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Jardins Française

Planning Rationale
Plan of Subdivision + Zoning By-law Amendment
October 25, 2021

Prepared for Lépine

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1.0 Introduction

Fotenn Consultants Inc. ('Fotenn'), acting as agents for Canadian Rental Development Services Inc. ('Lépine'), is pleased to submit the enclosed draft Plan of Subdivision and Zoning By-law Amendment application for the lands municipally known as 3484 Innes Road and (the 'subject property') in the Orléans community of the City of Ottawa.

1.1 Application History and Purpose

The subject property sits on part of a former driving range, the other portions of which are now being redeveloped with a suburban, low-rise, ground-oriented residential community. Prior to Official Plan Amendment 180 (OPA 180), the land was designated for employment uses. A municipal comprehensive review conducted as part of OPA 150 in accordance with the requirements of the Provincial Policy Statement, 2014, identified a moderate surplus of employment land and set out criteria to be considered prior to any conversion of this employment land to other uses. OPA 180, which was adopted by City Council on December 14, 2016, re-designated the subject property to General Urban Area and Arterial Mainstreet. However, appeals of OPA 180 meant that these policies were not in effect as of April 2017. Therefore, a privately-initiated Official Plan Amendment (D01-01-17-0005), adopted on August 10, 2017, was submitted to implement these changes.

Prior to the privately-initiated Official Plan Amendment, a Zoning By-law Amendment application and a Plan of Subdivision (D07-16-16-0022) application were submitted on behalf of the Innes Road Development Corporation. These applications proposed a low-density residential subdivision to the south of the subject property and indicated "future mixed-use residential development" on the lands fronting Innes Road. The subject property was not rezoned to "Arterial Mainstreet" through this application. The new public road, Lamarche Avenue, was created as a result of this Plan of Subdivision application.

These previous applications came into effect on January 16, 2018; a condition of the draft Plan of Subdivision approval was the development of a concept plan for the entire site including the subject property (2019 Concept Plan). This Concept Plan was prepared with input from Lépine, the Patterson Family, the various consultants and City of Ottawa staff. The Concept Plan does not have statutory weight; instead, it indicates general agreement between the relevant landowners and the City on broad development principals and layouts, acting as a guide to prepare and assess proposed development concepts. As part of the enclosed applications, the Concept Plan has been updated.

In May 2019, Lépine submitted a Zoning By-law Amendment Application to permit a development concept including eight mid- and high-rise primarily residential buildings. City Council refused the application in June 2020, due to concerns about building height and built form transition to the surrounding community. The Local Planning Appeal Tribunal considered the proposal in November 2020, and issued a decision that concurred with the City of Ottawa's decision with respect to the built form of the proposed development.

1.1.1 Current Applications

The current applications will permit a new development concept for the subject property. The enclosed Plan of Subdivision Application creates a new public road, a park block, and three (3) development blocks. The southernmost development block will be developed first, with three (3) mid-rise residential buildings. Development Blocks 2 and 3 have not been designed for a specific use at this time, but rather the concept plans indicate a range of potential uses that are compatible with the requested Arterial Mainstreet (AM) zoning.

Upon receipt of initial comments relating to the Plan of Subdivision and Zoning By-law Amendment applications, Lépine plans to bring forward a Site Plan Control application for the first phase of development, on the southernmost development block. This will consist of three (3) mid-rise apartment buildings, with shared underground parking and at-grade and internal amenities. Two (2) of these buildings are purely residential, while the building closest to Lamarche Avenue has a small at-grade commercial component.

Other Site Plan Applications will be brought forward in the future to permit development on the other two development blocks.

1.2 Public Notification and Consultation Strategy

A Public Engagement Strategy is planned to ensure adequate consultation of members of the community. At the time of application submission, due to the global COVID-19 pandemic, and in-person meetings and open houses are not in keeping with public health recommendations. Accordingly, some components of the consultation will be held in a virtual format.

The following steps in the consultation strategy are proposed:

- / Pre-application Consultation Meeting with City Staff on June 4, 2021;
- / Meeting with Councillor Dudas on May 6, 2021 to discuss the revised application;
- / Email notification to Councillor Dudas's office and the Chapel Hill South Community Association following application submission;
- / Notification of neighbouring property owners and posting of public signage, to be completed by City staff;
- / Statutory public meeting for the Plan of Subdivision application; and

/ Statutory public meeting for the Zoning By-law Amendment applications at Planning Committee.

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In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting.

Subject Lands and Context

2.1 Overview of Subject Property

The subject property consists of several parcels, including the lands municipally known as 3484 Innes Road and the land legally known as Part of Lot 5, Concession 3 (Ottawa Front), Blocks 149 and 150 on the draft Plan of Subdivision. This Plan of Subdivision has been draft-approved, but not yet registered. The boundaries of the subject property are shown in Figure 1 below.



Figure 1: Subject Property in Neighbourhood Context

The subject property will have approximately 135.71 metres of frontage along Innes Road, approximately 296.22 metres of frontage along the future Lamarche Road, and a total area of approximately 5.2 hectares. Future Block 149 is currently vacant. Located on Future Block 150 and facing Innes Road is a model home and associated access. The property municipally known as 3484 Innes Road contains a low-rise building with an office use.

2.2 Land Use Context

The property fronts onto Innes Road, a four-lane arterial road with a centre turning lane. Innes Road is a major commercial corridor with multiple large format retail destinations located east of the subject site. The large-format retail on Innes Road serves a regional shopping market, generating considerable traffic including weekend traffic. Acknowledging this function, the south half of Innes road from Pagé Road east to Tenth Line Road is designated Arterial Mainstreet under the current Official Plan. Some Arterial Mainstreet-type redevelopment potential exists in lots on the north side of Innes Road.

The following uses are found directly abutting the subject property.

North: Facing the property across Innes Road is a low-rise predominantly residential community. A low-rise strip mall containing service commercial, retail and automobile service uses is located at the corner of Pagé Road and Innes Road.

East: A public road (Lamarche Avenue) abuts the subject property to the east. The facing parcel on the east side of Lamarche Avenue was subdivided as Blocks 1 and 2 by the draft-approved Plan of Subdivision (D07-16-16-0022). These lands are currently designated Arterial Mainstreet and zoned Development Reserve.

South: The lands directly south of the subject property are developed with a mix of detached houses and townhomes, with the majority of lots abutting the subject property being developed with townhomes.

West: Abutting the subject property and Innes Road is a low-rise retirement apartment building constructed in 2013. Further south is a planned unit development at 2345 Pagé Road. Generally, lots fronting Pagé Road are deeper and larger than in the neighbourhood to the west and are occupied by single-detached dwelling units. Historic aerial imagery indicates that these homes were constructed in the 1980s and 1990s.



Figure 2: Views across the Subject Property

The larger context of the subject site to the south, west and north consists of existing and planned low-density residential communities. As noted above, a commercial corridor stretches east of the subject site. The Greenbelt is found about 900 metres west of the subject property, and the Mer Bleue Bog, also protected by the Greenbelt, lies approximately three kilometres south of the property. As shown in Figure 3, the subject property is in proximity to ample parkland and open space, ranging from parkettes to larger naturalized areas.

From a commercial and retail perspective, while Orleans is well served by large-format, automobile-oriented retail, limited neighbourhood-serving retail and small-scale commercial amenities exist in Orleans, particularly in the southern half of the community. The large-format retail along Innes Road plays an important role in the Orleans community, but does not offer a pedestrian-oriented shopping experience. Beyond the Orleans Town Centre, which is over three kilometres from the subject property, Orleans offers limited mixed-use development.



Figure 3: Parks and Open Space within 1 km of Subject Property

2.3 Transportation Context

The subject property fronts onto a four-lane arterial road – Innes Road – as shown in Figure 4.

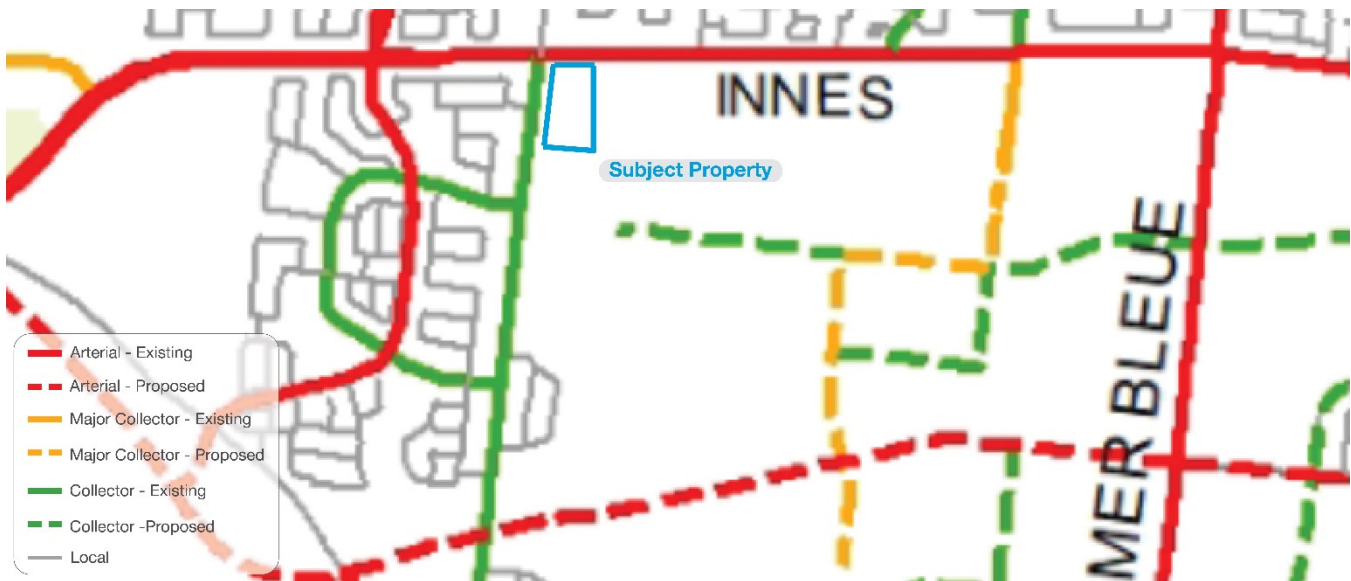


Figure 4: Existing and Planned Road Network Extract from Schedule E of the Official Plan

Separated bicycle lanes currently exist along Innes Road, and the Ottawa Cycling Plan shows these isolated lanes connected to a larger cycle protected cycle network, as shown in Figure 5. Existing frequent (5-20 minute) bus service is provided by the OC Transpo Route 94 along Innes Road. The closest existing stop is a 150-metre walk from the subject property. Transit Priority Measures are planned for Innes Road. Schedule D of the Official Plan shows a planned Bus Rapid Transit (BRT) line to the East Urban Community. The closest planned station is approximately one kilometre south-east of the subject site, as shown in Figure 5.



Figure 5: Existing and Planned Transit, Cycling and Pedestrian Routes

Proposed Development (Design Brief)

3.1 Conceptual Master Plan

As noted above, a concept plan for the subject property and facing lands east of Lamarche Avenue was previously prepared with input from Lépine, the Patterson Family, various consultants and City of Ottawa staff. The concept plan has been updated by Neuf Architectes to reflect the latest development concept for the subject property. As shown in Figure 6 below, the subject property is divided into three development blocks, structured by a new public road and park. The southernmost block is proposed to be developed first.

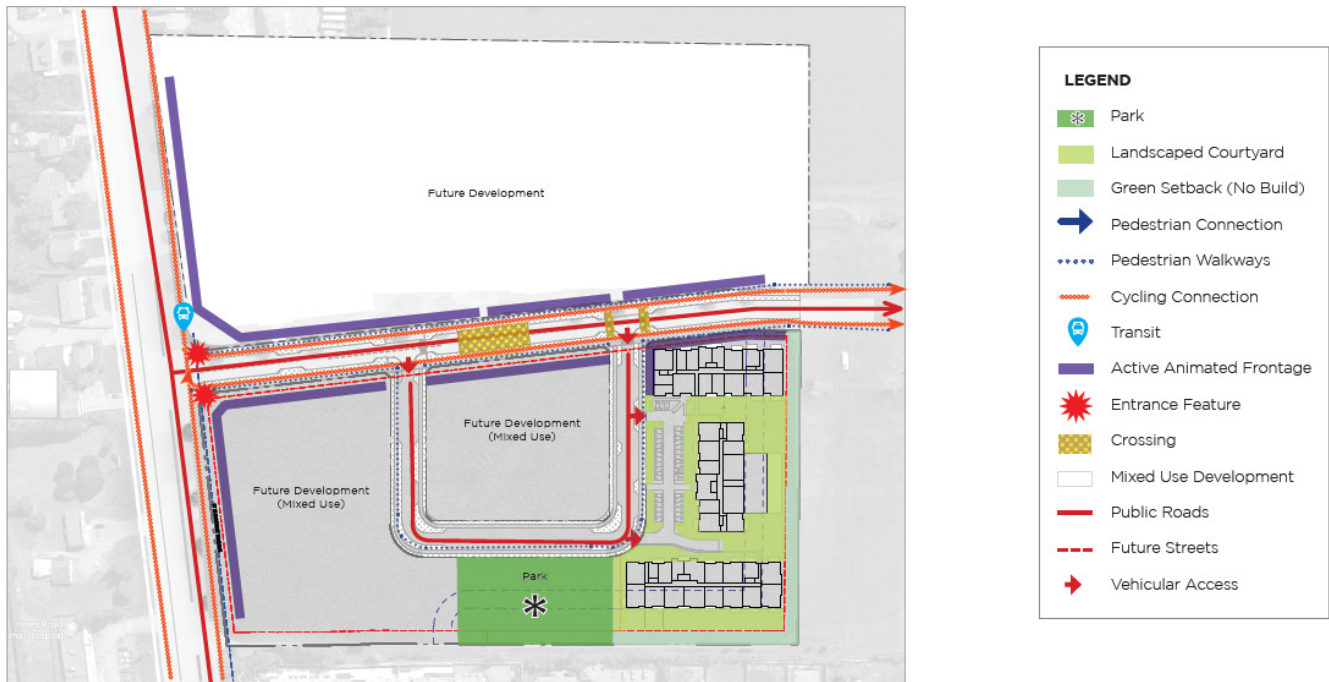


Figure 6: Revised Master Plan Concept

Future development blocks are indicated in grey in the figure above.

3.2 Plan of Subdivision

The draft Plan of Subdivision (Figure 7) consists of three (3) development blocks, one (1) new crescent public road, and a new public park. The function of each of the proposed blocks is described in Table 1.

Table 1: Proposed Blocks

Block	Area (m ²)	Planned Function
Block 1	15,532	Development Block – residential community (1 st phase of development)
Block 2	9,317	Development Block – land use TBC (future phase of development)
Block 3	18,872	Development Block – land use TBC (future phase of development)
Block 4	1,727	New municipal park (1 st phase of development)
Block 5	52.9	Street widening
Block 6	8.1	30-cm reserve
Street No. 1 (South Part)	3,433	New municipal road (1 st phase of development)
Street No. 1 (North Part)	2,927	New municipal road (future phase of development)

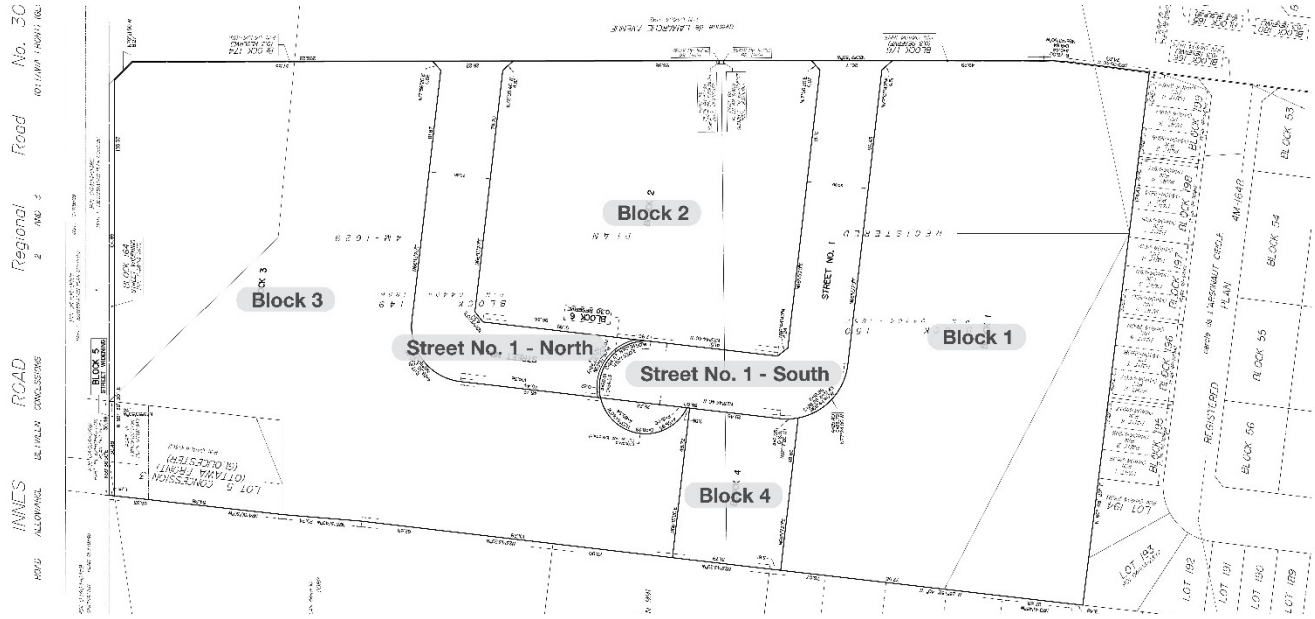


Figure 7: Extract from Draft Plan of Subdivision, Showing Proposed Block Pattern

Block 1 will have approximately 74 metres of frontage along Lamarche Avenue and 120 metres of frontage along the new municipal road.

3.2.1 Street Network

A new municipal road is proposed to organize the layout of the plan of subdivision. The road is a crescent / loop road, with two (2) connections to Lamarche Avenue. Because there is no opportunity to connect to the existing or future road network to the south or west, a loop road approach provides the best option for mobility through the site without creating new accesses on Innes Road.

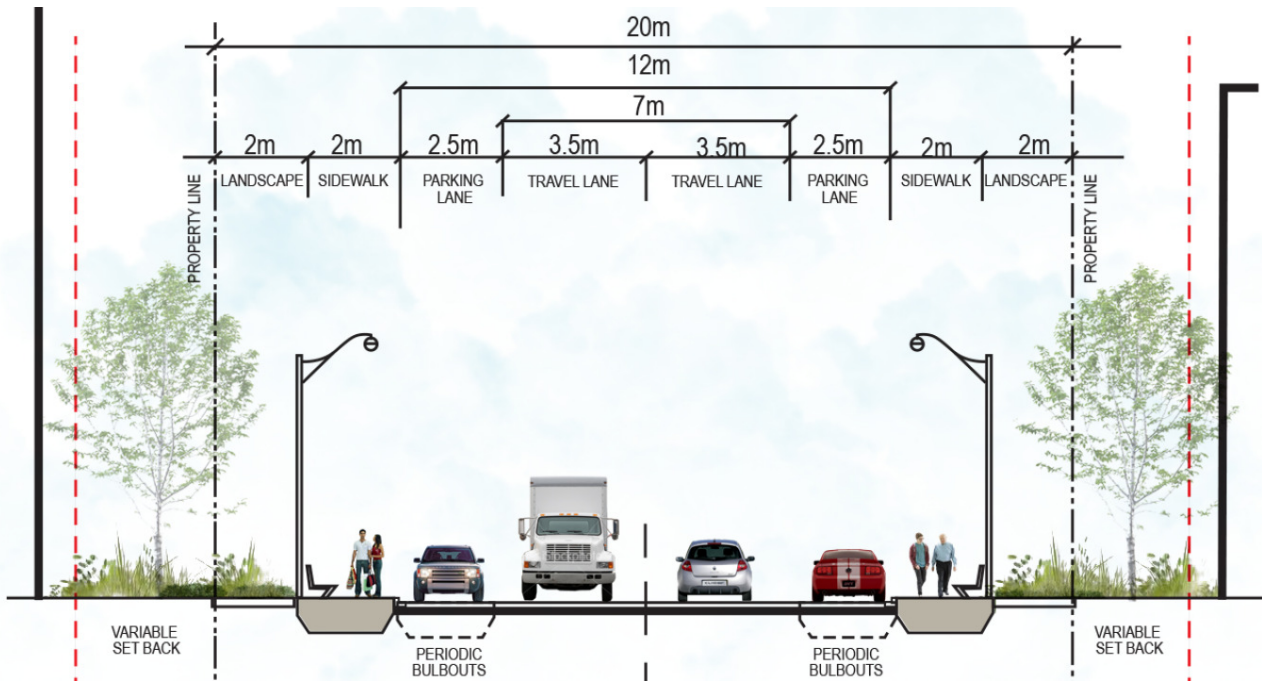


Figure 8: Proposed New Municipal Street Cross-Section

A 20-metre right of way (ROW) width was selected (Figure 8) to provide sufficient roadway width for vehicles, in addition to on-street parking protected by periodic bulb-outs. The cross-section provides areas for wide sidewalks, landscaped boulevards, and street lighting, all contributing to walkable access to the new residential buildings and the public park.

3.2.2 Parks and Open Space

Section 4.10 of the Official Plan states that the City will acquire parkland as a condition of development, at a rate of 1 hectare for every 300 dwelling units. The proposed draft plan of subdivision creates a new municipal park (Block 4), fronting on the proposed public street. The size of the block corresponds to the parkland dedication requirement, under the Parkland Dedication By-law, for the first phase of development. The park is strategically located to be centrally-located to serve the new residential community, and provide a land use transition to the low-rise residential dwellings along Pagé Road.

The park is intended to be expanded through parkland dedications required for development on Blocks 2 and 3 of the draft Plan of Subdivision. Because the ultimate land use of these blocks is still to be determined, the parkland dedication requirement has not yet been confirmed.

3.2.3 Phasing

It is intended to phase registration of the draft Plan of Subdivision, so that Block 1, the southern portion of Street No. 1, and Block 4 are registered first, while Blocks 2 and 3, and the remainder of Street No. 1 are registered in subsequent phases.

Block 1 will be developed with a mid-rise residential community, as described below.

3.3 First Phase of Development

The first phase of development on Block 1 will consist of 285 apartments in three (3) mid-rise towers along with a small complementary retail/service commercial space, an internal amenity pool, surface visitor parking, and landscaped open space at grade. These mid-rise towers, referred to as Buildings A, B and C in the enclosed plans, share an underground parking garage, will be constructed to be fully integrated as one building, with the above-ground portions functioning as wings separated by landscaped open space.



Figure 9: View of Proposed First Phase of Development, Looking Southeast

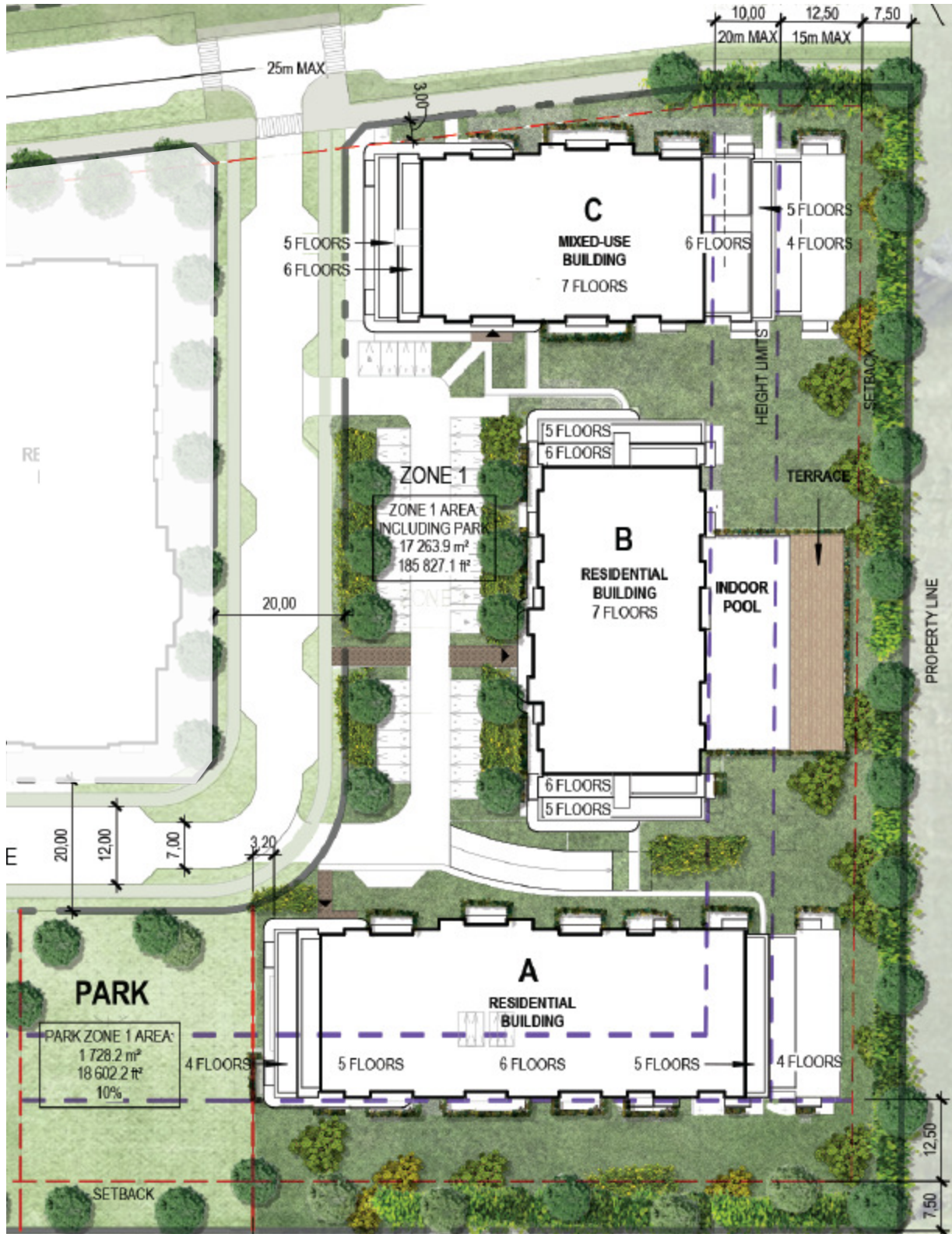


Figure 10: Extract from Plan Showing First Phase of Development

Buildings B and C are proposed to be entirely residential, while the northern end of Building C contains at-grade commercial space to accommodate community-serving commercial uses anchor and animate the intersection of Lamarche Avenue and the new municipal road. Building B contains indoor amenity space, including a gym, yoga space and indoor pool. Access from the indoor pool to at-grade outside terraces is provided. The lobbies of each of the three building wings are oriented around the driveway loop so that they face or are in close proximity to the new municipal road. Each of the lobbies will have pedestrian access to the public right of way. Additionally, Building C has been designed to have two exits to Lamarche Avenue.

Parking, vehicular access and servicing is consolidated across the three Phase 1 buildings to minimize impact to the pedestrian environment. Vehicular access is provided via a looped driveway off the new municipal roadway. These accesses serve a surface parking area with 41 spaces, and a two-level 354-space underground garage. The surface parking area is intended for use by visitors, clients of the commercial space, and short term pick-up drop-off spots. Secure bicycle parking, at the rate required by the zoning by-law, will be provided in the underground parking garage.

As shown in Figure 10, Buildings B and C are proposed to be seven storeys in height, and Building A is proposed to be six storeys in height. Built form transitions is achieved through a combination of setbacks, step-backs and terracing of the upper floors to reduce the visual mass of the buildings. Each building is set back a minimum of 7.5 metres from the south (interior side) lot line, which abuts existing townhome development, and building step-backs ensure that the maximum height is 4 storeys (13.6 metres) within 20 metres of this lot line, and five storeys (16.6 metres) within 30 metres of this lot line, providing a generous built form transition. Recognizing the lower-density built form abutting the west (rear) lot line, a 20-metre setback is provided. Terraces at the fifth and sixth floors soften the impact of the part of the building above the low-rise podium.

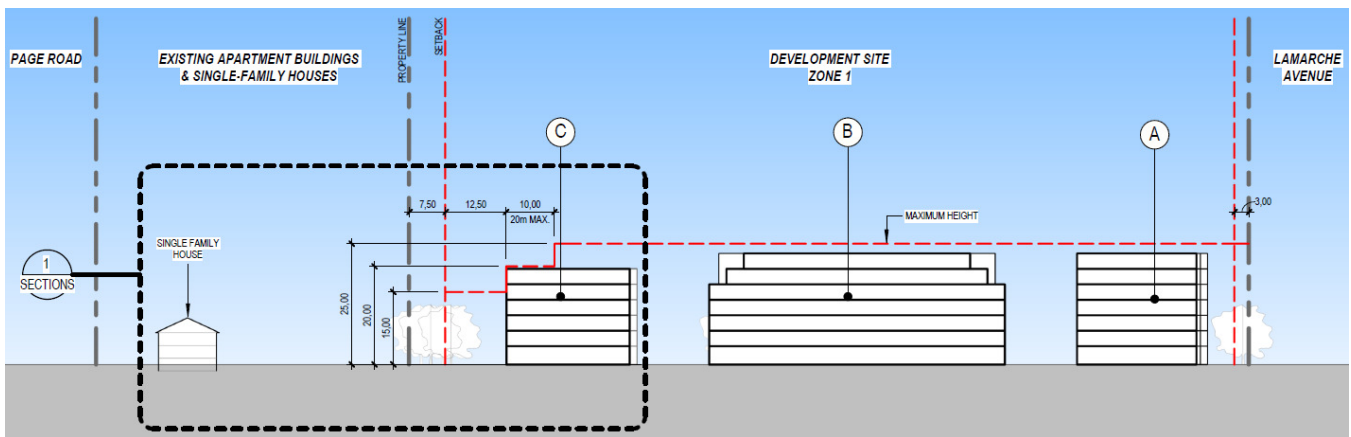


Figure 11: Section looking North towards Phase 1 Development

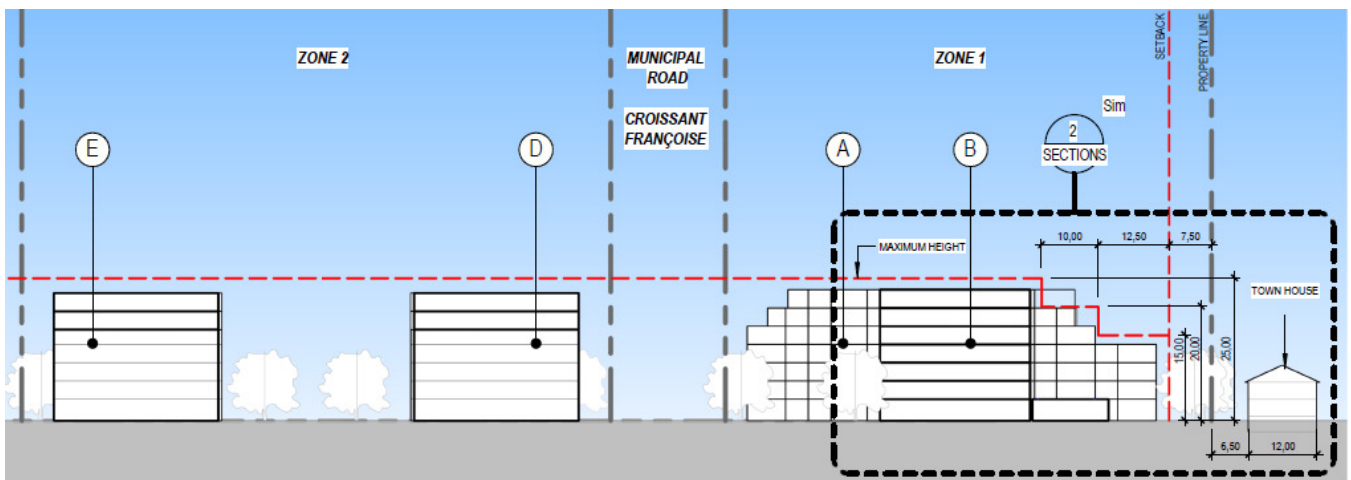


Figure 12: Section Looking East towards Phase 1 Development

The figures above demonstrate the built form transition to the adjacent single-family homes to the west (Figure 11) and the townhome development to the south (Figure 12).

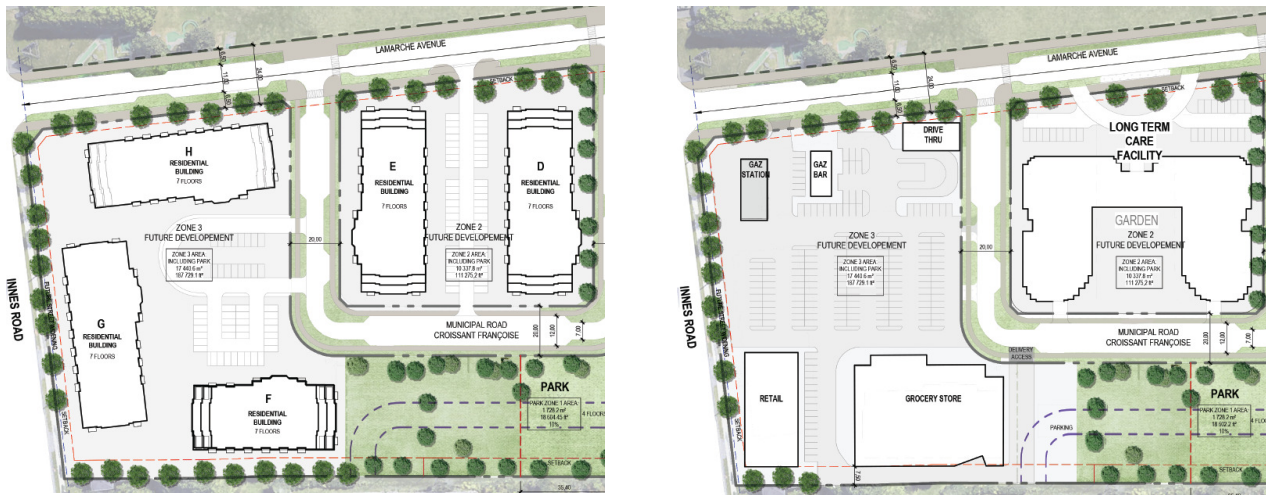


Figure 13: Development Options for Blocks 2 and 3

Several development options exist for Blocks 2 and 3. In one configuration, both blocks may be developed with mid-rise residential uses. Alternatively, Block 2 may be developed with a Long Term Care Facility, and Block 3 with commercial uses. These options are shown in Figure 13. These development options may be configured in several different ways, as illustrated in the enclosed Design Brochure. Development of Blocks 2 and 3, and the associated municipal road and parkland dedication, will be subject to Site Plan Control.

Policy and Regulatory Framework

4.1 Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act, provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters be consistent with policy statements issued under the Act.

The PPS promotes the development of strong communities, which relies on the establishment of efficient land use and development patterns and the accommodation of an appropriate range and mix of uses.

The proposed development meets the applicable policies of the PPS, including:

- / Promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / Contributes to an appropriate range and mix of residential typologies by adding mid-rise apartment units to the predominately low-rise housing mix in the Chapel Hill South community;
- / Creates blocks to accommodate future potential commercial, long-term care or residential uses, as well as a new municipal park, to meet long-term needs;
- / Promotes cost-effective development standards to minimize land consumption and servicing costs;
- / Promotes land use patterns, density and mix of uses that minimize the length and number of vehicle trips and supports current and future use of transit and active transportation; and
- / Supports the creation of public spaces and facilities that meet the needs of pedestrians, foster social interaction and community connectivity.

Overall, the proposed development is consistent with the policies of the Provincial Policy Statement (2020). As part of the overall concept, the lands developed with residential uses will be developed at a density that supports and efficiently uses existing and planned transit along Innes Road. Land uses for two of the proposed development blocks are not yet confirmed, but these two blocks will be developed with commercial, institutional or medium-high density residential uses, contributing to a complete and healthy community. As demonstrated by the Functional Servicing Report and Transportation Impact Assessment, the proposed development can be supported by existing services and infrastructure, and is part of a cost-effective development pattern.

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

4.2.1 Managing Growth (Section 2.2)

Section 2 of the Official Plan sets out the City's strategic directions for managing growth. Approximately two thirds of Ottawa's population growth between 2011 and 2031 – 62,000 households – is to be directed to areas outside the Greenbelt. The City plans to meet the challenge of accommodating this growth by managing it in ways that support liveable communities and healthy environments.

The City's strategic directions which are relevant to this proposal are "Managing Growth" and "Building Liveable Communities." Section 2.2 "Managing Growth" directs most of the City's future growth to areas within the existing urban boundary. These are areas where facilities and services are already available, where the pattern of development supports transit, cycling and walking, and where impacts on agricultural, mineral and environmental resources are minimized. This is also the most cost-effective and efficient development pattern for the delivery of municipal services and infrastructure.

Intensification Areas, including Arterial Mainstreets such as Innes Road, are to be the focus for redevelopment. In order to build liveable communities, growth is to be managed so that complete communities are created, with a balance of facilities to meet people's everyday needs. In order to promote compact development in intensification areas, the City will reduce the amount of land used for parking, through such measures as reductions in parking standards. Growth and development are to be managed with reference to urban design and compatibility criteria contained in Sections 2.5.1 and 4.11 of the Official Plan.

The proposed development helps to achieve the City's goals for managing growth and creating complete communities, as defined by the Official Plan. The requested Zoning By-law Amendment will allow appropriate intensification on the subject property in accordance with the Growth Management policies of the Official Plan.

4.2.2 Land Use Designation

The subject property falls within the "Arterial Mainstreet" designation of the Official Plan, as shown in **Error! Reference source not found.** The Arterial Mainstreet designation applies to properties fronting on the Mainstreet, to a depth of 400 metres. Designation-specific policies governing land uses within Mainstreet designations are set out in Section 3.6.3 of the Official Plan. The general intent of this designation is to facilitate the transformation of automobile-oriented commercial streets into more transit-supportive, pedestrian-

friendly Mainstreets that support the neighbouring community. The Mainstreet designation supports a wide range of uses, including residential, commercial and institutional. Building heights of up to nine storeys are supported on the subject property.

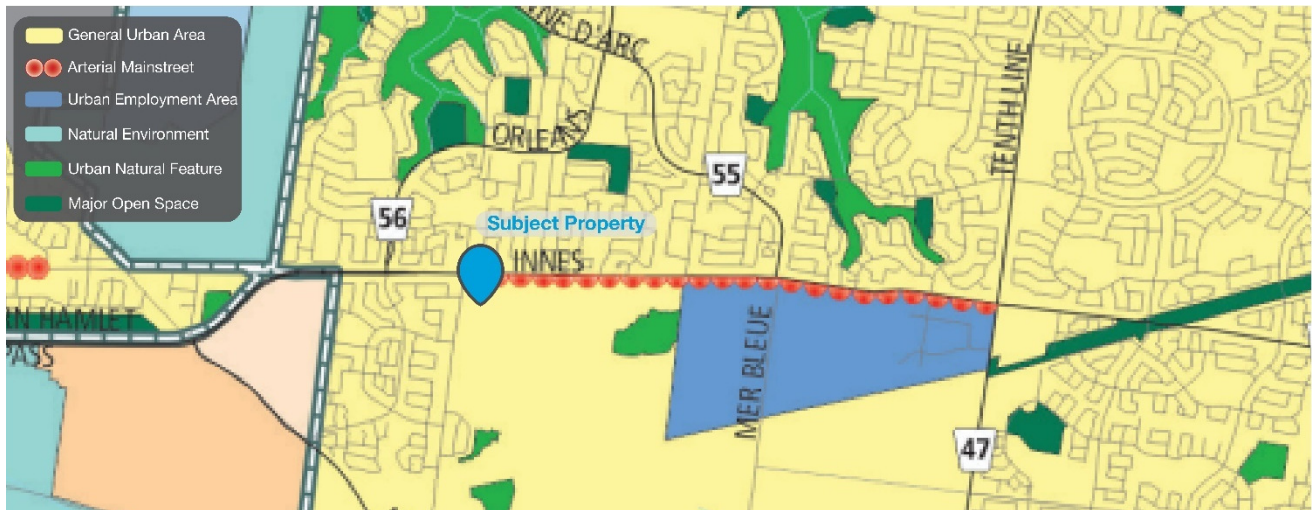


Figure 14: Extract from Schedule B of the Official Plan

On lots that are large enough to develop both adjacent to the street and to the rear of the property, the mainstrete designation will apply to the rear of the lot, and development on the rear portion will not be considered non-conforming by virtue of not being located adjacent to the street. Overall, the site should be planned to facilitate multi-modal access and connections, to mitigate the visual impact of parking areas, to provide high-quality landscaping and tree planting, and over time a development that is oriented to the Mainstreet.

The subject property is large, with the opportunity to develop facing Innes Road and to the rear. The draft plan of subdivision structures the property with a new proposed municipal roadway and park. This will facilitate development facing Innes Road and Lamarche Road over time, while the first phase of development is oriented towards Lamarche Avenue and the new municipal road. The new municipal loop road will have two metre wide sidewalks, with a roadway design that corresponds to Bicycle Level of Service of “A”, providing strong mult-modal access throughout the site.

The proposed use in the first phase of the development, as well as the potential uses for all phases of development, are permitted in the Arterial Mainstreet designation. The six and seven storey built form and residential densities in the first phase of development conform to the Official Plan and help to implement its growth management objectives.

4.2.3 Urban Design and Compatibility

Section 2.5.1 of the Official Plan addresses urban design and compatible development. Compatible development – development that functionally and aesthetically works well with the existing and planned context, does not necessarily mean buildings that are the same as or similar to existing development.

At a high level, the following design objectives help to frame compatibility and high quality urban design for new development:

- / To enhance the sense of community by creating and maintaining places with their own distinct identity.
The proposed development approach builds in compatibility with the existing low-rise residential character to the south and west, while responding to the planned function of Innes Road as a mainstreet. Future phases closer to Innes Road may be developed with commercial or institutional uses, supporting Innes Road’s function as a mainstreet for this part of Orleans, or may be developed with mid-rise residential – a use that is also compatible with mainstreet function.
- / To define quality public and private spaces through development
The proposed new municipal road is designed with generous landscaping and sidewalks, and uses discontinuous onstreet parking to calm traffic and support the local character of the new road. The proposed building layouts, for Phase 1 and for the future development options, frame the public streets and internal amenity areas.
- / To create places that are safe, accessible and are easy to get to, and move through.
The proposed municipal road creates permeability for multiple modes through the development. In addition to the public roads, pedestrian connections between the proposed buildings, outdoor amenity areas, and nearby public sidewalks are proposed.
- / To ensure that new development respects the character of existing areas.
The built form of the first phase of development – with generous setbacks from the interior lot lines and terracing at the building ends to reduce the overall building mass – has been designed to be compatible with the adjacent context.

- / To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.
The addition of apartment units to the Chapel Hill South Community will expand the range of housing options available to residents. The potential future Long Term Care Facility would likewise provide housing options for community members who need supportive care, allowing people to remain in their neighbourhood over the long term.
- / To understand and respect natural processes and features in development design.
The design for phase 1 minimizes the amount of hard landscape by locating the majority of parking underground.
- / To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.
Lepine strives for sustainability and efficiency in building design, with specific details to be refined through Site Plan Control. The proposed design maximises the potential of the subject property, mitigating urban sprawl.

More specific urban design and compatibility criteria are set out in Section 4.11 of the Official Plan. Table 2 sets out how the proposed development conforms to these criteria.

Table 2: Urban Design and Compatibility Criteria

	Policy	Design Response
5	Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm.	The Phase 1 buildings have been designed to front and frame the public rights of way and the new municipal park, and include active entrances and connections to the public realm. Design details will be further developed through Site Plan Control.
6	The City will require that all applications for new development: <ul style="list-style-type: none"> / Orient the principal façade and entrances of main buildings to the street. / Include windows on the elevations that are adjacent to public spaces; / Use architectural elements, massing, and landscaping to accentuate main building entrances. 	The proposed buildings will be designed to have visually engaging facades with generous glazing on all sides of the building. Building C will have commercial spaces that face Lamarche Avenue and the new municipal road, and has two resident exits facing Lamarche Avenue. The residential lobbies will be accentuated architecturally, and either directly face, or are in direct lines of view of the new municipal road. All building exits and entrances have pedestrian connections to municipal sidewalks.
7	The intersections of arterial and collector roads can serve as gateways into communities and can support high levels of pedestrian and vehicular traffic, the greatest density of housing, and other land uses and services, and commercial services and other land uses that are focal points for a community.	The design for Block 3, closest to the intersection of Lamarche Avenue and Innes Road, has not yet been determined. However, the lot is sufficiently sized to accommodate a range of possible uses as well as built form and landscape features to highlight the intersection.
8	To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible.	Below-grade parking for the residential uses is proposed. Details of loading, access, servicing and mechanical equipment will be determined through Site Plan Control.
10	Where there are no established criteria provided in an approved Plan, the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria: <ul style="list-style-type: none"> / Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting and facing development; / Prevailing patterns of rear and side yard setbacks, building separation and landscaping as established by the zoning; / The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section. 	The proposed plan of subdivision allows for a transition between the existing low-rise residential properties to the south, and the planned mainstreet function of Innes Road. Setbacks, building stepbacks, and articulation of the massing at the top of the building ensures that Phase 1 transitions well to and is compatible with the existing built form context. The interior side yard and rear yard setbacks for Phase 1 are consistent with the appropriate implementing zone, and

		generally reflect the existing setbacks on adjacent properties.
12	Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development.	As discussed above, the six- and seven-storey mid-rise built forms use generous setbacks and building setbacks to provide transition to the existing low-rise context.
19	Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s).	A 20-metre rear yard setback, a 7.5-metre interior side yard setback, and the location of the new public park ensure that negative impacts to adjacent private amenity areas are mitigated or avoided.
20	Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development.	The first phase of development includes a generous indoor amenity area, including a gym and pool, for year-round use, in addition to outdoor terraces and generously-landscaped amenity area.

The proposed development, including the block pattern and the first residential phase of development, responds to the relevant urban design guidelines set out in Sections 2.5.1 and 4.11 of the Official Plan. Section 4.11 sets out more specific criteria for urban design; the overall Plan of Subdivision has been designed such that future development can conform to these criteria, and Phase 1 of the development, which has been designed to a higher level of detail, responds to the criteria as noted above. As design proceeds through future Site Plan Control applications, these criteria will continue to apply to each phase of development.

4.3 City of Ottawa Official Plan Update

A new draft Official Plan has been tabled, but not yet adopted by Council. While the New Official Plan has not been adopted by Council or come into effect, the proposed development has regard for the policies of the new Official Plan.

The new Official Plan policies have increased focus on transit-oriented development, intensification, and urban design. To implement these objectives, the single land-use designations in the current Official Plan will be replaced with Transects, Designation by context, and Overlays.

The subject property is within the Suburban Transect. The Suburban Transect comprises communities within the urban boundary located outside the Greenbelt. The focus in these areas will be to complete the communities in ways that support their gradual evolution to becoming 15-minute neighbourhoods.

The policies of the new Official Plan continue to recognize Innes Road as an important Mainstreet, through designation as a “Mainstreet Corridor” in Schedule B8. The planned function of Corridors combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The southern portion of the subject property is within the Neighbourhood designation, which is still intended to accommodate a mix of building forms and densities to seed the conditions for the development of complete, 15-minute communities.

As the current applications are being submitted prior to the adoption of the new Official Plan, the proposed development is assessed based on the policies of the current Official Plan. Nevertheless, the proposed development will contribute to the evolution of Innes Road as a Mainstreet corridor, as envisioned in the policies of the new Official Plan.

4.4 Urban Design Guidelines

4.4.1 Urban Design Guidelines for Greenfield Neighbourhoods (2007)

The Urban Design Guidelines for Greenfield Neighbourhoods are intended to assist in the design and review of new greenfield communities, particularly as relates to plan of subdivision and zoning by-law amendment applications. The intent of these guidelines is to support the development of neighbourhoods that are transit oriented, reflect the site’s inherent features, create comfortable pedestrian and cycling environments, maintain compatibility and connections with adjacent neighbourhoods, and which have connected and welcoming greenspaces.

The proposed development responds to the following relevant guidelines:

- / Connects a new street to existing streets (Guideline 11) in a pattern that creates walkable development blocks of 150-250 metres in length (Guideline 13);
- / Creates a transition in building heights to adjacent existing lower buildings (Guideline 15);

- / Selects the most suitable zoning setback (based on the parent AM zone), and right-of-way width (20 metres for the new local road), which are appropriate for the proposed land uses and provide sufficient room for sidewalks and landscaping within the right-of-way and landscaping elements in the setback (Guideline 21);
- / Proposes sidewalks on both sides of the new municipal street (Guideline 26);
- / Locates residential buildings close to the property line so that they address the street while making room for trees and utilities (Guideline 34), with the building at the intersection of Lamarche Avenue and the new public street being oriented to both rights of way (Guideline 38); and
- / Designs the lower floors of the mid-rise residential buildings to a pedestrian scale.

The draft Plan of Subdivision and proposed zoning for the subject property reflect and implement the Urban Design Guidelines for Greenfield Neighbourhood. Because development of each block created through the Plan of Subdivision will be subject to Site Plan Control, some guidance in these guidelines will be more appropriately considered through the Site Plan Control process.

4.4.2 Urban Design Guidelines for Development along Arterial Mainstreets

The design guidelines for Arterial Mainstreets, approved in 2006, are intended to foster development along Arterial Mainstreets that is compatible, provides a comfortable pedestrian environment, facilitates more intensive forms of development, accommodates a broad mix of uses, and enhances circulation connections. The proposed development, particularly Phase 1, responds to the relevant guidelines in the following ways:

- / Locate proposed buildings as close as possible to the street edge (Guideline 1), ensure that buildings occupy most of the lot frontage (Guideline 13) and provide a minimum three-metre wide landscape area around the edge of a site (Guideline 37). **Building C, fronting Lamarche Avenue and the new municipal roadway, is set to close to the property line, to frame the public realm, while allowing sufficient space for ample planting, including tree plantings. A minimum 7.5 metre setback is applied along the interior lot lines, to allow for ample landscaping.**
- / Create intensified, mixed-use development at nodes and gateways by concentrating height and mass at these locations (Guideline 11). **The commercial space at the base of Building C marks one of the two entrances into the new proposed community.**
- / Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrance (Guideline 19) **Each building's residential lobby has direct access to the municipal right of way.**
- / Share vehicular access to parking areas between adjacent properties (Guideline 25) **Access to the shared parking areas serving the first phase of development is consolidated into two entrance points off the new municipal road.**
- / Locate surface parking spaces at the side or rear of buildings. Provide only the minimum number of parking spaces required by the Zoning By-law (Guideline 27). **The only surface parking is limited to visitors and commercial uses. While it is located between building B and the new municipal road, the parking area contains only 40 spaces which are well screened by landscape, and screened from Lamarche Avenue by Building C. The enclosed Zoning By-law Amendment Application seeks to reduce the number of required resident parking spaces, all of which will be provided below-grade.**

The proposed first phase of development responds to the intent of the guidelines by providing pedestrian-oriented connectivity and amenities, a mid-rise built form and density, and community-serving commercial uses to animate the intersection.

4.5 Comprehensive Zoning By-law (2008-250)

4.5.1 Current Zoning

The majority of the subject property is currently zoned Development Reserve (DR), with a small portion zoned IL2 H(14)-h.

The intent of the DR zone is to recognize lands intended for future urban development, and limit the range of uses to those which will not preclude future development options. When development is intended to occur, lands must be rezoned from DR to the appropriate zone to implement the Official Plan. The appropriate implementing zone for the subject property is Arterial Mainstreet (AM).

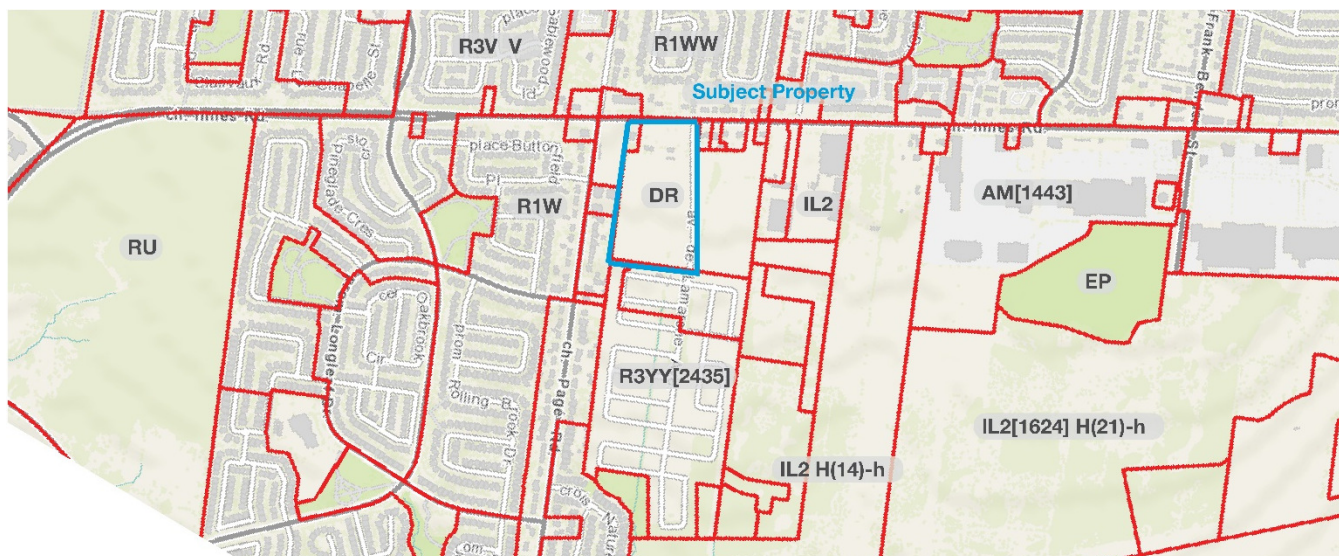


Figure 15: Extract from GeoOttawa Showing Current Zoning of Subject Property and Surrounding Area

4.5.2 Proposed Zoning By-law Amendment

It is requested to rezone the entire property to Arterial Mainstreet, with a site-specific exception to vary certain performance standards. Permitted uses in the AM zone include:

- / Planned unit development,
- / Apartment dwelling, mid-rise,
- / Dwelling unit,
- / Retail store, and
- / Personal service business.

The following table compares the proposed Phase 1 development to the zoning provisions for the parent AM zone:

Provision	Requirement	Proposed	Complies
Lot Area	No minimum	15,532 m ²	✓
Lot Width	3 m	Lamarche Avenue: 74 m New road: 120 m	✓
Minimum front yard	0 m (mixed-use building)	3.0 m	✓
Minimum corner side yard	Mixed-use building: 0 m Residential building: 3 m	Building C (mixed-use): 3.0 m Residential buildings: 3.2 m	✓
Minimum interior side yard	Abutting r-zone: 7.5 m All other cases: 0 m	Abutting r-zone: 7.5 m Abutting Park: 3.2 m	✓
Minimum rear Yard	Abutting residential zone: 7.5 m	20 m	✓
Building separation	Minimum 3 m	15 m	✓
Maximum Building Height	<20 m from abutting R1-R3: 11 m 20-30 m from abutting R1-R4 zone: 20 m Otherwise: 25 metres	< 20 m of R1-R3: 13.4 m 20-30 m from R1-R3: 16.6 m >30 m from R1-R3:	✗ ✓ ✓
Maximum FSI	3.5 if 80% of parking provided below grade	1.98 (including park)	✓
Min. Vehicular Parking (Area C)	Apartment: 192 units @ 1.2/unit: 230 Mixed-use: 93 units @ 1/unit: 93	Below-grade (residential): 354	✗

	Visitor: 285 units @ 0.2/unit = 57 Retail: 220 m ² @ 3.4/100 m ² GFA = 7 Total: 389	Visitor @ 0.1/unit = 29 Retail @ 3.4/100 m ² GFA = 7 Total: 359	
Parking Location	Prohibited in required front and corner side yards	Located in interior yard	✓
Aisle and Access	Min. width private way: 6 m	6.0 m	✓
Bicycle Parking	285 units @ 0.5 / unit: min 143 Retail: 1/250 m ² : 1	144	✓
Amenity Area⁵	285 units @ 6 m ² per unit: 1,650 m ² 50% communal: 825 m ²	Provided	✓

Therefore, in addition to rezoning the entirety of the subject property to AM, it is requested to add a site-specific zoning exception with the following provisions:

- / A required parking rate of 1.1 space per residential unit, and a visitor parking rate of 0.1 space per unit; and
- / A maximum building height of 15 metres within 20 metres of an R3 zone.

The proposed first phase of development complies with the vast majority of the provisions of the appropriate implementing zone, with a site-specific exception requested to allow a context-sensitive adjustment to built form transition, and to permit a reduced resident and visitor parking rate. Future phases of development will be permitted by rezoning the entire subject property to the AM zone.

Requested Zoning By-law Amendment

The appropriate implementing zone for the subject property is Arterial Mainstreet, with an implementing height schedule and special exceptions as detailed below. The purpose of the Arterial Mainstreet (AM) Zone is to accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or in separate buildings in areas designated Arterial Mainstreet while imposing development standards to promote intensification and compatible development.

In order to permit a desirable and appropriate development of the subject property, a site-specific exception with the following two provisions is requested:

- / A required parking rate of 1.1 space per residential unit, and a visitor parking rate of 0.1 space per unit; and
- / A maximum building height of 15 metres within 20 metres of an R3 zone.

5.1 Rationale for Relief

5.1.1 Building Height

It is requested to permit a maximum height of 15 metres within 20 metres of a lot line abutting an R3 zone. This will vary the typical AM provision, which permits a maximum height of 11 metres within 20 metres of a lot line abutting an R1, R2 or R3 zone, and a maximum height of 15 metres within 20 metres of an R4 zone. The provision is intended to ensure a built form transition between mid-rise buildings on AM properties and adjacent low-rise residential properties.

In our opinion, the maximum building height of 15 metres is appropriate and, and the additional 4.0m height has no adverse impacts and still provides a reasonable transition. The adjacent R3YY[1909] zone along the south property line functions similar to an R4 zone with respect to height. Exception 1909 permits a maximum height of 14 metres for townhouses, which is greater than the height permissions for R4 subzones "A" to "L" and R4-UA to R4-UD, and similar to the maximum height of 15 metres permitted for some dwelling types in other R4 subzones. The standard AM zoning requirement is inappropriate in this context, as it would impose a building height lower than what is permitted in the adjacent zone, unnecessarily and undesirably reducing the density and efficiency of the proposed development. It is expected that AM properties along arterial roads and Mainstreets in particular will accommodate building heights greater than abutting low-rise properties, providing that an appropriate transition is incorporated in the design approach.

5.1.2 Parking Reduction

A site-specific parking rate of 1.1 resident spaces per dwelling unit and 0.1 visitor space per dwelling unit is requested. In Lépine's experience developing and managing similar projects located in Area C of Schedule 1 to the Zoning By-law, reduced parking rates have successfully accommodated the parking needs of both residents and visitors.

In our opinion, the requested resident parking rate reduction is appropriate for this proposal given the following factors:

- / Lépine's experience in Ottawa indicates that an appropriate parking ratio for one-bedroom apartments is approximately 0.85 parking space per unit;
- / Reduced parking ratios encourage greater use of public transit, including the existing frequent OC Transpo service which runs along Innes Road;
- / Future improvements (transit priority, isolated measures) are expected to improve this transit service along the Innes Road corridor, allowing a greater percentage of trips to be taken by transit; and
- / On-street parking will be created on the new municipal road, allowing spillover visitor and retail parking to be accommodated in a more urban typology.

In the case of the proposed development, imposing the conventional suburban parking standards would negatively impact affordability and transportation demand management. Relief from these standards will allow more resources to be allocated away from the provision of excessive parking and toward features that improve quality of life for residents and neighbours, including larger apartments, more comfortable pedestrian and cycle routes through and around the site, and more appealing and usable amenity areas.

Supporting Plans and Studies

6.1 Adequacy of Servicing

Novatech prepared a Functional Servicing Report for the subject property, dated October 5, 2021. Recognizing the range of potential development options for the full subdivision, Novatech used or highest demand scenario – fully residential – of the development options to calculate water and sanitary demand for the proposed development. The report demonstrates that the proposed development can be serviced with the existing municipal infrastructure surrounding the property.

The development is proposed to be serviced from existing water, sanitary and stormwater infrastructure is installed within the Lamarche Avenue right of way. This infrastructure was designed by David Schaeffer Engineering Ltd. ('DSEL') and installed as part of the Orleans Village Subdivision, and was intended to serve the subject property.

With respect to water servicing, the subject property is within the City of Ottawa 2E pressure zone and is adjacent to a 300mm diameter watermain in the Lamarche Avenue Right of Way. The proposed new municipal road will include a 200mm watermain to service the development with a looped system. Additionally, two 150mm watermain stubs were installed to provide services to the subject property as part of previous work and may be used to service the proposed development. Hydrants will be installed within the proposed new municipal road allowance to provide fire protection. Using preliminary water demand and fire flow calculations, the demands for the proposed development are lower than what was accounted for in DSEL's report for the Orleans Village Subdivision. The proposed development can be adequately serviced with respect to water.

The proposed development is within the Forest Valley Trunk catchment area for sanitary servicing. The proposed development will be served by a new 250mm diameter sanitary sewer within the proposed municipal road, which will connect to the existing 250mm diameter sanitary sewer in Lamarche Avenue. The existing infrastructure has the capacity to service the proposed development.

Existing storm sewers in Lamarche Avenue outlet to the existing East Urban Communities Pond 1 and ultimately Mud Creek. Two storm sewer stubs are already installed along Lamarche Avenue to service the proposed development and will be used wherever possible. Stormwater management design criteria is set out in the DSEL report for the Orleans Village Subdivision, and in a "Stormwater Management Report for the Orleans Village Subdivision" prepared by JAVSA and dated July 2018. Stormwater design of the proposed development will comply with these criteria. The existing storm sewer infrastructure can service the proposed development and appropriate stormwater management methods can be used to meet the allowable release rate.

Erosion and sediment control measures (i.e. filter fabric, catchbasin inserts, silt fences, etc.) will be implemented prior to construction and are to remain in place until vegetation is established.

6.2 Geotechnical Investigation

A Geotechnical Investigation, dated May 21, 2019, was prepared by Paterson Group for the previous development proposal for the subject property, and its findings remain valid. The findings and recommendations of the Geotechnical Investigation will inform the design of the proposed buildings.

6.3 Environmental Site Assessment

A Phase I Environmental Site Assessment was conducted by Paterson Group and dated July 10, 2018. This Assessment found that while several potentially contaminating activities were identified in the historical research on neighbouring properties within the Phase I study area, none were considered to represent areas of potential environmental concern on the subject site. Based on the findings of the Phase I Environmental Site Assessment, a Phase II Environmental Site Assessment was not recommended.

Given the time elapsed since the above-noted report, Paterson prepared an updated Phase I ESA, dated September 19, 2021. A site assessment confirmed that the site had remained unchanged since the original report, except for the closure of the Golf operation, and the removal of the model home. An updated records review was conducted, and new concerns were not identified. Several responses had not been received at time of study publication, and will be appended once received.

As potentially contaminating activities or areas of potential environmental concern were not identified on site as part of this Phase I ESA Update, Paterson's original conclusion remains valid in that a Phase II-ESA is not required for the Phase I ESA Property.

6.4 Tree Conservation Report

A Tree Conservation Report was prepared in June 2019 in support of the previous Zoning By-law Amendment application for the subject property, and is resubmitted again in support of the enclosed applications.

A Transportation Impact Assessment (TIA) was prepared by Parsons in support of the proposed development. In order to ensure the findings of the TIA remain valid for all potential development options, the highest trip generator of all the options was selected. This option consists of residential apartments on Block 2, and commercial uses on Block 3.

This version of the development is projected to generate approximately 260-275 “new” vehicle trips and approximately 110-115 “new” transit trips during weekday peak hours. An upgrade to a signalized intersection is proposed for the Innes Road and Lamarche Avenue intersection. The proposed new municipal road will be characterized as a local road.

The TIA found that all study area intersections were shown to operate acceptably by the 2031 horizon, including full buildout of the proposed development and other area developments. Auxiliary turning lanes will likely be needed for the Lamarche/Innes intersection.

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

7.0 Conclusions

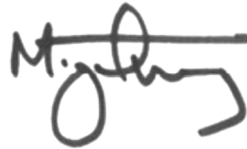
It is our professional planning opinion that the draft Plan of Subdivision and proposed Zoning By-law Amendment Application are appropriate and represents good development for the following reasons:

- / The development is consistent with the Provincial Policy Statement, 2020;
- / The proposed development conforms to the policies of the current Official Plan, and by facilitating the construction of a mid-rise residential community, with the potential for a mix of uses or further medium-high density residential development in future phases, helps to achieve the growth management objectives of the Official Plan;
- / The development is appropriate for and helps to further the development of a Mainstreet, conforming to the Official Plan and consistent with the intent of the draft new Official Plan;
- / The proposed development represents high-quality urban design, consistent with the Council-approved urban design guidelines and urban design guidance in the Official Plan;
- / The requested Zoning By-law Amendment will implement the appropriate zone for the land use designation;
- / The site-specific zoning provision will allow a reduced parking rate that is appropriate for the proposed use and function, and will implement appropriate transition in building height to existing adjacent development; and
- / The Plan of Subdivision and Zoning By-law Amendment is supported by the enclosed plans and studies.

Sincerely



Bria Aird, RPP MCIP
Planner



Miguel Tremblay, RPP MCIP
Partner