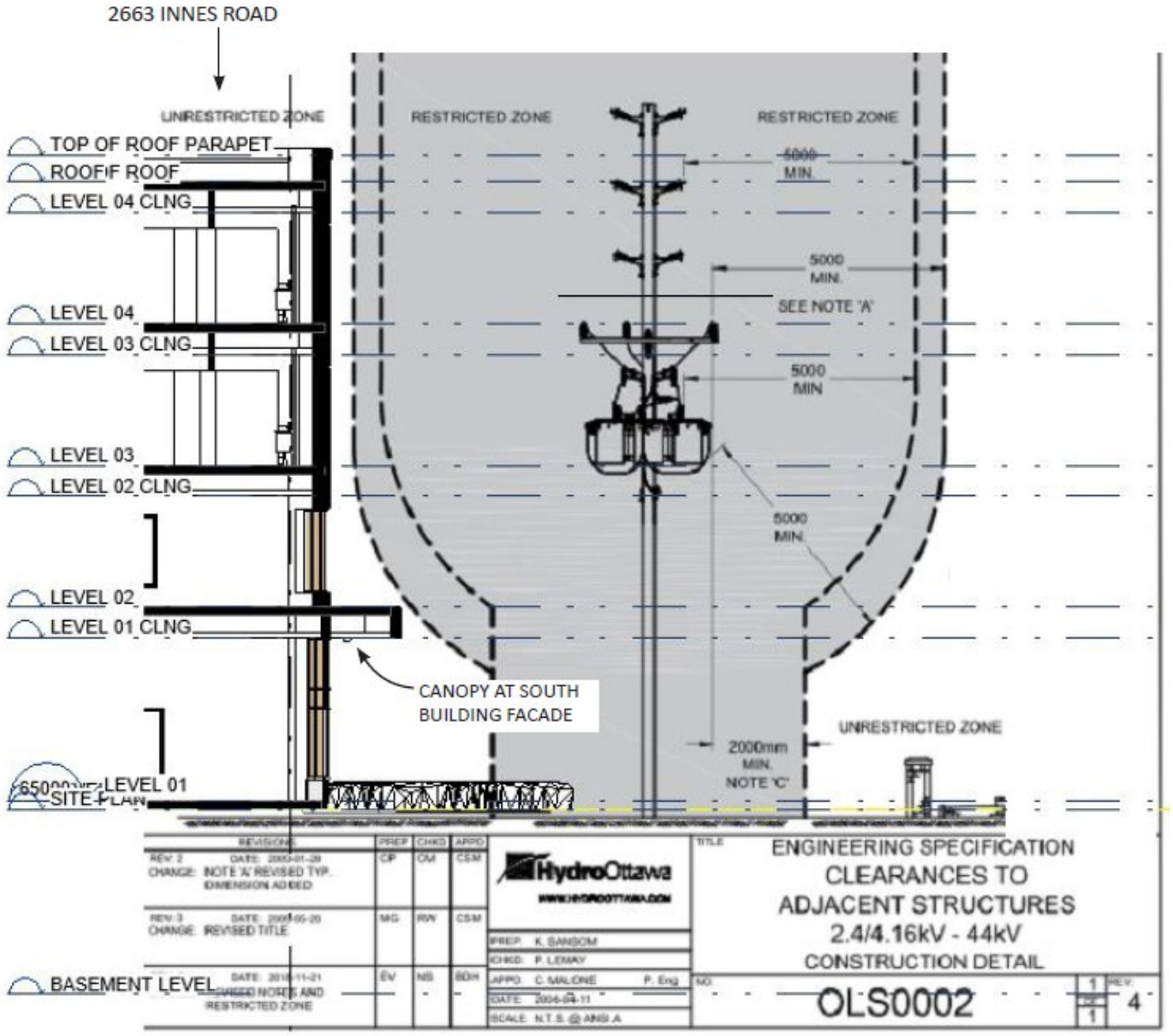

Figure 1 - Required Hydro Ottawa Clearances for Structures Adjacent to high voltage lines

2.4 Stakeholder Engagement

The owner has initiated discussions with various members of the community to gain feedback and assess how the proposed development will impact the wider community. To date, the project has received favourable feedback and support from the Blackburn Community Association, and its neighbours – the School Board and Aspira Bearbrook Retirement residence, to name a few. It is expected that the proposed development will be a positive and welcomed upgrade for the community.

3.0 SITE CONTEXT

The site at 2663 Innes Road is a smaller lot that is adjacent to a three-storey retirement living complex in the AM11 zone to the west. To the east and north is a I1E H(15) zone which includes a tennis club to the east, along with schools and recreational facilities to the north. Directly across the street is a single-storey shopping plaza which is flanked by residential units. Refer to Appendix A for a Site Context Map and Contextual Photographs.

Figure 2- Site Location - 2663 Innes Road

Figure 3 - Site Zoning & Adjacent Zones

4.0 DEVELOPMENT PROPOSAL

- **Massing and Scale**

4.1.1 Building Massing

The existing building is a 1-1/2 storey, off-white stucco building with a 12/12 peaked, grey shingled roof. The existing building is currently in poor condition and will be demolished to allow the proposed development.

The proposed building will be 4 storeys high and has been designed with a flat roof. Although the proposed building will be a storey taller than the adjacent retirement residence, it remains within the height requirements for the AM11 zone. Observation of other structures within the area show a range of building heights from 1-storey to 8-storeys within 500 meters of the site. The provision of a 4-storey building was required to suite the client's program for the provision of 18 residential units, 3 office spaces and supporting amenities. The building is situated on the site in respect of the required front yard setback and Hydro Ottawa clearances, leaving a landscaped buffer between the front of the building and the edge of the street.

Levels 1 and 2 of the building are allocated as office/residential while levels 3 and 4 have been allocated as being fully residential. This arrangement allows an appropriate separation between private, residential dwellings and more public, office activities.

The following site context axonometric view illustrates the heights and massing of the surrounding context along with the massing of the proposed building. Based on this visual, it can be seen that the proposed development is suited to the existing context. Refer to Appendix B & C for images of the proposed building within the immediate context.

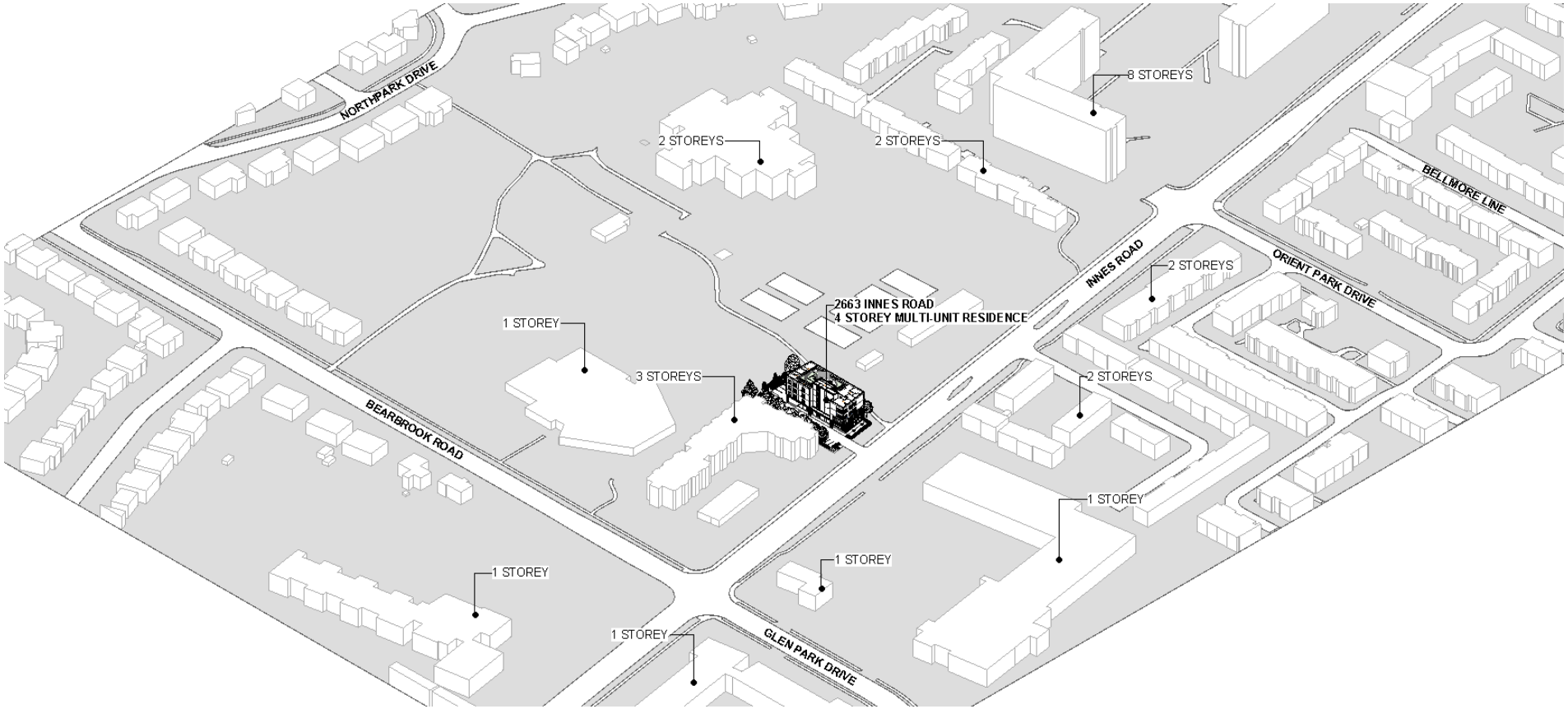

Figure 4 - Site Context Massing - Axonometric View

4.1.2 Views & Building transition

The proposed building will have views to the Bearbrook Park to the north, the Blackburn Tennis centre to the east, a retirement residence to the west and Innes Road to the south of the site. The building will be sited immediately on the east lot line as there are no required sideyard setbacks for the AM11 zone.

To support the provision of glazed openings in the east façade of the building, a limiting distance agreement has been created between the owner of the 2663 Innes Road property and the adjacent landowner to maintain a limiting distance of 4m away from the east lot line of 2663 Innes Road, for any potential future developments on the adjacent parcel of land. Additional landscaping will be provided within the 4m limiting distance buffer to replace the former "green edge" of the site against the walking path.

With the building sited against the east boundary and parking provided along the west and north boundaries, the proposed building mass provides a comfortable separation from the retirement residence and does not impose on the slightly shorter mass of the neighbouring property which is located approximately 8ft away from the west lot line at the closest point. Proposed landscaping along the west boundary provides a privacy buffer between the parking lot and the retirement residence. Refer to Appendix D for an illustration of how the development transitions with the neighbouring context.

4.1.3 Alternative Massing

Several massing arrangements were explored for optimal use of the site relative to the requirements of the Zoning By-Law, building program requirements and overall financial viability. The proposed arrangement fully satisfies the project's functional program requirements in conjunction with the City's zoning by-law requirements for parking and amenity spaces, along with the project's financial constraints.

4.2 Public Realm

4.2.1 Streetscape

The main street façade of the building addresses the public realm with the glazed storefronts of the office spaces which provide visibility and welcomed interaction between the public space and the commercial functions of the building. The landscaped area between the building front and the Innes Road street edge features a mix of hard and soft landscaping, with low plantings and seating areas which animate the building front and provide a welcoming atmosphere along Innes Road.

The sidewalk from the building front at Innes Road leads to the west side of the building where the main building entrance for the residential units and the law office is located. The residential entrance is highlighted by the warmth of wood grained, aluminum panelling. The western location of this entrance provides privacy for residential access, relative to the more public functions included

within the building. Access to the commercial office on level 2 is controlled via the inclusion of a cross-corridor doors to separate the office space from residential unit access.

The outdoor, landscaped amenity area to the rear of the site will include seating areas to be shaded and screened by coniferous trees, shrubs and perennial plantings. A new wooden fence will enclose the rear of the site to provide separation from the adjacent school and City properties.

An outdoor lounge is also provided at the roof level which incorporates a partial green roof area that features organically arranged planters, pavers, seating areas and a BBQ zone. This space provides a secluded oasis with views to the Bearbrook Park green space and a bird's eye view of the surrounding neighbourhood. The curved forms of the paved area, pergola and planters are in contrast to the orthogonal edges of the architecture, and work to enhance the experience of the roof level green space.

4.2.2 Vehicles and Parking

Access to the site is provided via a new laneway which conforms the City's Private Approach By-Law as the previous access exceeds the allowable width. Fire truck access is provided via a 6.7m wide laneway immediately adjacent to the building's residential main entrance and the commercial office spaces at the ground level. Garbage trucks will also utilize this laneway for refuse collection.

The site provides a total of 28 parking spaces including 11 compact parking spaces and 2 accessible parking spaces. Parking is located along the west and north areas of the site with 5 covered parking spaces located on the northern edge of the building.

A pedestrian crossing is provided directly across from the shared access aisle between the two accessible parking spaces and leads directly to the building sidewalk which provides convenient and safe access to the main building entrance and exterior entrances for the commercial offices spaces at the ground level. Bike parking is provided at two locations: 5 vertical bike parking spaces are provided at the back of the building adjacent to the covered parking spaces, and the remaining 5 bike parking spaces are provided within the landscaped area to the north of the site.

4.3 Building Design

The four-storey building with partial basement houses all public oriented activities on level 1 and level, and the more private, residential dwelling units on levels 3 and 4. A shared outdoor lounge is also provide at the roof level. The rooftop lounge will be designed as a green roof, with various planted elements, soft and hard landscaped areas, seating and light shading devices. The partial basement space will provide dedicated tenant storage units, service room, and two amenity rooms – a small zoom room and a larger multipurpose room.

The proposed building's exterior walls will be designed as a thermally robust envelope, to be clad with a mix of brick veneer, thin stone veneer, fibre cement board panels and aluminum cladding. Cladding for the exterior façade was selected for a number of factors including the suitability for the adjacent context, level of maintenance, and durability. The colour selected for the fibre cement board

panels at the building front identify with the light colouration of the previous existing structure, and the brick veneer cladding the residential units on the northern portion of the building identify with the tones brick found within the context. The aluminum wood grained panels and canopies with dark horizontal bands are used as accent materials to hightlight the walkways and entrance points to the building.

The colours and materials selected for the building blend within the larger context of the community, which mainly consists of a mixture of brick, wood siding, and miscellaneous panelised materials. Although red and brown brick seem to be more common on the larger, much older buildings, a range of other colours were found to be used for each prevailing material type for newer buildings within the larger context. Refer to Appendix B for building elevations.

4.4 Sustainability

Sustainability features for this project include a target reduction of 25% energy use as compared to the NECB to meet CMHC's MLI Select Tier 2 Energy Performance requirements. To achieve this, the project is planning an airtight envelope with high insulation values, a two-pipe heat pump system with condensing boilers and high efficiency dry cooler, and individual ERV's for each suite.

The landscaping approach also seeks to offer sustainable design benefits where it seeks to implement, as much as is feasible, the new City of Ottawa's high-performance development standard. Highlights of the landscape elements in reference to advancing sustainability objectives are as follows:

1. *Tree Planting*: the design is aimed towards achieving City's 40% overall urban forest canopy cover target. As the site has tight constraints for building and parking requirements, the following two measures allows us to maximize the canopy coverage above what can be achieved within the property boundaries:
    i. Preservation of adjacent trees and agreement to plant outside the property,
    ii. Preservation of the majority of the adjacent trees along the west property is feasible with mitigation measures, refer to arborist's report. An agreement has been made with OCDSB outside the property at east side (refer to limiting distance requirements and 4-meter conveyance agreement with OCDSB). This agreement allows for additional new tree planting.

    All proposed trees meet or exceed the City of Ottawa soil constraints and soil volume requirements.

    Proposed trees exceed 50% native, or horticultural varieties thereof, shrub and perennials mixes will exceed the minimum requirements of 50% native plant species. Invasive plants will not be allowed; selected plant species are based on the site and local conditions, soil and drought tolerance.

2. *Amenities, pavement materials and landscaped roof*: The amenity area at the front of the building is surrounded by low plant material which will support the ground level office use, as well as provide visual connections to the street. Additional amenities are provided on the landscaped roof which will create a place for social connections for all user groups within the building. The landscaped portion of the roof area represents 59% of the total roof area which includes 75% soft landscape, a shade structure, benches, picnic tables and a BBQ grill area.

   All landscape pavement materials will be selected to minimize urban heat island effects.

5.0 LIST OF PROJECT CONSULTANTS

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APPENDIX A: CONTEXTUAL PHOTOGRAPHS

The map below indicates location and orientation to the photographs that follow.

Figure 5 - Photo Context Map

Photo 1: Existing structure at 2663 Innes Road

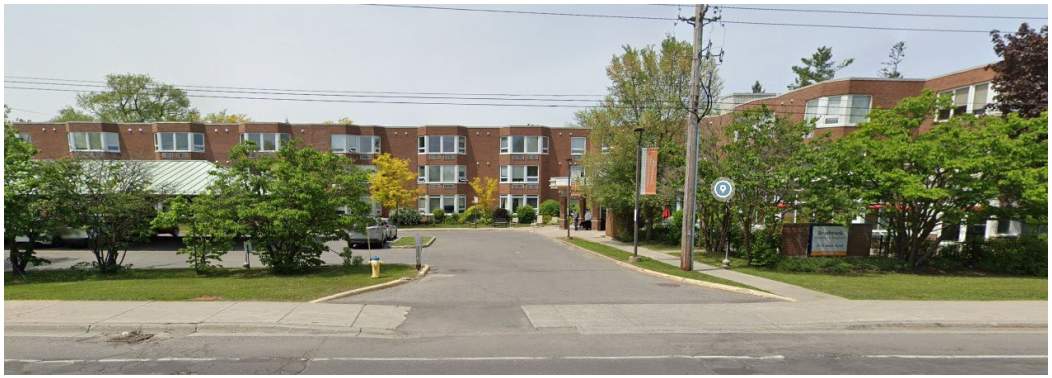

Photo 2: Aspira Bearbrook Retirement Living

Photo 3: Shopping Plaza & Tim Hortons

Photo 4: Blackburn Tennis Club

Photo 5: Walking path adjacent to east boundary of site

Photo 6: Non-Profit Housing

Photo 7: Innes Park Complex

Photo 8: The Common Shopping Plaza

Photo 9: Blackburn Hamlet Medical Dental Centre

Photo 10: Alexander Shopping Mall

Photo 11: Residential Development abutting Innes Road

Photo 12: Residential Development abutting Innes Road

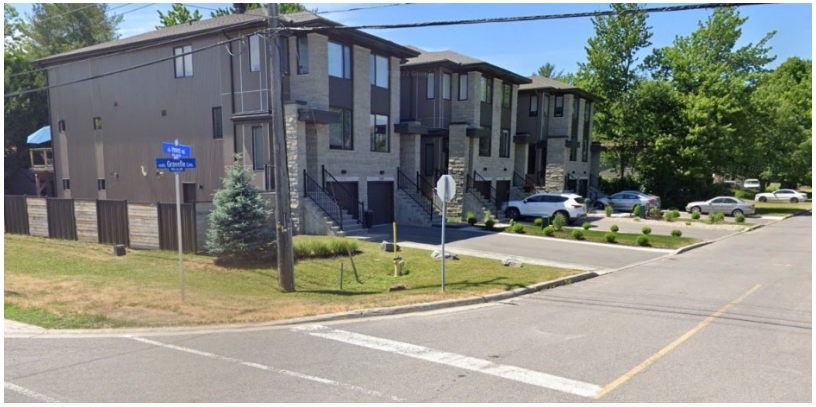

Photo 13: Residential Development abutting Innes Road

Photo 14: Commercial Multi-Office space abutting Innes Road

Photo 15: Detached homes abutting Innes Road

Photo 16: Residential abutting Innes Road

APPENDIX B: BUILDING MASSING & FAÇADE DESIGN

Figure 6 - East facade at walking path to Bearbrook Park

Figure 7- North facade at rear of site

Figure 8- West facade at main residential entrance

Figure 9- South facade at Innes Road

APPENDIX C: VIEWS: BUILDING PERSPECTIVES

Figure 10- South perspective from Innes Road at parking lot entrance

Figure 11 - Aerial perspective from north east corner of site

APPENDIX D: BUILDING TRANSITION

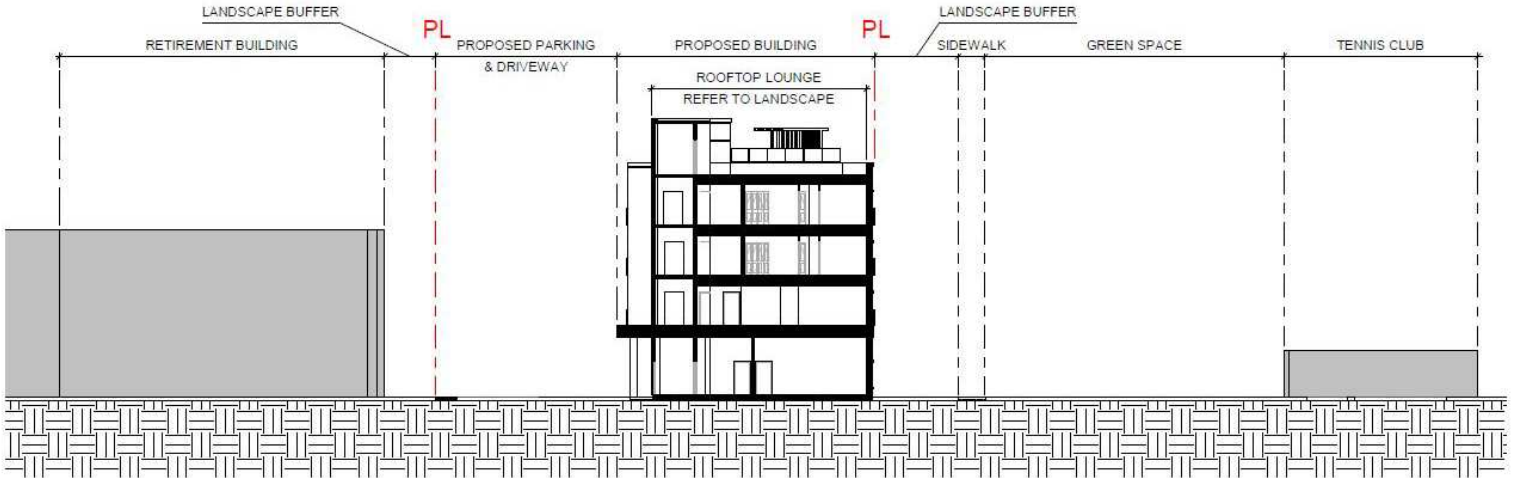

Figure 12 - East to West Site Section showing relationship of building to adjacent properties

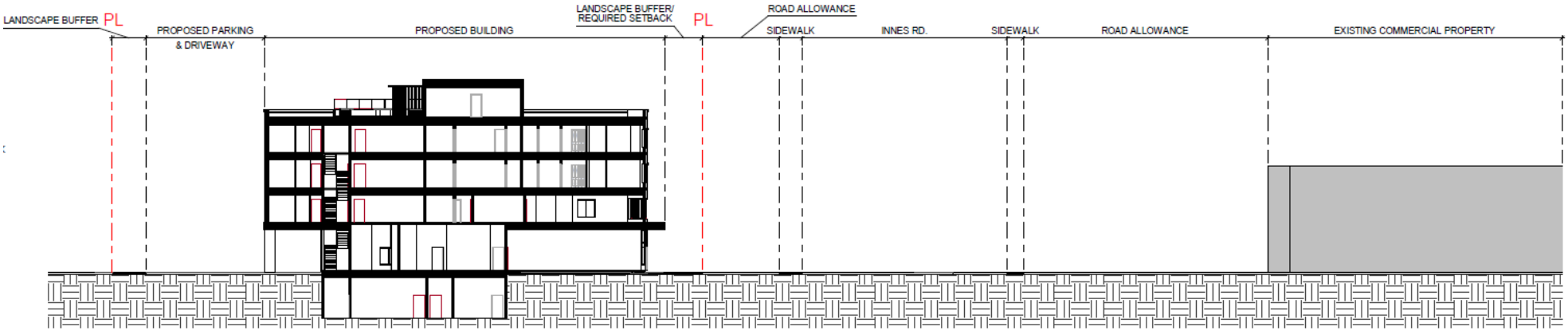

Figure 13 - North to South Site Section showing relationship of building to adjacent properties

APPENDIX E: PUBLIC REALM STREETSCAPE

Figure 14 - Innes Road Streetscape