



1131 + 1151 Teron Road

Planning Rationale + Design Brief Addendum
Site Plan Control
May 3, 2021



Prepared for Manor Park Management

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Introduction

Fotenn Consultants Inc. acting as agents for Manor Park Management, Owners, are submitting the enclosed Site Plan Control application resubmission for the lands municipally known as 1131 and 1151 Teron Road (“the subject lands”) in the Beaverbrook neighbourhood in Kanata North, in the City of Ottawa. As itemized below, the materials being submitted to the City represent a Site Plan Control application (file no. D07-12-19-0187) resubmission for the subject lands, for which a first submission was made to the City on November 15, 2019.

1.1 Recent Application History

Fotenn submitted a Planning Rationale and Design Brief in support of concurrent Major Zoning By-law Amendment (file no. D02-02-19-0137) and Site Plan Control (file no. D07-12-19-0187) applications for the subject lands to the City of Ottawa on November 15, 2019. The applications were intended to permit the development of a nine (9) storey, mid-rise mixed-use building with ground floor commercial uses and apartment dwelling units on floors two (2) to nine (9). The applications also contemplated a three (3) storey low-rise apartment building on the north-east portion of the triangle-shaped property. The purpose of the original Planning Rationale and Design Brief was to evaluate the proposed development with respect to the applicable policy and regulatory framework and previous Council-approved zoning, and determine if the development is appropriate for the site and compatible with the existing and planned function of the broader area.

The proposed Zoning By-law Amendment sought modifications to the step-backs of the proposed nine (9) storey building in order to normalize the previously approved floorplates of the upper portion of the building, allow a limited number of commercial uses on the ground floor, permit surface parking under a hydro corridor, reduce certain parking rates, modify provisions for a loading space and width of landscaped buffer, and permit projections relating to an underground parking garage. Since the original zoning approval, the at-grade commercial uses in the mid-rise building have been replaced with at-grade, street-facing residential units.

Two (2) resubmissions were made to the City in May 2020 and July 2020 to resolve zoning-related comments and obtain Zoning By-law Amendment approval.

The Zoning By-law Amendment application was heard by the City’s Planning Committee on October 8, 2020 and approved by City Council on October 14, 2020, with no appeals filed to the (Local Planning Appeal Tribunal) LPAT. The zoning is now in full force and effect.

1.2 Public Consultation

The development proponent surpassed statutory requirements relating to public consultation for the Zoning By-law Amendment application. Fotenn and the development proponent attended consultation meetings with community members and/or representatives on four (4) different occasions to hear and address any comments and concerns in the lead-up to Zoning By-law Amendment approval:

- / A meeting with Councillor Jenna Sudds on May 13, 2019;
- / A meeting with the members of the Kanata Beaverbrook Community Association (KBCA) executive on September 11, 2019;
- / A meeting with Councillor Sudds, members of the KBCA executive, and residents of the abutting Bethune Condominium on December 5, 2019; and,
- / A public meeting hosted by Councillor Sudds on January 20, 2020.

Fotenn also attended the City of Ottawa Planning Committee hearing on October 8, 2020, which met the requirements of the statutory public meeting for the Zoning By-law Amendment application.

1.3 Site Plan Control Application Resubmission

The following is an Addendum to the previously submitted Planning Rationale and Design Brief. The Addendum is not intended to replace the previous Planning Rationale and Design Brief, but rather itemizes revisions to the development plans and discusses how the proposed development meets the intent and purposes of the applicable policy and zoning framework. In addition to this Addendum, please find enclosed the following materials in support of this Site Plan Control application resubmission for the City's review and approval:

- / **Site Plan**, prepared by Project1 Studio, dated April 30, 2021;
- / **Project Statistics and Zoning Information**, prepared by Project1 Studios, dated April 30, 2021;
- / **Level P1 – Floor Plan**, prepared by Project1 Studio, dated April 30, 2021;
- / **Elevation Drawings**, prepared by Project1 Studio, dated April 30, 2021;
- / **Landscape Plan**, prepared by Gino J. Aiello, dated April 21, 2021;
- / **Notes and Details**, prepared by WSP, Project No. 20M-01534-00, Drawing No. C01, dated April 16, 2021;
- / **Grading Plan**, prepared by WSP, Project No. 20M-01534-00, Drawing No. C02, dated April 16, 2021;
- / **Servicing Plan**, prepared by WSP, Project No. 20M-01534-00, Drawing No. C03, dated April 16, 2021;
- / **Drainage Area Plan**, prepared by WSP, Project No. 20M-01534-00, Drawing No. C04, dated April 16, 2021;
- / **Erosion and Sedimentation Control Plan**, prepared by WSP, Project No. 20M-01534-00, Drawing No. C05, dated April 16, 2021;
- / Updated **Topographical Survey**, prepared by Annis, O'Sullivan, Bollebekk Ltd., dated February 9, 2021;
- / **TIA Strategy Report**, prepared by Parsons, Project No. 477778-01000, dated April 8, 2021;
- / **Stormwater Management Report**, prepared by WSP, Project No. 20M-01534-00, dated April 16, 2021;
- / **Servicing Report**, prepared by WSP, Project No. 211-01794-00, dated April 2021;
- / **Environmental Noise Assessment Addendum Letter**, prepared by Gradient Wind, File No. 19-111-Addendum Letter R1, dated March 10, 2021.

1.4 Hydro One Technical Review Application

A Secondary Land Use Technical Review application is being submitted concurrently to Hydro One for their review, comment, and approval of the proposed development's elements that are located within the Hydro One corridor lands. A formal, written request to Hydro One is required to secure Construction and Encroachment agreements on transmission corridor easement lands. Hydro One will work with proponents to review secondary land use proposals on the ROWs to ensure that they are compatible with the safety and maintenance requirements of its high-voltage equipment.

Site Context and Surrounding Area

2.1 Subject Lands

The subject lands, known municipally as 1131 and 1151 Teron Road, are located at the eastern corner of March Road and Teron Road in the Beaverbrook neighbourhood in Kanata North.



Figure 1: Aerial view of the subject lands (outlined in blue) and surrounding area

The subject lands consist of two (2) parcels. The parcel known as 1131 Teron Road is a rectangular lot at the southeast corner of the subject lands, which has a frontage of 45.7 metres along Teron Road and a lot depth of approximately 30.4 metres. The parcel known as 1151 Teron Road is an irregularly shaped lot with frontages of 176.3 metres along March Road and 184.8 metres along Teron Road.

Altogether, the subject lands have a total area of approximately 14,807 square metres, with frontages of 176.25 metres along March Road and 230.5 metres along Teron Road.

The subject lands are vacant, with grass, low shrubs and some trees. A vacant, one-storey single detached dwelling is located on the parcel known as 1131 Teron Road.

A Hydro One corridor with two (2) separate sets of utility lines runs across the subject lands. Some utility infrastructure, including a metal hydro tower and wooden utility poles, is also present on the ground.



Figure 2: Closeup, aerial view of the parcels at 1131 and 1151 Teron Road

Site Photos



Figure 3: Site photos of the subject lands

2.2 Surrounding Area

The following provides a brief description of the uses adjacent to the subject lands:

North: To the north of the subject lands is March Road, a four (4) lane median-divided arterial road. To the north of March Road are several office and light industrial buildings which form part of the Kanata North Business Park, as well as a shopping centre known as Gateway Plaza, with a mix of uses including a grocery store, a drug store, restaurants, a hair salon, and a bank.

South: To the south of the subject lands is the continuation of Beaverbrook, a predominantly low-rise residential neighbourhood. Housing types in the neighbourhood generally consist of detached dwellings and townhouses, as well as three (3) mid- to high-rise apartment buildings. Institutional uses, such as schools and churches, parks, community centres with recreational uses, and a neighbourhood commercial and office centre known as Beaverbrook Centre are also located in the neighbourhood.

East: Immediately to the east of the subject lands are townhouse developments and Bethune Park, along March Road. Further east is a continuation of the Beaverbrook neighbourhood.

West: To the west of the subject lands is a mix of a continuation of the low-rise residential neighbourhood known as Beaverbrook and office and commercial uses nearer to March Road.

Surrounding Context Photos

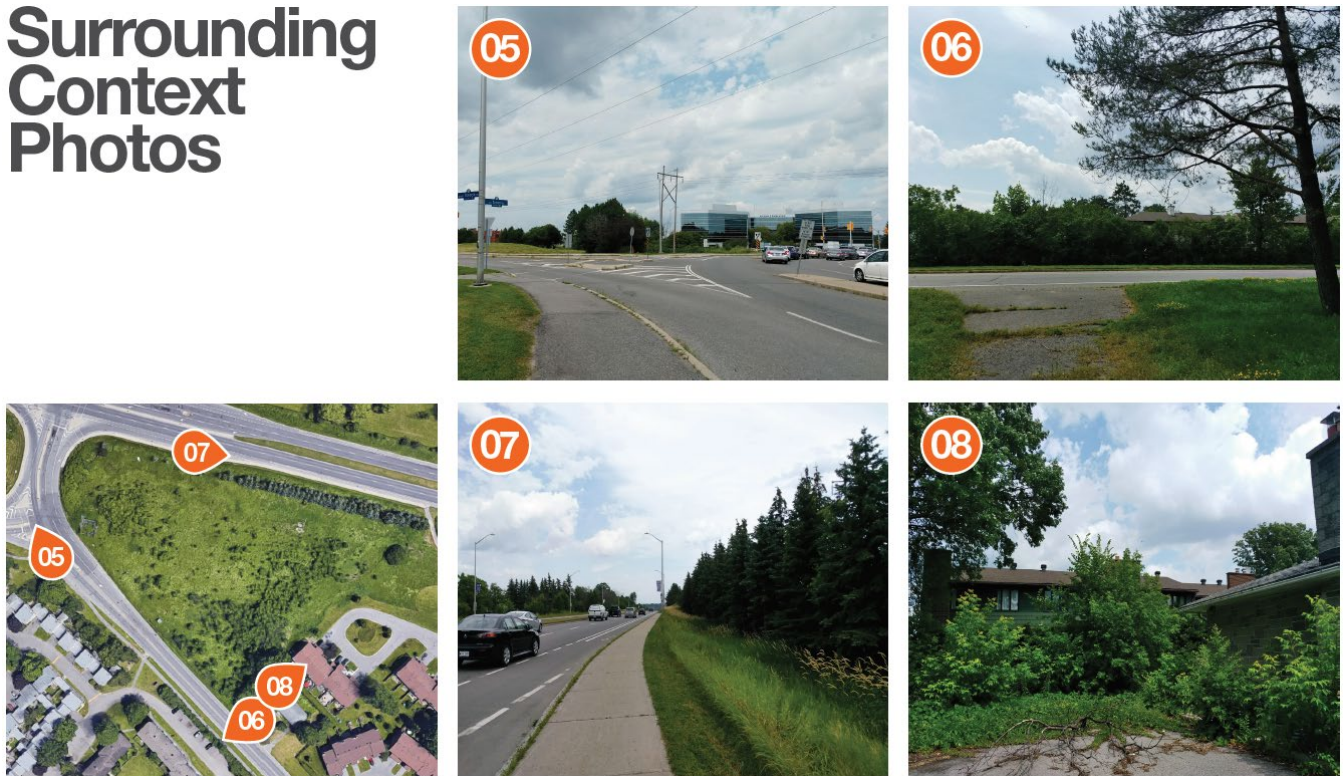


Figure 4: Photos of the surrounding context

2.3 Transportation Network

2.3.1 Road Network

As per Schedule E – Urban Road Network of the City of Ottawa Official Plan (Figure 5), the subject lands are located at the intersection of an Arterial Road (March Road) and a Major Collector Road (Teron Road). The subject lands are in proximity to several other Arterial (Campeau Drive, Terry Fox Drive, and Carling Avenue); Major Collector (Herzberg Road and Kanata Avenue); and Collector (Beaverbrook Road, Varley Drive, Leacock Drive, and Penfield Drive) Roads.

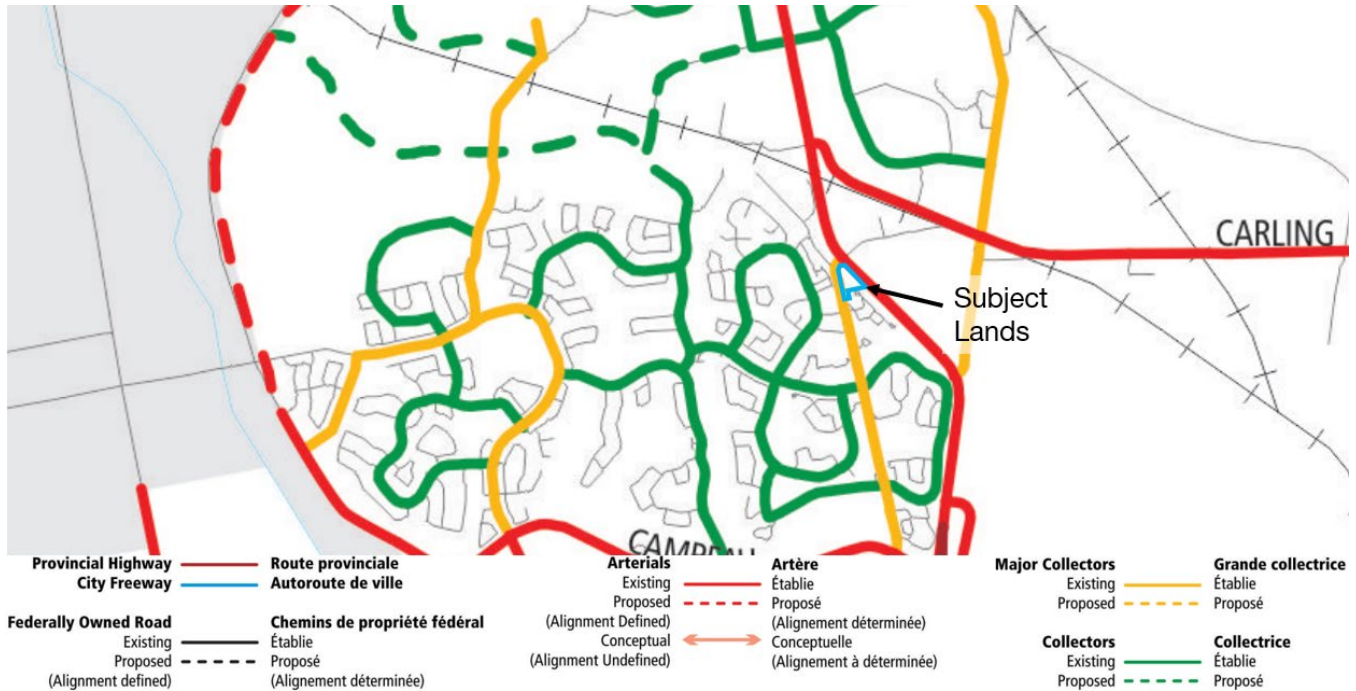


Figure 5: Excerpt from Schedule E – Urban Road Network of the City of Ottawa Official Plan

Arterial Roads are the major roads designated to carry large volumes of traffic over the longest distances. This roadway system provides links to provincial and inter-provincial roads. March Road is a four (4) lane median divided roadway with dedicated left turn and right turn lanes at a signalized intersection with Teron Road. Both sides of March Road have sidewalks and bicycle lanes.

Major Collector Roads are roads that serve neighbourhood travel between collector and arterial roads and may provide direct access to adjacent lands. Teron Road is a two (2) lane roadway with dedicated left and right turn lanes at its intersections with Steacie Drive and March Road.

2.3.2 Rapid Transit

As per Schedule D – Rapid Transit and Transit Priority Network of the City of Ottawa Official Plan (Figure 6), the subject lands are located in close proximity to the Kanata North Transitway, a proposed, at-grade, bus rapid transit corridor that would include a station at the intersection of Teron and March Roads. The City's Transportation Master Plan (TMP) identifies the Kanata North Transitway as an opportunity to provide high quality transit access between the 417 Highway and the major employment area in Kanata North along March Road.

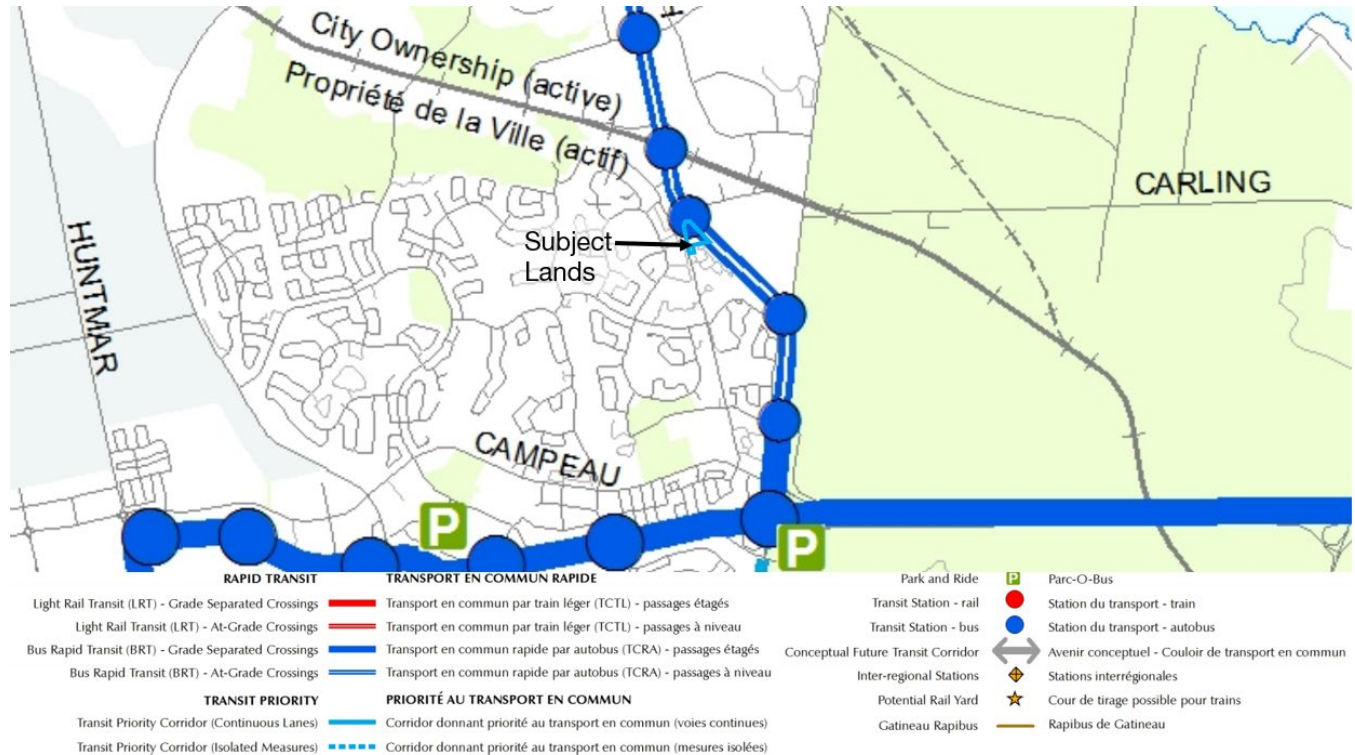


Figure 6: Excerpt from Schedule D – Rapid Transit and Transit Priority Network of the City of Ottawa Official Plan

2.3.3 Cycling

As per Schedule C – Primary Urban Cycling Network of the City of Ottawa Official Plan (Figure 7), the subject lands are located in close proximity to on-road cycling routes running on both sides of March Road. In addition, though not shown on Schedule C of the Official Plan, multi-use pathways connect the subject lands to abutting properties and surrounding neighbourhoods to the north and south.

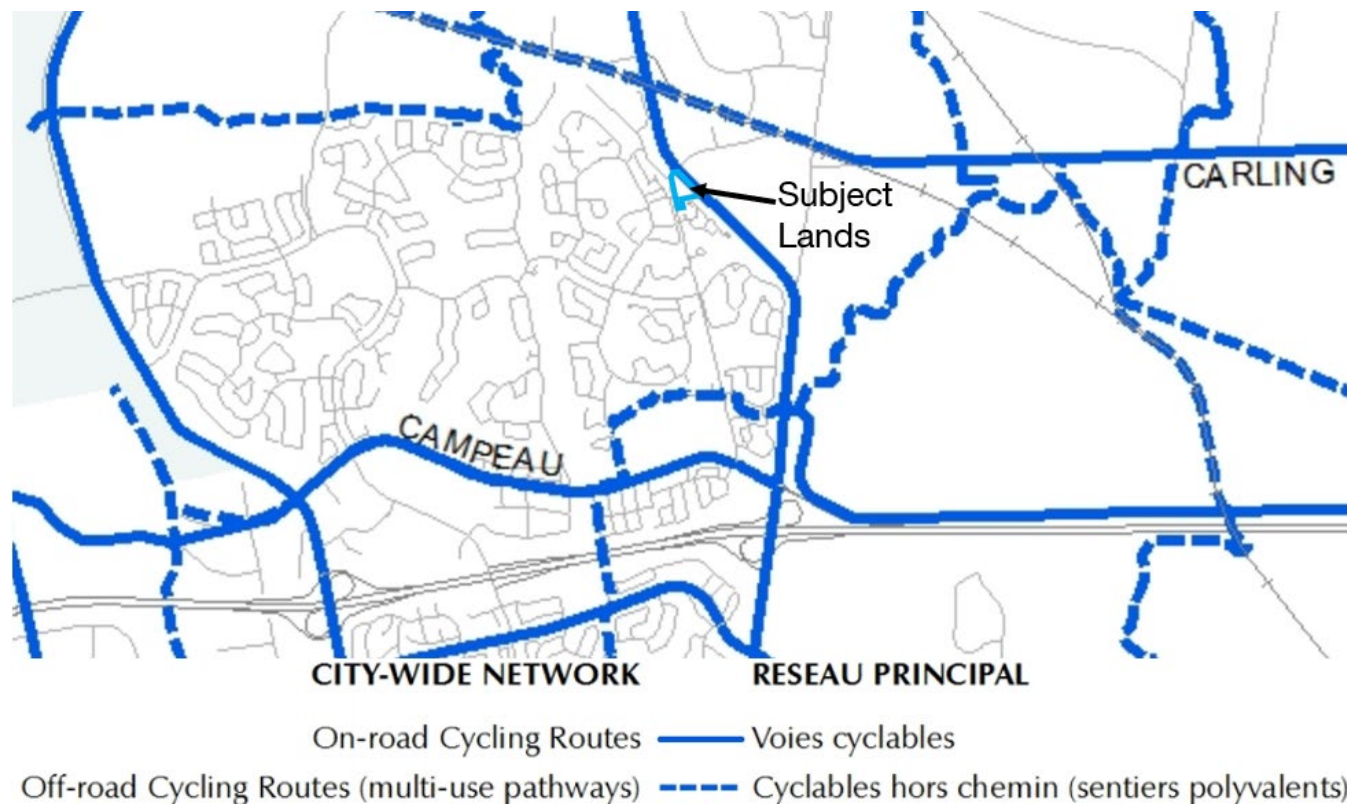


Figure 7: Excerpt from Schedule C – Primary Urban Cycling Network of the City of Ottawa Official Plan

Proposed Development and Summary of Design Changes

The proponent is proposing to develop the subject lands with two (2) residential buildings: a nine (9) storey, mid-rise apartment building on the larger, triangle-shaped parcel known as 1151 Teron Road and a three (3) storey low-rise apartment building on the smaller, rectangle parcel known as 1131 Teron Road. A total of 134 dwelling units are proposed, divided as follows:

- / The nine (9) storey apartment building will contain 116 dwelling units:
 - 28 one (1) bedroom units;
 - 40 one (1) bedroom + den units;
 - 36 two (2) bedroom units;
 - 11 two (2) bedroom + den units; and,
 - One (1) three (3) bedroom unit.
- / The three (3) storey apartment building will contain 18 dwelling units:
 - One (1) one (1) bedroom unit;
 - Seven (7) one (1) bedroom + den units;
 - Five (5) two (2) bedroom units; and,
 - Five (5) two (2) bedroom + den units.

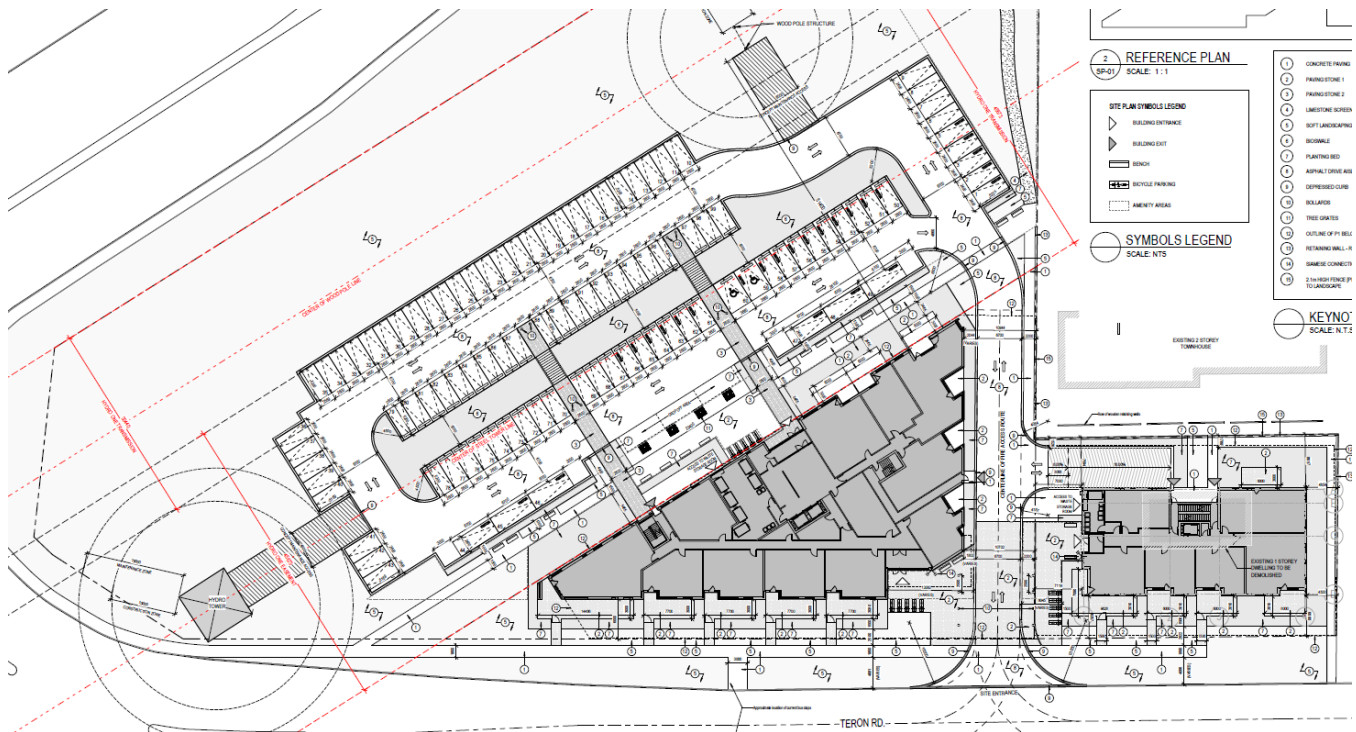


Figure 8: Excerpt from the Site Plan of the Proposed Development of the Subject Lands



Figure 9: South View of the Proposed Development

Access and Parking

Full-movement vehicular access to both residential buildings will be provided via a driveway connection to Teron Road. Unlike the previous mixed-use version of the project, access to March Road is no longer contemplated. March Road access was mainly requested for the benefit of the at-grade commercial uses. As discussed in the Parsons Transportation Study, the Teron Road access is sufficient for the projected vehicle volumes and movements of the residential project.

Parking for the proposed development is proposed to be provided in the form of a mix of surface parking (99 spaces) within the area of the Hydro corridor adjacent to the proposed nine (9) storey building and an underground parking garage (100 spaces), accessible via a ramp adjacent to the three (3) storey building. A total of 199 parking spaces will be provided, 172 of which will be for residents and 27 of which will be for visitors.

The underground parking garage will also provide secure bicycle parking spaces for the proposed development's residents. Additional bicycle parking spaces will be located outdoors, near the entrances to both buildings.

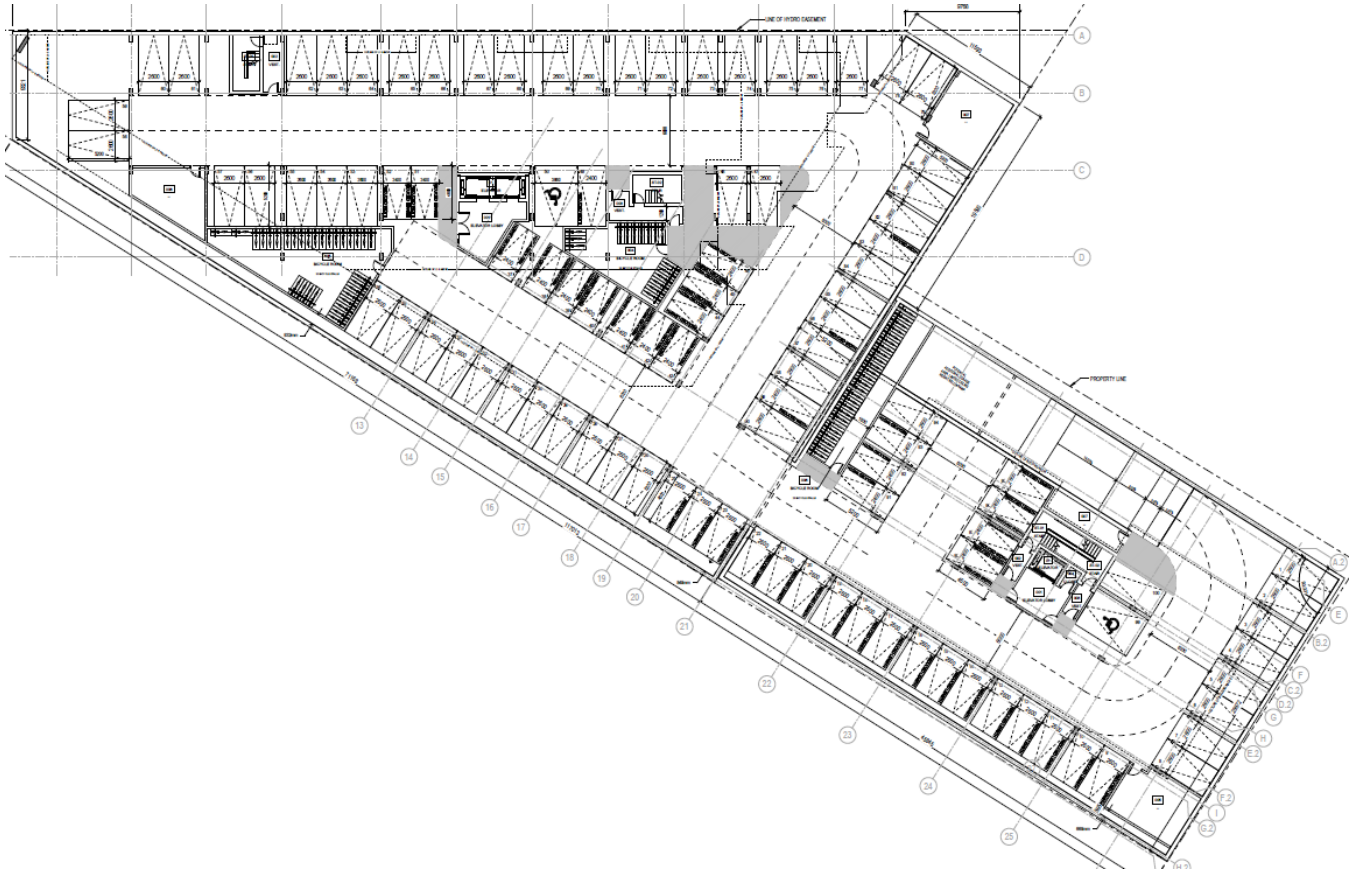


Figure 10: Excerpt from the P1 Level Floor Plan of the Proposed Development

Amenity Space

The proposed development will include a variety of private and communal amenity spaces for the buildings' residents, in compliance with and exceeding the requirements of the Ottawa Zoning By-law. Private amenity spaces in the form of balconies and terraces will be provided for several of the buildings' dwelling units; communal amenity spaces will include an entry plaza north of the nine (9) storey building, a lobby and gym on the ground floor of the nine (9) storey building, and a lounge and terrace on the 8th floor of the nine (9) storey building.

Additional, passive at-grade communal recreational space will be provided on the north portion of the subject lands between the parking lot and March Road, in the form of soft landscaping and a pathway connecting to an existing pedestrian pathway east of the subject lands.

3.1 Summary of Revisions

The following is a summary of the most significant revisions to the proposed development and associated plans:

- / The massing of the nine (9) storey building has been revised, simplified and scaled back along Teron Road and the previously-approved staggered floorplate sizes have been normalized for better unit layouts. The building steps back after the ground floor to the seventh storey, followed by a further step-back at the ninth storey. The nine (9) storey building continues to comply with the permitted building height measured in metres on Schedule 327 of the Zoning By-law, which establishes the permitted

building form on the subject lands. The three (3) storey building is also in compliance with Schedule 327 of the Zoning By-law.

- / Ground floor commercial uses are no longer proposed as part of the nine (9) storey building. As a result, the proposed development will be exclusively residential, with at-grade, street-fronting units.
- / Vehicle access to and from March Road is no longer proposed. As a result, vehicular access to the proposed development will be exclusively via Teron Road. The March Road access was mainly requested for the benefit of the at-grade commercial uses.
- / The removal of previously proposed visitor spaces adjacent to the low-rise apartment building will result in a longer, uninterrupted driveway throat length.
- / From a timing perspective, the proposed development is to be built out in one (1) phase, whereas the subject lands were previously proposed to be developed in two (2) phases.
- / The previously proposed unit count was 139 total dwelling units, whereas the revised unit count will consist of 134 dwelling units, as a result of additional larger units.
- / Due to the slight reduction in dwelling units and the elimination of ground floor commercial uses, the required minimum vehicle parking is now much lower. Combined with a larger underground parking garage than was previously proposed, the proposed surface parking will be reduced from 183 spaces to 99 spaces. The reduction of surface parking allows for more landscaped areas along March Road.
- / The ramp to the parking garage is proposed to be located to the rear of the low-rise building at 1131 Teron Road, whereas it was previously proposed to be located at the base of the mid-rise building at 1151 Teron Road. The revised ramp location contributes to a more efficient below-grade parking layout.

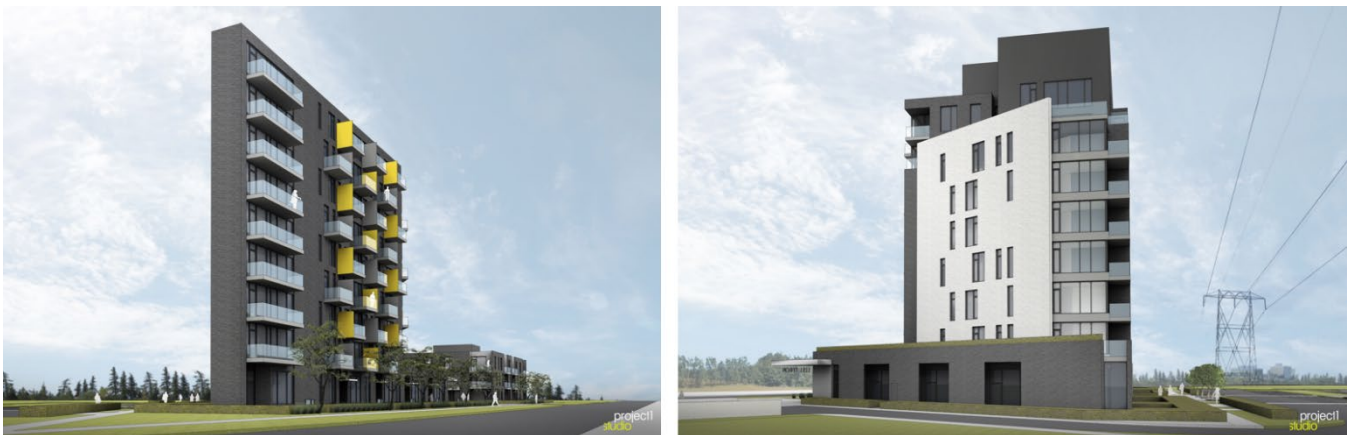


Figure 11: West (Left) and Southeast (Right) Views of the Proposed Development



Figure 12: North Entry (Left) and North (Right) Views of the Proposed Mid-Rise Building at 1151 Teron Road



Figure 13: Southwest (Left) and Teron Road Patios (Right) Views of the Proposed Development



Figure 14: Elevation Drawings of the Proposed Low-Rise Building at 1131 Teron Road

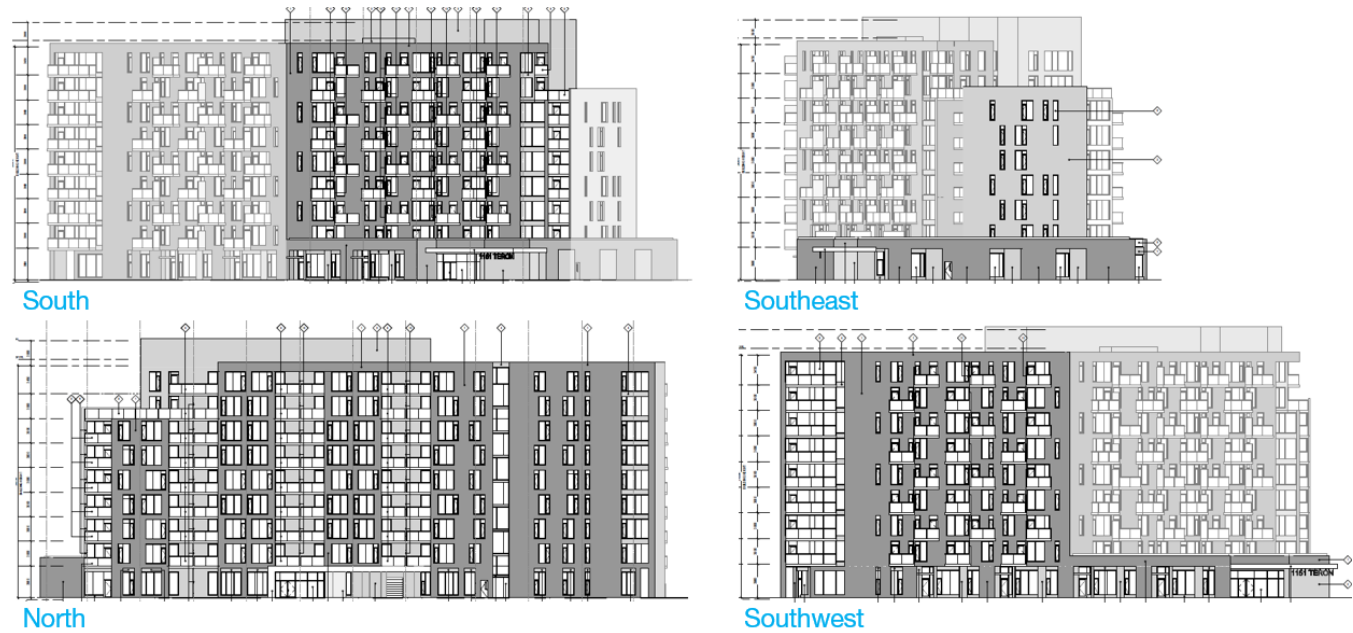


Figure 15: Elevation Drawings of the Proposed High-Rise Building at 1151 Teron Road

Policy & Regulatory Framework

4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act and in effect since May 1, 2020, provides policy direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS encourages planning authorities to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs. The PPS also encourages efficient development patterns which optimize the use of land, resources and public investment in infrastructure and public service facilities.

The proposed development meets the following policies of the PPS, among others:

1.1.3 Settlement Areas

Policy 1.1.3.1 of the PPS states that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) prepare for the impacts of a changing climate;
- e) support active transportation;
- f) are transit-supportive, where transit is planned, exists or may be developed; and
- g) are freight-supportive.

According to Policy 1.1.3.3 of the PPS, planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Policy 1.1.3.6 of the PPS notes that new development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Policy 1.4.3 of the PPS states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;
- b) permitting and facilitating:
 - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and

2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations;
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Policy 1.6.7.4 of the PPS states that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Policy 1.8.1(b) of the PPS states that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas.

The proposed development continues to be consistent with the policies of the PPS, as it represents a compact development in proximity to planned rapid transit that efficiently uses land and resources and available infrastructure and public service facilities in a built-up area of the City.

4.2 City of Ottawa Official Plan

4.2.1 General Urban Area Designation

The subject lands continue to be designated “General Urban Area” on Schedule B – Urban Policy Plan of the City of Ottawa Official Plan.

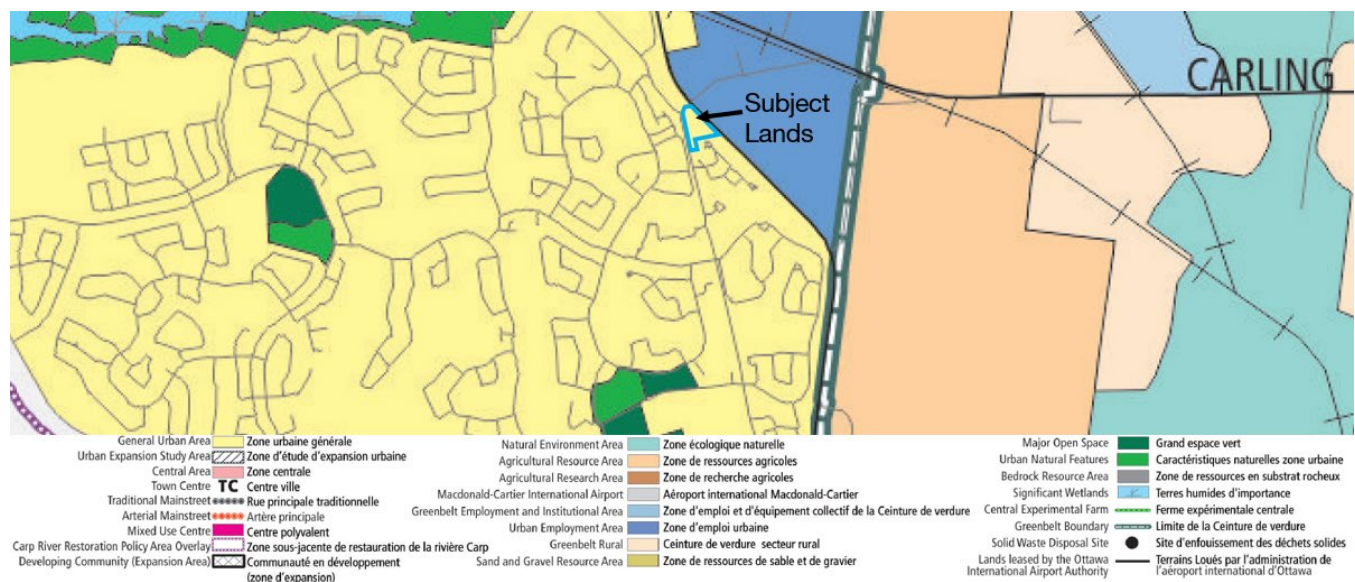


Figure 16: Excerpt from Schedule B – Urban Policy Plan of the City of Ottawa Official Plan

The proposed development conforms to the Official Plan policies for the General Urban Area designation by proposing residential uses that will contribute to the provision of a full range and choice of housing types in the Kanata North area.

The proposed mid-rise development conforms with Policy 4 of Section 3.6.1 of the Official Plan, as it fronts an Arterial Road (March Road) on Schedule E of the Official Plan is located within 800 metres walking distance of a Rapid Transit Station on Schedule D of the Official Plan. Further, the subject lands are already zoned to permit a nine (9) storey building.

The proposed development, which represents an intensification of the subject lands, will contribute to the provision of a full range of housing for a variety of demographic profiles throughout the General Urban Area, in particular. Given the above, the proposed development is also in conformity with Policy 5 of Section 3.6.1 of the Official Plan.

4.2.2 Urban Design and Compatibility (Section 2.5.1)

Section 2.5.1 of the Official Plan contains objectives and principles for urban design and compatibility. The proposed development meets these objectives and associated principles as follows:

- / To enhance the sense of community by creating and maintaining places with their own distinct identity.
Given existing site constraints, the proposed development will be of a relatively unique design which balances intensification with elements such as step-backs that will limit the nine (9) storey building's impacts on the existing community's identity.
- / To define quality public and private spaces through development
The proposed development will include quality communal amenity areas, both indoors and outdoors, as well as private amenity spaces in the form of balconies and terraces for several of the dwelling units. The proposed development also proposes to connect a pathway to an existing pathway to the east of the subject lands. The reduction of surface parking allows for more landscaped areas along March Road.
- / To create places that are safe, accessible and are easy to get to, and move through
The proposed development will create an active presence and "eyes on the street" along Teron Road, thus enhancing safety on and around the subject lands. The proposed development includes pedestrian connections to and through the subject lands (including the parking lot), and considers accessibility in its building design.
- / To ensure that new development respects the character of existing areas
The proposed nine (9) storey building is generously set back from abutting properties and features step-backs in its design in order to minimize concerns relating to privacy and shadowing.
- / 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 building use will contribute to providing a greater variety of housing options in the Kanata North area.
- / To understand and respect natural processes and features in development design.
The subject lands are not located in any Natural Heritage System Features or floodplains identified in the City's Official Plan.

- / To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment
- The proposed development represents intensification and the use of vacant lands for residential development, in proximity to planned rapid transit.**

4.2.3 Urban Design and Compatibility (Section 4.11)

Section 4.11 of the Official Plan provides guidance to ensure that new development is compatible with existing areas with respect to specific issues such as noise, parking, light spillover and shadowing. The policies in Section 4.11 are intended to address a wide range of potential development types. T

his Planning Rationale, particularly the following sections, addresses the requirement for a Design Brief. The following table explains how the proposed development responds to the applicable policies of Section 4.11:

Policy		Proposed Development
Views		
3	The City will protect the views of the Parliament Buildings from two locations in Beechwood Cemetery.	The proposed development will have no impact on protected views identified in the City's Official Plan.
Building Design		
5	<p>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. Proponents of new development will demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of:</p> <ul style="list-style-type: none"> / Setbacks, heights and transition; / Façade and roofline articulation; / Colours and materials; / Architectural elements, including windows, doors and projections; / Pre- and post-construction grades on site; and / Incorporating elements and details of common characteristics of the area. 	The proposed mid-rise building's design considers its proximity to neighbouring low-rise residential properties through the incorporation of generous setbacks and use of step-backs on the eastern portion of the building. The three (3) storey building is an appropriate transition to the abutting Bethune residential condominium project, in terms of height, building footprints and setbacks.
6	<p>The City will require that all applications for new development:</p> <ul style="list-style-type: none"> / Orient the principal façade and entrance(s) of main building(s) to the street. / Include windows on the building elevations that are adjacent to public spaces; / Use architectural elements, massing, and landscaping to accentuate main building entrances. 	<p>The proposed mid-rise building will incorporate an entrance facing Teron Road. The proposed low-rise building's main entrance will face the driveway access into the subject lands; however, the building is oriented in a way that provides a longer building wall along Teron Road. Further, several units with corresponding terraces or balconies will face the Teron Road frontage. Building entrances will be accentuated with landscaping.</p> <p>Building elevations adjacent to public spaces will include windows.</p>

Policy	Proposed Development
<p>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 City will encourage development proposals at such locations to include the following:</p> <p>Strong architectural design elements that feature the corner or street axis by: locating buildings close to the street edge, and/or orienting the highest and most interesting portion of a building (e.g. the main entrance) to the corner or axis which has a view of the terminus.</p> <p>Capitalizing on design possibilities for both street façades (by wrapping the materials used on the front façade around the building where any façades are exposed to the public realm); and</p> <p>Soft landscaping features, special paving materials, and/or curb extensions to shorten the distance across the street and larger sidewalk area to accommodate sidewalk activity.</p>	<p>The subject lands are located at the intersection of an Arterial Road (March Road) and Collector Road (Teron Road), allowing for greater onsite residential densities; however, the Hydro One corridor along March Road prohibits building placement immediately at the intersection of the two (2) roads. The proposed development responds to the constraint posed by the hydro corridor through a unique, triangle-shaped building form and design.</p>
<p>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. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation of these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.</p>	<p>Mechanical equipment and utilities will generally be internalized or roof-mounted where possible and appropriate. The pedestrian experience along Teron Road will not be impeded by the operation or location of mechanical, servicing equipment, or utilities.</p>
<p>9 Rooftop mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.</p>	<p>Mechanical equipment is incorporated into the mid-rise building's rooftop design. The mid-rise building will also incorporate an outdoor amenity terrace on its 7th floor.</p>
Massing and Scale	
<p>10 Where there are no established criteria provided in an approved Secondary Plan, the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria:</p> <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 development and development that is across the street; / Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development; 	<p>The proposed development will be in conformity with the maximum permitted building height and building envelope for the subject lands established in the Official Plan and Zoning By-law.</p> <p>The proposed development incorporates generous setbacks and step backs to ensure a comfortable and appropriate transition to the abutting residential neighbourhood and condominium, both lower in height and density.</p>

Policy	Proposed Development
/ The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section.	
11 The City may require a Shadow Analysis and/or Wind Analysis as part of a complete application, except where identified in the Wind/Shadow Terms of Reference. The study(s) will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent of each Analysis is to demonstrate how these impacts have been minimized or avoided.	A Sun Shadow study was prepared and submitted as part of the Zoning By-law Amendment Application for the subject lands. The study demonstrates that the proposed development's shadowing impact on adjacent properties is largely limited to the evening, and there are no adverse impacts.
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. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.	Generous setbacks and the incorporation of step-backs on the upper floors of the mid-rise building will contribute to an appropriate transition to Teron Road and adjacent areas.
13 Building height and massing transitions will be accomplished through a variety of means, including: <ul style="list-style-type: none"> / Incremental changes in building height (e.g. angular planes or stepping building profile up or down); / Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet); / Building setbacks and step-backs. 	<p>The use of upper floor step-backs and appropriate and generous setbacks will achieve an effective transition to adjacent areas.</p> <p>The 3-storey building along Teron Road is an appropriate transition to the abutting Bethune residential condominium, in terms of height, building footprints and setbacks.</p>
Outdoor Amenity Areas	
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). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.	The proposed development's generous setbacks, strategic placement of balconies, and incorporating of step-backs in the mid-rise building design will help minimize undesirable or adverse impacts on existing private amenity spaces of adjacent residential properties.
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. These areas may include private amenity areas and communal amenity spaces such as: balconies or	The proposed development will include quality communal amenity areas, both indoors and outdoors, as well as private amenity spaces in the form of balconies and terraces for several of the dwelling units. The proposed development also

Policy	Proposed Development
terraces, rooftop patios, and communal outdoor at-grade spaces (e.g. plazas, courtyards, squares, yards). The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.	proposes to connect a pathway to an existing pathway to the east of the subject lands.

Given the above, the proposed development conforms with the urban design and compatibility criteria outlined in Section 4.11 of the City's Official Plan.

4.3 New City of Ottawa Official Plan

The City of Ottawa is currently in the process of developing a new Official Plan that will replace the existing Official Plan from 2003 (as amended). The new Official Plan will have a 25-year time horizon which spans from 2021 to 2046. In December 2019, a detailed set of Preliminary Policy Directions for the new Official Plan was approved by City Council. The Preliminary Policy Directions are intended to address the challenges that Ottawa is expected to face over the next 25 years as the population expands from approximately 1 million to just over 1.4 million people.

The proposed development meets the following Preliminary Policy Directions:

Growth Management

- / By 2046, achieve a majority of new residential units by intensification in the urban area and serviced villages.
- / Grow the city around its rapid transit system.
- / An increased intensification target should be gradual in the short-term, and gradually increase over the long-term horizon of the Plan.
- / Ensure city infrastructure is considered as part of any intensification strategy.
- / Ensure intensification strategy will consider housing and transportation affordability.
- / Incent intensification in targeted areas through a variety of mechanisms.

The proposed development represents an intensification of the subject lands in the City's urban area, in proximity to planned rapid transit.

Housing

- / Encourage denser, walkable 15-minute neighbourhoods to help reduce or eliminate car dependency and promote social and physical health and sustainable neighbourhoods.
- / Strengthen the current policy direction which focuses new growth around existing higher-order transit.
- / Continue to monitor and adjust City policies to ensure there is a range and mix of housing types and housing availability for all income groups.

The proposed development will intensify the subject lands with apartment buildings in proximity to planned rapid transit.

4.4 Transit-Oriented Development Guidelines

Approved by City Council on September 26, 2007, the City of Ottawa's Transit-Oriented Development Guidelines seek to provide guidance to assess, promote and achieve appropriate Transit-Oriented Development within the City of Ottawa.

These guidelines are to be applied throughout the City for all development within a 600 metre walking distance of a rapid transit stop or station, in conjunction with the policies of the Official Plan and all other applicable regulations. Enhanced cycling facilities and cycling infrastructure should be considered within a 1,500 metre cycling distance. Areas served by high-quality transit (frequent service, numerous routes, extended hours of service) rather than rapid transit will also benefit from applying these guidelines.

The proposed development meets several of the guidelines including the following:

- / Provide transit supportive land uses within a 600 metre walking distance of a rapid transit stop or station (Guideline 1).
- / Lay out new streets, laneways, pedestrian and cycling connections in a connected network of short block lengths that offer route choice (Guideline 4).
- / Create pedestrian and cycling “short cuts” that lead directly to transit. Pathways require a minimum 6-metre right-of-way. Ensure these “short cuts” are maintained and free of ice and snow in winter. Look for opportunities to link “short cuts” to the larger greenspace, pedestrian and cycling networks. Note that carefully planned street networks should not require “short cuts” (Guideline 5).
- / Locate the highest density and mixed uses (apartments, offices, etc.) immediately adjacent and as close as possible to the transit station (Guideline 8).
- / Create transition in scale between higher intensity development around the transit station and adjacent lower intensity communities by stepping down building heights and densities from the transit station (Guideline 9).
- / Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street (Guideline 11).
- / Create highly visible landmarks through distinctive design features that can be easily identified and located. For example, taller buildings can create a landmark location because they stand out on the skyline (Guideline 12).
- / Set large buildings back between 3.0 and 6.0 metres from the front property line, and from the side property line for corner sites, in order to define the street edge and to provide space for pedestrian activities and landscaping (Guideline 13).
- / Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians (Guideline 14).
- / Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing (Guideline 15).
- / Design ground floors to be appealing to pedestrians, with such uses as retail, personal service, restaurants, outdoor cafes, and residences (Guideline 28).
- / Design access driveways to be shared between facilities. This helps to improve the pedestrian environment by limiting the number of depressed curbs across public sidewalks and reduces potential points of conflict between pedestrians and vehicles (Guideline 36).
- / Enclose air conditioner compressors, garbage and recycling containers and other similar equipment within buildings or screen them from public view (Guideline 54).

Given the above, the proposed development meets the intent and purpose of the City’s Transit-Oriented Development Guidelines.

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

The subject lands are designated Residential Fifth Density, Subzone A, Urban Exception 2144, Schedule 327 (R5A[2144] S327) and Parks and Open Space, Urban Exception 2143 (O1[2143]) in the City of Ottawa Comprehensive Zoning By-law (2008-250).

The subject lands are one (1) lot for zoning purposes, as per Urban Exceptions 2143 and 2144 of the City's Zoning By-law.

The maximum permitted building heights and minimum required setbacks are as per Schedule 327 of the Zoning By-law.



Figure 17: Zoning map of the subject lands and surrounding area

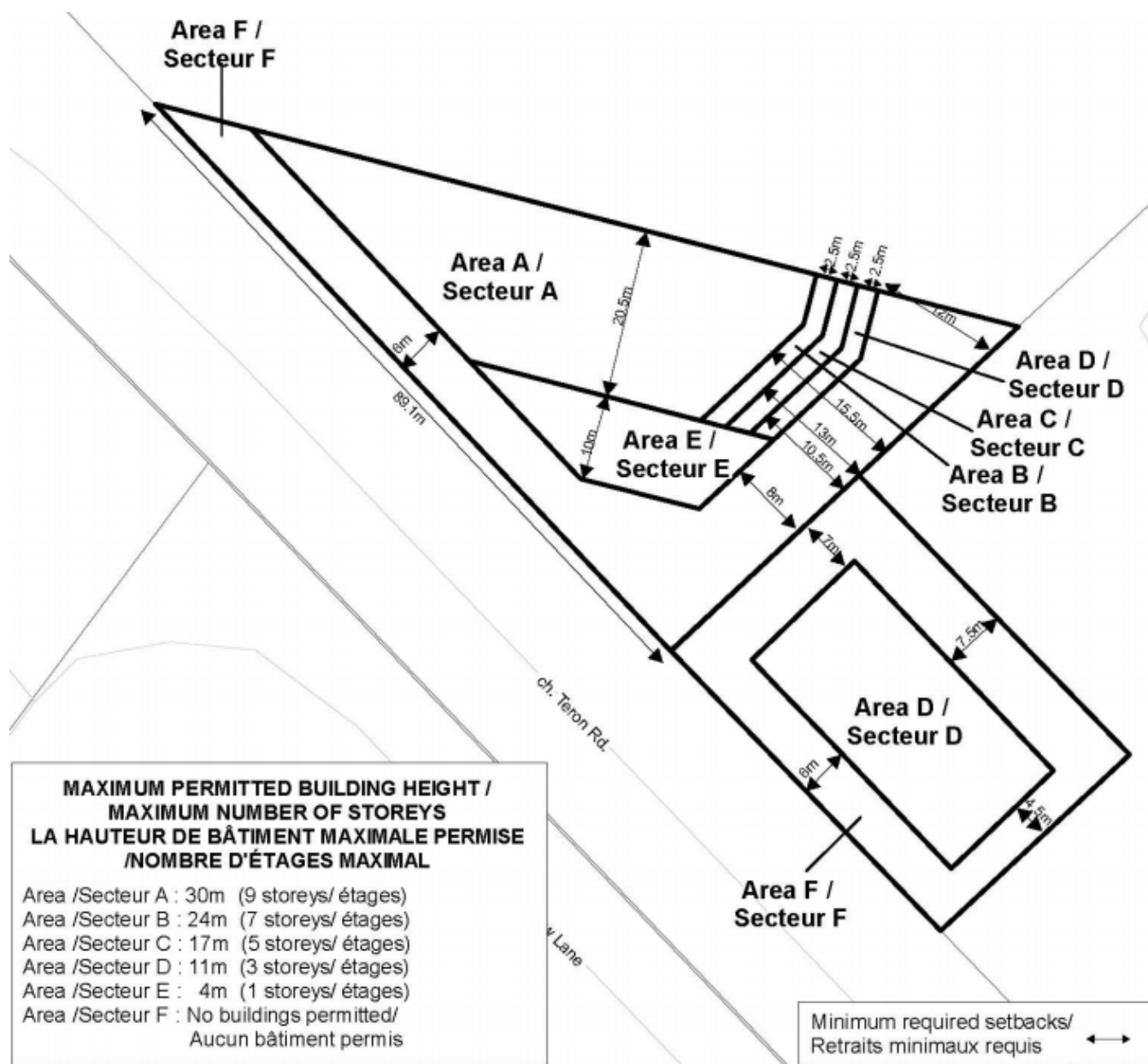


Figure 18: Excerpt from Schedule 327 of the Zoning By-law

The following table summarizes the proposed development's compliance with the existing zoning.

Zoning Mechanism	Required	Provided	Compliance
Minimum Lot Area	25 m	> 25 m	✓
Minimum Lot Width	1,000 m ²	> 1,000 m ²	✓
Minimum Setbacks and Permitted Building Envelope	As per Schedule 327	Proposed development complies with Schedule 327	✓

Zoning Mechanism	Required	Provided	Compliance
Maximum Building Height	/ 113 Teron: 11 m (3 storeys) / 1151 Teron: 30 m (9 storeys)	/ 1131 Teron: 9 m (3 storeys) / 1151 Teron: 28 m (9 storeys)	✓
Minimum Landscaped Area	30% of lot area	Approximately 47.4% of lot area	✓
Minimum Required Parking Spaces (Residents)	1.2 per dwelling unit (134): 161	/ Surface: 104 / Underground: 68 / Total: 172	✓
Minimum Required Parking Spaces (Visitors)	0.2 per dwelling unit (134): 27	27	✓
Parking Space Dimensions	/ Minimum width: 2.6 m / Minimum length: 5.2 m / Up to 40% of required resident spaces may be reduced to 4.6 m by 2.4 m: 64 spaces	/ Standard parking spaces: 2.6 by 5.2 m / 40 resident parking spaces (less than 40%) are reduced length and/or width	✓
Minimum Driveway Width	/ Single traffic lane: 3.0 m / Double traffic lane: 6.0 m	/ Single traffic lane: 4.6 m / Double traffic lane: 6.7 m	✓
Maximum Driveway Width	/ 6.7 m	/ 6.7 m	✓
Minimum Width of Aisle in a Parking Lot	/ Parking Lot: 6.7 m / Parking Garage: 6.0 m	/ Parking Lot: 6.7 m / Parking Garage: 6.0 m	✓
Minimum Landscaped Area in a Parking Lot	/ 15% of parking lot must be landscaped / Minimum landscaped buffer around the parking lot: <ul style="list-style-type: none"> ○ 1.5 m where not abutting a street ○ 3 m where abutting a street 	> 15% of parking lot will be landscaped Minimum landscaped buffer: <ul style="list-style-type: none"> / At least 1.5 m where not abutting a street (except where a driveway crosses the landscaped buffer); / > 3 m where abutting a street 	✓
Minimum Required Bicycle Parking	0.5 per dwelling unit (134): 67 spaces	89 spaces	✓

Zoning Mechanism	Required	Provided	Compliance
Amenity Area	Total (6 m ² per dwelling unit, 134 units): 804 m ²	2,955 m ²	✓
	Communal Area (minimum 50% of required total amenity area): 402 m ²	1,981 m ²	
	Layout: at least one amenity area must be a minimum of 54 m ²	At least one communal amenity area is more than 54 m ²	

Given the above, the proposed development complies with the intent and provisions of the existing R5A[2144] S327 zoning.

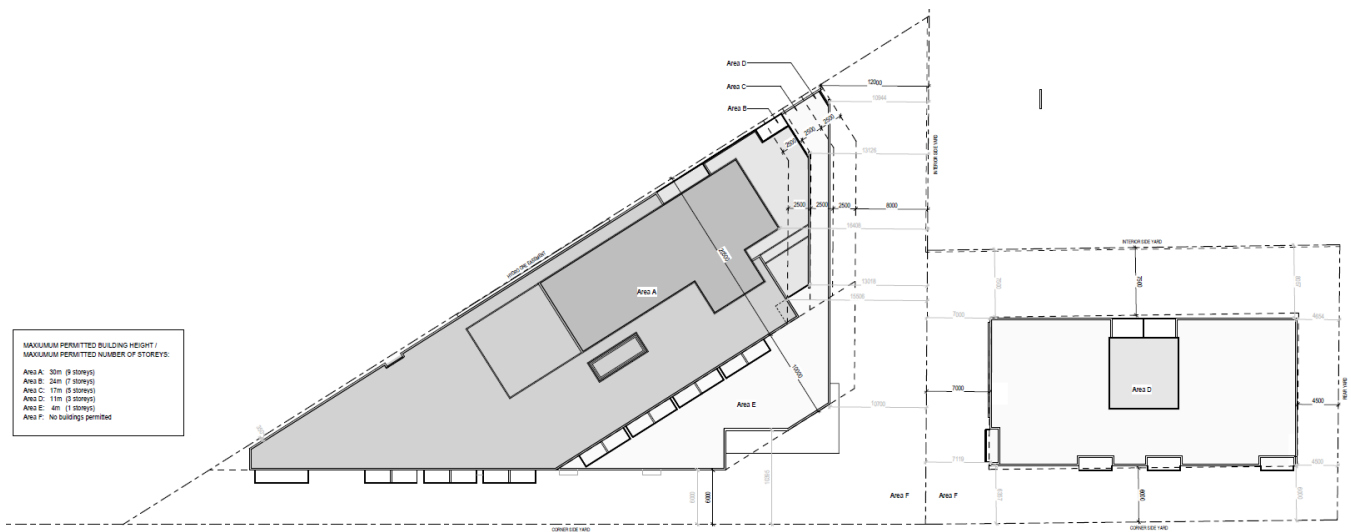


Figure 19: Excerpt from the Project Statistics and Zoning Information Page, Comparing the Proposed Building Footprint to Schedule 327 of the Zoning By-law

5.0 Conclusion

27

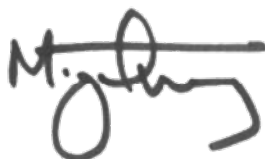
It is our professional opinion that the proposed Site Plan Control application resubmission represents good planning and is in the public interest, due to the following:

- / The proposed development is consistent with the policies of the Provincial Policy Statement (2020). More specifically, the proposed development consists of dense housing that will be built in a compact form and that will efficiently use land and infrastructure in a settlement area, in proximity to planned rapid transit;
- / The proposed development conforms to the Official Plan policies for the General Urban Area designation, contributing to the diversity of housing choices in the Beaverbrook community and in Kanata North;
- / The proposal conforms to the City's urban design and compatibility criteria established in Sections 2.5.1 and 4.11 of the Official Plan;
- / The proposed development complies with the applicable provisions of the Zoning By-law;
- / The proposed development is supported by a range of technical studies.

Sincerely,



Nico Church, MCIP RPP
Planner



Miguel Tremblay, MCIP RPP
Partner