

Table of Contents

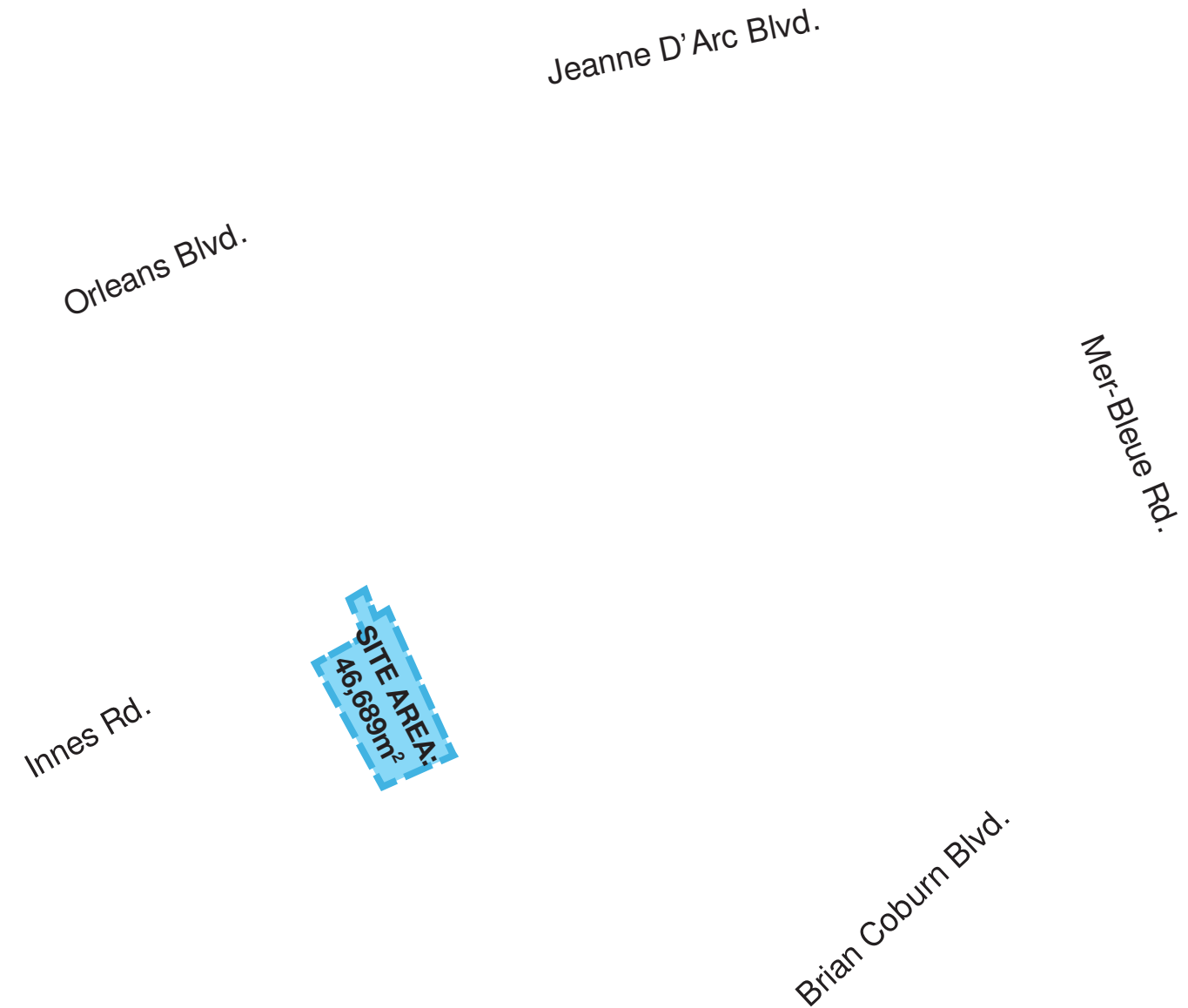
INTRODUCTION	2
SITE ANALYSIS	4
Surrounding Context	5
Road Network	6
Transit Network	7
Cycling Routes and Parks Space	8
Neighbourhood Amenities	9
Site Photos	12
DEVELOPMENT OVERVIEW	14
POLICY CONTEXT	15
Provincial Policy Statement	16
Former Official Plan (2003)	17
Current Official Plan (2022)	21
Additional Guidelines	24
City of Ottawa Zoning By-law	26
PROPOSED DEVELOPMENT	28
Site Plan	29
ROW Diagrams	30
ROW Cross Sections	31
Parking Strategy	33
Built Form Typologies	34
Mixed Use Block and Public Park	37
SUPPORTING STUDIES	38
CONCLUSION	40
APPENDICES	41
Mixed Use Block and Concept Plan P1	42
Mixed Use Block and Concept Plan P2	43
Mixed Use Block and Concept Plan P3	44

Introduction

Fotenn Consultants Inc. (“Fotenn”) has been retained by Caivan Communities to prepare this Planning Rationale and Urban Design Brief in support of concurrent Draft Plan of Subdivision and Zoning By-law Amendment (ZBLA) applications for lands municipally known as 245 and 275 Lamarche Avenue, Ottawa (“subject site”). The proposed subdivision forms Phase Four of Caivan’s Orléans Village Community. In addition to a mixed-use parcel along the Innes Road frontage this phase will contain a park and consist of a mix of low-rise, ground-oriented townhome typologies.

The proposed development is part of Caivan’s Orléans Village community, which is located south of an Arterial 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. The site is bounded



Block (s)	Unit Type	# of Units	# of Parking Spaces	Parking Type
34	Mixed-Uses	TBD	TBD	TBD
4-21	Traditional Townhouses	73	146 (2/unit)	Garage and Driveway
22-25	Rear Lane Townhouses	20	40 (2/unit)	Garage
1, 2, 26-33	Back to Back Townhouses	92	92 (1/unit)	Laneway
	TOTAL	185	278	

1.1 Required Applications

To facilitate the proposed development Draft Plan of Subdivision and Zoning By-law Amendment (ZBLA) applications are being submitted. The Draft Plan of Subdivision application seeks to subdivide the subject site with a residential and mixed-use layout, a neighbourhood park, and municipal streets. A 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 subdivision, accommodating site-specific development details.

The amendment will request that the majority of the subdivision be rezoned to a subzone of the Residential Third Density (R3) Zone with certain exceptions, similar to other Caivan Communities subdivisions in and around Ottawa. The remaining portion of the subdivision is proposed to be Parks and Open Space Zone (O1) for the new neighbourhood park and Arterial Mainstreet (AM) for future development of the mixed-use parcel abutting Innes Road.

Additional details on the proposed zoning amendment can be found on page 26 of this report.

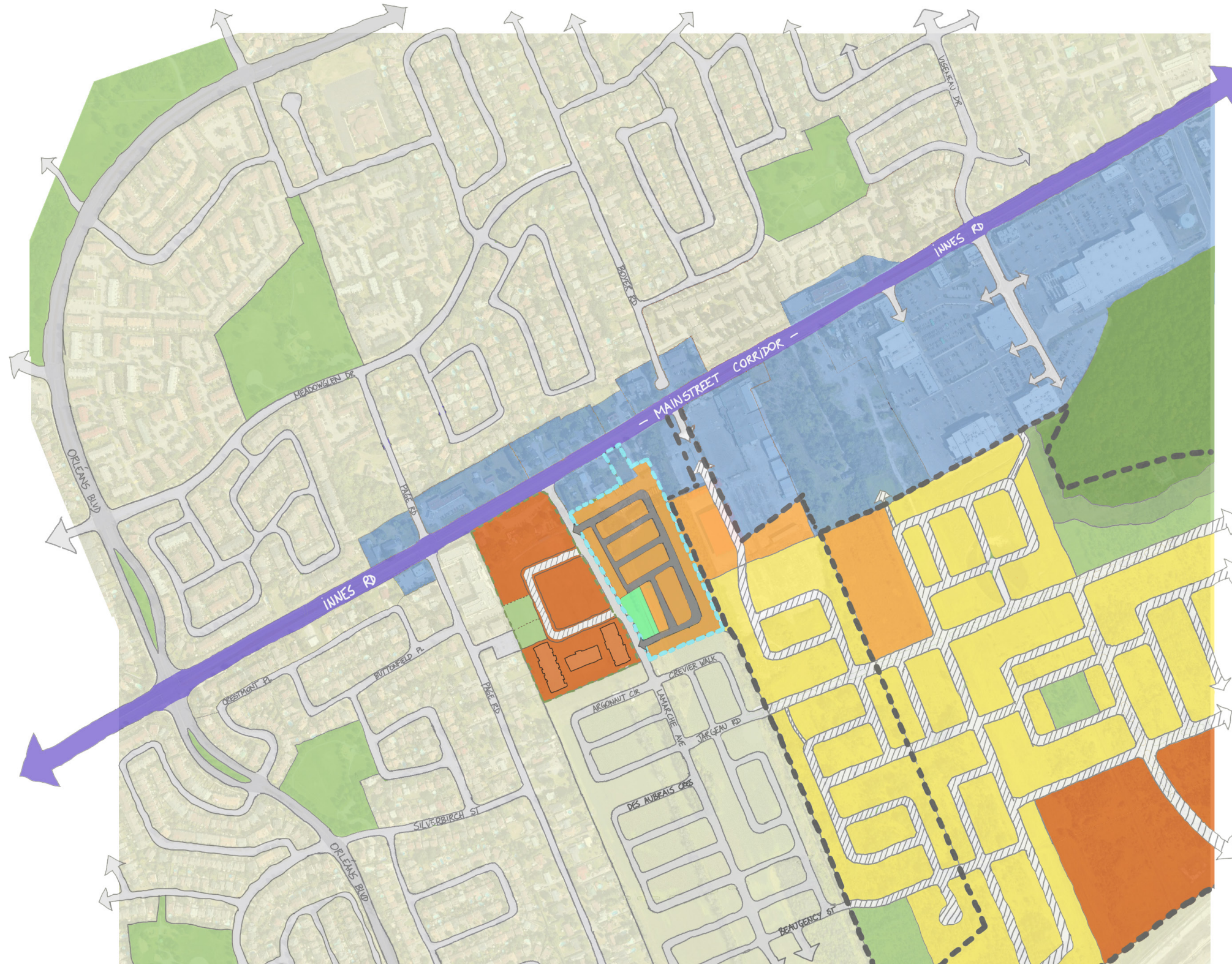
1.2 Public Consultation Strategy

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 February 8, 2022.
- / Community Information Session
 - /

SITE ANALYSIS

02



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 variety of single and double storey built forms.
- / 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.
- / Abutting the proposed subdivision site is vacant land that previously housed a large industrial use building. The building has since been demolished and the site is slated for future residential development by another owner.
- / These properties are accessed through a drive-aisle directly from Innes Road.
- / Further east is a large commercial storage facility. The facility includes a storage warehouse and parking for moving trucks associated with the business.
- / Approximately 700 metres further east is a large retail plaza consisting of big-box stores including food, entertainment and shopping options.

West:

- / Immediately west of the lands subject to the proposed residential subdivision is Lamarche Avenue, a local roadway that forms the western boundary of the site. Beyond Lamarche

2.2 Road Network

Although the existing lot has small frontage onto Innes Road, the main access to the subdivision will be from Lamarche Avenue. Lamarche Avenue is a local road, which travels in a north-south direction providing access to Innes Road to the north and Mercier Crescent to the south. Innes Road is identified as an Arterial Road in Schedule E—Urban Road Network of the former City of Ottawa Official Plan and Arterial-Existing on Schedule C4—Urban Road Network of the new City of Ottawa Official Plan.

Arterial roads are major roads of the city that 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. Innes Road carries traffic in an east-west direction through the city. The site is located approximately 600 metres east of Orléans Boulevard an Arterial Road providing north-south connection to a future east-west Arterial Road that will link to Blackburn Bypass. There are also other new collector and major collector roads proposed in the area as per Schedule E—Urban Road Network of the former Official Plan (Figure 3).

The proposed internal street network for the subdivision consists of five (5) new streets that will be comprised of local roads that will logically intersect to Lamarche Avenue at two locations.

Subject Site

Arterial Road

Collector Road



2.3 Transit Network

Innes Road is identified as a Transit Priority Corridor (Isolated Measures) as per Schedule D—Rapid Transit Network of the former 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 a number of bus services including frequent service Route 25 along Innes Road.

Subject Site
Local Bus Route
Bus Line Number

2.4 Cycling Routes and Parks Space

The former Official Plan identified a Cross-Town Bikeway to the north of the subject site, along Innes Road. The Bikeway is a Spine Route of the City's cycling infrastructure (Figure 5). There are also Multi-Use Pathways (MUP) identified within the vicinity of the site. Further, there are two other north-south cycle Spine Routes located along Mer-Bleue Road and Pagé Road.

The site is located 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 kilometres of the subject site. Silverbirch Park is a 1.78 hectare park with frontage onto Orleans Boulevard and an inner street. This park offers walking paths, children's play area, gazebo and a soccer field.

Approximately 815 metres south of the site is August Park. August Park is newly created as part of the new residential subdivision to the south of the site off of Lamarche Avenue. There is other parkland being planned as part of the new residential communities under construction in the areas surrounding this proposed subdivision.

Subject Site

Multi-use Pathway

Neighbourhood Amenities



- Subject Site
- School
- Place of Worship
- Commercial
- Restaurant
- Industrial

Neighbourhood Amenities

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 (Figure 11 - at the corner of 3469 Innes Road).



Figure 7 - 3620 Innes Road



Figure 8 - 3615 Innes Road



Figure 9 - 3681 Innes Road



Figure 10 - 3712 Innes Road



Figure 11 - 3469 Innes Road

Subject Property in Context



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



Figure 13 - Site Photos
April 2022 (Revised December 2022)

DEVELOPMENT OVERVIEW

03

3.0 Proposed Development

Caivan Communities is proposing a development consisting predominately of a low-rise, ground-oriented residential subdivision, a park, and a mixed-use block facing Innes Road. The residential subdivision which will make up the majority of the development, consists of approximately 32 blocks of ground-oriented townhouses of various typologies, and will have access directed from Lamarche Avenue onto local streets. The proposed public, neighbourhood park will be approximately 0.28 hectare in size, and will have frontage onto Lamarche Avenue, as well proposed Chateauroux Way. A mixed-use development lot is proposed to be created having frontage onto Innes Road and expected to be developed in the future.

3.1 Low-Rise Units

Three typologies of townhouses are proposed for a total of 185 units. These include 20 rear lane townhouses in 4 blocks, fronting onto Lamarche Avenue, 10 inner blocks of back-to-back townhouses for total of 92 units, and finally 18 blocks of standard townhomes with attached garages for the remaining 73 units around the outer perimeter of the proposed subdivision.

3.2 Parking

Parking is to be provided at the rate of one spot per unit for the back to back, and two total for the rear lane and standard townhouses. On-street parking is also available to supplement the on-site parking. There are approximately 57 additional on-street parking spaces throughout the subject site.

3.3 Parkland

A neighbourhood park of 0.28 hectares is proposed to have frontage along Lamarche Avenue. The park block (Block 3) is proposed near the south of the site and is lined by standard townhomes along the east perimeter.

3.4 Mixed Use Block

The subdivision proposes creating a mixed use block (Block 34) for the part of the site that fronts Innes Road. This block will address Innes Road and in time develop, likely with its neighbouring properties to contribute to creating an active frontage with higher

POLICY CONTEXT

04

The Provincial Policy Statement (PPS) was issued under Section 3 of the Planning Act and came into effect May 1, 2020, replacing the 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

The former City of Ottawa Official Plan that was applicable at the time of application provided a vision for the future growth of the city and a policy framework to guide city's physical development to 2031. All development applications would conform to the policies of the Official Plan. The City planned to meet Ottawa's growth and development by managing it in ways that supported livable communities and healthy environments. Objectives and policies directed the creation of 'complete' communities where residents could live, work and play.

Ottawa's population was projected to grow up to 30 percent by 2031. The city planned to meet this growth challenge by managing it in ways that supported liveable communities and healthy environments. The city planned to create sustainable, livable and resilient communities that could help Ottawa meet challenges of the 21st century and promote quality of life. These challenges were supported by building communities that would be more affordable, compact where walking, cycling and transit are attractive options with less reliance on private automobiles.

The former Official Plan provided more detailed direction for the use of land within specific areas of the city. These areas were identified by

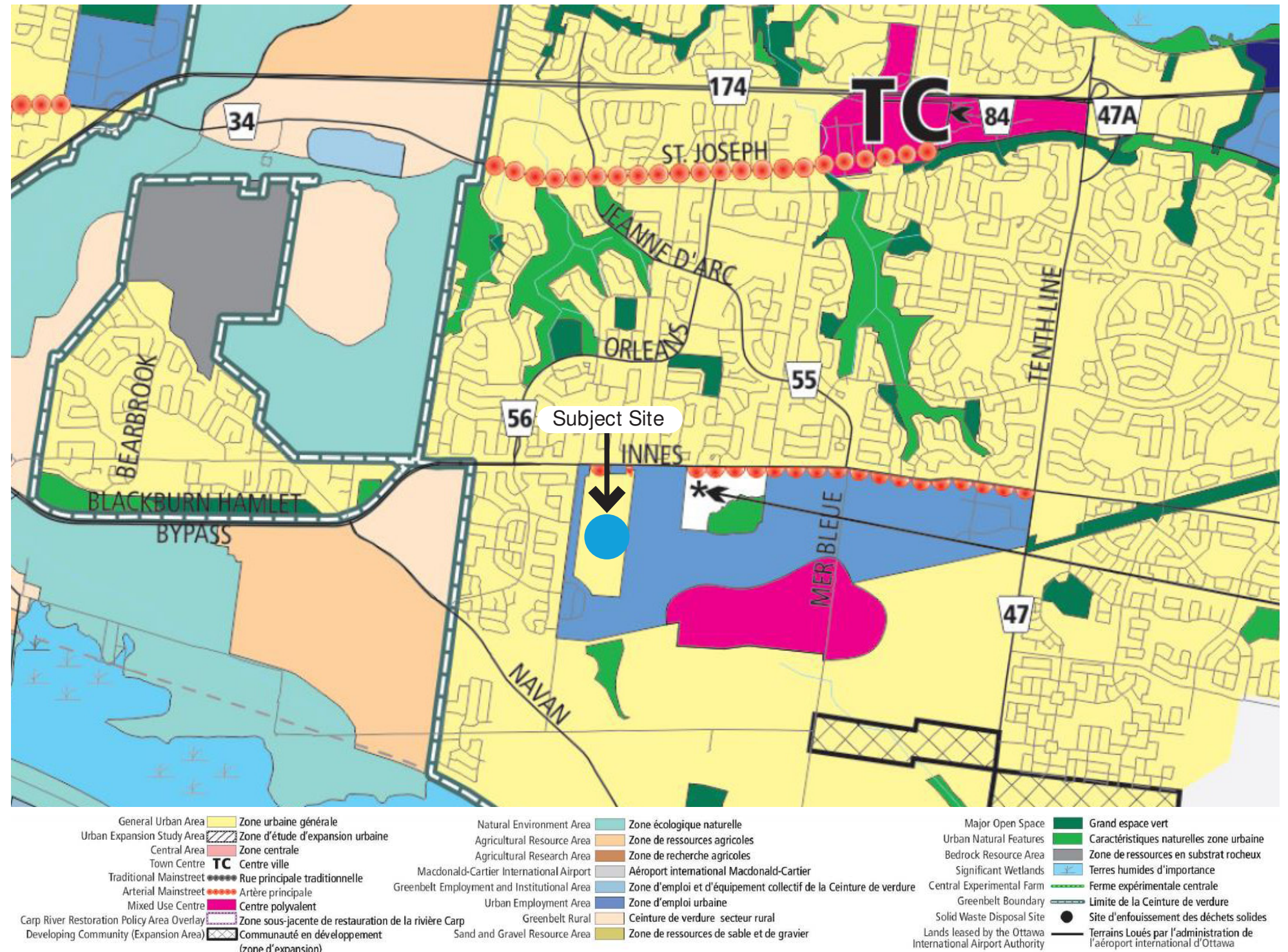


Figure 15 - City of Ottawa Official Plan Schedule B: Urban Policy Plan

4.2.1 Managing Growth

Section 2.2 of the former Official Plan describes how growth is to be managed within the City of Ottawa, including the urban area and village boundaries, managing intensification, and employment area policies. This section recognized residential intensification as the most efficient pattern of development and is broadly defined in Section 2.2.2 which states “the intensification of a property, building or area that results in a net increase in residential units or accommodation and includes the development of vacant or underutilized lots within previously developed areas and infill development” (Policy 1). The subject site is mainly within the General Urban Area, which is an area expected to mature and evolve through intensification and infill at a scale contingent on proximity to major roads, transit, and the area’s planned function, with consideration given to the character in the surrounding community to determine compatibility within a community.

The predominant form of intensification in the General Urban Area should be low-rise, where intensification is encouraged to occur through a variety of built forms (Policy 10). The City is supportive of compatible intensification outside of Target Areas of intensification, including within General Urban Area, and will promote opportunities for intensification in areas determined by the policies in Section 3.6.1 (Policy 22).

The former Official Plan also provided direction on (Policy on Official

□ on y onU Offi onony fic

Section 2.5.5;

- d. The creation of comprehensive traffic and parking strategies;
- e. The creation of brownfield redevelopment strategies;
- f. The use of techniques such as increased height and density provisions;
- g. The application of financial and regulatory incentives;
- h. Exploring partnerships between the public and private sectors

By creating Block 34, the proposed development seeks to establish a portion of the subdivision that can address the policies of the Arterial Mainstreet designation of the former Official Plan as demonstrated in the Appendix. The policies recognize that the boundary of an Arterial Mainstreet designation can be varied, depending on site circumstance and lot configuration. When assembled with neighbouring properties this Block could provide or a mix of uses in a compact, up-to mid-rise pedestrian-oriented development.

The proposed development is designed with short blocks of streets with logical sidewalks to provide interconnectivity and enhanced multi-modal connections within the site leading to Lamarche Avenue and the new park. The overall site is of a walkable size with road, transit, cycling routes, and amenities located within a 500-metre radius of the site. The furthest part of the subdivision is approximately 450 metres walking distance from Innes Road. The proposed development forms easy and convenient access to other communities to the south through Lamarche Avenue. As other communities including Lepine's community to the west continues to be developed, the subject property will be connected to even more amenities.

General Urban Area

With the Arterial Mainstreet portion of the subject site established as described, the majority of the proposed subdivision falls within the General Urban Area designation of the former Official

/ **Objective 4** To ensure that new development respects the character of existing areas.

The subdivision proposes a range of low-rise developments form back-to-back townhouses, rear lane townhouses and traditional townhouses with attached garages. These dwelling typologies respect the character of the existing area by proposing built form that are ground-oriented and low-rise in nature, which can be found in neighbouring communities.

/ **Objective 5** To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

The proposed subdivision is representative of evolution that can occur over time in communities. The former commercial lands are being repurposed to better address the changing dynamic of Innes Road. This new subdivision will be both located near an established mature neighbourhood and around others newly constructed. It provides an opportunity for existing area residents to stay within the community as they move through their lifecycle by offering them a choice of a variety of building types.

/ **Objective 6** Understand and respect natural processes and features in development design

There are no significant natural heritage areas located within 120 metres of the subject lands.

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

The proposed subdivision is in an area that is close to a mature subdivision, and where new subdivisions are and continue to be built. It proposes to add more residents within an area that is conveniently serviced by municipal services and transit options. The proposed density will achieve a more efficient use of urban land and infrastructure (such as pipes, roads, transit, schools, and parkland) through a more compact built form. Further, blocks within the subdivision achieve

4.3 Current City of Ottawa Official Plan

(Adopted November, 2022)

The City of Ottawa adopted a brand-new Official Plan (OP) November 4th, 2022. At the time of application submission, it was under review by the Ministry of Municipal Affairs and Housing (MMAH). As the submission was made while the former Official Plan was still in effect and the City had approved the direction for the new Official Plan, policies of both documents were reviewed and summarized in the original version of this Rationale. With the approval by the Ministry the former Official Plan has been repealed and the new Official Plan is now fully enforced as the only Official Plan for the City of Ottawa. For this reason, Fotenn has expanded this section to consider additional Official Plan policies now applicable along with incorporating responses to Planning Staff comments provided previously under separate cover.

The Official Plan provides a vision for future growth of the city and a policy framework to guide city's physical development for a 25-year period from 2021 to 2046. During this period, the Plan anticipates reaching a population of 2 million people. 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 forms a broad vision of how the City wants to grow, and what it wants to achieve over the next 25 year period. The Strategic Directions generally speak to the City's vision of growth but through intensification rather than greenfield development, to support sustainable transportation, improve

- / Active transportation linkages to commonly used area and amenities should be considered;
- / Consider higher density uses in Hubs and Corridors that act as focal points of the neighbourhood,
- / Hubs and Corridors that closely integrate and safely connect pedestrians and cyclists to surrounding neighbourhoods to reinforce the neighbourhood-focus function of streets, and can be conveniently accessed by public transit;
- / Provide treed corridors including arterial roads and collector roads that are lined with building typologies containing small-scale, street-oriented convenience and neighbourhood commercial services and other neighbourhood-oriented uses including medium-density residential uses;
- / Avoid rear lotting on higher traffic streets by providing rear lane access for properties along arterials and major collector roads, or parallel local streets (window streets);
- / Screen parking lots with landscaping;
- / Planned design 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

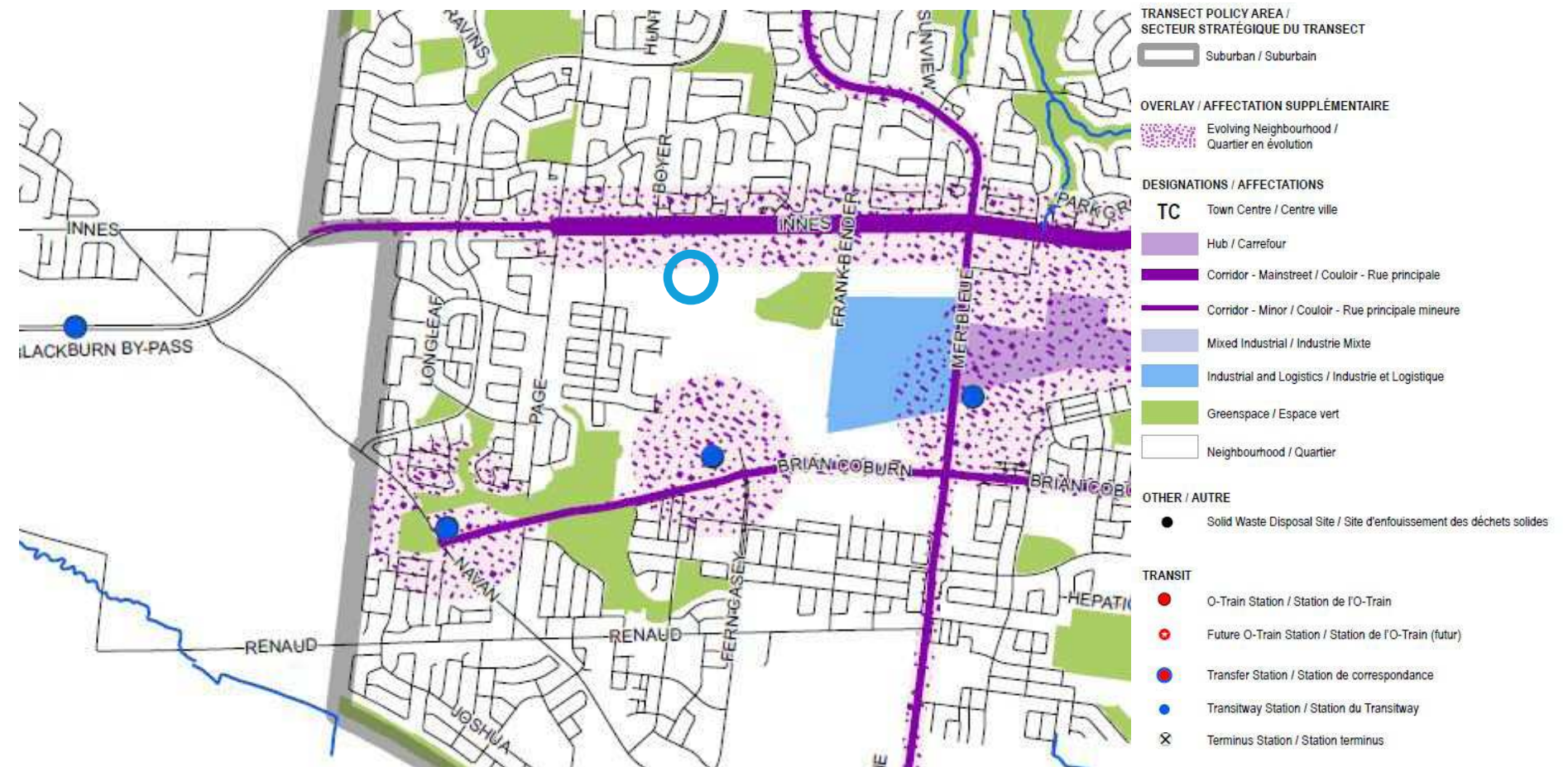


Figure 17 - City of Ottawa New Official Plan Schedule B8: Suburban East Transect

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.

Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor. This development shall ensure appropriate transitions in height, use of land, site design and development character through the site (Policy 6.1.1.2). Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment.

The development proposes to create Block 34 with frontage onto Innes Road. 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 Figure 37 for example). The remaining part of the property further from the Mainstreet will have frontage onto Lamarche Avenue and should be developed subject to the policies of the Neighbourhood Designation.

4.3.5 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 (Table 3). 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).

Mainstreets (S. 3.2 table 3)	
Minimum Area-Wide Density Requirement, People and Jobs per Gross Hectare (Mainstreets)	120
Minimum Residential Density Requirement for Intensification, Dwellings per Net Hectare (Mainstreets)	120
Table 3b: Large Dwelling Targets –Target Residential Density Range for Intensification, Dwellings per Net Hectare	40-60

4.4.1 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 assist developers in understanding the City's expectations during the development review process. They are focused on providing guidance for neighbourhood design during the subdivision review and zoning processes. The Urban Design Guidelines for Greenfield Neighbourhoods are meant to be used as a tool 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 a 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 11:** Connect new streets to existing streets in adjacent developments and plan for future connections to land that has yet to be developed;
- / **Guideline 13:** Layout local street patterns so that development blocks are easily walkable – between 150 and 250 metres in length;
- / **Guideline 19:**

4.4 Additional Guidelines

- / Objective—Minimize the potential for conflicts between sidewalk users and vehicles in driveways.
- / Objective —Minimize driveway widening and lot area dedicated to driveways in order to maximize space for tree planting, landscaping, and stormwater retention.
- / Strategic Direction 2—Where street-accessed parking is appropriate, establish set-backs that will allow a vehicle to be parked in front of the garage or carport, while preventing the visual prominence of garages on the streetscape.

6. Road Rights-of-Way

- / Objective – Balance the needs of all elements within the street.
- / Objective – Create beautiful tree-lined streets as a key component of the public realm.

8. Trees

- / Objective – Select appropriate tree species for the local environment.
- / Objective – Achieve suitable conditions to ensure mature tree development.

9. Utility Placement

- / Objective – Locate utilities to be compatible with urban design objectives.
- / Objective – Minimize the impact of utilities on the streetscape.

The proposed subdivision meets many of the applicable objectives and strategic directions of the Building Better and Smarter Suburbs: Strategic Directions and Action Plan. More specifically, the proposed subdivision provides a street network, land use and roadway pattern which is consistent and complimentary to the surrounding area. Parking within the subject site is managed in a way which avoids conflicts and maximizes spaces. The proposed development has been designed in a manner that balances the need for road rights-of-ways to accommodate trees and required infrastructure.

4.5 City of Ottawa Zoning By-law (2008-250)

4.5.1 Existing Zoning

The subject site is currently zoned Development Reserve (DR) (Figure 18). This zone recognizes lands that are intended for future urban development in areas designated as General Urban Area and Developing Communities in the current 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

4.5.2 Proposed Zone

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

Arterial Mainstreet Zoning

It is proposed that Block 34 be rezoned to Arterial Mainstreet (AM). The zone provisions are summarized in Table 4 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

Figure 18 - City of Ottawa Zoning Plan

Zoning Mechanism (R3YY [XXX])	Requirement
Minimum Lot Width (m)	Townhouse – 5.5 m Rear Lane Townhouse – 5.5 m Back to back Townhouse – 5.5 m
Minimum Lot Area (m2)	Townhouse – 137 sq. m Rear Lane Townhouse – 110 sq. m Back to back Townhouse – 81 sq. m
Maximum Building Height (m)	Townhouse – 14 m Rear Lane Townhouse – 14 m Back to back Townhouse – 14 m
Minimum Front Yard Setback (m)	Townhouse – 3 m Rear Lane Townhouse – 3 m Back to back Townhouse – 3 m
Minimum Corner Side Yard Setback (m)	Townhouse – 2.5 m Rear Lane Townhouse – 2.5 m Back to back Townhouse – 2.3 m
Minimum Rear Yard Setback (m)	Townhouse – 6 m, may be reduced to a minimum of 4.5 m for a maximum of 50% of the lot width, the total area of the rear yard must not be less than 33 m2 Rear Lane Townhouse – 0 m Back to back Townhouse – 0 m
Minimum Interior Side Yard Setback (m)	Townhouse – 1.5 m Rear Lane Townhouse – 1.5 m Back to back Townhouse – 1.5 m
Maximum Lot Coverage	Townhouse – 65% Rear Lane Townhouse – No maximum Back to back Townhouse – No maximum
General Provision applicable to Townhouses and Rear Lane Townhouses	
a.	A maximum of 60% of the area of the front yard, or the required minimum width of one parking space, whichever is the greater, may be used for a driveway, and the remainder of the yard, except for areas occupied by projections permitted under Section 65 and a walkway with a maximum width of 1.8 metres, must be landscaped with soft landscaping, except where the side lot line abuts New Greenbank Road.
b.	Where an attached garage accesses a public street by means of a driveway that crosses a sidewalk, the attached garage must be setback at least 5.2 m from the nearest edge of the sidewalk
c.	Despite Table 65, Rows 1, 2 and 3, a chimney, chimney box, fireplace box, eaves, eave-troughs, gutters and ornamental elements such as sills, belts, cornices, parapets and pilasters may project 1 m into a required interior side yard but no closer than 0.2 m to the lot line.

- d. Despite Table 65 Row 6(b), the steps of a porch may project 2.5 m into a required yard, but may be no closer than 0.2 m from a lot line other than a corner lot line abutting a street, from which they can be as close as 0.2 m.
- e. Balconies and porches, including those higher than 0.6 metres above adjacent grade, may project to within to

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 to locate in areas designated Parks and Open Space Zone. The application proposes a public park for the subdivision in Block 33, and a rezoning would be required to permit this use, while prohibiting any construction not aligning with park development.

PROPOSED DEVELOPMENT

05

Proposed Development - Site Plan



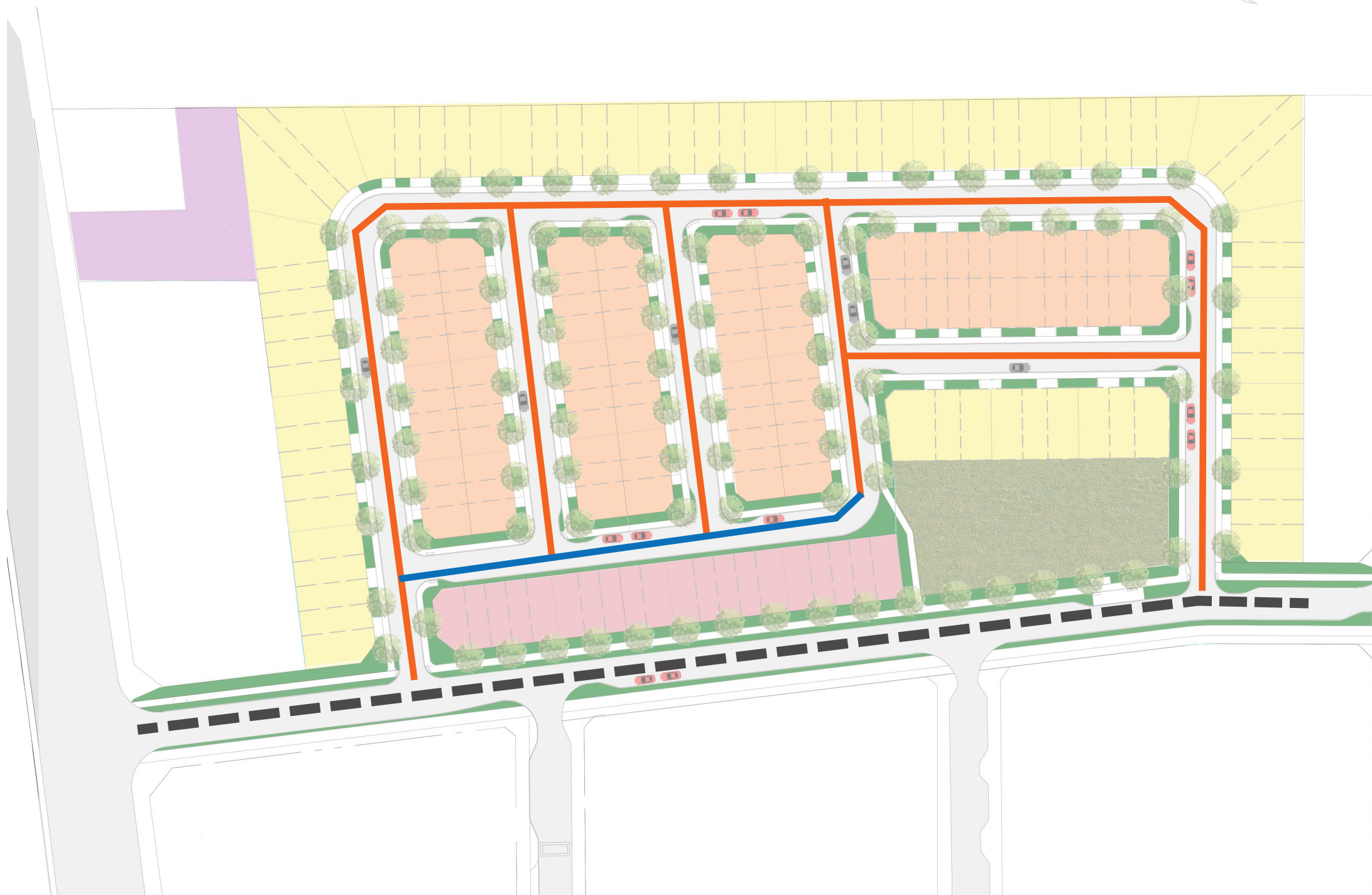
ROW		
DESCRIPTION	TOTAL	
18m ROW	5	
14.75m ROW	1	
PARKING DETAILS		
DESCRIPTION	TOTAL	
18.9 DEPTH RLTH - 2 SPACES PER UNIT ON DRIVEWAY	40	
B2B TH - 1 SPACE PER UNIT ON DRIVEWAY	92	
24' TH - 1 SPACE IN GARAGE AND 1 SPACE ON DRIVEWAY	146	
STREET PARKING (TYP. 2.6m x 6.7m)	57	
LOT COUNT		
UNIT TYPE	# UNITS	%
18.9m DEPTH RLTH	20	11
B2B	92	50
24' STND TH	73	39
TOTAL	185	100

NOT FOR CONSTRUCTION

Disclaimer: These plans were prepared for the purposes of a Zoning Bylaw Amendment Application only. For Site Plan application, Building Permit and Construction purposes, a registered architect shall be retained to develop the final architectural design and detail drawings.

Figure 19 - Proposed Concept Plan and unit typology distribution

18m Local Road ROW 14.75m Public Lane Lamarche Ave - 24m ROW



The community considers a variety of street widths, which present opportunities for a varied streetscape that will foster connectivity and access to the traveling public through the site and adjacent communities.

Lamarche Road is a 24m wide local road. The rear-lane townhomes will provide active frontage to the street with direct access to garages off Burelle Way.

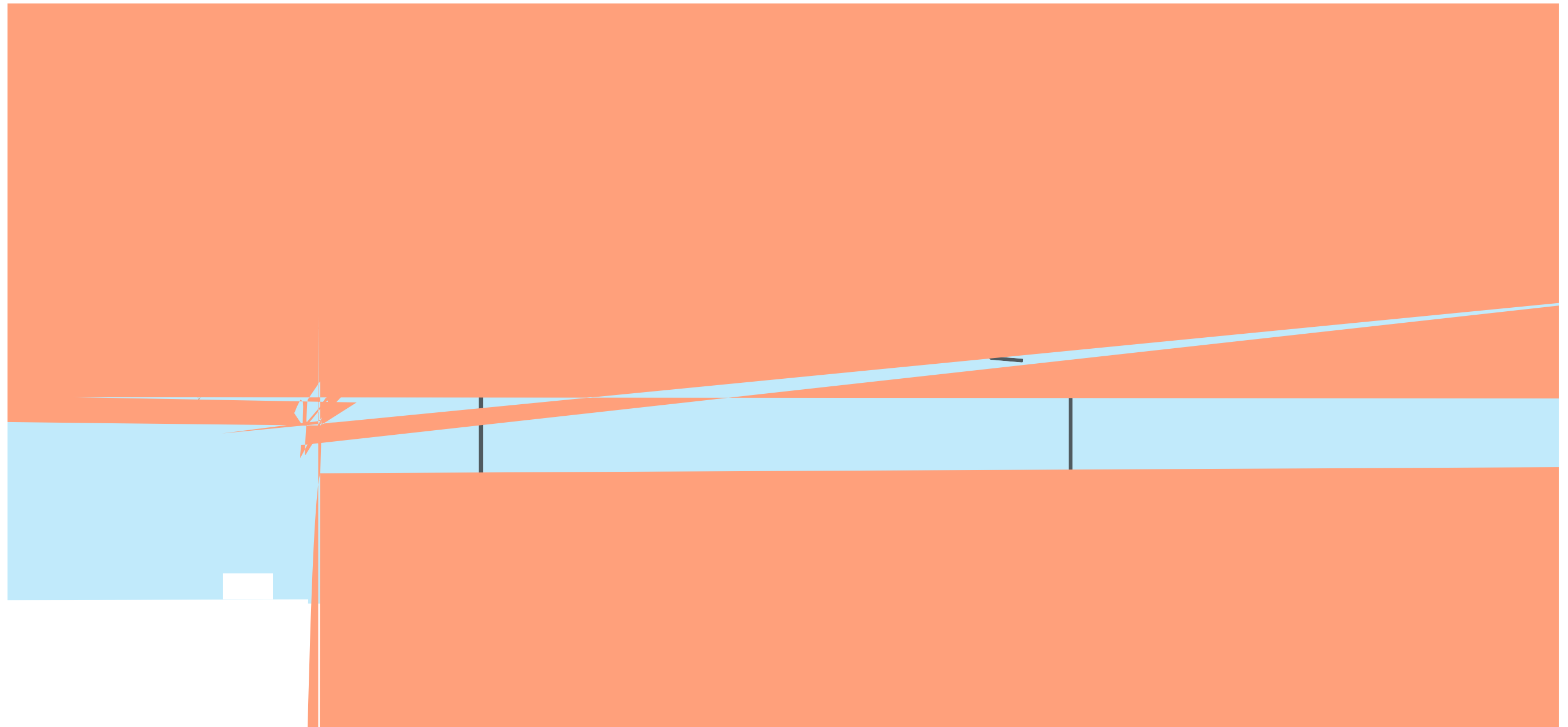
The new public park has direct frontage onto Lamarche Road and provides pedestrian access to the inner core of the plan.

The subdivision is structured along Carbone Crescent, which connects to 4 new roadways (Grison Walk, Lahire Place, Chateauroux Way, and Burelle Way).

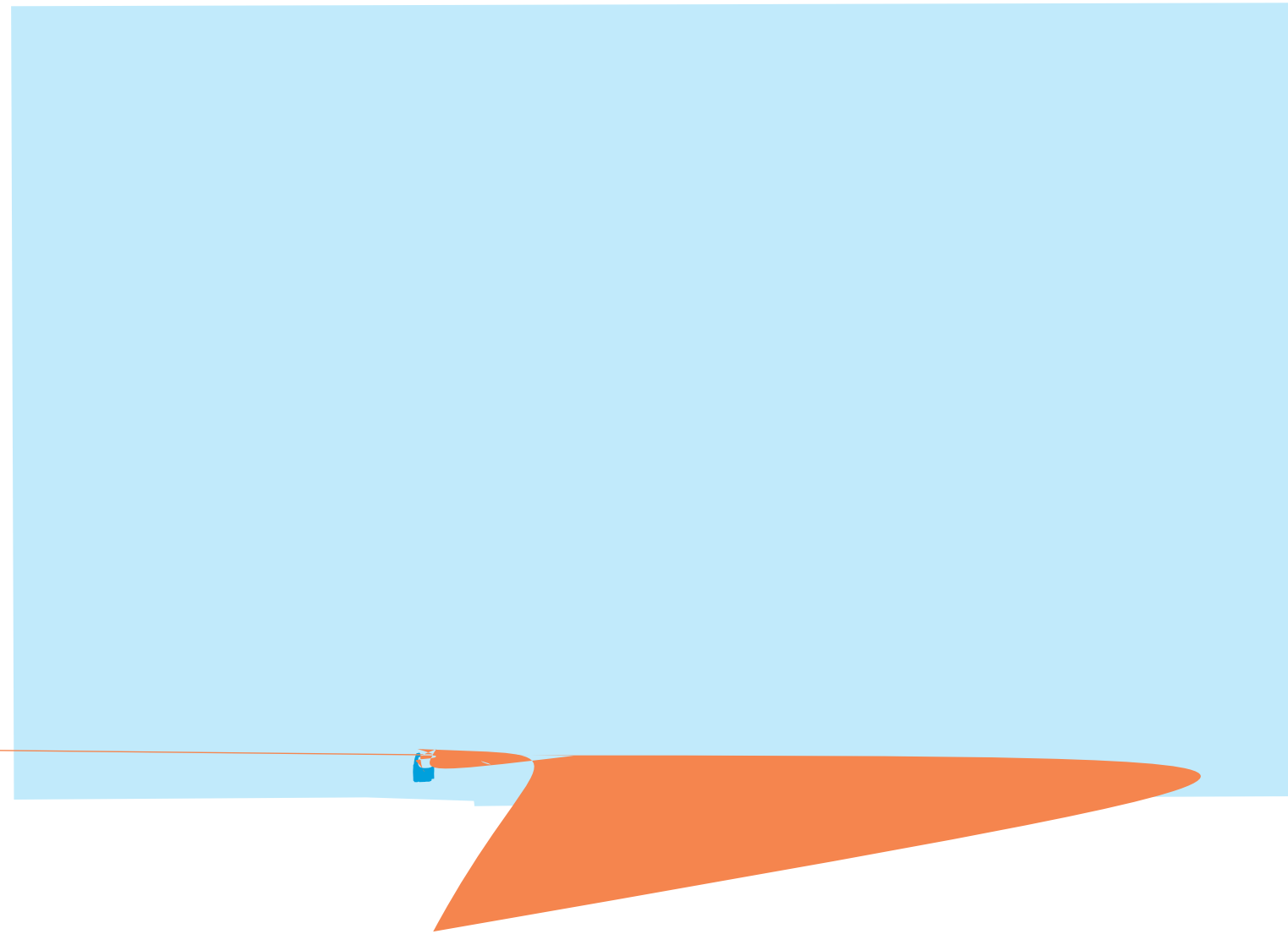
Except for the north-south portion of Burelle Way all new streets proposed within the subdivision will have an 18 metre ROW. Where the rear lane townhouses back on to

Disclaimer: These plans were prepared for the purposes of a Zoning Bylaw Amendment Application only. For Site Plan application, Building Permit and Construction purposes, a registered architect shall be retained to develop the final architectural design and detail drawings.

Proposed Development - Cross Sections







Proposed Development - Cross Sections



Proposed Development - Parking



LEGEND

-  Parking Area Boundary
-  On-Street Parking Outline
-  Planted area
-  Driveway

Number of On-Street Parking Spaces

Parking Area	Number of Dwelling Units	Number of On-Street Parking Spaces	Ratio of On-Street Parking	Number of Private Parking Spaces	Total number of Parking Spaces
P1	32	10	0.31	52	62
P2	32	10	0.31	41	51
P3	27	10	0.37	32	42
P4	16	9	0.56	21	30
P5	22	6	0.27	32	38
P6	15	8	0.53	30	38
P7	41	4	0.1	70	74
Total	185	57	0.35	278	336

On-street parking will be provided along all public streets to accommodate short-term visitor parking.

Single loaded on-street parking spots are provided throughout the community. Side walks are provided generally on both sides of the 18 and 24 metre ROW's while along the 14.75 metre ROW, sidewalks are provided along the east only. Additional parking opportunities will be available between paired driveways.

On-street parking will also serve visitors to the new park.

The ratio of on-street parking if only considering units with only 1 parking space is 1.6.

Figure 25 - On-street Parking Plan





Mixed-Use Block

Innes Road over time will evolve towards the Mainstreet envisioned and supported by the Official Plan. The configuration of Block 34 will allow it to develop independently or in conjunction with its neighbouring properties as mixed-use project aligning with those goals. The appendix has examples of how Block 34 can be developed according to the Mainstreet designation while maintaining appropriate transition to adjacent properties.



Figure 35 - Mixed-Use Block



Figure 38 - Active play structures

Figure 37 - Mixed-Use Block Development Concepts

Park Block

The proposed development includes a 0.28 hectare (2,800 square metre) public park with main frontage onto Laramche Avenue. The park has been resized to align with recent changes to the parkland dedication policies.

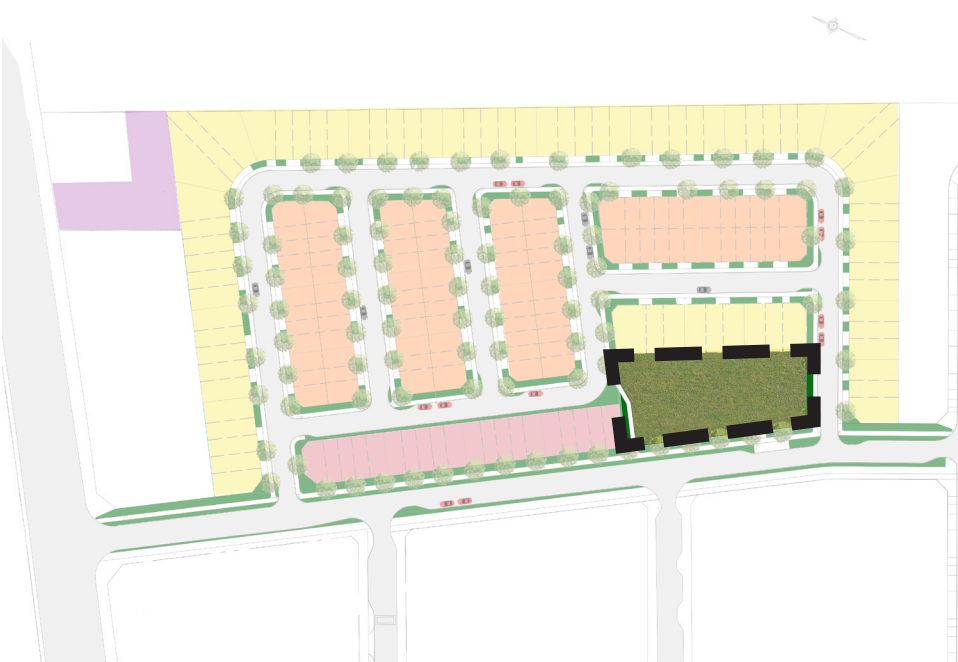


Figure 37 - Park Block

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. According to the report Innes Road and abutting Halo car wash facility are two major sources of noise affecting the subdivision along the north and northeast.

The results from the report reveal noise levels from Innes Road to be between 45 and 61 dBA during the daytime periods (0:700 to 23:00) and between 40 and 53 dBA during the nighttime period (23:00 – 07:00). The recorded noise levels predicted due to roadway traffic exceed the criteria listed in the ENCG for potential outdoor living areas (OLA). Based on expected noise levels, blocks along the north property line will require forced air heating, with provisions for central air condition, 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. For the OLAs, noise reduction can be achieved insertion of berm or acoustic wall barriers between the sensitive rear yards and sources of transportation noise. The use of earth berms or acoustic barriers will depend on the grading plan when it becomes available.

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. The report proposes three possible noise mitigation strategies to address this; implementing a noise barrier along the northeast boundary of the property, relocating the proposed park to this location, or pursuing Class 4 which requires

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. 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 subdivision 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 and are located along Lamarche Avenue. The site is tributary to the Lamarche Avenue sewer. The subject property will be serviced by local sanitary sewers which will outlet the existing infrastructure on Lamarche Avenue. There is sufficient capacity within existing infrastructure to accommodate the flow from the proposed development.

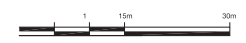
Stormwater Management—Stormwater

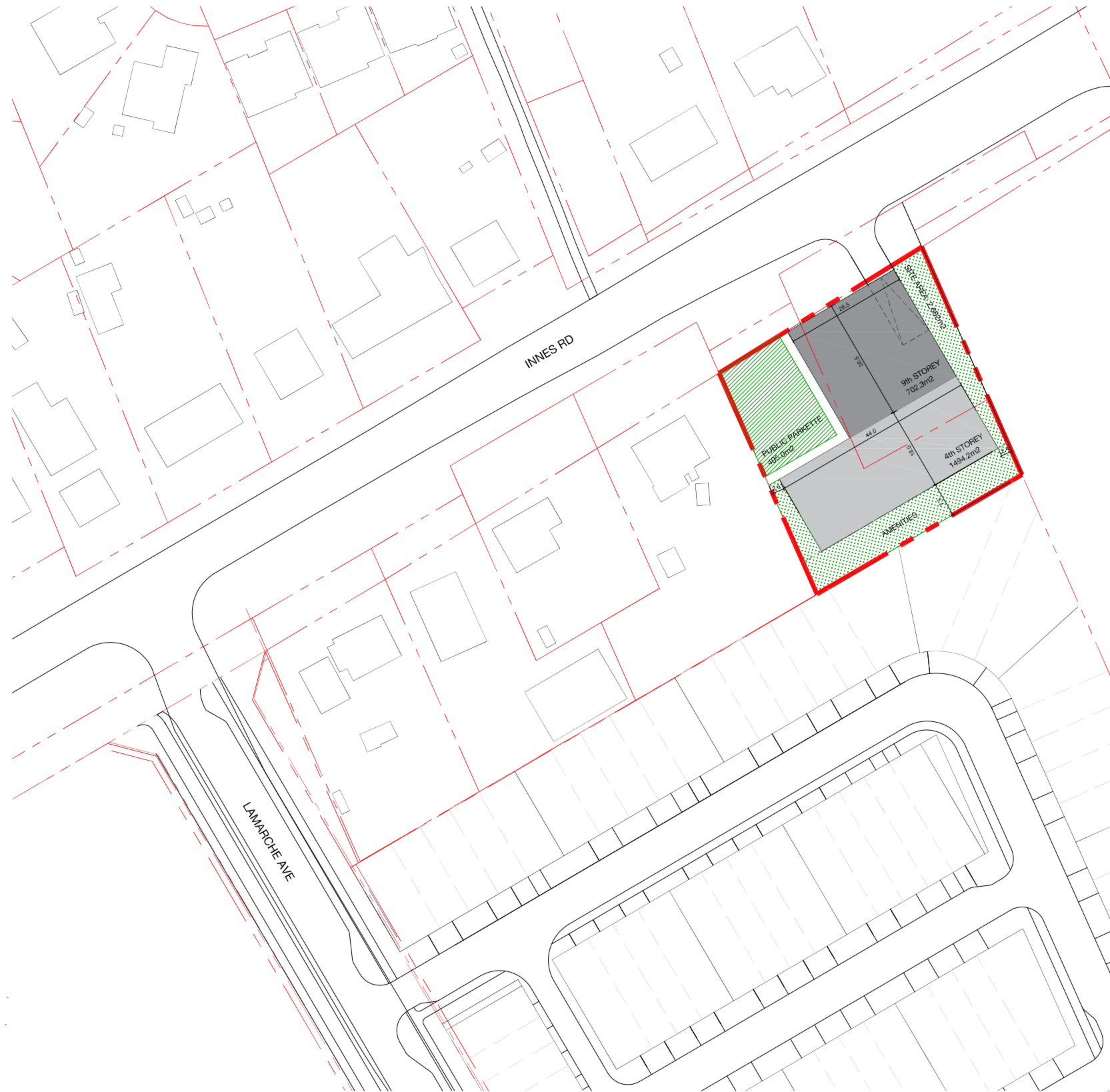
It is our professional opinion that the proposed Draft Plan of Subdivision and Zoning By-law Amendment applications to permit development of the subdivision constitute good planning and are in the public interest. As outlined in the preceding sections:

- / The proposed subdivision is **consistent with the Provincial Policy Statement (2020)** 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 subdivision **recognizes the policy directions for the Arterial Mainstreet Designations, as described in Section 3.6.3 of the former Official Plan**. The proposal seeks to create a parcel of land that can be developed as per the direction of the Arterial Mainstreet Designation.
- / The proposed subdivision **conforms to the policy directions for the General Urban Area, as described in Section 3.6.1 of the former Official Plan**. The proposal seeks to facilitate the development of an underutilized property within a built-up urban area and provides a low-rise built form that is consistent with its surrounding context, and aligns with the intent of the Plan. The proposed residential unit types will contribute to a diverse type and tenure of housing in the area, while also achieving higher densities and efficient use of lands.
- / The proposed subdivision is designed in a manner which is **consistent with the design and compatibility with policy direction of Section 2.5.1 and 4.11 of the former Official Plan**, and provides building types which are consistent and complementary to the surrounding area and land uses. The proposed development is considerate of its context and proposes land uses, building heights, unit type, and appropriately complements the surrounding area.
- / The proposed subdivision **conforms to the policies within the current City of Ottawa Official Plan (approved November, 2022)**

APPENDICES

06





SITE INFORMATION

ZONING AM

SITE AREA
Total Site Area: 2,682m²

SETBACKS F.Y. S.Y. R.Y.
0m 0m 7.5m

DEVELOPMENT STATISTICS

HEIGHT
Commercial Ground Floor: 1 Storey (5m)
Residential: 8 Storeys (24m)
Total: 9 Storeys (29m)

RESIDENTIAL UNITS
Apartment: 95
Assumes an 85% efficiency

GFA Retail Residential
448m² 7,618m²

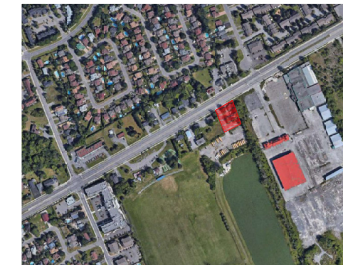
PARKLAND Required Provided
402m² (15%) 405m²

PARKING Underground - TBD

NOTES

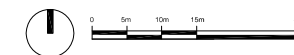
1. Assumes typical Residential floor height of 3m, Assumes Retail Ground floor height of 5m.
2. For the purpose of this concept, an average of 80m² (860sf) unit size is used to calculate approximate total number of units.
3. *GFA: as defined in City of Ottawa Zoning Bylaw means the total area of each floor whether located above, at or below grade, measured from the interiors of outside walls, but excluding areas dedicated for uses such as mechanical and electrical rooms, common hallways, corridors, staircases and elevators, interior amenities, bicycle storage and parking, Assume 85% efficiency for Retail, Office and Apartment buildings. Areas are approximate. Building includes interior amenity areas for the residents.
4. The base plan (lot lines, existing roads and surrounding areas) is based on the City's Open Data and aerial images. The site area is approximate and all dimensions need to be confirmed by a legal survey.

245 & 275 LAMARCHE AVE (INNES RD) OTTAWA
Concept Plan - Option 2



LEGEND

- PROPOSED BUILDING
- AMENITY SPACE
- PARKLAND DEDICATION
- PROPERTY BOUNDARY
- SETBACKS



2	CONCEPT PLANS	2022.08.02	TK
1	BASE PLAN	2022.07.27	TK
No.	REVISION	DATE	BY

CLIENT
CAIVAN

FOTENN
Planning + Design

396 Cooper Street, Suite 300, Ottawa ON K2P 2H7
613.730.5709 www.fotenn.com

DESIGNED	TK
REVIEWED	RP
DATE	2022.07.27

P2

Disclaimer: Fotenn was hired on behalf of Caivan to simulate future development that could potentially occur along the ~50-53m deep parcels on Innes Rd, east of Lamarche Rd. This development study has been prepared at a high level, rather than a detailed concept of each property. It should be understood that not all properties shown will develop in the form depicted in this document and that the building heights and forms, setbacks and buffers shown in the concept drawings do not form a planning opinion by Fotenn on individual properties.



