

SITE PLAN CONTROL APPLICATION

DESIGN BRIEF

190-192 FORWARD AVENUE



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TABLE OF CONTENTS

1. INTRODUCTION.....	2
1.1 Site Location.....	3
1.2 Overview of Proposed Site Plan.....	4-5
2. CONTEXT.....	6
2.1 Site Context.....	6
2.2 Surrounding Community Services and Facilities.....	6-7
3. POLICY AND REGULATORY FRAMEWORK.....	8
3.1 Provincial Policy Statement and Official Plan	8
3.3 City of Ottawa Zoning Bylaw.....	8-9
4. SUMMARY OF TECHNICAL DUTIES.....	9
4.1 Site Services Study.....	9-10
4.2 Noise Impact Assessment.....	10
4.3 Geotechnical Report.....	11
4.4 Phase I ESA.....	11
5. CONCLUSIONS.....	12

DESIGN BRIEF

190-192 FORWARD AVENUE

1.0 INTRODUCTION

This document assesses and confirms the appropriateness of the Site Plan Control application proposed in the context of the existing policy and regulatory framework, the surrounding community, and the findings of the required technical studies that accompany the application.

The Site Plan Control Application will allow for the construction of one 3½ storey stacked townhome building with 8 residential units and 5 surface parking spaces.

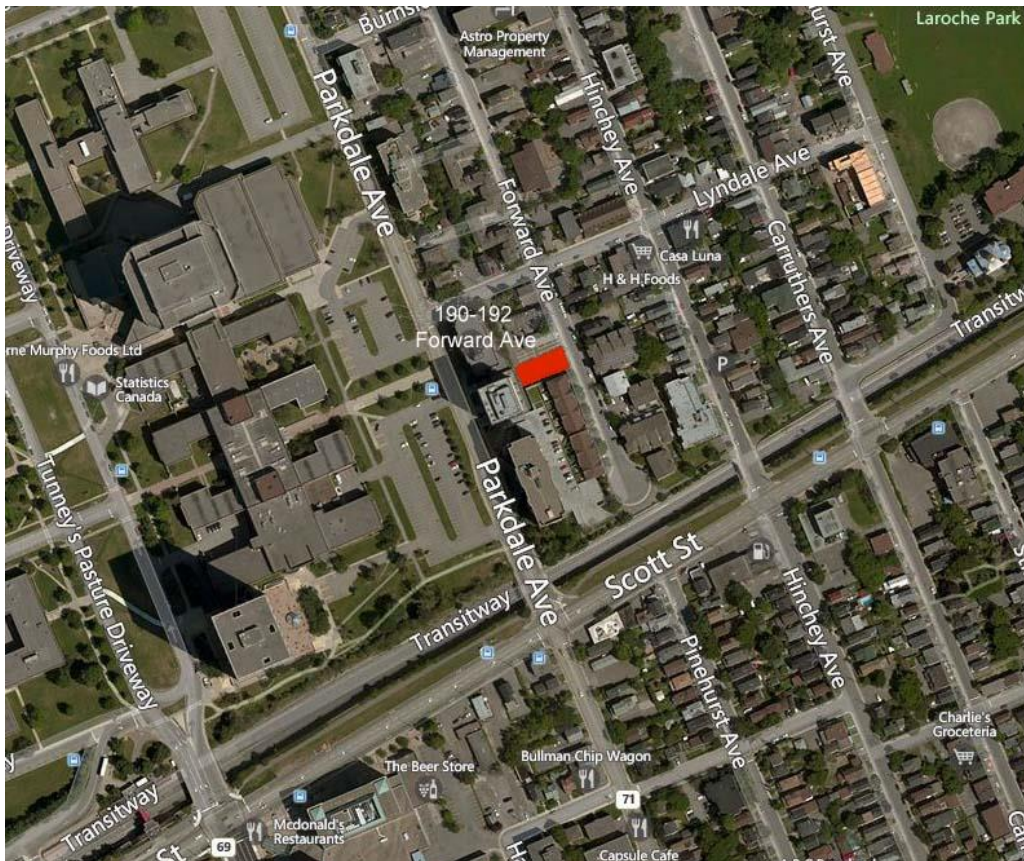


190-192 Forward Avenue

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1.1 SITE LOCATION & DESCRIPTION

The lands known municipally as 190-192 Forward Avenue have 50.16 feet of frontage on Forward Avenue. The subject site is described as Lot 15 West Forward Avenue Registered Plan 35 City of Ottawa. The property sits amidst a variety of land uses and is located in Ward 15. The site topography is flat, there is no landscaping and currently the site exists as a gravel lot and not in use.



Site Location Map

1.2 OVERVIEW OF PROPOSED SITE PLAN

The proposed concept plan for the site can be described as a 3½ storey wood frame residential building that will encompass 8 stacked townhomes with 5 surface parking spaces accessible from a rear lane that is accessed from Lyndale Avenue. The site is zoned as a residential R4S zone and the proposed building is 11 meters high. A small network of walkways surrounds the block to provide pedestrian connectivity throughout the site as well as providing access to the community mailboxes located on Forward Avenue.

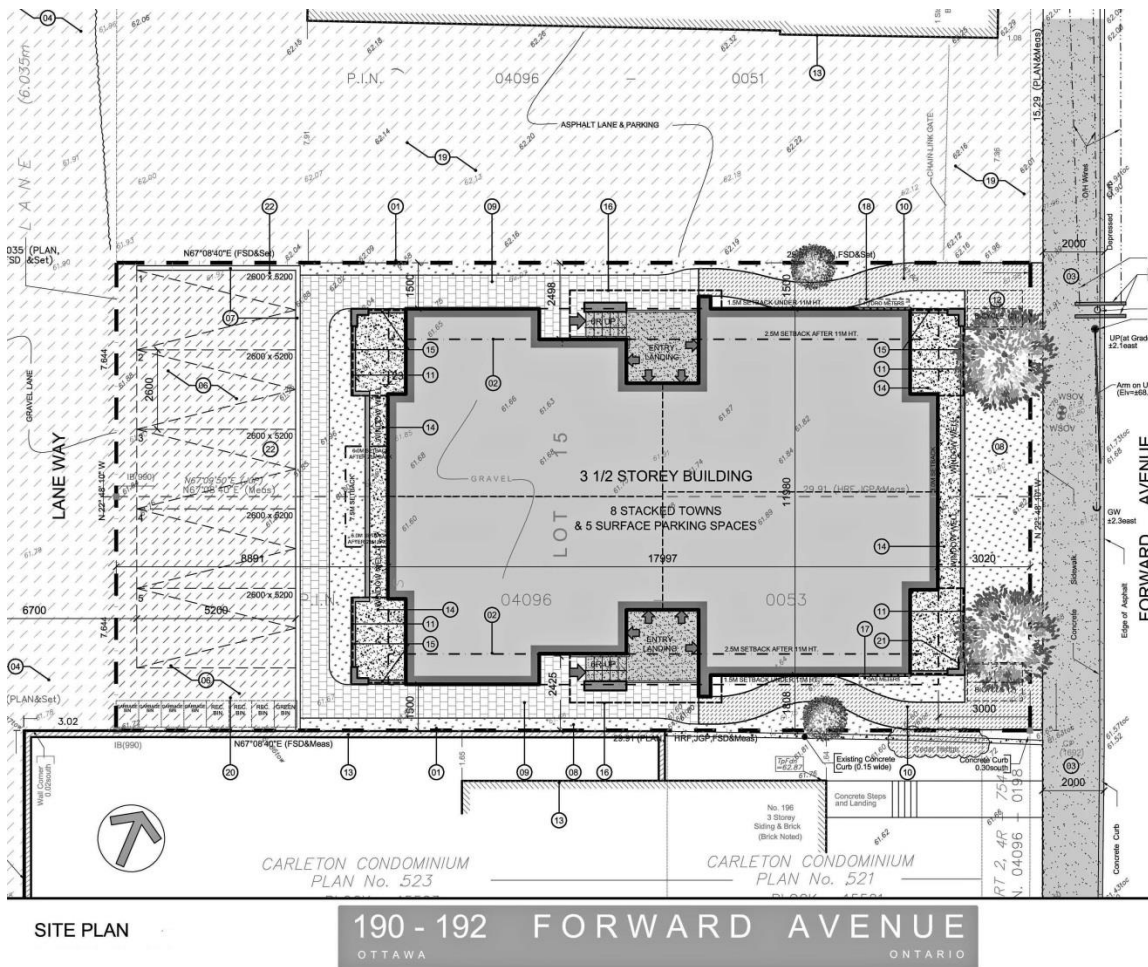


Building materials have been selected to compliment the scale and finish of neighboring buildings and will comprise of brick, Hardie board, prefinished aluminum panels and simulated wood panels. The newly introduced landscaping will help define public and private outdoor space and is sensitive to the existing land patterns along Forward Avenue. The architectural built form will mesh flawlessly with the adjacent townhomes and is very similar in scale to the stacked dwelling development directly across the site.

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The balcony structures have been designed to create a strong feature element that is in line with the upper most floor level of the adjacent townhouses and together with our third floor windows will mimic the rhythm of the townhouse fenestration pattern and elevated cathedral windows featured in their facade. For convenience we have designed the main entry points to the sides of the building to allow for easy access to both the parking spaces off the rear lane and to Forward Avenue. Following our pre-consultation with city staff a network of internal walkways will now connect to the city sidewalks to encourage accessibility, provide safe pedestrian connections throughout the site and will allow for a generous landscape buffer along Forward Avenue.



2.0 CONTEXT

2.1 SITE CONTEXT

The general area surrounding the site is characterized by a mix of low to high density residential land uses and mixed-use centers.

2.2 SURROUNDING COMMUNITY SERVICES & FACILITIES

The site is conveniently located in close proximity to community facilities and many commercial services. The property is located near to Laroche park and is within walking distance to a multitude of restaurants, convenience stores, and an 8 minute walk to the Parkdale market.



Photo of Laroche Park

The property is serviced by mainline OC Transpo Bus Routes number 159 and 16 and is a 6 minute walk from the Tunney's Pasture Transit Station. Furthermore the subject site is located a few minutes away from both the Sir John A. Macdonald Parkway downtown connection and the Ottawa River pathway which are both easily accessible and provide a direct connection to the downtown core within minutes.

3.0 POLICY & REGULATORY FRAMEWORK

3.1 PROVINCIAL POLICY STATEMENT & CITY OF OTTAWA OFFICIAL PLAN

The development comprises of an innovative multi-unit compact built form and will create new residential units to help meet the demand for new cost effective dwellings in a central location. The concept provides intensification on an under-utilized parcel of land and is located in proximity to a number of existing public and community services and facilities.

Special attention has been given to design all building faces in a manner that contributes to the quality of the streetscapes along Forward Avenue as well as the rear lane. Similar levels of quality and detail will be used on all sides of building.

A variety of residential unit layouts as well as innovative architectural detailing will achieve a good fit into an existing neighborhood, respecting its character and diverse architectural styles. The stacked townhomes have been design with interesting façade treatments using a mixture of brick and composite wood panels and combined with the first level arrangement of large windows, balcony elements, newly introduced landscaping and pathways leading to the side entrances will help animate the streetscape and echo the existing street patterns. Also a more compact family residential option will offer the community a new affordable option to small high end condominium flats or larger single family homes.

3.2 CITY OF OTTAWA ZONING BY-LAW

As per the city of Ottawa comprehensive zoning by-law the site is zoned R4S Residential.

R4 - Residential Fourth Density Zone (Sec. 161-162)

Purpose of the Zone

The purpose of the R4 - Residential Fourth Density Zone is to:

- (1) allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as General Urban Area in the Official Plan;*
- (2) allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;*

- (3) *permit ancillary uses to the principal residential use to allow residents to work at home;*
- (4) *regulate development in a manner is compatible with existing land use patterns so that the mixed building form, residential character of a neighborhood is maintained or enhanced: and*
- (5) *permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.*

Our proposed design respects all of the height and setback requirements set out in the R4S subzone provisions and although the OPA presently classifies our site as being part of the mixed-use center bordering the neighborhood the policies set out in the secondary Scott Street design plan which are in the process of being implemented are aimed to change our land classification to General Urban and to a low-rise residential designation. For this reason we feel that the smaller scale of our proposed 3 ½ storey building is in keeping with the neighborhood design plan and will transition nicely from the larger scale buildings along Parkdale into the existing residential community.

4. SUMMARY OF TECHNICAL DUTIES

4.1 SITE SERVICING AND STORM WATER REPORT

This study examined the ability of the existing municipal infrastructure to accommodate the additional water demands and sewage flows generated from the site, resulting from the re-development of the proposed site at 190 and 192 Forward Avenue.

The findings of the study are as follows:

- The proposed 8-units have an estimated peak sewage flow of 0.37 L/sec, based on a total residential population of 22 persons at 2.7 persons per unit. This represents a 0.12 L/sec increase over pre-development conditions when the lots were occupied by two single family homes. Two 135mm diameter sanitary sewer laterals will connect to the 250mm sanitary sewer on Forward Avenue.
- The peak domestic water demand was estimated at 0.40 L/sec, whereas the fire flow requirements of 175 L/min were estimated based on the Fire Underwriter Survey.
- The minimum pressure on the top floor of the building under peak hour conditions was estimated at 62 psi, meeting minimum system pressures

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of 40 psi. Under fire flow conditions the existing fire hydrants on Forward Avenue have adequate capacity to supply flow and pressure.

- The building will be serviced by a single 50mm water service.
- Peak storm water flows will be controlled to the 5-year level of service of 6.6 L/sec, based on an allowable runoff coefficient of 0.50 and a time of concentration of 10 minutes.
- Control of stormwater runoff will be achieved using plug type inlet control devices installed in the downstream outlet of one manhole and one catchbasin, limiting flow to the allowable rate..
- Onsite storage of storm water is provided for up to the 100-year storm event within the storm sewers, catchbasins, and manholes and on the ground surface. The total 100-year storage requirement was calculated at 9.7 cubic meters, with 12.0 cubic metres being provided.
- The storm sewer system onsite will consist of 200 mm storm sewers, 1200 mm diameter manholes, catchbasins and 100mm storm laterals from the building foundation drains.
- Erosion and sediment control will be used during construction, with protective fencing utilized for public protection.

4.2 Noise Impact Assessment

A noise study was completed as the site is located within 150 meters from an arterial roadway (Parkdale Avenue) and within 250 metres of a bus rapid transitway (OC TRANSPO) and the future Confederation Light Rail transit.

The findings of the report are as follows:

- Noise levels were estimated at all building façades based on noise emanating from Parkdale Avenue and either the bus rapid transitway (until 2018) or the Confederation light rail transit line operating after 2018.
- As there are no outdoor amenity space, noise levels were predicted at the building facade in order to determine warning clause and building component requirements.
- Using future LRT traffic data, noise levels at only the west façade exceed Ministry of the Environment (MOE) and City of Ottawa requirements of 55 dBA.
- Daytime noise levels on the south and west façades based on the bus rapid transitway slightly exceed Ministry of the Environment (MOE) and City of Ottawa requirements of 55 dBA, therefore a Warning Clause shall be included on the Notice of Title. Warning clauses requirements will consist of a provision for central air conditioning for units with windows

facing south towards the bus rapid transitway or west towards Parkdale Avenue.

4.3 GEOTECHNICAL INVESTIGATION

The geotechnical investigation comprised the excavation of eleven (11) test pits throughout the site to refusal on the bedrock surface which was contacted at depths of 0.25 metres to 1.04 metres with the exception at one location where the bedrock was contacted at 1.55 metres. The overburden material comprised of topsoil and organic soils, rock slab (cap rock) which is not suitable material for backfilling or for founding material. Significant geotechnical findings are as follow:

- Bedrock is shallow throughout the site as indicated above.
- If excavation for construction of footing and services will extend below bedrock surface, some rock removal will be required.
- Line drilling and blasting will be required for removal of massive amount of rock. Hoe-ramming may be used but is expected to be very slow and costly.
- Seismic Class is C – can be increased to B or A if shear-wave velocity measurement testing (MASW) is performed at the site.
- No water infiltration was noted in any of the test pits.

4.4 PHASE I ESA

Environmental work was completed on the shopping mall property (3700 Downpatrick Road) and the former gasoline retail outlet (3702 Downpatrick Road) in the south part of the property. Soil and groundwater remediation was completed for both properties in May 2011. Exp then completed a Phase I ESA and a Phase II ESA on the mall property to confirm that the remediation program was successful. Exp then filed a MOE Record of Site Condition (RSC) for the mall property in June 2011.

5.0 CONCLUSIONS

Based on the information obtained through our studies and as outlined in this document, it is concluded that the proposed Site Plan is considered appropriate development.

- The development of stacked townhouses on the site will increase the number and type of housing units available within this neighborhood and encourage a diverse housing mix.
- The subject site is within walking distance to commercial services, parks and public amenities.
- The proposed site plan is consistent with the objectives in the Provincial Policy Statement, the Official Plan and the Secondary Scott Street Design Plan which encourages intensification at the edge of established neighborhoods and in proximity to transit routes and stations.
- Landscaping will transform the existing predominantly asphalt environment and creating a new engaging frontage along Forward Avenue.

Overall, this development proposal represents good land planning and it is recommended that Staff support the Site Plan as proposed in this report.

Sincerely,

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