

# Caivan Communities

## 245, 275 Lamarche Ave

Urban Design Brief and Planning Rationale  
April 2025

# Table of Contents

<b>INTRODUCTION</b>	<b>2</b>
<b>SITE ANALYSIS</b>	<b>4</b>
Surrounding Context	5
Road Network	6
Transit Network	7
Active Transportation and Open Space Connections	8
Neighbourhood Amenities	9
Site Photos	12
<b>DEVELOPMENT OVERVIEW</b>	<b>14</b>
<b>POLICY CONTEXT</b>	<b>18</b>
Provincial Policy Statement	19
City of Ottawa Official Plan	20
Urban Design Guidelines	23
City of Ottawa Zoning By-law	24
<b>PROPOSED AMENDMENT</b>	<b>26</b>
Zoning By-law Amendment	27
<b>PROPOSED DEVELOPMENT</b>	<b>26</b>
Design Evolution	29
Pre-Application Consultation Comments	30
Site Plan	31
Pedestrian Connectivity	32
Active Frontage and Tree Planting	33
ROW Cross Sections	34
Stacked Townhouses	36
Mixed-use Block	39
Public Park	40
<b>SUPPORTING STUDIES</b>	<b>41</b>
<b>CONCLUSION</b>	<b>44</b>



# Introduction

Fotenn Consultants Inc. (“Fotenn”) has been retained by Caivan Communities to prepare this Planning Rationale and Urban Design Brief in support of concurrent Zoning By-law Amendment (ZBLA) and Site Plan Agreement (SPA) applications for lands municipally known as 245 and 275 Lamarche Avenue, Ottawa (“subject site”). The proposed development forms Phase Four of Caivan’s Orléans Village Community. This phase will contain a park and consist of stacked townhome typologies. The section of the subject property which abuts Innes Road is to be severed, with intention of consolidating with the abutting lot and creating a redevelopment parcel oriented to Innes Road.

The proposed development is part of Caivan’s Orléans Village community, which is located south of a Mainstreet corridor—Innes Road, north of Crevier Walk, and east of Lamarche Avenue in Ottawa’s eastern community of Orléans. Caivan’s earlier phases of this community have been mostly constructed and are located just southeast and south-west of the subject site.

The subject site is legally described as Blocks 147, 173 and 175 and Part of Block 148 Registered Plan 4M-1629, City of Ottawa. The site is municipally known as 245 and 275 Lamarche Avenue and is bounded by Innes Road to the north, Caivan’s newly built residential community to the south, Lamarche Avenue to the west, and future residential lands owned by others to the east. The site is presently vacant, generally rectangular in shape with a total area of 4.6 hectares (11.37 acres) with approximate 299.93 metres of frontage along Lamarche Avenue and 20.49 metres of frontage along Innes Road.

This application proposes a community consisting of a mixed-use block and stacked townhomes, arranged in 22 blocks. A 0.34-hectare public park, pathway connections and internal laneways circulating traffic through the site are also provided. The development proposes 468 new units with accommodation for 555 vehicle parking spaces and 234 bicycle parking spaces.



Figure 1 - Location Map



## 1.1 Required Applications

To facilitate the proposed development, Zoning By-law Amendment (ZBLA) and Site Plan Control (SPC) applications are being submitted. The ZBLA proposes to amend the subject sites existing zoning from Development Reserve (DR) to adopt an appropriate zone that supports the creation of the proposed community, accommodating site-specific development details. Site Plan Control Approval is necessary when more than 10 dwelling units are proposed, to ensure the development is safe, functional and orderly.

The amendment will request that the majority of the site be rezoned to a subzone of the Residential Fourth Density (R4) Zone with certain exceptions, similar to other Caivan Communities neighbourhoods in and around Ottawa. The remaining portion of the site is proposed to be Parks and Open Space Zone (O1) for the new neighbourhood park and Arterial Mainstreet for the portion to be severed facing Innes Road.

Additional details on the proposed zoning amendment can be found on page 27 of this report.

## 1.2 Public Consultation Strategy

The City of Ottawa has developed a Public Notification and Consultation Policy for development applications. The following consultation steps will be, or have already been undertaken in accordance with the Policy and Planning Act notification requirements:

- / Pre-Application Consultation Meeting
  - / A Pre-Application Consultation meeting was held with City Staff and the applicant team on July 11, 2024.
- / Community Information Session
  - / If Requested by the Ward Councillor, the applicant team will participate in a community information and comment session to discuss the proposed development.
  - / It is anticipated that the Ward Councillor would provide notice to residents via the ward website and newsletter, and social media.
  - / It is anticipated that the community information session would be held via an online format such as a Zoom webinar or another similar platform.
- / Planning Committee Meeting Advertisement and Report mail out to Public.
- / Statutory Public Meeting for Zoning By-law Amendment—Planning and Housing Committee
  - / The statutory public meeting will take place at the City of Ottawa Planning and Housing Committee.
  - / Notification for this statutory public meeting will be undertaken by the City of Ottawa.



# SITE ANALYSIS

02

# Surrounding Context

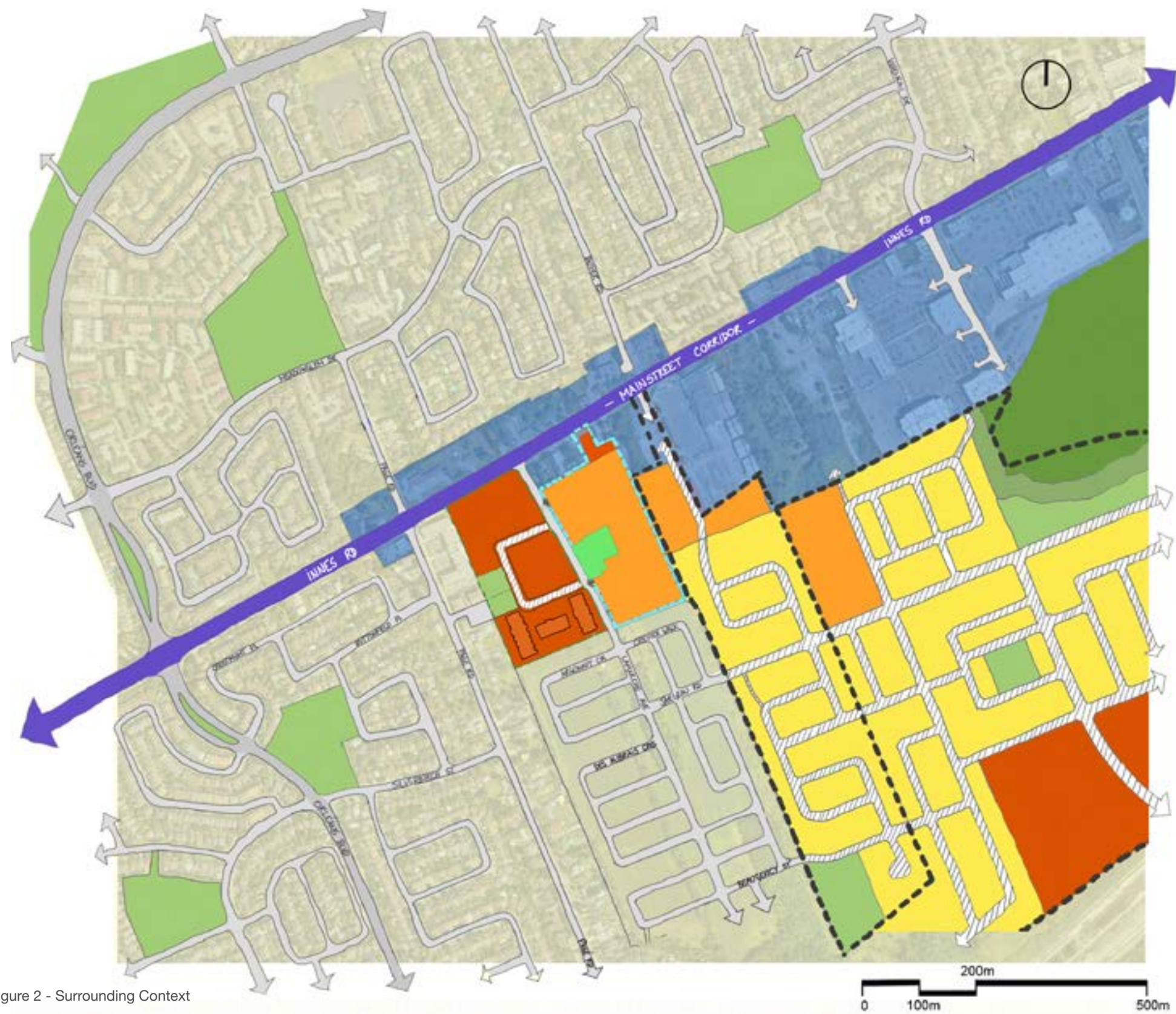


Figure 2 - Surrounding Context

April 2025

## 2.1 Site Context

- North:**
- / Directly to the north of the subject site is Innes Road, an arterial roadway with a protected right of way of 37.5 metres. There are overhead hydro wires along this frontage.
  - / The southern edge of Innes Road is lined by low-rise built form with a mix of commercial and residential uses.
  - / Further north of Innes Road is a mature low-rise, suburban neighbourhood consisting of one- and two-storey dwellings.
  - / A pedestrian pathway connects Innes Road to an internal street (Robinwood Place) within the mature residential suburb.
- East:**
- / Directly to the east along the Innes Road frontage is a single-detached home, and a car wash operation.
  - / Beyond the Innes Road fronting properties, abutting the majority of the eastern property line of the subject property, is a residential development under construction. This planned unit development is comprised of townhouses with front-facing garages, with a mixed-use component closer to Innes Road. This community is accessed from Innes Road via a future public street to be named Ventus Way.
  - / Further east is a large commercial storage facility. The facility includes a warehouse building and parking for moving trucks associated with the business.
  - / Approximately 600 metres east of the subject site is a large retail plaza consisting of big-box stores including food, entertainment and shopping options.
- West:**
- / Immediately west of the lands subject is Lamarche Avenue a local roadway that forms the western boundary of the site. Beyond this a vacant greenfield where a high-density residential development is proposed by another developer. A Site Plan Control application (D07-12-21-0232) is currently active.
  - / Land uses along Innes road to the west of the subject site are predominantly of a low-rise detached built form.
  - / A mix of uses is present at the intersection of Innes Road and Pagé Road, including a health and wellness centre, restaurant, dental centre, convenience retail, gas station, and a 4-storey retirement residence.
- South:**
- / Directly to the south of the subject site is Orleans Village, a newly built Caivan community made up of low-rise residential units connected by local streets. The southern boundary of the subject site will abut the rear yard of townhomes.



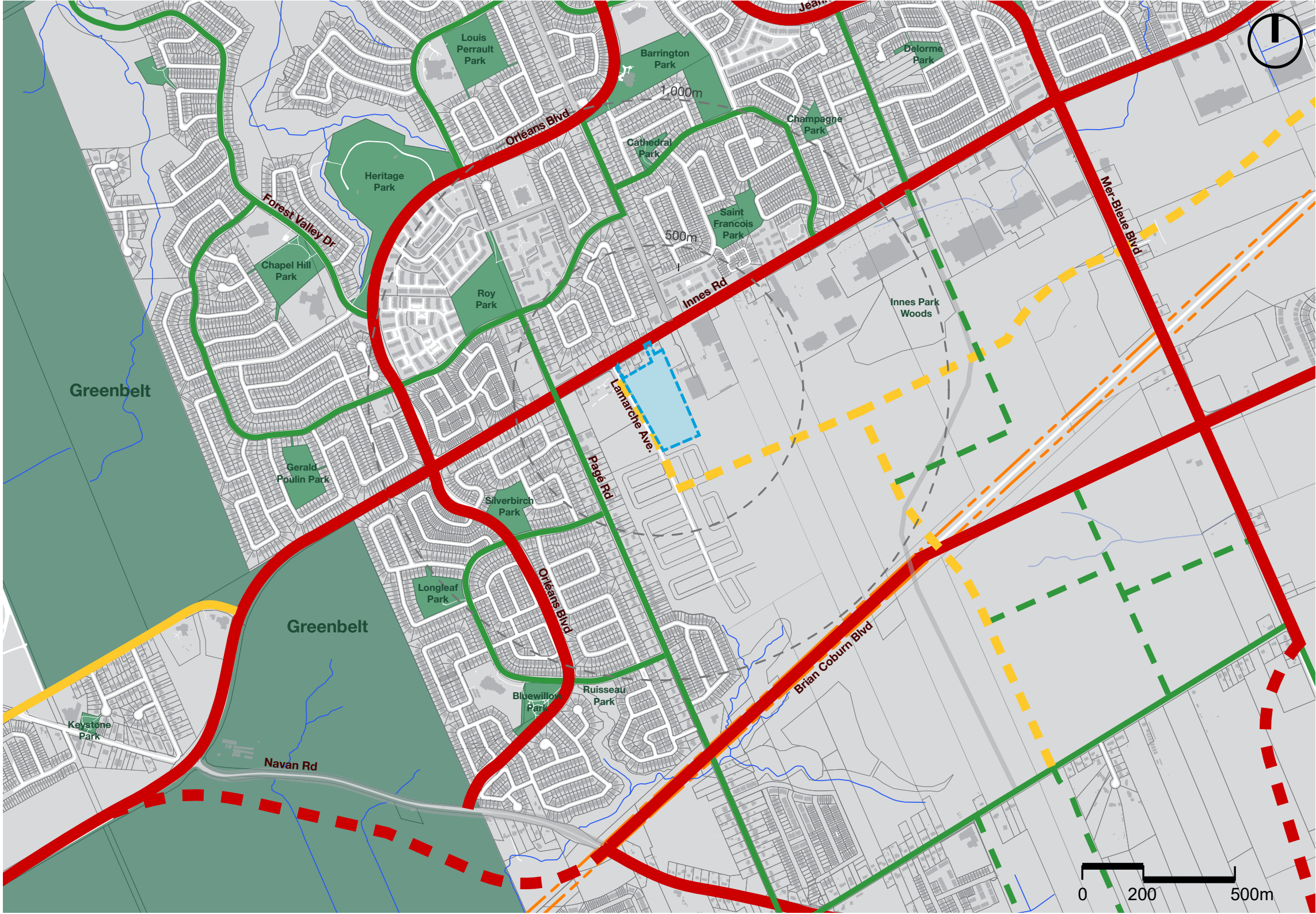


Figure 3 - Existing and Planned street network (Based on Ottawa Official Plan - Schedule C4)

## 2.2 Road Network

Although the existing lot has a narrow frontage on Innes Road, primary access to the site will be from Lamarche Avenue to manage traffic impacts. Innes Road is an Arterial Road while Lamarche Avenue is proposed to evolve into a Major Collector road per Schedule C4—Urban Road Network (Figure 3) of the City of Ottawa Official Plan. Lamarche Avenue travels in a north-south direction, providing access to Innes Road to the north and Mercier Crescent to the south.

Arterial Roads move large volumes of traffic over the longest distances. They are roads that serve through travel between points not directly served by the road itself and have limited direct access to only major parcels of adjacent lands. The site is located approximately 600 metres east of Orléans Boulevard, an Arterial Road providing north-south connection from St Joseph Boulevard and Jeanne d’Arc Boulevard to a future east-west Arterial Road that will link to Blackburn Bypass. There are other new Collector and Major Collector Roads proposed to serve the new development spurred in the area south and east of the subject site by the new transitway extension and East Urban Community Secondary Plans.

The proposed internal vehicle network for the development consists of private laneways that will intersect Lamarche Avenue at two logical locations.

- Subject Site
- Arterial Road - Existing
- Arterial Road - Future
- Major Collector Road - Existing
- Major Collector Road - Future
- Collector Road - Existing
- Collector Road - Future
- Hydro Corridor



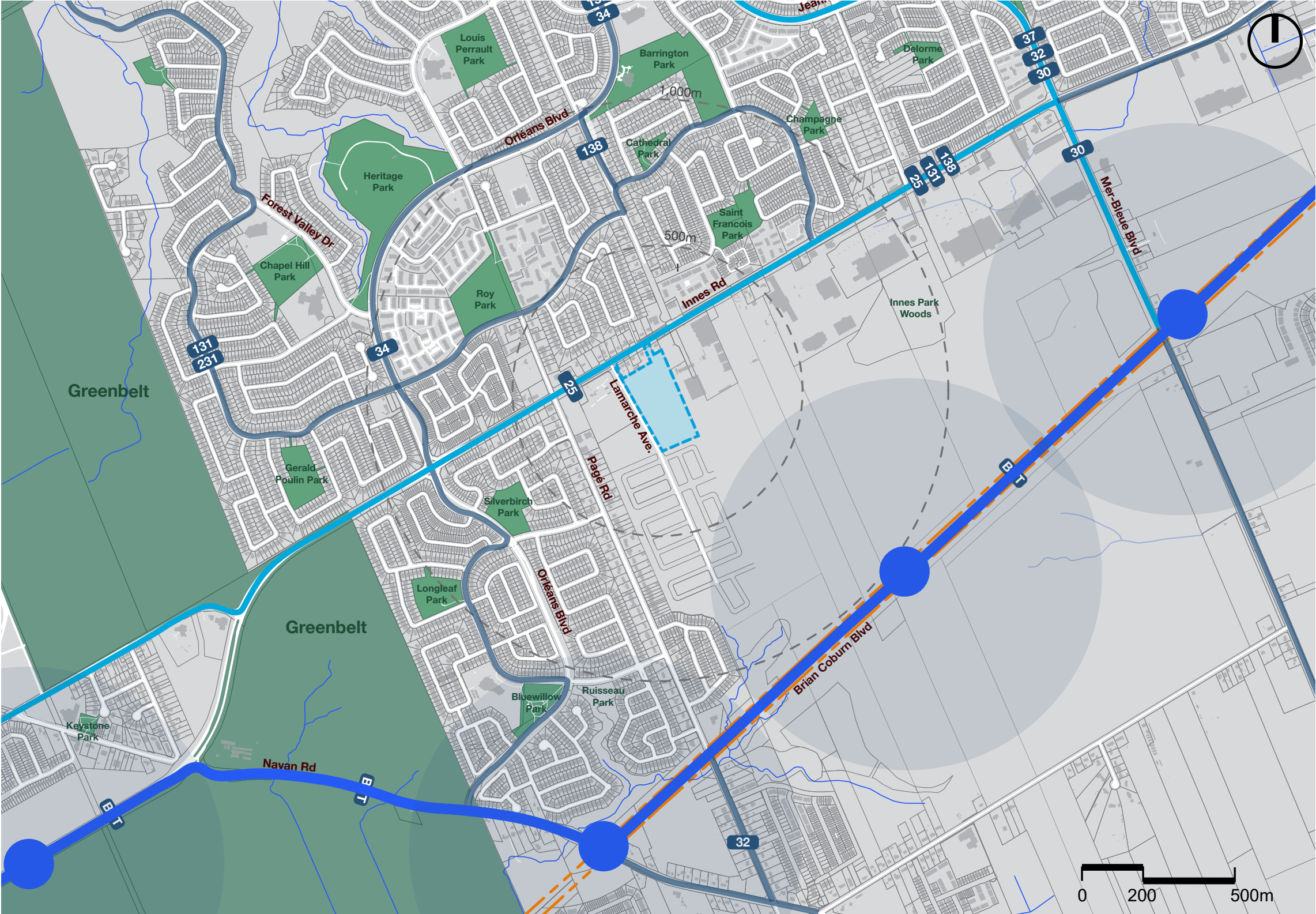


Figure 4 - Existing and Planned Transit Network (Based on OC Transpo Map AND Ottawa Official Plan - Schedule C2)

2.3 Transit Network

Innes Road is identified as a Transit Priority Corridor (Isolated Measures) in Schedule C2— Rapid Transit Network of the Official Plan. A Transit Priority Corridor is a roadway where various techniques are used to minimize delays to buses at intersections and along congested roads to ensure faster commute time for passengers. A Bus Rapid Transit (BRT) route is planned to the south of the subject site running along Brian Coburn Boulevard with stations at Mer-Bleue Road and Fern Casey Street (formerly known as Belcourt Boulevard). The site is currently serviced by several bus routes including frequent service Route 25 along Innes Road.



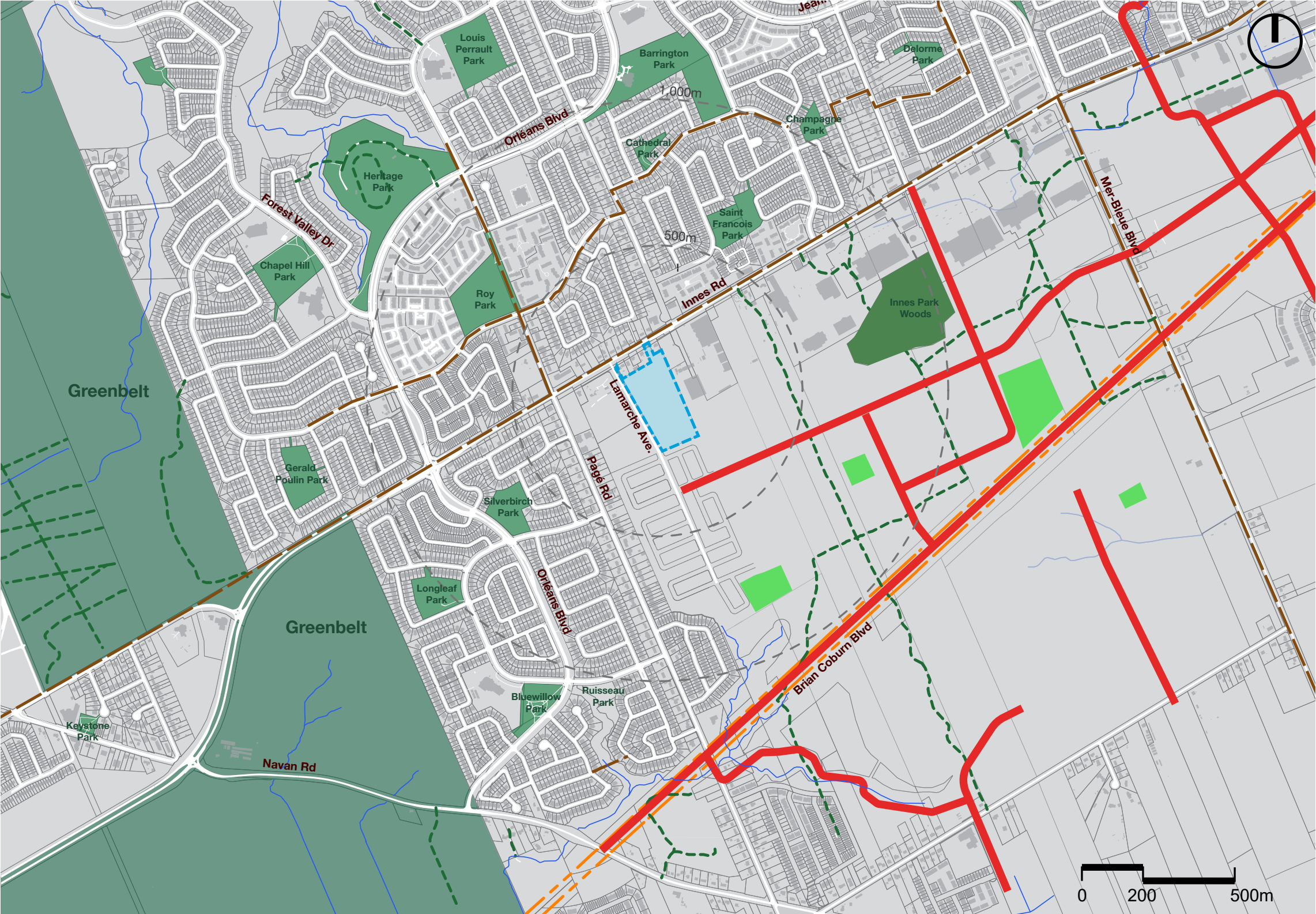


Figure 5 - Existing and Planned Cycling Network and Parks

## 2.4 Active Transportation and Open Space Connections

The former Official Plan identified a Cross-Town Bikeway to the north of the subject site, along Innes Road, while Schedule C3 of the current Official Plan locates a “Major Pathway” along the existing Hydro corridor parallel to Brian Coburn Boulevard south of the site. There are also several Multi-Use Pathways (such as the one on the west side of Lamarche Avenue) and on-road, unseparated bike lanes (such as the one along Mer Bleue Boulevard) within the vicinity of the site.

The site is in close proximity to numerous existing public parks. Of these, Roy Park is located approximately 700 metres north of the site, across Innes Road. It is a 3.44-hectare park that provides numerous amenities such as walking paths, children’s play area, soccer field, gazebo, and parking.

Further west is Silverbirch Park which is located within 1.1 kilometers of the subject site. Silverbirch Park is a 1.78-hectare park with frontage onto Orleans Boulevard. This park offers walking paths, a children’s play area, a gazebo, and a soccer field.

Approximately 815 metres south of the site is August Park, at the southern terminus of Lamarche Avenue. There are other parks being planned as part of the future communities in various stages of the development process.



# Neighbourhood Amenities



Figure 6 - Local Amenities Map

## 2.5 Local Neighbourhood Amenities

The subject site is well situated near an Arterial Mainstreet and existing mature neighbourhoods. The area has seen consistent growth and new greenfield residential development over the years, and as such, numerous amenities are present in the neighbourhood, including parks, schools, services and commercial uses.

Several commercial and retail uses are located generally north-east of the subject site just off of Innes Road. These include a large car-washing operation, storage and warehousing immediately abutting the subject site to the east, small neighbourhood-oriented retail plazas which offer take-out restaurants, tutoring services, spa and beauty, independent grocers, fitness studio, and optical stores all within 650 metres of the site. Further east, along Innes Road are big-box retail chains which include grocery stores, convenience shopping, entertainment, restaurants, home improvement stores, and a gym.

Further west of the subject site, along Innes Road and Pagé Road are more commercial and retail uses including a gas station, restaurants, grocery, sporting goods store, small business, and dental care.

- Subject Site
- School
- Place of Worship
- Grocery
- Commercial
- Restaurant
- Golf Course
- Industrial
- Hydro Corridor



# Neighbourhood Amenities



Figure 7 - 3620 Innes Road



Figure 10 - 3712 Innes Road



Figure 8 - 3615 Innes Road



Figure 9 - 3681 Innes Road



Figure 11 - 3469 Innes Road



# Subject Property in Context

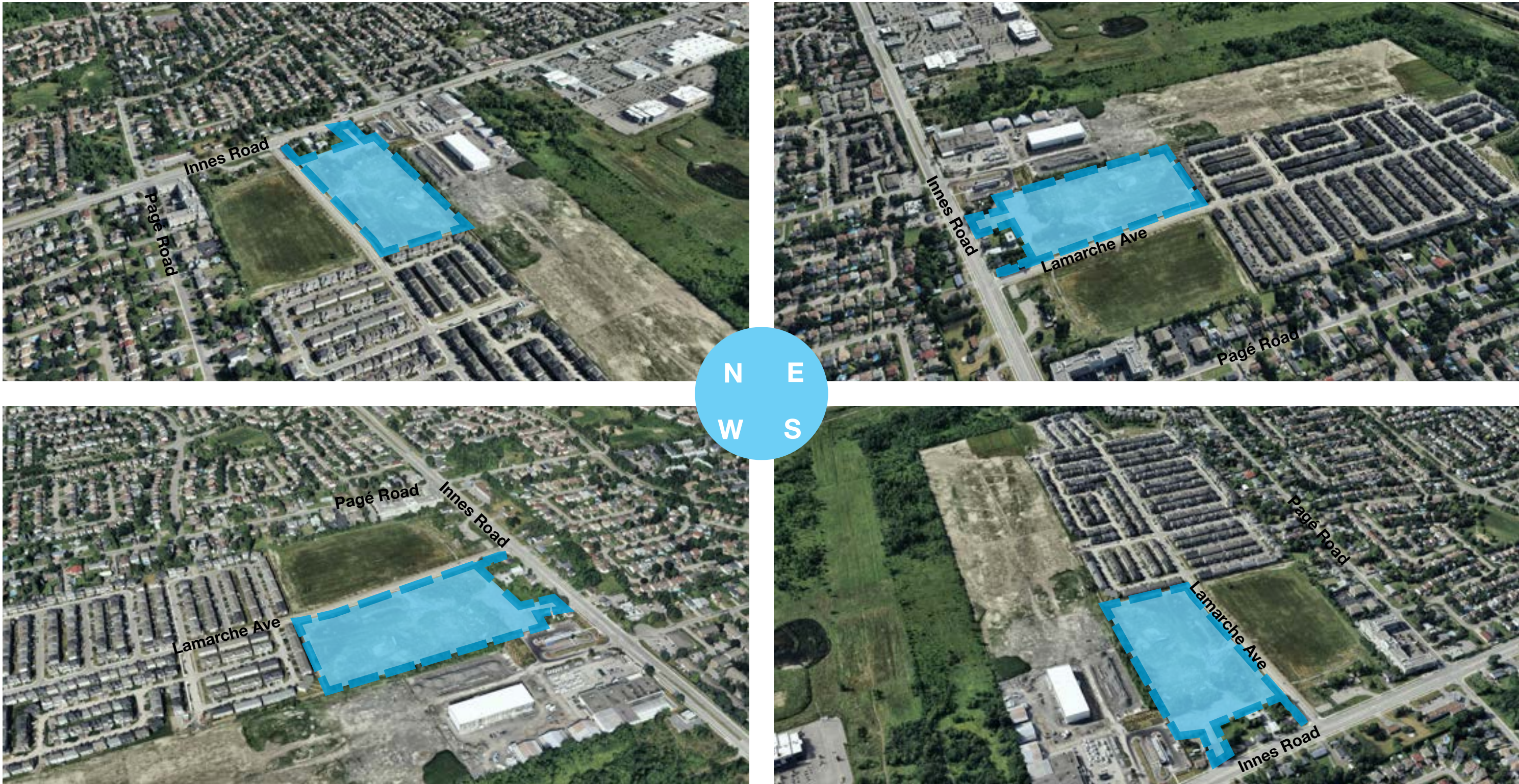


Figure 12 - Aerial photos of subject site and surrounding areas. Source: Google Maps



# Site Photos



Figure 13 - Site Photos





# Site Photos

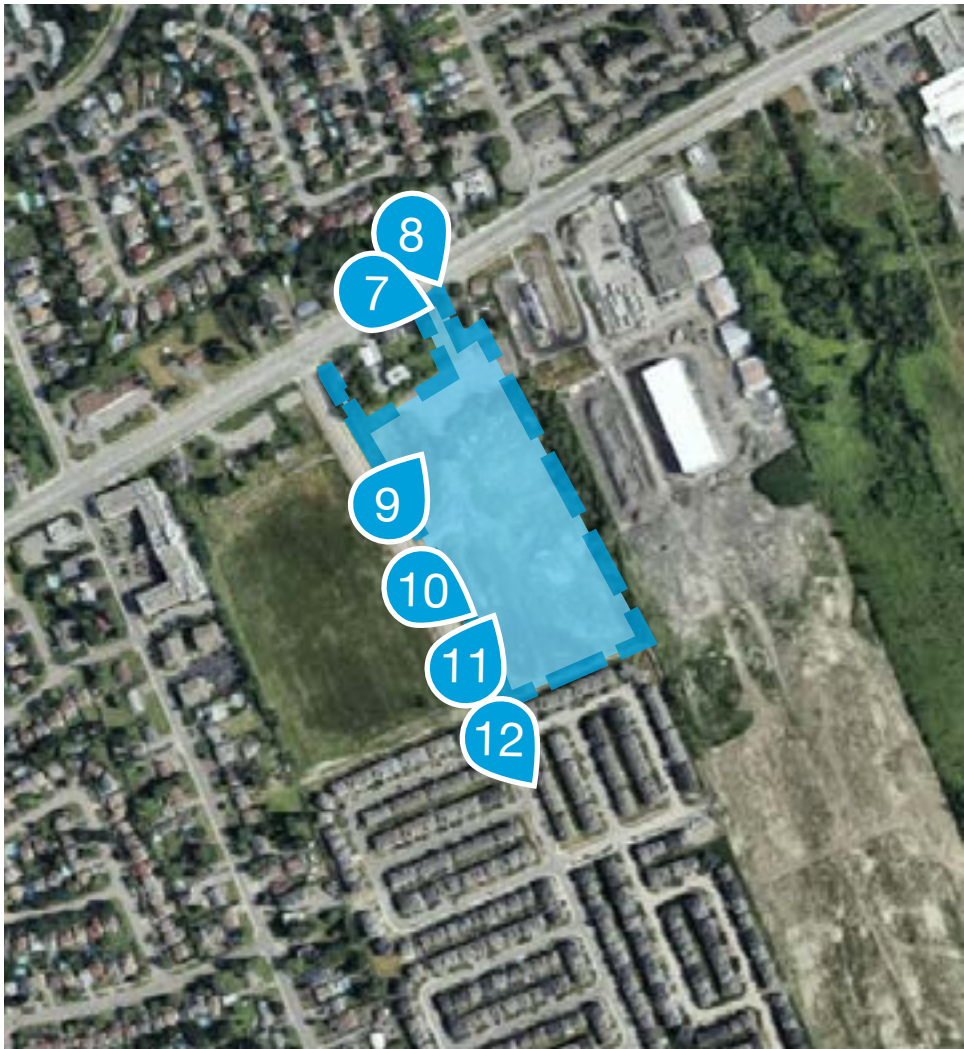


Figure 14 - Site Photos





# DEVELOPMENT OVERVIEW

03





Figure 15 - Perspective rendering of the subject site and public park from Lamarche Avenue southwest of the subject site.



### 3.0 Development Overview

Caivan Communities is proposing a development consisting of low-rise, ground-oriented stacked dwellings in 22 blocks surrounding a public neighbourhood park. Surface parking is proposed along with accommodation for bicycle parking and pathway connections.

#### 3.1 Low-Rise Units

The stacked dwellings are arranged in three different block sizes of 16, 20, and 24 units each. These 2-bedroom units each have private amenity areas and are split over two levels. Most dwelling units front onto internal private laneways, though the ones abutting Lamarche Avenue face outward from the development.

#### 3.2 Parking

Parking is to be provided at the rate of one spot per unit with 87 visitor parking spaces (or approximately 0.19 per dwelling). The spaces are primarily perpendicular to internal laneways, while some visitor parking spaces are provided in parallel. Two hundred and thirty-eight outdoor bicycle parking spaces are dispersed throughout the site to maximize convenience.

#### 3.3 Parkland

A 0.45-hectare neighbourhood park is proposed to have its main frontage along Lamarche Avenue. The proposed park block is located near the south end of the site and lined by stacked dwellings along the east perimeter. The pedestrian circulation network is intended to facilitate access to this space from elsewhere in the development.

#### 3.4 Circulation Layout

Lamarche Avenue provides vehicle access to the units of the development. The proposed community will have two laneway, intersections with Lamarche Avenue. These internal laneways have widths of 6 metres with centreline curve radii of 12 metres. As these roads are private, it is understood that they will not be maintained by the City, this includes snow clearing. The proposed development also features a pedestrian network accented with landscaped areas to break up the parking areas, reducing the urban heat island effect, and providing opportunities for planting. These pathways will be shortcuts improving access to Lamarche Avenue and the parkland block.

#### 3.5 Amenity Area

Communal amenity area is dispersed throughout the site for a total of 1,590 square metres. Each dwelling unit also has their own private amenity space in the form of a balcony or deck - providing for 5,585 square metres of total amenity area within the community.

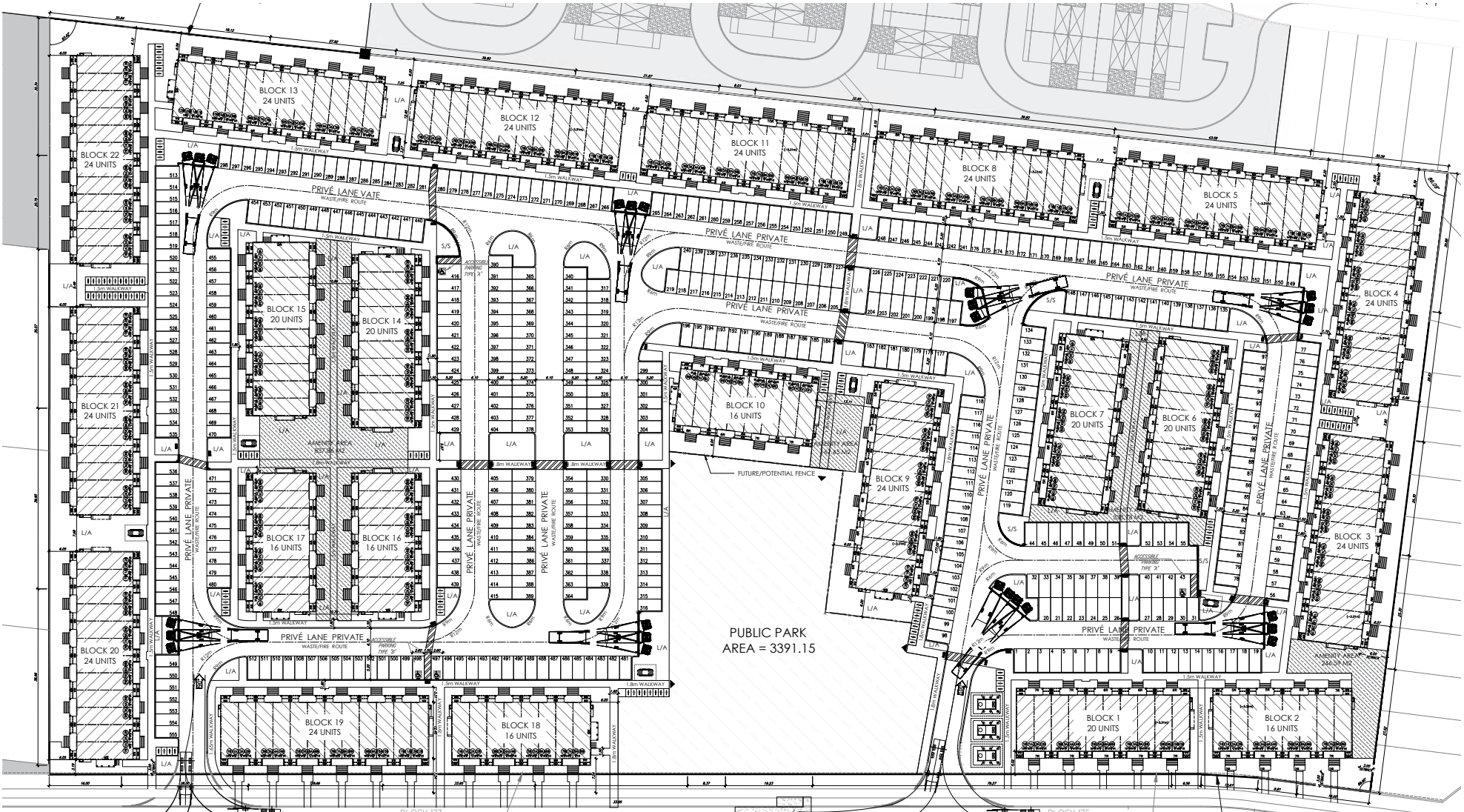


Figure 16 - Site Plan by Q4A Architects

\*Further details of the Design can be found in Section 5 - Proposed Development



### Amenity Spaces Summary

The Zoning By-law requires amenity space at the rate of 6 square metres per unit. Half of this requirement must be provided as communal space for the enjoyment of all residents of the development. Balconies provide private, outdoor amenity space for all residents.

For the proposed project, the communal amenity area is comprised of walkway blocks promoting connectivity to the main public park and intimate green spaces. Each of the communal amenity areas are greater than 54 square metres and not located within the required front yard as per the zoning requirements. These areas were designed to compliment and not compete with the park.



Figure 17 - Proposed Communal Amenity Area



# **POLICY AND REGULATORY REVIEW**

**04**



# 4.1 Provincial Policy Statement

## Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act and came into effect May 1, 2020, replacing the previous PPS issued April 30, 2014. The PPS provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario’s policy-led planning system, the Provincial Policy Statement sets the policy foundation for regulating the development and use of land.

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. The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

The policies of the PPS that are of relevance and support the proposed development and intensification of the subject site include:

- 1.1.1 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 (1.1.1a);
  - / Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing (1.1.1b);
  - / 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 (1.1.1e);
  - / Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs (1.1.1g).
- 1.1.3 Settlement Areas
  - / Settlement Areas shall be the focus of growth and development (1.1.3.1).
  - / Land use patterns within Settlement Areas shall be based on densities and a mix of land uses which (1.1.3.2):
    - / efficiently use land and resources (1.1.3.2a);
    - / are appropriate for, and efficiently use, infrastructure and public service facilities which are planned or available and avoid the need for their unjustified and/or uneconomical expansion (1.1.3.2b); and,

- / are transit-supportive, where transit is planned, exists or may be developed (1.1.3.2f).
- / New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities (1.1.3.6).

### 1.4 Housing

- / Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs or current and future residents of the regional market area by (1.4.3):
  - / Permitting and facilitating:
    - / All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities (1.4.3.b.1); and,
    - / All types of residential intensification, including additional residential units, and redevelopment (1.4.3.b.2);

### 1.5 Public Spaces, Recreation, Parks, Trails and Open Space

- / 1.5.1 Healthy, active communities should be promoted by:
  - / Planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;
  - / Planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;

### Infrastructure

- / Policy 1.1.5.5 the PPS states that development shall be appropriate to the infrastructure, which is planned or available, and avoid the need for the unjustified and/or uneconomical expansion of this infrastructure.

**The proposed development is consistent with the above noted policies of the Provincial Policy Statement (PPS). The plan proposes an efficient development and land use pattern by introducing a different residential typology to the area, aligning with PPS policies addressing land use management. The proposed development promotes a cost-effective development pattern, taking advantage of existing infrastructure, existing and planned transit, and modes**

**of active transportation by choosing to locate close to mature and newly built neighbourhoods. The proposal is consistent with the PPS policies which direct growth to Settlement Areas and to locations that have been identified for intensification and redevelopment by the municipality. The proposal advances provincial goals of healthy, livable, and safe communities that efficiently utilize existing infrastructure, improve the range, and mix of housing types, providing for new public parkland that is supportive of multi-modal transportation options.**

## Provincial Policy Statement (2024)

Scheduled to be enacted in October 2024, the new PPS is the latest document intended to provide guidance to Municipalities when developing their local Official Plans, Zoning By-laws, and other policy documents. Relevant objectives of the 2024 PPS include:

- / To generate an appropriate housing supply
- / To make land available for development
- / To provide infrastructure to support development
- / To balance housing development with resources
- / To focus growth in strategic areas

Housing-specific policies can be found in Subsection 2.2 and include support for municipalities to establish minimum housing targets, facilitate a mix of housing types and intensification, promote resource-appropriate densities to support transit use and active transportation.

**The proposed development is comprised of ground-oriented stacked dwelling units introduced to provide a lower-price point home close to transit. By infilling within an established neighbourhood, it will assist the City in reaching its housing targets and supporting its investments in transit and existing infrastructure.**



# 4.2 City of Ottawa Official Plan (2022)

The City of Ottawa adopted the latest Official Plan (OP) on November 4th, 2022 to provide a vision for future growth of the city and a policy framework to guide the city’s physical development for a 25-year period from 2021 to 2046. The Plan is based on a projected population of 2 million people by the end of this period. The OP contains goals, objectives and policies that inform the policies that layout the foundation for growth in the City. The OP provides Strategic Directions which generally speak to the City’s vision of growth through intensification rather than greenfield development, to support sustainable transportation, improve urban and community design at all scales, to consider environment, climate, health, energy and economic development in planning policies. These strategic directions lead to the creation of 15-minute neighborhoods, promoting a diverse mix of land uses, range of housing types that work together to provide sustainable communities that are less auto-dependent, focus on community, active transportation, and contribute to economic development and a quality of life. Flexible land use designations are introduced to adapt to changing economic conditions in light of new industries and ways of doing business, so people have more choices of work locations that are closer to where they live.

Schedule A of the Official Plan places the Orleans community within the Suburban Transect, and Schedule B8 designates parts of the subject site within 220 metres of the centreline of Innes Road as Mainstreet Corridor and lands beyond this are designated Neighbourhood with Evolving Neighbourhood Overlay. The planned function of a Mainstreet Corridor is to combine higher density of development, a greater degree of mixed uses and higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. Neighbourhoods, described in Section 6.3, are intended for predominantly low-rise missing middle development, guided toward the model of 15-minute neighbourhoods. The Evolving Neighbourhood Overlay provides direction for urban areas where intensification is anticipated.

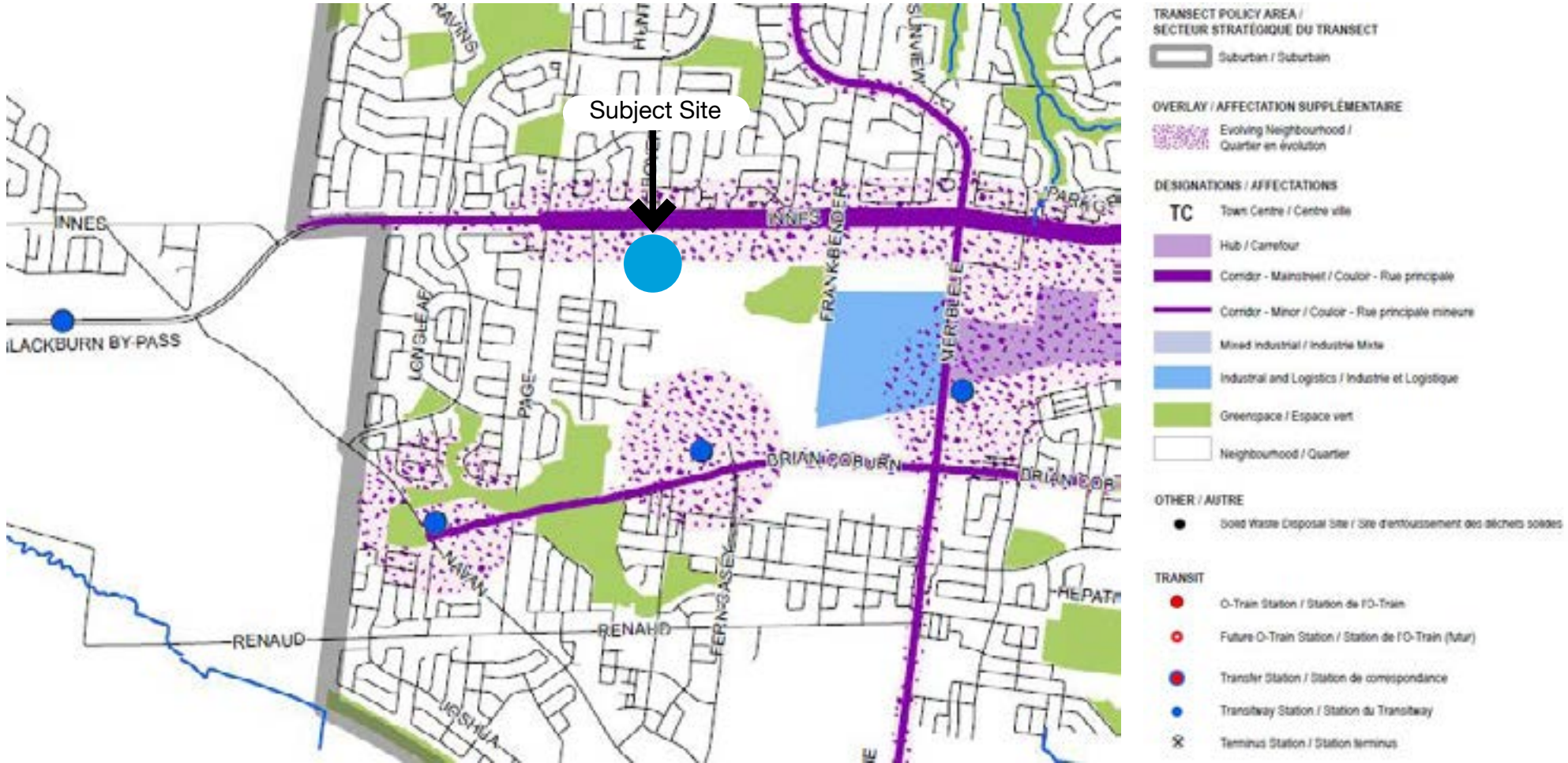


Figure 18 - City of Ottawa New Official Plan Schedule B8: Suburban East Transect



## 4.2 City of Ottawa Official Plan (2022)

### 4.2.1 Growth Management Framework

The City of Ottawa's projected growth is to be focused within the urban area, considered a settlement area for the purposes of the Provincial Policy Statement (PPS). Residential and economic growth is to primarily occur within built-up areas through intensification.

Much of the new residential housing demand is expected to be for ground-oriented units, such as single-detached, semi-detached, townhouse dwellings, and stacked dwellings. All greenfield development will be directed to the Suburban Transect, where most new dwellings are expected to be in the form of ground-oriented units, though a target of at least 10 per cent is intended to be apartments.

### 4.2.2 City-wide policies

Section 4 of the Official Plan describes policies relating to mobility, housing, large-scale facilities, parks, cultural heritage, urban design, water infrastructure, natural heritage, resources, schools, and generally permitted uses, which apply across the city.

Sustainable transportation is supported through the policies of Subsection 4.1.4, including the reduction of parking requirements within a 300 metre radius or 400 metre walk of Transit Priority Corridors or Frequent Street Transit routes. Further, off-street parking lots must minimize intrusions on the pedestrian realm, provide high quality connections for pedestrians and cyclists, and include landscaping and shade tree provisions.

**The proposed development takes advantage of its proximity to transit (within a 400 metre walk of a Transit Priority Corridor) by providing less than the minimum parking rate and supplementing transportation demand with bicycle parking and an enhanced pedestrian circulation network throughout the site. The layout of the parking on site is arranged to direct pedestrian and cycling movements in a way to limit the interaction with vehicles. Further, as the transit improves and less dependence on private vehicles is seen, portions of the parking areas could easily be converted to additional green space.**

The city's goals for the creation of 15-minute cities are supported by high quality urban design, as described in Section 4.6. Specifically, Section 4.6.5 encourages effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods. Development shall demonstrate that

the intent of applicable Council-approved plans and design guidelines are met. Development will also support walkability by minimizing conflict between vehicles and pedestrians while accommodating space for trees and public streets as per Policy 4.6.5.3. Policy 4.6.6.6 requires that low-rise buildings be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate.

**The proposed development has been designed with consideration for the applicable Council-approved Design Guidelines (see Pg 23 for additional analysis). Along the public frontage of this project (Lamarche Avenue), units have been oriented to have clearly visible main entrances to the units with direct connection to the sidewalk. Further adequate space has been provided to ensure that Lamarche Avenue will be able to accommodate tree planting to enhance the public realm. Selecting to have private laneways, allows for narrower intersections into the development minimizing conflicts between vehicles and pedestrians along Lamarche Avenue. The introduction of a taller low-rise built form than the developments to the south and east is an appropriate way to transition from the higher densities envisioned for along Innes Road and west of the site. The areas of soft landscaping, with the ground-oriented entrances and articulation in the form of porches and balconies will create a visually appealing community that integrates elements from its surrounding context.**

Measures to protect and enhance the urban forest canopy are outlined in Subsection 4.8.2 of the Official Plan. The City's target for canopy coverage is 40% throughout the city, with equity as a guiding principle for sub-targets. These policies include preserving and providing space for mature trees, creation of tree planting areas, considering short- and long-term impacts on the urban forest when making planning and development decisions, and prioritizing the retention and protection of large trees over replacement.

**The Tree Conservation Report prepared to support these applications indicates that 22 trees will be removed. Of these 9 are considered distinctive trees and all but one are characterized as being in poor condition. The redevelopment is proposing over 68 new trees in landscaped areas with appropriate soil volumes. Further the public park does provide for additional options for enhanced plantings. Upon completion this project represents an increase to the tree canopy, helping to achieve the City's OP goal.**

### 4.2.3 Transect

The Official Plan divides the City into six concentric policy areas known as Transects, with specific policies described in Section 5. Each transect represents a different gradation in type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural). These transects are outlined in Schedule A—Transect Policy Area. The Official Plan places the subject property within the "Suburban Transect Policy Area".

The Suburban Transect is generally comprised of communities located within the urban boundary but outside of the Greenbelt. These areas generally reflect the "conventional" suburban model and are characterized by stand-alone buildings, generous setbacks, low-rise building forms, and the separation of land uses. The focus in these areas is a gradual evolution towards complete communities and 15-minute neighbourhoods, with substantial changes focused only on strategic locations.

Suburban Transect areas are generally planned for low- to mid-rise development, with greatest densities directed to Hubs and Mainstreet Corridors. A range of dwelling unit sizes are supported in the Suburban Transect with multi-unit dwellings directed to Hubs and Corridors (Policy 5.4.1.3a).

New development in the Suburban Transect area shall contribute to the evolution towards 15-minute neighbourhoods, while striving to approach densities of the Inner Urban Transect over time. The residential density goal for this proposed development is 40 units per hectare (Policy 5.4.4.3).

Section 5.4.4 Policy 1 of the Official Plan provides direction for Greenfield Development within the Suburban Transect to contribute towards the creation of 15-minute neighbourhoods. Considering the proposed development the applicable considerations are:

- / Creating a sense of place and orientation through view corridors, focal points and framing of a high-quality public realm;
- / Grid street network with short blocks to support connectivity and walkability, and to define Greenspaces;
- / Priority being given to sustainable modes of transportation and vulnerable road users;
- / Negative impacts created on public realm by vehicle traffic;
- / Active transportation linkages to commonly used area and amenities;



## 4.2 City of Ottawa Official Plan (2022)

- / Treed corridors;
- / Avoiding rear lotting on higher traffic streets;
- / Screening parking lots with landscaping; and,
- / Designs which optimizes the efficient use and conservation of energy.

The proposed development is consistent with the policy direction for greenfield development with the Suburban Transect contributing to the creation of 15-minute neighbourhoods. The proposal is for a dense, contemporary suburban model of development that proposes compact low-rise development in close proximity to a Mainstreet Corridor. In the design the development considers circulation for both vehicles and pedestrians through the site, with landscaped walkways connecting every corner of the site to the public park. The public street will permit tree planting and combined with internal landscape areas a variety of planting opportunities, will contribute to the creation of pleasant view corridors and ultimately a sense of place and identity for the community. Fronting units along Lamarche Avenue avoids rear lotting on the public frontage of this development and provide screening to the parking areas behind.

### 4.2.4 Evolving Neighbourhood Overlay

The Evolving Neighbourhood Overlay is applied to areas within 150 metres of Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including a change in character from suburban to urban to “allow new built forms and more diverse functions of land”. The overlay applies to areas in transition, though Corridor and Hub designations take precedence where they apply.

New zoning should provide development standards for the built form and buildable envelope that are more urban than suburban in character (Policy 5.6.1.2). Where the Zoning By-law does not reflect this policy direction, it is stated that the City will generally be supportive of applications for low-rise intensification where proposals demonstrate adherence to the objectives of the OP.

Additionally, as per Policy 5.6.1.6, development on lands within the Evolving Neighbourhood Overlay should generally include built form and site design attributes that meet most of the urban characteristics described in Table 6 in Section 5, including:

- / Shallow front yard setbacks and in some contexts zero front yards with an emphasis on built-form relationship with the public realm;
- / Principal entrances at grade with direct relationship to public realm;

- / Range of lot sizes that will include smaller lots and higher lot coverage and floor area ratios;
- / Minimum of two functional storeys;
- / Buildings attached or with minimal functional side yard setbacks;
- / Small areas of formal landscape that should include space for soft landscape, trees, and hard surfacing;
- / No automobile parking, or limited parking that is concealed from the street and not forming an integral part of a building, such as in a front facing garage

The proposed development adheres to the policy intention of the Evolving Neighbourhood Overlay by providing a transition from the higher density proposed for Innes Road to more conventional suburban areas characterized by separation of land uses and density. The proposed development minimizes yard setbacks, conceals parking from Lamarche Avenue, and provides quality landscaping in a built form and site layout that is more urban than suburban.

### 4.2.5 Mainstreet Corridors Designation

The subject site has a narrow frontage onto Innes Road, therefore the northernmost portion of the property is designated Mainstreet Corridor as per Schedule B8 of the Official Plan (Figure 18). The planned function of a Mainstreet Corridor is to combine higher density of development, a greater degree of mixed uses and higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor (Policy 6.2.1.2). Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. Residential uses that integrate with a dense, mixed-use urban environment are generally permitted within Corridors.

The policies of the Official Plan stipulate that Mainstreet Corridor designation extends to a maximum lot depth of 220 metres from the centreline of the Corridor, and any part of the lot that lies beyond the maximum depth is excluded from the Corridor designation, and in this case, within the Neighbourhood designation.

The development proposes to sever and create a separate lot with frontage on Innes Road only. This parcel is planned for future development which will align with the policies of Mainstreet Corridors. When combined with the neighbouring properties it will contribute to achieving a denser, mix-use environment envisioned along Innes Road (see Page 39 for examples). Once severed, the remaining part of the property will only have frontage onto Lamarche Avenue and would be developed subject to the policies of the Neighbourhood Designation.

### 4.2.6 Neighbourhoods Designation

Neighbourhoods are expected to evolve gradually over time to provide integrated, sustainable, context-sensitive development designed to establish and reinforce 15-minute neighbourhoods. They are planned for low-rise building heights (Policy 6.3.1.2) predominantly ground-oriented dwellings that are further away from rapid-transit stations.

Neighbourhoods are to be regulated through Zoning By-law, which will distribute densities and large-household dwelling targets in accordance with Table 3 of the Official Plan. Generally, low-rise ground-oriented building typologies that cater to increasing housing supply are promoted. Building heights within Neighbourhoods are expected to be Low-rise (Policy 6.3.1.2).

The proposed development adheres to the direction of the Neighbourhood designation and takes guidance from its proximity to a Mainstreet corridor by providing a more urban and moderately dense built form that is still low-rise. The residential density (~105 units per hectare) and the large 2-bedroom units proposed support the new Official Plan policy direction for Neighbourhoods.



## 4.3 Urban Design Guidelines

### Urban Design Guidelines for Greenfield Neighbourhoods (2007)

The Urban Design Guidelines for Greenfield Neighbourhoods were approved by Council in September 2007. The purpose of these design guidelines is to provide guidance to developers in understanding the City's expectations during the development review process, and to implement the design objectives and principles of the Official Plan.

The guidelines define a Greenfield Neighbourhood as a large area of land within the urban area that has not been developed previously or that has the potential to be extensively redeveloped. The subject property is Greenfield Neighbourhood as defined by the guidelines.

The proposed development meets several of the guidelines, including:

#### Structuring Layout

- / **Guideline 9:** Concentrate higher density residential units around neighbourhood focal points that include transit stops, commercial areas, schools, community facilities, parks and multi-use pathways;
- / **Guideline 10:** Create a walkable neighbourhood with pathways, trails and sidewalks that are accessible year round and that connect destinations such as transit stops, commercial areas, schools, community facilities and parks;
- / **Guideline 13:** Layout local street patterns so that development blocks are easily walkable – between 150 and 250 metres in length;
- / **Guideline 19:** Locate neighbourhood parks along collector or local streets, and ensure that they are generally square or rectangular depending on features within the park, and are approximately 0.8 hectares in size;
- / **Guideline 20:** Locate parks so that they front onto at least two streets or have the longest edge front onto the street. Locate parks at "T"-intersection to terminate streetscape views.

#### Street Design

- / **Guideline 21:** Select the most suitable zoning setback and road right-of-way width for the land use context and road function. Provide sufficient space for the various elements in the front yard, the boulevard, and the road including trees, sidewalks, utilities, cycling facilities, parking and travel lanes;
- / **Guideline 22:** Orient rear amenity areas away from arterial and collector roads to avoid the requirement for sound attenuation walls. Use single loaded streets, crescents, or rear access streets to access these residential properties;

- / **Guideline 27:** Plant trees along all streets in a consistent pattern and coordinate with the location of street amenities and utilities. Base selection and location of trees on soil conditions, bearing capacity, and urban forestry principles;

#### Residential Building and Site Design

- / **Guideline 34:** Locate residential buildings close to the property line with their primary face addressing the street, while making room for trees and utilities. Provide visual interest along the streetscape with a variety in setbacks and projections;
- / **Guideline 37:** Design building facades so that windows and doors are prominent features that address the streets they front.
- / **Guideline 38:** Site and design residential buildings on corner lots so that both the front and side of the building are oriented to the public street and are detailed with similar quality and style;
- / **Guideline 42:** Locate surface parking areas of multi-unit residential buildings away from public view and not between the public street and the building. Design and landscape parking areas so they do not detract from any rear yard amenity space;
- / **Guideline 46:** Incorporate mid-block walkways to make walking more direct and convenient where long blocks cannot be avoided. Ensure that landscaping, fencing and facing windows support a safe and attractive environment.

**The proposed development meets many of the Urban Design Guidelines for Greenfield Neighbourhoods. The proposal provides a layout that is well-connected and integrated. It introduces a new type of residential built form to community that are designed and laid out to meet the direction of the guidelines above. The development considers the surrounding context and location along a collector road, proposing something that is suitable for the subject site and area. The proposed elevations for the townhouses are varied and address the public street frontages in a way that is engaging.**



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

## 4.4.1 Existing Zoning

The subject site is currently zoned Development Reserve (DR) (Figure 19). This zone recognizes lands that are intended for future urban development in areas designated as General Urban Area and Developing communities in the former Official Plan. The zone imposes regulations which ensure a low scale and intensity of development to reflect the characteristics of existing land uses.

- / Permitted uses in the DR Zone are limited to:
- / agricultural use
- / emergency service
- / environmental preserve and education area
- / forestry operation
- / group home
- / home-based business
- / marine facility
- / one detached dwelling accessory to a permitted use
- / park
- / secondary dwelling unit
- / urban agriculture



Figure 19 - City of Ottawa Zoning Plan

## 4.4.2 Proposed Zoning

A rezoning will be required to align the zoning of the property with the direction of the proposed Site Plan. The table below details the requested zones.

Block	Land Use	Proposed Zone
Innes Road Block	Mixed-Use	AM10
Park Block	Park	O1
Remaining site area	Residential	R4Z[XXXX]

## Arterial Mainstreet Zoning

It is proposed that the portion of the site fronting onto Innes Road be rezoned to Arterial Mainstreet (AM). The zone provisions are summarized below and would allow any future redevelopment to be done in a way that would achieve the objectives of the Mainstreet designation. The requirements for the zone are to promote intensification while ensuring developments are compatible with the surrounding uses.

Zoning Mechanism – AM10		Requirement
Minimum Lot Area		No minimum
Minimum Lot Width		No minimum
Front and Corner Yard Setbacks	Non-residential or Mixed-use Building	50% of the frontage line must be occupied by building walls located within 3.0 metres
	Residential Building	50% of the frontage line must be occupied by building walls located within 4.5 metres
Minimum Interior Yard Setback	First 20 metres back from the street	3 m
	Beyond 20 metres back from the street	7.5 m
Minimum Rear Yard Setback		7.5 m
Maximum Building Heights	20 metres from a property line abutting a R1 - R3 zone	11 m (3 storeys)
	20 to 30 metres from a property line abutting a R1- R4 zone	20 m (6 storeys)
	+30 metres from a property line abutting a R1 – R4 zone	30 m, but no more than 9 storeys
	In all other cases	30 m, but no more than 9 storeys



Residential Fourth Density Zone

The purpose of the Residential Fourth Density Zone (R4) zone is to permit a range of residential building forms from detached to low-rise apartments in areas designated as General Urban Area within the Official Plan. It allows several other residential uses to provide additional housing choices including stacked townhouses, as well as regulating development in a manner that is compatible with existing land use patterns so that the mixed dwelling, residential character of a neighbourhood is maintained or enhanced.

This application requests that the townhouse blocks in the proposed development be rezoned to Residential Fourth Density Subzone Z (R4Z[XXXX]) with exceptions (indicated in red), detailed in the table to the right. The exceptions proposed are appropriate and will accommodate this new product by Caivan. The list of permitted uses within the R4Z Zone includes stacked dwellings (Section 1.1.1)

Parks and Open Space Zone

The purpose of the Parks and Open Space Zone (O1) is to permit parks, open space and related compatible uses. The application proposes a public park which is permitted in the existing Development Reserve (DR) Zone, but a rezoning would protect the space by prohibiting any construction not aligning with park development.

Zoning Mechanism (R4Z [XXXX])	Requirement (Stacked dwellings, Planned Unit Development)	Provided
Minimum Lot Width	18 metres	292 metres
Minimum Lot Area	1,400 square metres	45,201 square metres
Maximum Building Height	15 metres	13.5 metres
Minimum Front Yard Setback	3 metres	3.10 metres
Minimum Corner Side Yard Setback (m)	3 metres	n/a
Minimum Rear Yard Setback (m)	6 metres	6 metres
Minimum Interior Side Yard Setback (m)	6 metres	6 metres
Minimum width of private way	6 metres	6.1 metres
Minimum separation between buildings within a PUD	1.2 metres	5 metres
Residential Parking	1.2 spaces per unit 468 x 1.2 = 562	468 (1 space per unit)
Visitor Parking	0.2 spaces per unit 468 x 0.2 = 94	87 (0.185 spaces per unit)
Bicycle Storage	0.5 spaces per unit 468 x 0.5 = 234	234
Amenity Area	Total: 6 square metres per unit = 2808 square metres	5585 square metres
	Communal: 50% of total = 1404 square metres	1590 square metres



# PROPOSED AMENDMENT

05



# 5.1 Zoning By-law Amendment

To facilitate the proposed development, relief from the Zoning By-law is requested as follows:

- / **Change the zone from the current Development Reserve** zoning to Arterial Mainstreet, Residential Forth Density and Parks and Open Space as delineated in Figure 20. This would permit the development of the proposed stacked, townhouse units surrounding a new public park. It would also rezone the portion of the property fronting on Innes Road to align with the Mainstreet Corridor designation in the Official Plan.
- / **Reduction of required parking for residential and visitor spaces is required.** The subject property is within Area C of Zoning Schedule 1A, mandating 1.4 parking spaces per unit (1.2 residential and 0.2 visitor). Given the proximity to transit and active transportation infrastructure, the dependence on private vehicles is expected to be less in this community, and car-share initiatives are being explored. The reduction in required parking will facilitate a denser development close to a Mainstreet Corridor, supporting public transit use, in conformity with the policies of the Official Plan and consistent with the intensification objectives of the PPS. Reduced parking also allows for more soft landscaping and reduced construction costs. The proposed visitor parking rate of 0.185 is well above the 0.1 permitted in other locations and proposed for the subject property in the 2025 Draft New Zoning By-law. As the proposed dwellings are intended to be affordable and alternate modes of transportation will be available, it is possible some residents may not own cars, in which case their spaces may be used by visitors, alleviating stress on street parking facilities.

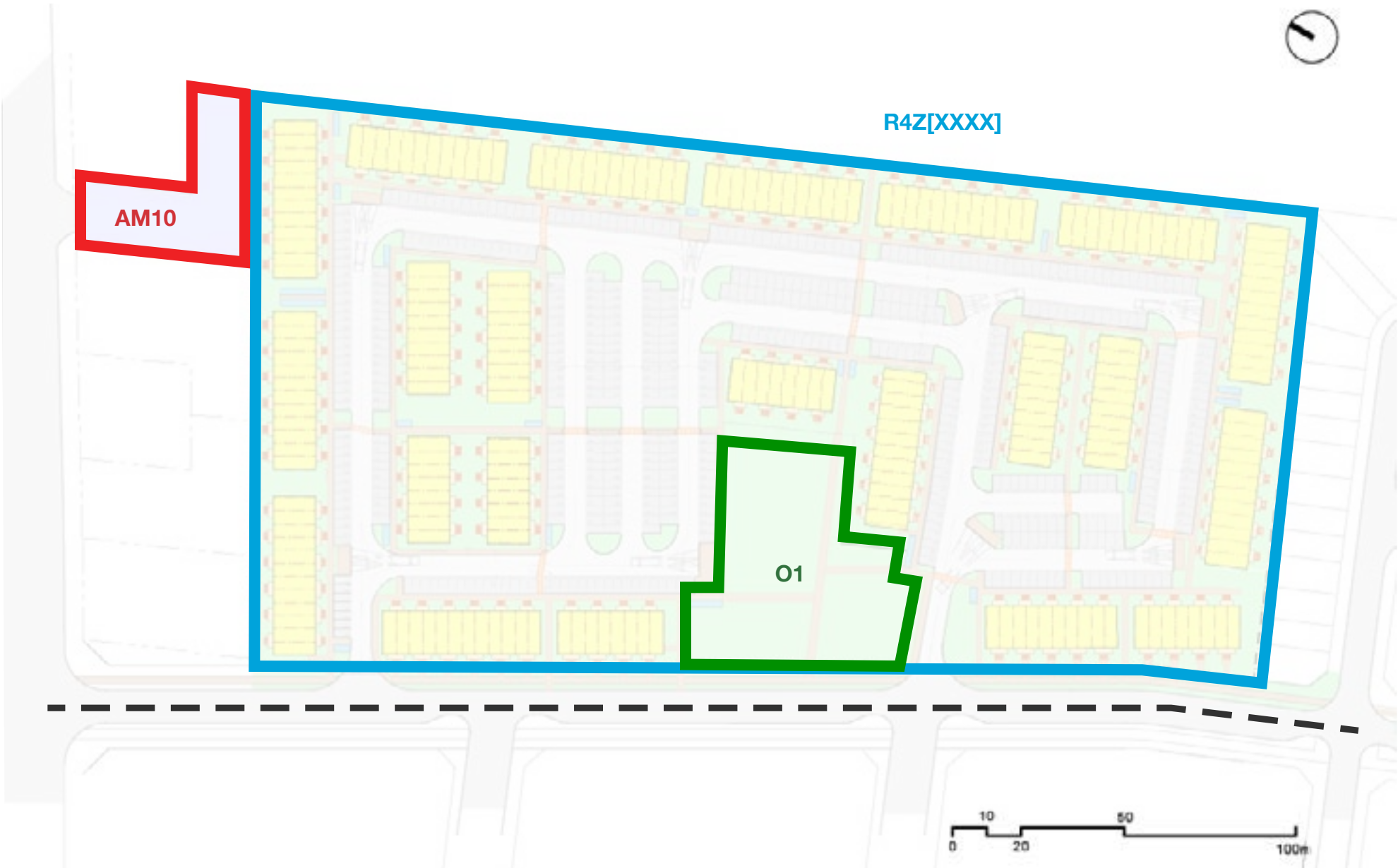


Figure 20 - Proposed Zoning



# PROPOSED DEVELOPMENT

06



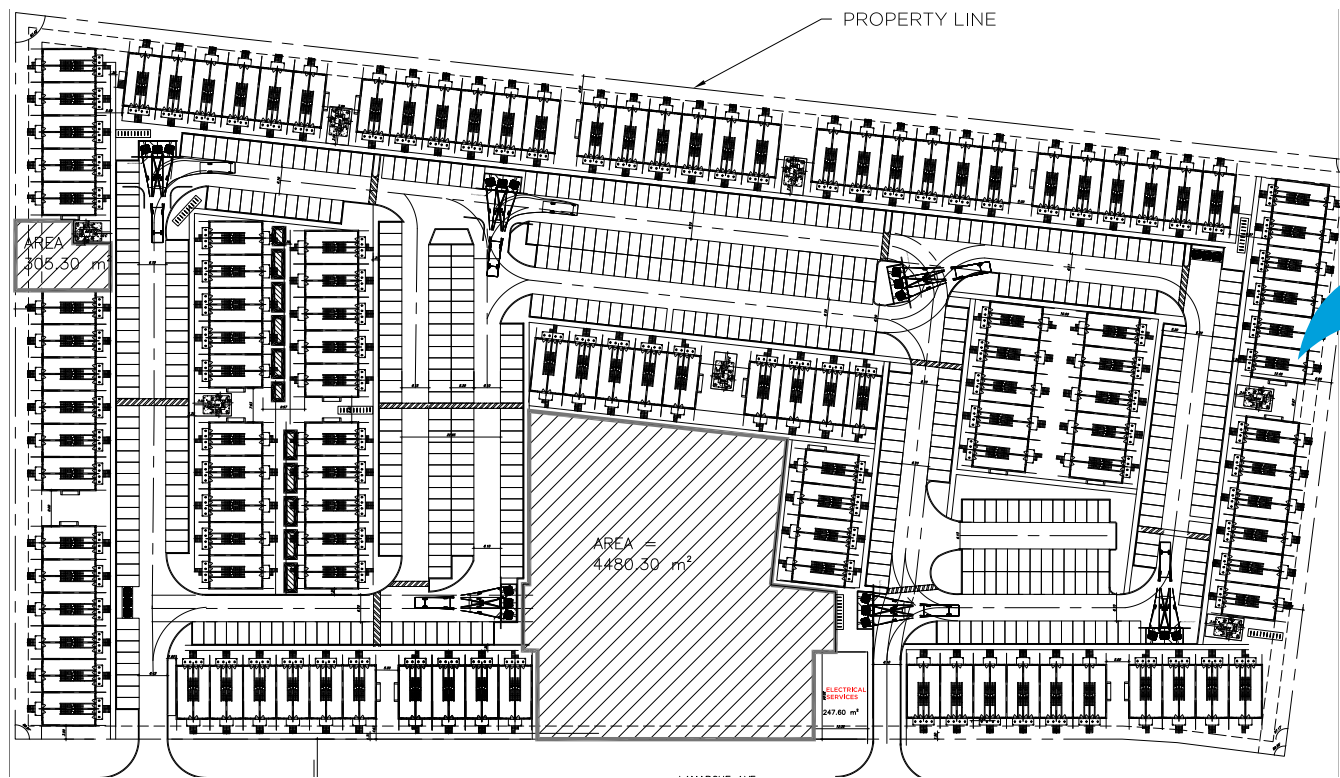


Figure 21 - Site Plan presented at the Pre-Application Consultation.

Pre-Application Consultation feedback notes (as seen on next page) resulted in changes:



Figure 22 - Hand Sketch after Pre-Application Consultation comments.

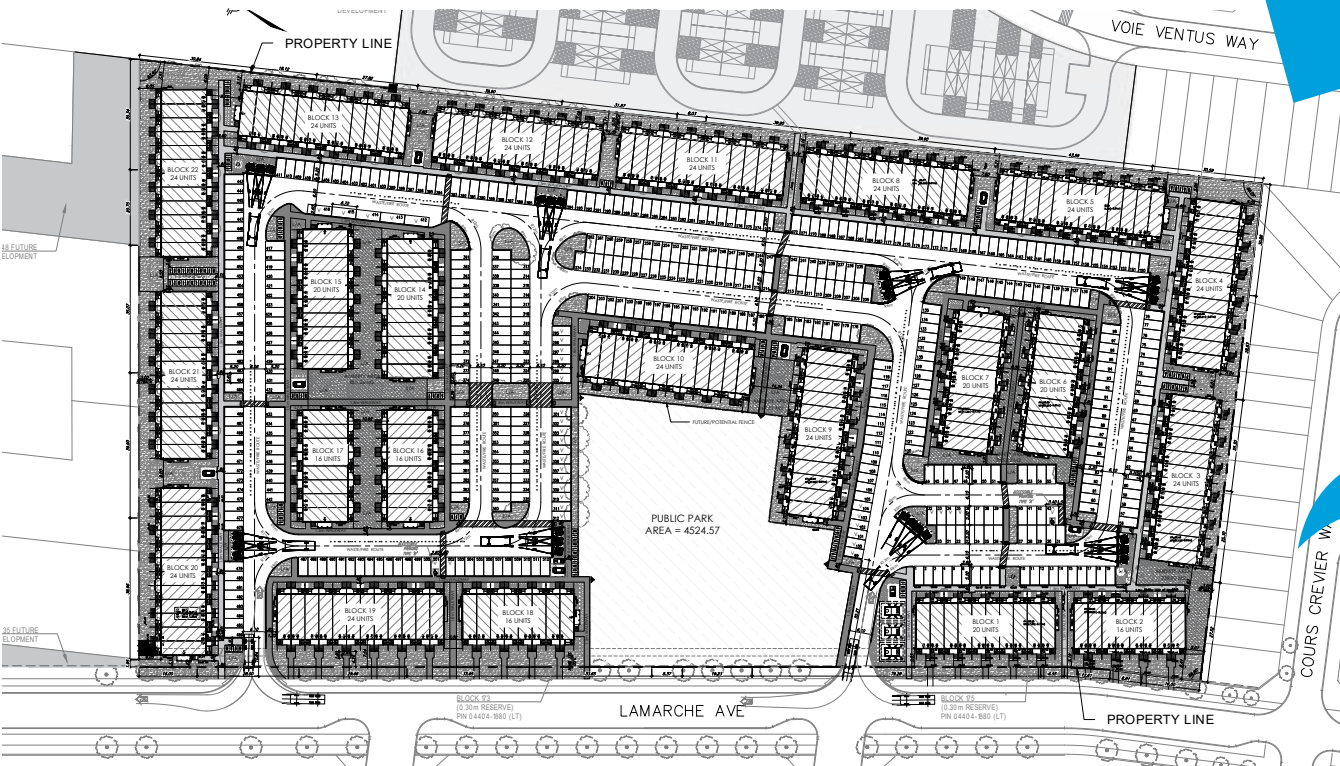


Figure 23 - December Application Submission Site Plan

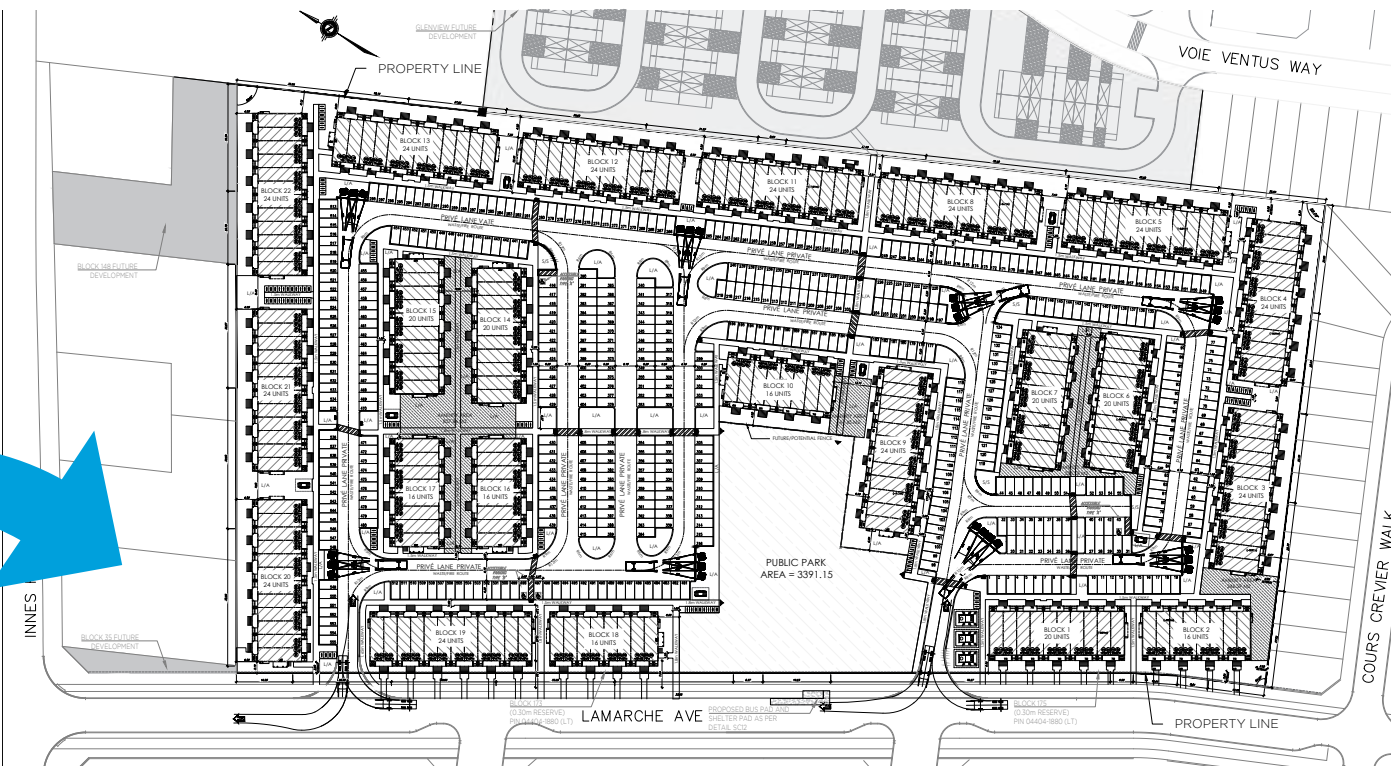


Figure 24 - Current Site Plan



	Urban Design Comment	Response
19	Staff require an Urban Design Brief, architectural plans (Site Plan, Building Elevations, etc.), and a Landscape Plan. Please refer to the attached Urban Design Brief Terms of Reference.	This UDB has been prepared following the provided Terms of Reference
20	As submitted, staff have concerns about the intensity of the proposed development. The submission must demonstrate that the proposal will function well in terms of servicing (garbage, snow storage, etc.) and landscaping, as well as provide a strong rationale for how the proposal addresses the public realm. A reduction in unit count may be required to achieve these ends.	The plan has been reduced by 16 units, providing additional space for communal amenity area, snow storage, and landscaping. Focusing on Lamarche and the park the public realm includes ground-oriented units facing the public street. That with the landscaping and unit elevations will enhance the view into and from the parkland. (See rendering on Pg 15)
21	Please explore working with the adjacent landowner and determine the potential for an east-west public road alongside the park through the adjacent site onto Ventus Way. This change would create broader connections through the community and give the park two public frontages.	A public ROW to connect the sites creates major site inefficiencies, however a pathway connection has been added to foster an east-west connection to the adjacent community.
22	The site needs to be redesigned to have buildings face out onto Lamarche Avenue. Consider introducing Caivan’s rear lane townhome product or a back-to-back product.	Buildings along Lamarche Avenue have been flipped to face Lamarche
23	Consider reorienting blocks to allow the pedestrian mews lead to the public park instead of parking areas, as seen in the conceptual plan below.	The plan could not be reconfigured efficiently; however the pathway connections were reviewed, which resulted in additional connections, larger pathway and amenity areas between the buildings and direct linkages to the park.
24	Please ensure that separation distances between buildings are appropriate. There appears to be several areas of concern on the proposed plan. Suggested 11 metres facing distance preferred for front-to-front or back-to-back and 5.5 metres for front to side.	Separation distances on the plan meet building code requirements. The facing distances between front-to-front or back-to-back units provide for either tree planting or walkway connections. Front to side separation is greater than 5.5 metres.
25	Please demonstrate that individual walkways and tree plantings can be provided at each unit – including internally to the site.	Walkways and tree plantings have been included on the landscaping plan. The proposal will be adding 92 trees to the site, this excludes any within the park.
26	Please demonstrate where utilities, such as gas meters, air conditioners and more will be provided.	Please see below for the approach to utilities. The location of the hydro closets are indicated on the Site Plan.
27	This development should reflect the characteristics of a cohesive community. Staff have concerns with units facing out onto large surface parking lots. Please endeavor to redesign all units facing out onto one private road with parking. The two images shown below are better examples of private roadways with parking.	There were modifications to the plans to limit continuous parking where possible. Parking spots were deleted and replaced with landscaped areas to break up parking.
28	Private amenity space is needed to enhance the community and reduce the amount of hardscaping on site.	The required amenity for the proposal is now achieved. Both communal and private amenity areas are in accordance with the zoning by-law. (See Pg 17)
29	Waste areas should not line public parkland or public streets and should be heavily screened. Please refer to Planning comments above and consider one community waste building.	While there is still a waste area adjacent to the parkland, these are earth bins and buffered by a walkway and bike parking.
30	Consider ways to incorporate green infrastructure into parking areas.	Considerations will be given to the greening of the project as approvals progress and construction approaches are decided upon.

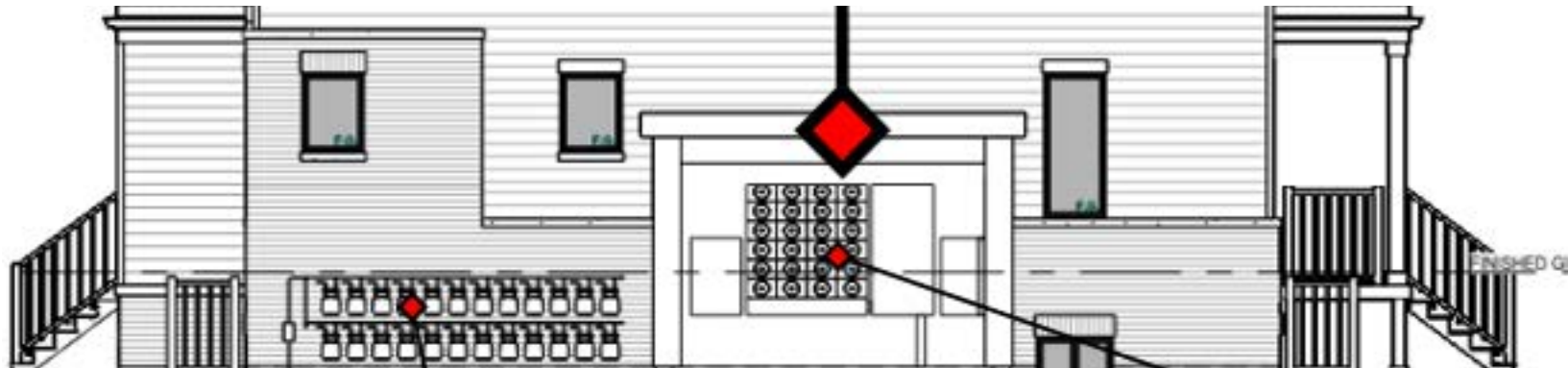


Figure 25 - Utility meter locations to be covered by rolling doors as illustrated on the right.







Figure 26 - Proposed Site Plan

This proposed development by Caivan Communities offers 476 stacked dwelling units in a planned unit development with 512 parking spaces (476 for residents and 36 for visitors), 238 bicycle parking spaces, an internal circulation plan of private roads and enhanced pedestrian walkways, 1,560 square metres of communal amenity space, and a 4,524 square metre public park with frontage on Lamarche Avenue.

Access

Lamarche Road is a 24-metre-wide future major collector. Blocks 19 through 22 will provide active frontage to the street with parking located behind. All parking is screened from Lamarche Avenue. The private lanes providing access through the development have widths of 6.1 metres and centreline radii of 12 metres in order to accommodate waste collection and emergency vehicles. Parking is perpendicular to the private lanes, though a small portion of visitor parking is provided parallel to the laneway.

The pedestrian network was designed to optimize access from every corner of the site to the public park, as well as to Lamarche Road for connection to the greater active transportation network and transit. Walkways which cross the parking areas are buffered with planting areas, while others pass between blocks of dwellings and through amenity areas.

SITE AREA	45,201.6318 m <sup>2</sup> (4.52 ha)
PARK AREA	3437.44 m <sup>2</sup> (0.34 ha) (7.6%)
PAVED AREA	47,639.23 m <sup>2</sup> (32.38%)
LANDSCAPED AREA	15,947.14 m <sup>2</sup> (35.28%)
TOTAL BUILDING COVERAGE	11,177.9 m <sup>2</sup> (24.72%)
TOTAL GROSS FLOOR AREA	42,090.17m <sup>2</sup>
DENSITY (UPH)	103.5 UPH
ZONE CATEGORY	R4(Z)

DWELLING BLOCK	DWELLING TYPE	GROSS FLOOR AREA (m <sup>2</sup> )	UNITS
BLOCKS 3- 4- 5- 8- 9- 11- 12- 13- 19- 20- 21- 22	24 UNITS STACKED DWELLING	572.75 m <sup>2</sup> (per Block)	288
BLOCKS 1- 6- 7- 14- 15	20 UNITS STACKED DWELLING	477.91 m <sup>2</sup> (per Block)	100
BLOCKS 2- 10- 16- 17- 18	16 UNITS STACKED DWELLING	383.07 m <sup>2</sup> (per Block)	80
TOTAL			468



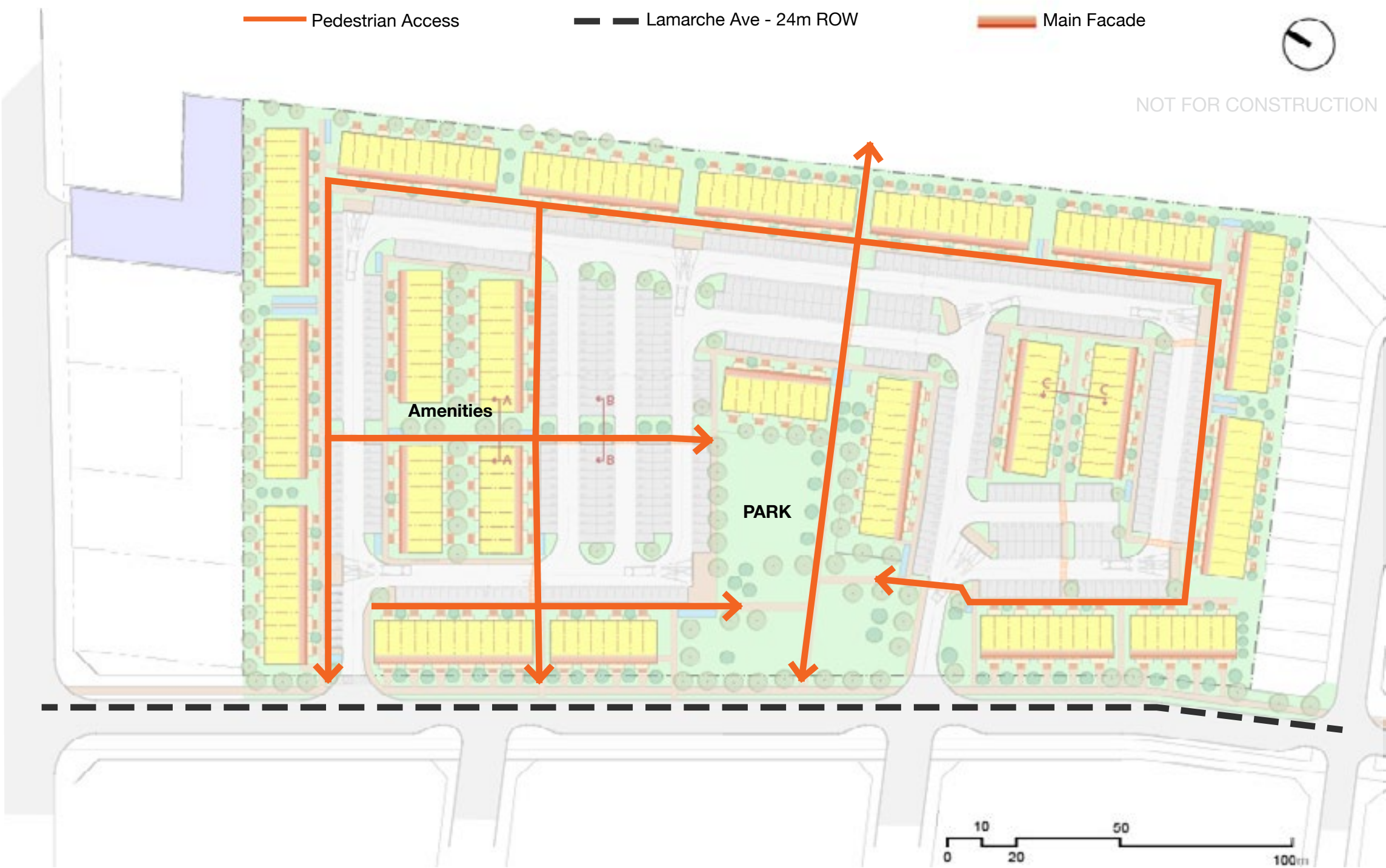


Figure 27 - Proposed Pedestrian Connectivity Plan





Figure 28 - Active Frontage Plan and Tree Planting.





Figure 29 - Section A-A signified on Site Plan Connectivity



# Cross Sections

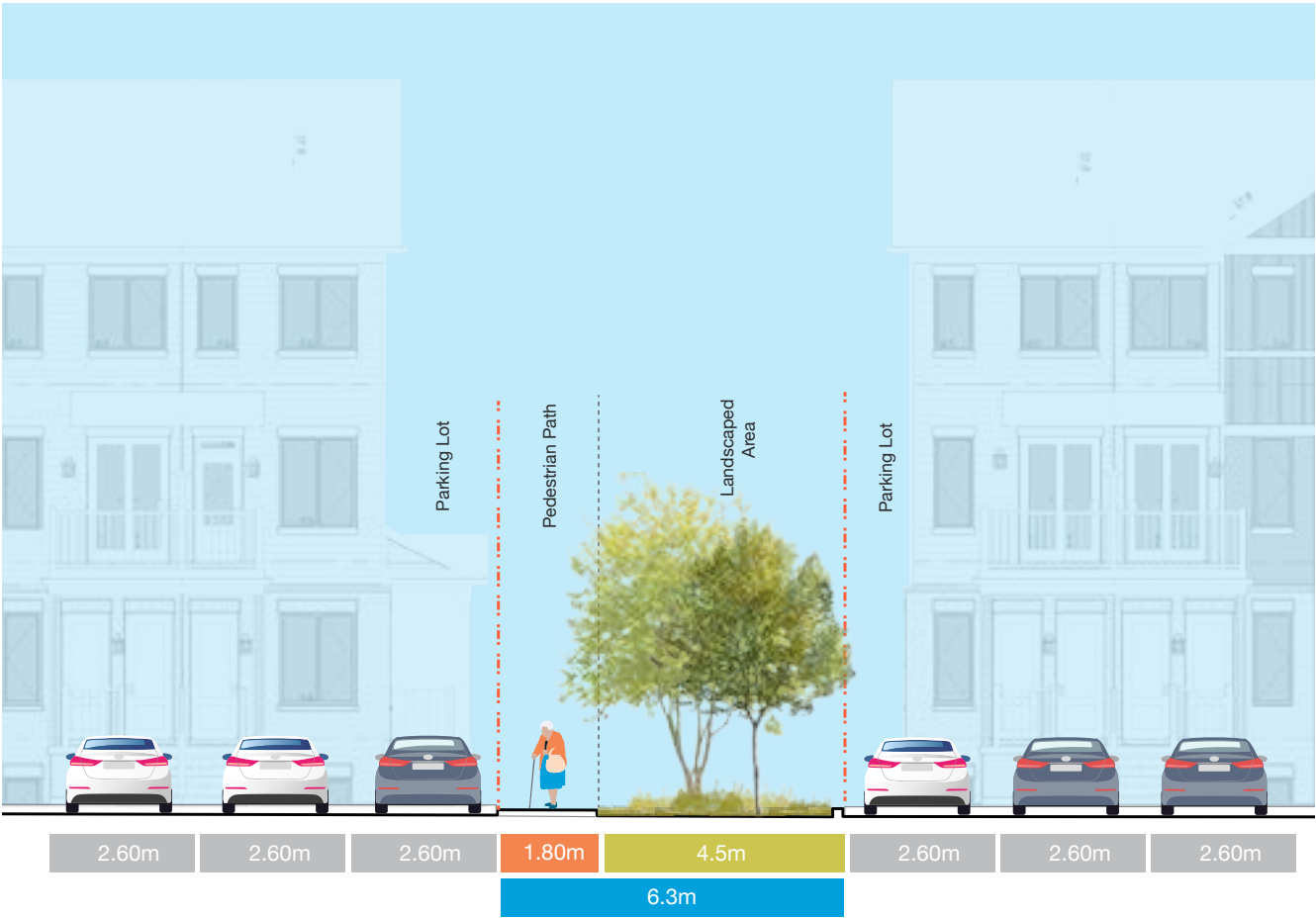


Figure 30 - Section B-B signified on Site Plan Conectivity



Figure 31 - Section C-C signified on Site Plan Conectivity

# Stacked Townhouses

The proposed development is comprised of 476 two-level stacked dwelling units. These are in stacks of two dwellings, each with its own private amenity area and separate entrances. Each unit is designed with their own private amenity area off the back of the unit, either as patio or a balcony. This dwelling typology was selected in order to increase density to an area targeted for growth and offer a more affordable housing option in this newer community.

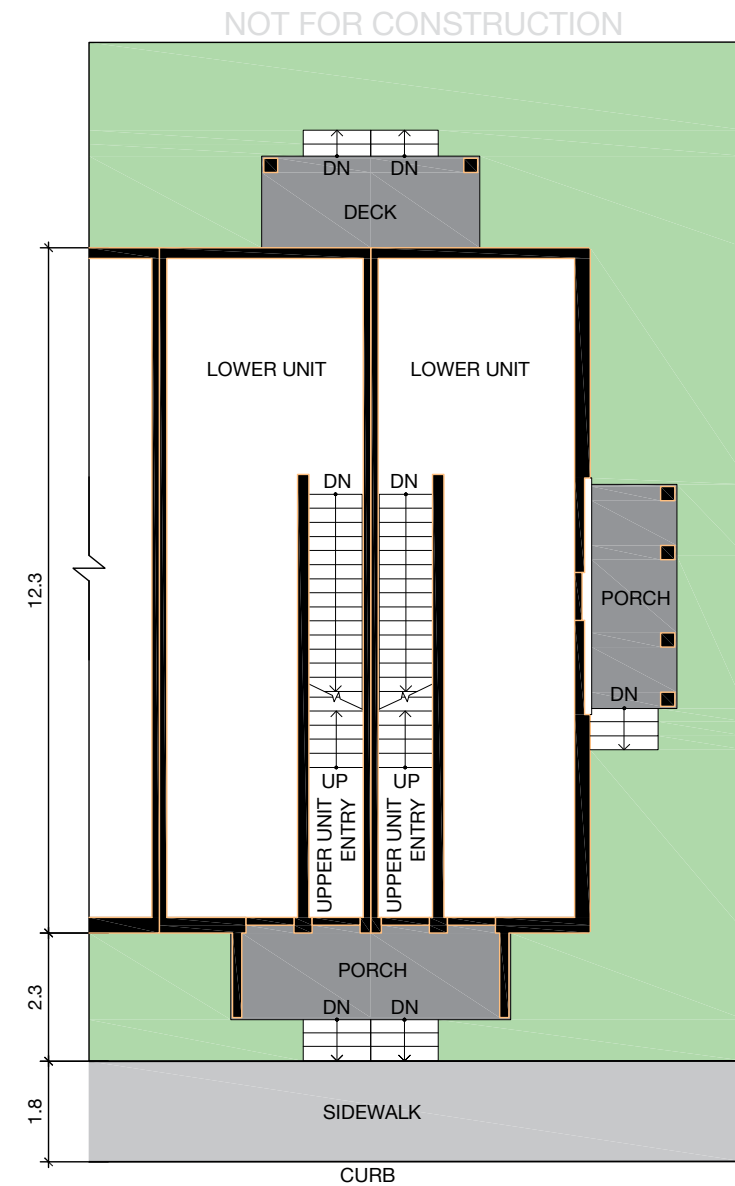


Figure 33 - Stacked Townhouses Elevation A



Figure 34 - Stacked Townhouses Elevation B





Figure 35 - Floor Plan and Perspective of Upper Unit

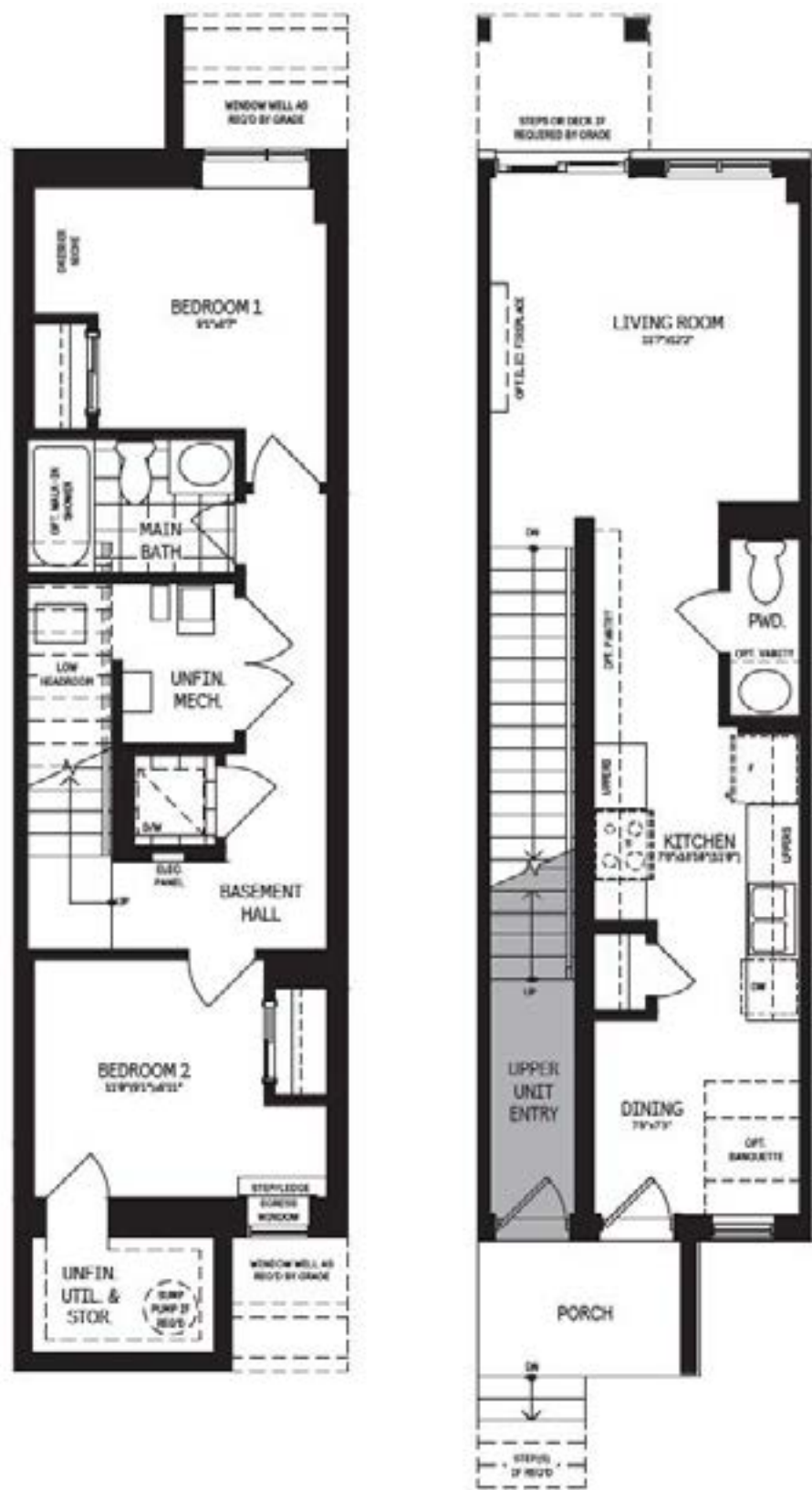


Figure 36 - Floor Plan and Perspective of Lower Unit



## Mixed-use Block

Innes Road over time will evolve towards the Mainstreet envisioned and supported by the Official Plan. The block adjacent to Innes Road will develop independently of the residential portion of the site as a mixed-use project aligning with those goals. Examples of how this block may be developed according to the Mainstreet designation and AM zone while maintaining appropriate transition to adjacent properties are shown below.

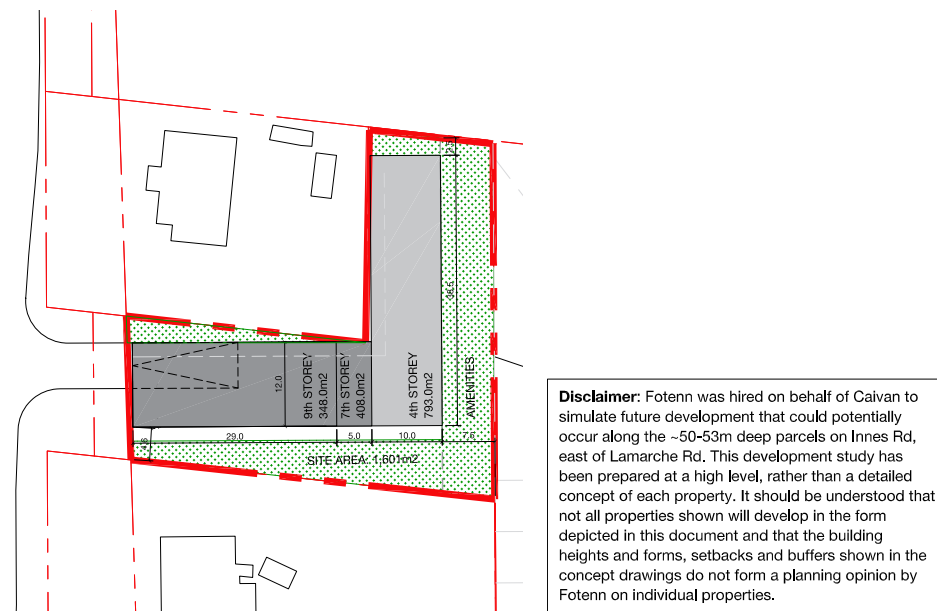


Figure 37 - Mixed-Use Block (Concept Plan - Option 1).

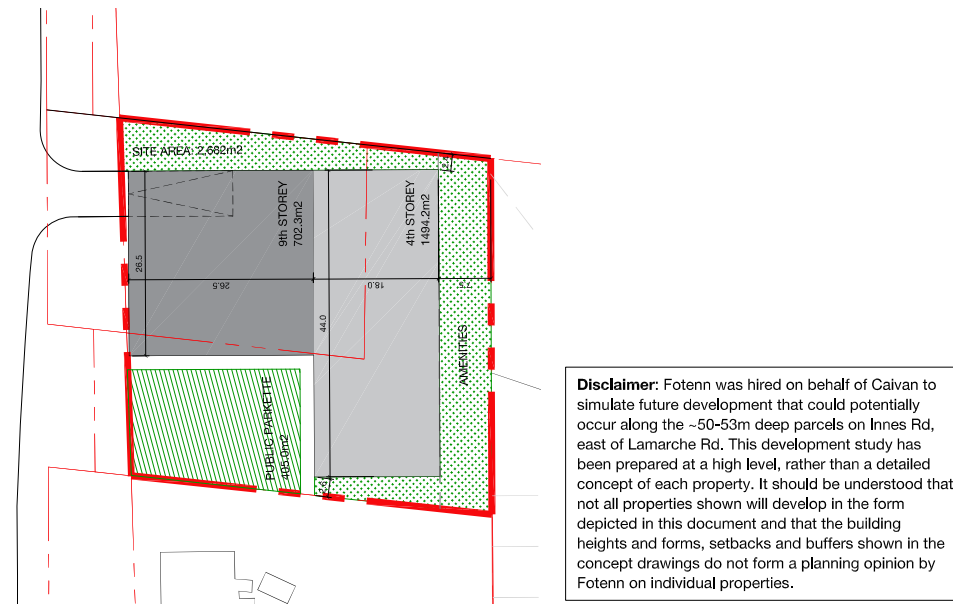


Figure 38 - Mixed-Use Block (Concept Plan - Option 2)

# Public Park

The proposed development includes a 4,524 square metre public park with frontage onto Lamarche Avenue. The park has been sized to align with parkland dedication policies. A park fit plan has been prepared showing the potential features this space could provide. This was developed considering the City of Ottawa’s Parkland Manual.



Figure 39 - Landscape Plan by NAK



# SUPPORTING STUDIES

07

# Supporting Studies

## Environmental Noise Feasibility Assessment Report Gradient Wind Engineers and Scientists

An Environmental Noise Feasibility Assessment Report was prepared by Gradient Wind Engineers and Scientists on March 31, 2022, and updated according to new plans in August 2024. According to the report, Innes Road and the abutting Halo car wash facility are two major sources of noise affecting the development along the north and northeast.

The results from the report reveal noise levels from Innes Road to be between 36 and 60 dBA during the daytime periods (0:700 to 23:00) and between 28 and 52 dBA during the nighttime period (23:00 – 07:00), with the highest noise level occurring at the north of the development, which is directly exposed to noise generated by Innes Road. Based on expected noise levels, blocks along the north property line will require forced air heating, with provisions for central air conditioning, as well as warning clauses in purchase, sale, and lease agreements. As the noise levels do not exceed 65 dBA during the daytime, updated building components are not required.

Additionally, the site is impacted by stationary noise from adjacent Halo car wash. The noise levels produced by daily operations at the facility are expected exceed the criteria listed in the ENCG. Caivan Communities intends to address this by strategically implementing higher Sound Transmission Class windows and walls in bedrooms and living rooms facing northeast and southeast in dwellings at the northern corner of the site. A warning clause will also be required on all Lease, Purchase, and Sale Agreements for these dwellings.

Stationary noise impacts from the development onto the environment are expected to be minimal.

## Tree Conservation Report Kilogour & Associates LTD

A Tree Conservation Report (TCR) was prepared by Kilogour & Associates LTD (KAL) on March 28, 2022. The report is required for a planning application where trees with breast heigh diameter (DBH) greater than 10 cm are present and where critical root zone (CRZ) is present of a tree located on the abutting property. The report conducted an inventory and health assessment of the trees.

The report identifies three clusters of trees, located on or near the north, east and northwest boundaries of the property. The report notes that although geoOttawa imagery shows large tree canopies of ash species,

these trees were dead at the time of survey, therefore excluded from the study. The predominant species of trees in all three areas was the Manitoba Maple, with the greatest diversity of trees in eastern cluster.

The report finds that the trees do not yield important contribution towards the noted criteria for tree retention which includes federal or provincially significant species, relevance to urban ecosystems, woodlots designated under the City of Ottawa Urban Natural Area Environmental Evaluation Study, significant woodlots, contribution towards significant greenspace linkages or contain significant ecological features.

The report finds most of the trees to be non-contributing, and that a significant number of larger trees (those with 30cm DBH or greater) are slated for removal, and only tree 10 was assessed to be in good health.

The report acknowledges the need to remove all site vegetation and trees fully, including stems of dead ashes located on the adjacent property that will be removed for safety concerns. The report identifies trees on the adjacent property that are to be retained, and therefore require protection during construction. Tree protection measures are standard, and include erection of fencing, and protection from storage of construction equipment and fumes.

The removed trees are to be compensated during the development review processed, however, the report recommends replacement density of 1 small tree per each new home. Suggested species include Bur Oak, White Pine and White Spruce species along with small shrubbery distributed through the site.

## Geotechnical Engineering Paterson Group

A Geotechnical Investigation was completed by Paterson Group, and a report was prepared on April 1, 2022 and revised August 26, 2024. The objectives of this report were to determine subsoil and groundwater conditions at the site by means of test holes, as well as providing geotechnical recommendations pertaining to design of the proposed development including construction considerations which may affect the design.

The report finds that the soil profile at the test hole locations consists of topsoil, fill, and/or crushed stone followed by hard to very stiff brown clay deposit. Fill consisted of brown silty clay with topsoil, trace sand and gravel, a layer of silty sand to sandy silt with boulders was encountered below the crushed stone layer at a depth of 0.7m below the existing

ground surface. Testing of soil samples revealed silty clays, and the shrinkage limit test indicates a shrinkage limit of 25.09% and shrinkage ratio of 1.656.

The bedrock on the available geological mapping consists of limestone and shale of the Lindsay Formation, with an overburden drift thickness of 1 to 7 m depth.

Groundwater infiltration into the excavated test pits was observed and reported. Majority of the test pits were dry upon completion. The report notes that groundwater levels are subject to seasonal fluctuations and could vary at the time of construction.

From a geotechnical perspective, the report finds the subject site to be considered adequate for the proposed development and recommends that the proposed residential buildings be founded over conventional style shallow foundations placed on undisturbed, hard to very stiff brown silty clay, compact to dense glacial till, clean, surface sounded bedrock bearing surface, or on near vertical, zero entry, concrete in-filled trenches extending to a clean, surface-sounded bedrock surface. The report recommends a permissible grade raise restriction of 3m will be required for buildings founded on the silty clay deposit within the southern portion of the site.

Restrictions to tree plantings only exist south of a line extending between the southeast walls of blocks 5 and 20, where large trees (over 14 metres in mature height) require a setback equal to their height, and small and medium trees may be suitable for a reduced setback of 4.5 metres subject to conditions such as minimum soil volumes, grading considerations, and building foundation reinforcements. Additionally, these restrictions may be lifted where the finished grade is at least 3.5 metres on top of the silty clay, as defined on a lot-by-lot basis upon review of the finished grading plan.

Where bedrock removal is required, the report suggests considering hoe-ramming or controlled blasting. In areas of weathered bedrock and where only a small quantity of bedrock is to be removed, bedrock removal may be possible by hoe-ramming.

Further, the report lays out recommendations for Site Grading and Preparation which include stripping of topsoil and deleterious fill from areas, removal of bedrock trough blasting or hoe-ramming, consideration for construction related vibration, fill placemen for grading –to consist of clean imported granular fill, placed in maximum 300mm thick loose lifts and compacted by suitable compaction equipment, foundation design, design for earthquakes, basement/floor slab, pavement design.



# Supporting Studies

The report provides guidance for design and construction precautions including foundation drainage and backfill, protection of footings against frost action, excavation of side slopes, pipe bedding and backfill, groundwater control, winter construction, corrosion potential and sulphates, and landscaping considerations.

Finally, the report provides recommendations for material testing and observation services program for provided foundation design data to be applicable, and that several aspects of the program be performed by a geotechnical consultant.

## Functional Servicing Report DSEL Engineering Ltd.

David Schaeffer Engineering Limited (DSEL Engineering) provided a Functional and Servicing Report in March 2022 and a revised version in August 2024. The report evaluated water supply servicing, wastewater servicing, stormwater management, and erosion and sediment control on the site, and prepared servicing designs.

*Water Supply*—the report finds that the development can be adequately serviced by a network of local watermains that connects to existing infrastructure on Lamarche Avenue. The City of Ottawa must confirm available water pressure during average, peak hourly, and fire flow demands, and the plan proposes a water supply design that will conform with all relevant City of Ottawa Guidelines and Policies.

*Wastewater Servicing*—Sanitary sewers exist west of the development site, along Lamarche Avenue. The subject property will be serviced by local sanitary sewers which will outlet the existing infrastructure on Lamarche Avenue ROW. There is residual capacity in the downstream sewers and sufficient capacity within existing infrastructure to accommodate the flow from the proposed development. The proposed wastewater design conforms to all relevant City standards.

*Stormwater Management*—Stormwater runoff from the site is tributary to the Lamarche Avenue storm sewer. The existing stormwater runoff from the site area generally drains west and is collected by the existing storm sewer. There is residual capacity in the downstream sewers and sufficient capacity within existing infrastructure to accommodate the flow from the proposed development, and the contemplated design conforms to all relevant City standards.

The site is located within the Ottawa River watershed and is therefore subject to review by the Rideau Valley Conservation Authority (RVCA).

*Erosion and Sediment Control* – Erosion and sediment controls are to be implemented and maintained on-site to prior to topsoil stripping, earthworks or construction. Silt fencing will be installed around the perimeter of the active part of the site and will be cleaned and maintained throughout construction. The silt fence will remain in place until the working areas have been stabilized and re-vegetated. Catch basin inserts are to be installed during construction to protect silt from entering the storm sewer system. Mud mats are to be installed at construction access to prevent mud tracking onto adjacent roads.

The report concludes that the existing water, sanitary, and storm services can accommodate the contemplated development as they were planned for greater use.

## Phase I Environmental Site Assessment Update WSP Golder Associates Ltd.

WSP Golder Associates Ltd. prepared a Phase One Environmental Site Assessment (ESA) Update, dated October 15, 2024, to assess the environmental condition of the property. It is based on a review of the Phase One ESA Updated completed in 2022 and Record of Site Condition completed in 2020. The report identified no on-site Potentially Contaminating Activities (PCAs) or Areas of Potential Environmental Concern (APECs), nor any material changes from the previous studies. A Phase Two ESA was deemed to not be required.

The 2022 Phase One ESA Update was based on current activities and historical information for the Site, including historical Environmental Assessments available for the site from 2016 to 2020, review of relevant and readily available environmental information for properties located within a 250 metre radius of the boundary of the Site, and a site visit to review issues of potential concern identified in previous reports and update these changes compared to previous Site investigations. No concerns, nor material changes from previous studies were found.

Record of Site Condition #226598 was filled and acknowledged by the Ministry of Environment, Conservation and Parks for the Site on April 20, 2020. Several off-site PCAs were identified around the site, though none were considered to have resulted in an APEC due to low permeability of the native clay, silty clay, and silt soils on site, the distances between the off-site PCAs and the property, the inferred direction of groundwater flow, and past environmental investigations for some of the off-site PCAs.

## Transportation Impact Assessment CGH Transportation

CGH Transportation prepared a Transportation Impact Assessment in August 2024. The mixed-use development block accessed via Innes Road is not included in this study. The proposed development is forecasted to produce 145 two-way vehicle trips during the AM peak hour and 169 during the PM peak hour.

Bulb-outs to narrow each approach and reduce pedestrian crossing distances are recommended at future internal road intersections, as are speed humps for traffic calming.

The report concludes that, from a transportation perspective, the proposed development applications should proceed. It notes that the signalization of the intersection of Innes Road and Lamarche Avenue is expected to adequately support demand, and the site will contribute minimally to vehicle traffic, requiring no mitigation measures. Additionally, it is expected that traffic volumes on Innes Road may be reduced once the latest LRT phase is complete and could be further reduced once the BRT along Brian Coburn Boulevard is implemented.. Transportation Demand Management measures, such as a 1-year transit pass for first residents, are also recommended.

## Landfill Impact Assessment Paterson Group

To comply with the extension of the area of influence for development near an operating solid waste disposal site from 500 metres to 3 kilometres in the 2022 Official Plan, a Landfill Impact Assessment was completed by Paterson Group in August 2024. The report studies the impact of the Navan Waste Recycling and Disposal Facility, located approximately 2.3 kilometres southeast of the site at the closest point.

Local geology, surface runoff, groundwater flow, landfill leachate, ground settlement, landfill gas and odours, dust, noise, soil and groundwater contamination, and visual impact were studied as part of this assessment. It was determined that the waste facility will not have any adverse effects on the subject lands and proposed development, nor will the landfill pose any risks to human health and safety.

# CONCLUSION

08



# Conclusion

It is our professional opinion that the proposed Zoning By-law Amendment and Site Plan Control applications to permit development of this community constitute good planning and are in the public interest. As outlined in the preceding sections:

- /

The proposed development is **consistent with the Provincial Policy Statement (2020 and 2024)** by providing efficient use of land and existing infrastructure, supporting existing and planned multi-modal transit, improving and providing new housing options to meet the long-term goals of the province.
- /

The proposed development is designed in a manner which is **consistent with the growth management and design policy direction of Section 3 and 4 of the Official Plan** by providing density within the built-up area, building types which are consistent and complementary to the surrounding area and land uses, and a transit-supportive built form with reduced parking. The proposed development is considerate of its context and proposes land uses, building heights, unit type, and appropriately complements the surrounding area.
- /

The proposed development **conforms to the Suburban Transect policies within Section 5 of the City of Ottawa Official Plan by providing a dense, low-rise residential and mixed-use built form.** Conforming to the policies of Section 5.4 of the new City of Ottawa Official Plan, the development proposes moderately compact built form to achieve density targets that support transit, and a transition towards a more urban built-form, while recognizing the need to accommodate the growth in low-rise, ground-oriented built form. The proposal provides a denser form of built typologies that are promoted by the OP for implementation in the suburban transect to provide a moderate increase in densities organized to enhance the public realm. The proposed development presents an efficient use of land, existing servicing, and transit in the area.
- /

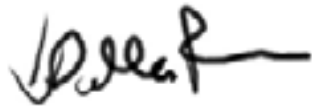
The proposed development **conforms to the policy directions for the Neighbourhood designation, as described in Section 6.3 of the Official Plan.** The proposal seeks to facilitate the development of an underutilized property within a built-up urban area and provides a dense low-rise built form that is consistent with its surrounding context and promotes the concept of a 15-minute neighbourhood. The proposed “missing middle” residential unit typology will contribute to housing diversity in the area, while also achieving higher densities and efficient use of lands.
- /

The proposed development **conforms to the objectives of the Mainstreet Corridor policies of Section 6.2 of the current City of Ottawa Official Plan,** which apply the designation to properties that abut the designated road and extend to a depth of 220 metres from the centreline of the Corridor. The proposal includes a rezoning of the portion of the lot abutting Innes Road to Arterial Mainstreet – AM zone, aligning with the policies of this section.
- /

The proposed development is **consistent with the applicable Urban Design Guidelines for Greenfield Neighbourhoods** by providing a site design and built form which are reflective of the desirable characteristics of the neighbourhood. The proposed development provides a compatible, yet distinct design which references the character of the surrounding neighbourhoods.
- /

Rezoning for the proposed development will **align the zoning with the appropriate Official Plan and Urban Design Guidelines.**
- /

The proposed development is **supported by technical studies, plans,** and reports submitted as part of this application.



Lisa Dalla Rosa, MCIP RPP  
Associate



Kenneth Blouin, MPL  
Planner



Rejane Padaratz,  
Principle, Urban Design

**FOTENN**  
Planning + Design