



1509 Merivale Road

Planning Rationale + Design Brief
Site Plan Control
January 14, 2022



Prepared for Katasa Developments

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1.0 Introduction	4
2.0 Subject Property and Site Context	5
3.0 Proposed Development (Design Brief)	10
4.0 Policy and Regulatory Framework	15
5.0 Supporting Plans and Studies	27
6.0 Public Engagement Strategy	29
7.0 Conclusions	30

1.0 Introduction

4

On behalf of Katasa Developments ('Katasa'), Fotenn Planning + Design ('Fotenn') has prepared the following Planning Rationale and Design Brief report in support of a Site Plan Control application to facilitate the development of a nine (9) storey residential apartment building on Part of Lots 34, 35 and 36 and part of block A on Registered Plan 313132 ('subject property'), municipally known as 1509 Merivale Road.

1.1 Application Purpose

Katasa intends to develop the entirety of the subject property using a phased approach. The purpose of the enclosed Site Plan Control application is to permit the redevelopment of the northern half of 1509 Merivale Road with a nine (9) storey apartment building. This Site Plan Control application is for phase one of two for the subject site. Phase two of the development, which is outlined on the enclosed Site Plan, is intended to be developed at a later date and will be subject to a future Site Plan Control application.

Subject Property and Site Context

2.1 Subject Property

The subject property is located on the east side of Merivale Road, just south of where it meets Clyde Avenue. The property has a frontage of approximately 106 metres on Merivale Road, a depth of approximately 80 metres and a total area of 1.11 hectares (11,104 square metres). The property abuts Kerry Crescent to the rear. Vehicular access to the subject property is accessed through two (2) accesses at each end of the property fronting Merivale Road, as well as via a City-owned laneway which connects to the property from Capilano Drive.

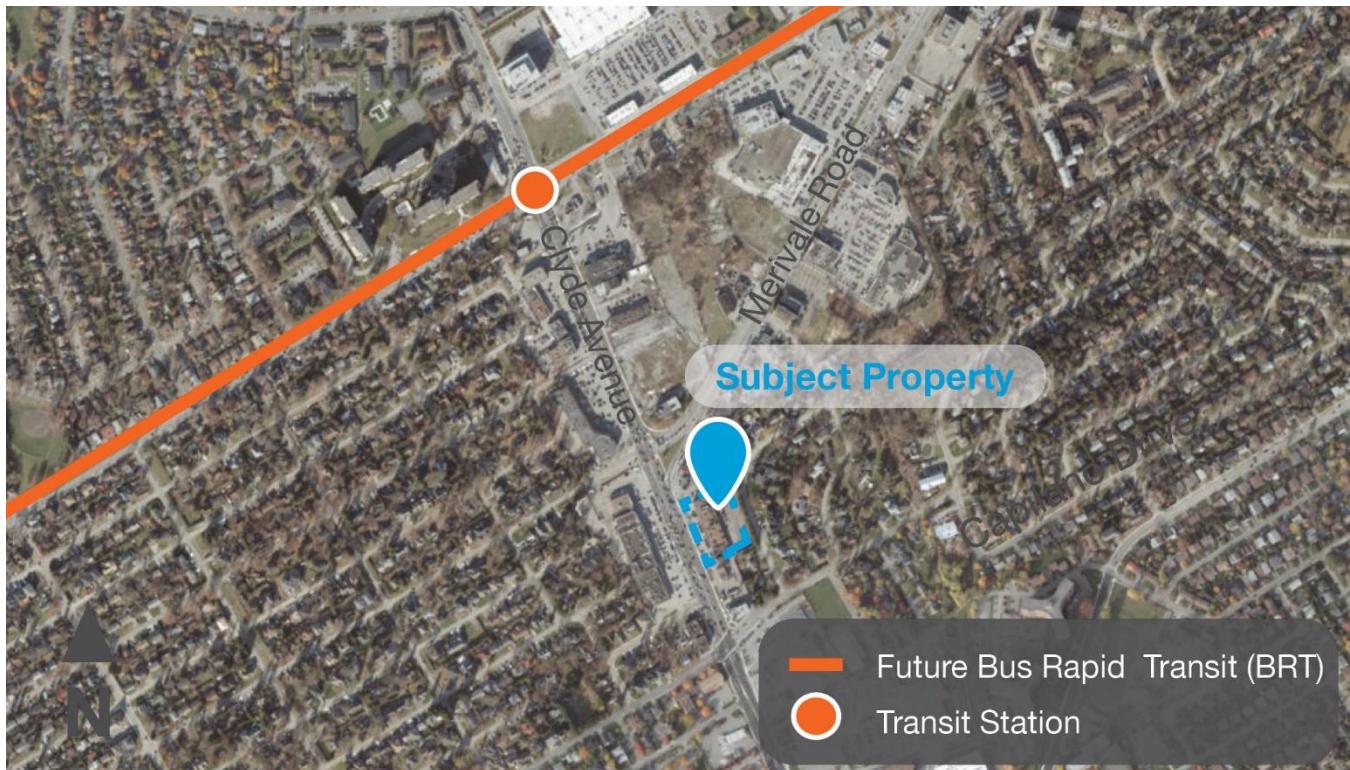


Figure 1: Area Context

The subject property is currently occupied by a one (1) to two (2) storey commercial strip mall, as shown in Figure 2.

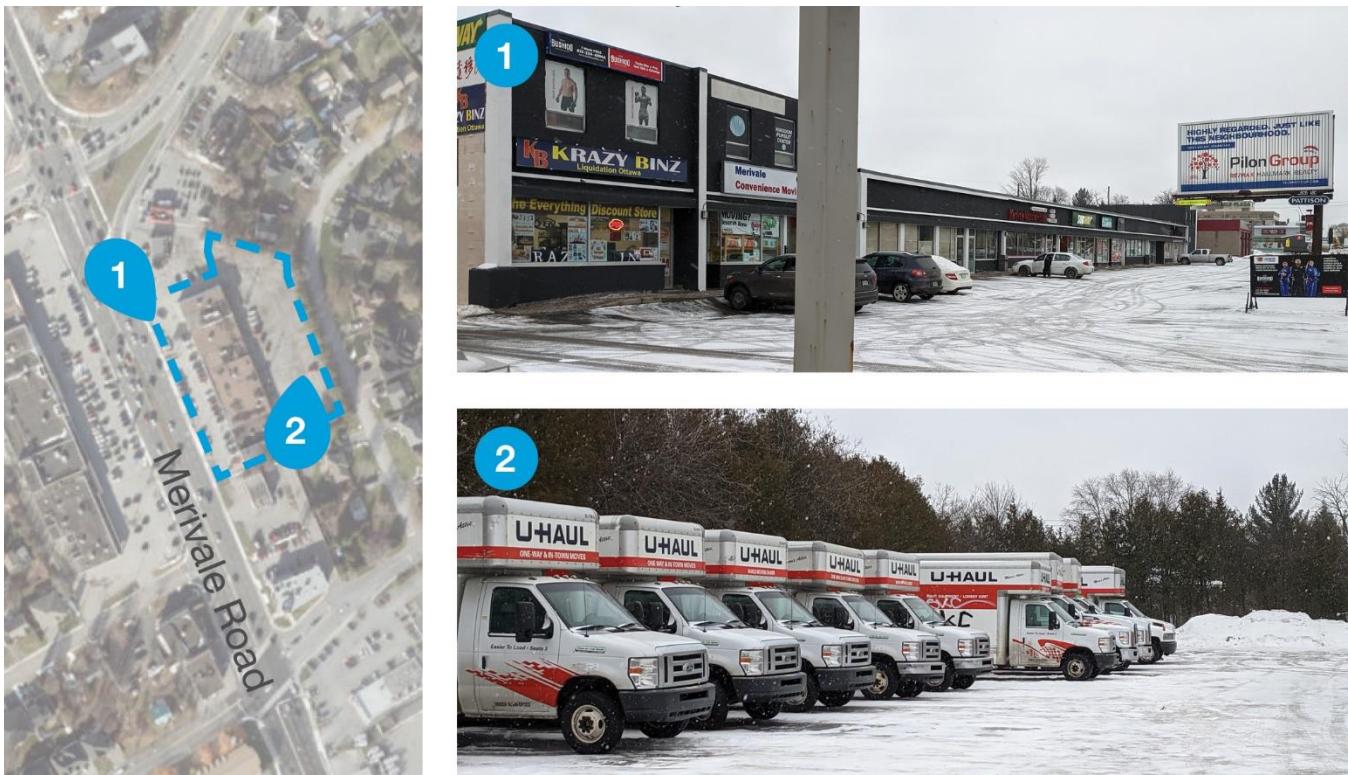


Figure 2: Views of Subject Property



Figure 3: Vehicular Accesses to Subject Property

2.2 Land Use Context

Merivale Road functions both as a Mainstreet corridor for residential neighbourhoods to the east and west, and as a commercial destination serving the larger city. The Arterial Mainstreet designation extends from Baseline Road to Hunt Club Road ('Merivale Arterial Mainstreet') and is recognized by the Merivale Road Secondary Plan. The subject property is an important contributor to the Merivale Corridor, both due to its substantial frontage, as well as its location near Baseline Road and Clyde Avenue.

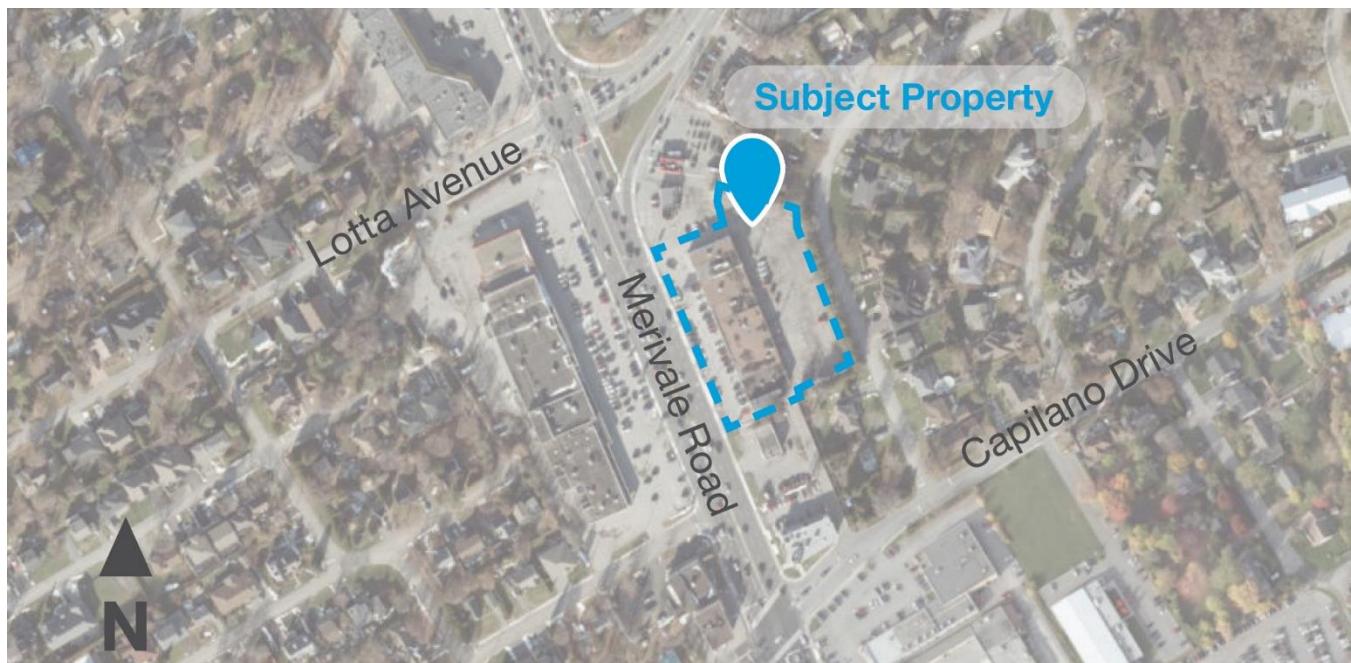


Figure 4: Site Context

North: Immediately north of the subject property there is an automotive service centre, as shown in image 3 of Figure 3. Further North is the intersection of Merivale Road and Clyde Avenue; both arterial roads. Clyde Avenue continues north while Merivale turns northeast. Both interest Baseline Road, also an arterial road, creating a triangular superblock colloquially referred to as the Merivale Triangle.

East: The back of the subject property abuts Kerry Crescent with a large hedgerow that runs along the entire rear property line (Figure 5). Kerry Crescent is a local neighbourhood street with low-rise single detached homes. This neighbourhood is predominantly low-rise residential.



Figure 5: Views of Surrounding Context

South: Abutting the subject property to the south there is an automotive service centre. A restaurant further south fronts Merivale Road. South of Capilano Drive, Merivale Road is characterized by large format retail and shopping centres on very large and deep lots.

West: The subject property fronts onto Merivale Road to the east. On the east side of Merivale Road there is a shopping plaza (Image 5 of Figure 5). Further west is the City View neighbourhood, a predominantly low-rise residential community.

2.3 Transportation Context

The subject property fronts onto Merivale Road, an Arterial Road as identified in both the old and new Official Plans (Figure 3 below). Baseline Road and Clyde Avenue are also both Arterial Roads, as is Meadowlands Drive to the south of the subject site. Capilano Drive/Withrow Avenue is a collector.

The subject site is currently serviced by the number 80 bus route that has a stop on Merivale Road and Clyde Avenue. This route runs north-south from Barrhaven to the south and Tunney's Pasture to the north where passengers can transfer to the O-Train Line 1.

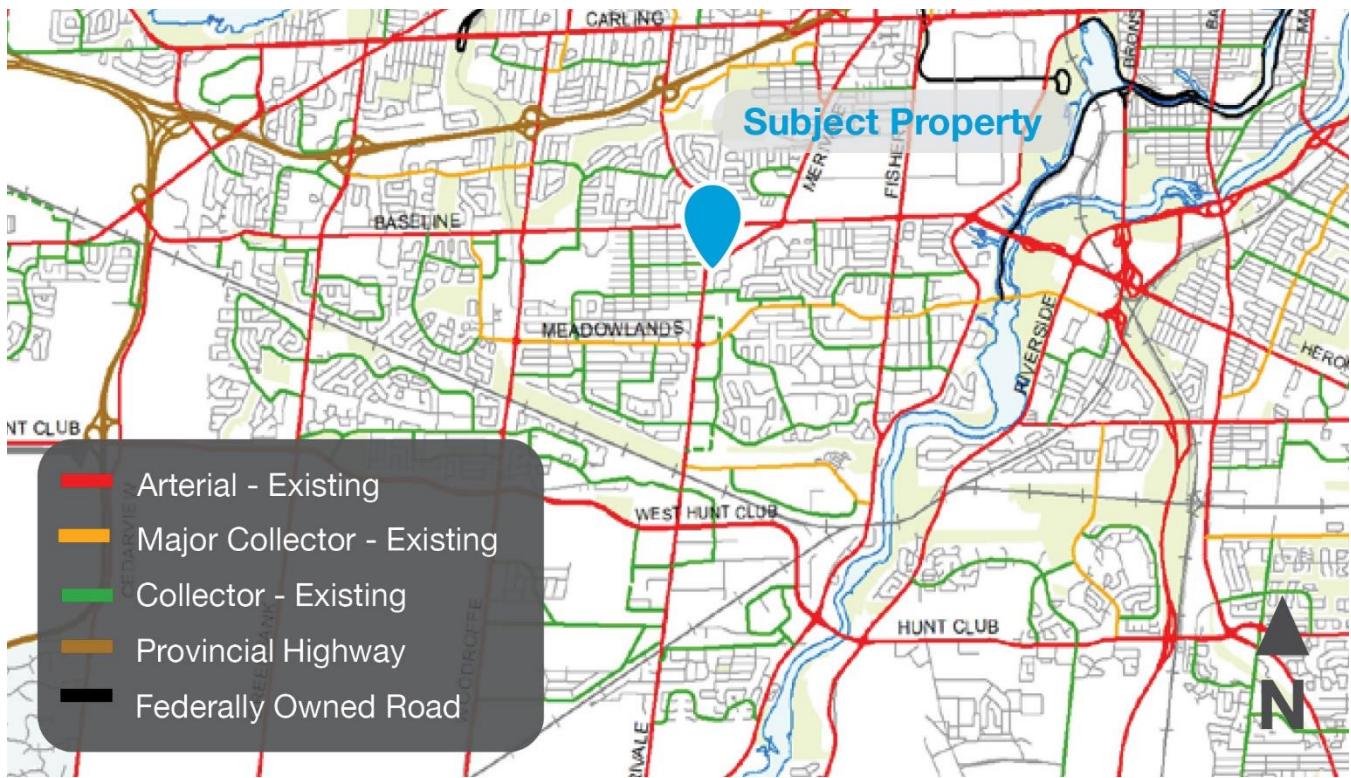


Figure 6: Schedule E - Urban Road Network Map

Merivale Road is identified as a Transit Priority Corridor in both the current and new Official Plans. Additionally, a Bus Rapid Transit (BRT) line is planned along Baseline Road. An Environmental Assessment has been completed for this work, but funding has not yet been allocated.

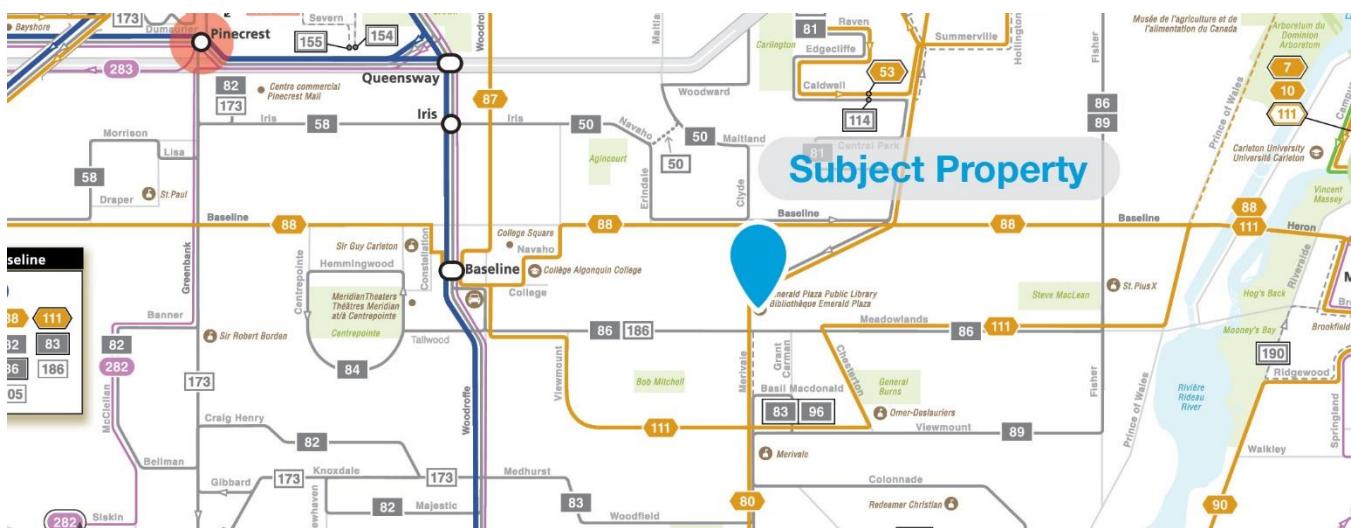


Figure 7: OC Transpo System Network Map

Proposed Development (Design Brief)

The applicant, Katasa Developments, is proposing to redevelop the site to construct a nine (9) storey residential apartment building with 203 units and two storeys of underground parking. The redevelopment of the subject property will require the demolition of the existing commercial strip mall and the adjacent surface parking lot, and remediation of contaminated soils. This Site Plan Control application is for the first of two (2) phases planned for the subject property; Phase 2, which will be the subject of a future Site Plan Control application, is proposed to approximately mirror the Phase 1 building on the south end of the subject property.

As shown in Figure 8 below, the building footprint is u-shaped, framing one half of an internal courtyard. A single vehicular access off Merivale Road is proposed, providing access for servicing, move-ins, pick-ups/drop-offs, and the underground parking garage. A second vehicular entrance, from the existing City-owned laneway, is proposed to be constructed during Phase 1. All parking, except for eight short-term visitor parking spaces, will be located below-grade.



Figure 8: Extract from Ground Floor Plan showing Site Layout

The development approach – with two (2) development phases, a central access, and a courtyard – was selected after consideration of alternatives. The proposed approach breaks up the building massing along Merivale Road, provides a pedestrian-friendly access between Merivale Road and Kerry Crescent, and allows for the second Phase of the development to be undertaken at a later date.

3.1.1 Building Massing and Transition

The proposed development is appropriately massed for a mid-rise building and uses a base-middle-top design approach. Material choices are used to distinguish the base and middle of the building, while a significant setback from the rear façade defines the transition between the middle and the top of the building.



Figure 9: View from Merivale Road, looking Southeast towards Proposed Development

The density of the building is concentrated towards Merivale Road and steps down from nine (9) to six (6) storeys to transition better to the adjacent low-rise residential neighbourhood to the east. This will mitigate visual and shadow impacts on adjacent private amenity spaces and on Kerry Crescent.



Figure 10: Perspective from Kerry Crescent, showing the proposed building and existing low-rise buildings

The proposed development makes use of a 45-degree angular plane as a measurement of appropriate built form transition. As shown in Figure 11 below, the building envelope falls within a 45-degree angular plane, projected from the far edge of the abutting right of way.

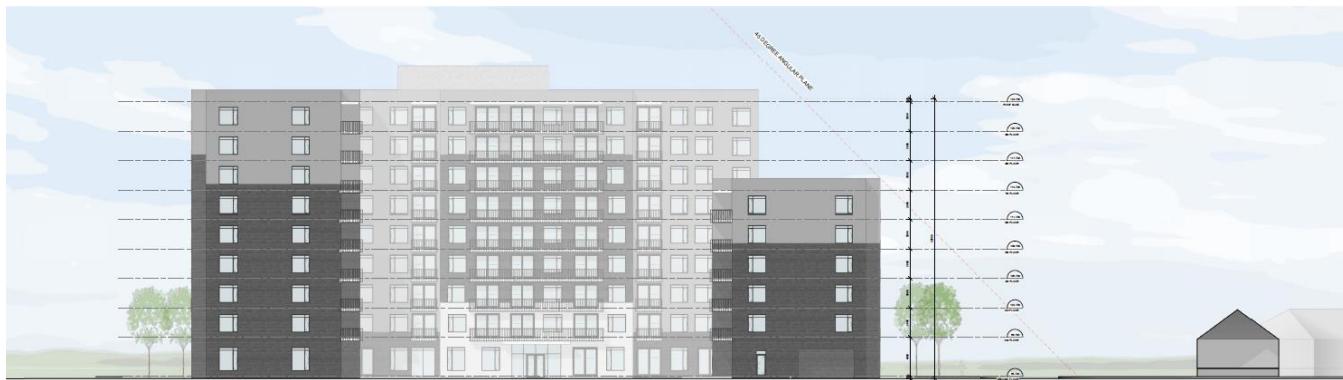


Figure 11: Angular Plane Section, Looking North towards Proposed Development

Where the proposed development directly abuts low-rise residential property, the building has been sculpted to improve built form transition. The property line abutting the adjacent single detached homes is angled, such that the building setback varies from a minimum of 7.5 metres to over 25 metres. Above the sixth storey, the building is set back 12 metres from the façade facing Kerry Crescent and is notched so that a minimum setback of approximately 17 metres is provided between the taller portion of the building, and the interior side lot line shared with low-rise dwellings. An application of a 45-degree angular plane is shown schematically in Figure 12.



Figure 12: Angular Plane Section, Looking West towards Proposed Development

3.1.2 Public Realm

The proposed development interfaces with the public realm along Merivale Road and Kerry Crescent. The proposed development also frames two (2) private communal spaces: a landscaped communal amenity space in the north side yard, and a central courtyard with a looped driveway.

The building is set at the future property line, after the Merivale Road protected right-of-way dedication is taken, framing the street. The indoor communal amenity room and gym are located along the front façade – these active uses, along with the building's second lobby, will animate the Merivale frontage. To allow the building to be located close to the street, and to minimize vehicle-pedestrian conflicts, a second lobby is provided with access to the central courtyard and driveway loop. To enhance the relationship between interior and exterior spaces at grade the ground floor level will be generously glazed to allow for an active street front along Merivale Road.

The proposed development will be connected to the street front through paved/textured pathways to allow for an active street front. The front yard will also include landscaping including trees and shrubbery. The Merivale-facing façade and interior courtyard space is activated through ample glazing (Figure 13) and active entrances to high-usage spaces. A lighter stone materiality is used to distinguish the lobby facing the interior courtyard space.

Communal outdoor amenity space will include a patio and greenspace along the north-side yard, which will be accessed from interior communal spaces consisting of a business centre, lobby and children's play area.

While vehicular access structures the interior courtyard, the impact of vehicular circulation is mitigated by landscaped buffers between the paved surfaces and buildings, the use of pavers for parking spaces and pedestrian crossings, and a landscaped island. Pedestrian connectivity from Merivale Road to Kerry Crescent will be provided through a temporary pathway over the Phase 2 area, and a sidewalk that provides access to the building's second lobby and the rear entrance as well as connecting Merivale Road and Kerry Crescent.



Figure 13: West Facade Facing Merivale Road

3.1.3 Building Design

The building uses a base-middle-top typology. The first floor of the building is distinguished by a taller floor height and increased glazing. Levels two through six, designed to be more private, are punctuated by a variety of windows and balconies floating above grade. Levels seven through nine are distinguished with lighter stone materiality. The mechanical penthouse is stepped back to minimize its impact on shadowing and hide it from the immediate surrounding.

The proposed development contributes to sustainability by efficiently using urban lands. With respect to building design, a strategic use of step-backs and façade articulation is proposed to facilitate design of an efficient building envelope, as more articulation increases the effort and cost required to construct a high-performance building envelope. Many of the windows on the upper storeys are designed to be punched windows.

Policy and Regulatory Framework

4.1 Provincial Policy Statement, 2020

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

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

The PPS recognizes that “the long-term prosperity and social well-being of Ontarians depends on planning for strong, sustainable and resilient communities for people of all ages, a clean and healthy environment and a strong and competitive economy”. To this end, the PPS generally promotes the creation of “healthy, liveable and safe communities”, through efficient land use patterns based on densities and a mix of land uses that efficiently use land, resources, infrastructure, and public service facilities, minimize air quality impacts, promote energy efficiency, support active transportation, are transit and freight supportive, and include a range of uses and opportunities for redevelopment and intensification. Planning authorities are to identify appropriate locations for transit-supportive development, including through intensification and redevelopment, considering the existing building stock and the availability of suitable existing or planned infrastructure and public service facilities (Policies 1.1.3.2 and 1.1.3.3).

New development is to have a compact form, and a mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Section 1.4 contains policies specific to housing and states that planning authorities shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents. This to be accomplished by:

- / 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;
- / Promoting densities for new housing that 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;
- / 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.

The PPS also states that efficient use should be made of existing and planned transportation systems, including rapid transit and cycling infrastructure. Policy 1.6.7.4 states that land use patterns, densities and a mix of uses should be promoted that minimize the length and number of vehicle trips and supports the development of viable choices and plans for public transit and other alternative transportation modes.

Policy 1.7.1 states that planning authorities shall support long-term economic prosperity by maintaining and enhancing the vitality and viability of Mainstreets.

The proposed development is consistent with the 2020 PPS supporting the intensification of an under-utilized property within a settlement area where appropriate infrastructure, cycling, and transit services are in place, and in a form that efficiently uses the land, infrastructure, and public service facilities. The proposed development will contribute to the range of housing options available to residents. By significantly increasing the density of the subject property, the proposed development will support and be supported by transit and active transportation infrastructure and will support the vitality of a designated Mainstreet.

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

The Official Plan is the main policy document directing growth and development within the City of Ottawa. The City of Ottawa has undertaken a comprehensive review of the in-force Official Plan, which has resulted in a new Official Plan. The draft of the new Official Plan was endorsed by Council on November 24th, 2021 and is expected to be approved by the Ontario Ministry of Municipal Affairs and Housing in early 2022. Given the timing of the application, consideration must be had for the in-force Official Plan, as well as the New Official Plan, which will likely be in place by the time of Site Plan Approval.

The following sections address the relevant policies of the in-force Official Plan.

4.2.1 Managing Growth

Concentrating growth within the urban area makes efficient use of existing services and infrastructure and allows for a pattern and density of development that supports transit, cycling, and walking as viable and attractive alternatives to private automobiles. Section 2.2 of the Official Plan states that growth will be distributed throughout the urban area to strengthen liveable communities through intensification and infill.

In all areas, the density, mix of uses, and land use pattern are intended to work together to make the most efficient use of transit and active modes of transportation (i.e. walking and cycling). A mix of uses in close proximity to transit routes and stations will ensure that residents can meet many of their daily needs within the community or nearby.

Section 2.2.2 addresses the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development. Consequently, the Official Plan employs a hierarchy of nodes and corridors for managing growth.

Policy 1 of section 2.2.2 defines residential intensification as the “intensification of a property, building or area that results in a net increase in residential units or accommodation. It includes redevelopment - the creation of new units and uses on previously developed land in existing communities.”

The proposed development is considered intensification as defined in the Official Plan as the development of an underutilized lot within a built up area and along a major corridor.

4.2.2 Land Use Designation

The subject property designated as Arterial Mainstreet on Schedule B of the Official Plan, as indicated in Figure 14. The Arterial Mainstreet designation is a stand-alone designation that applies to properties fronting on the Mainstreet. Arterial Mainstreets are planned to provide a mix of uses, and to evolve, over time, into more compact, pedestrian-oriented, and transit-friendly places. Mainstreets should be planned and developed to take advantage of their multi-modal facilities. Mainstreets are the focus of intensification and encourage a denser built form that supports active transportation and transit use. Intensification of strip malls, former automobile service centres, parking lots, and gas stations is anticipated to occur within this land use designation.

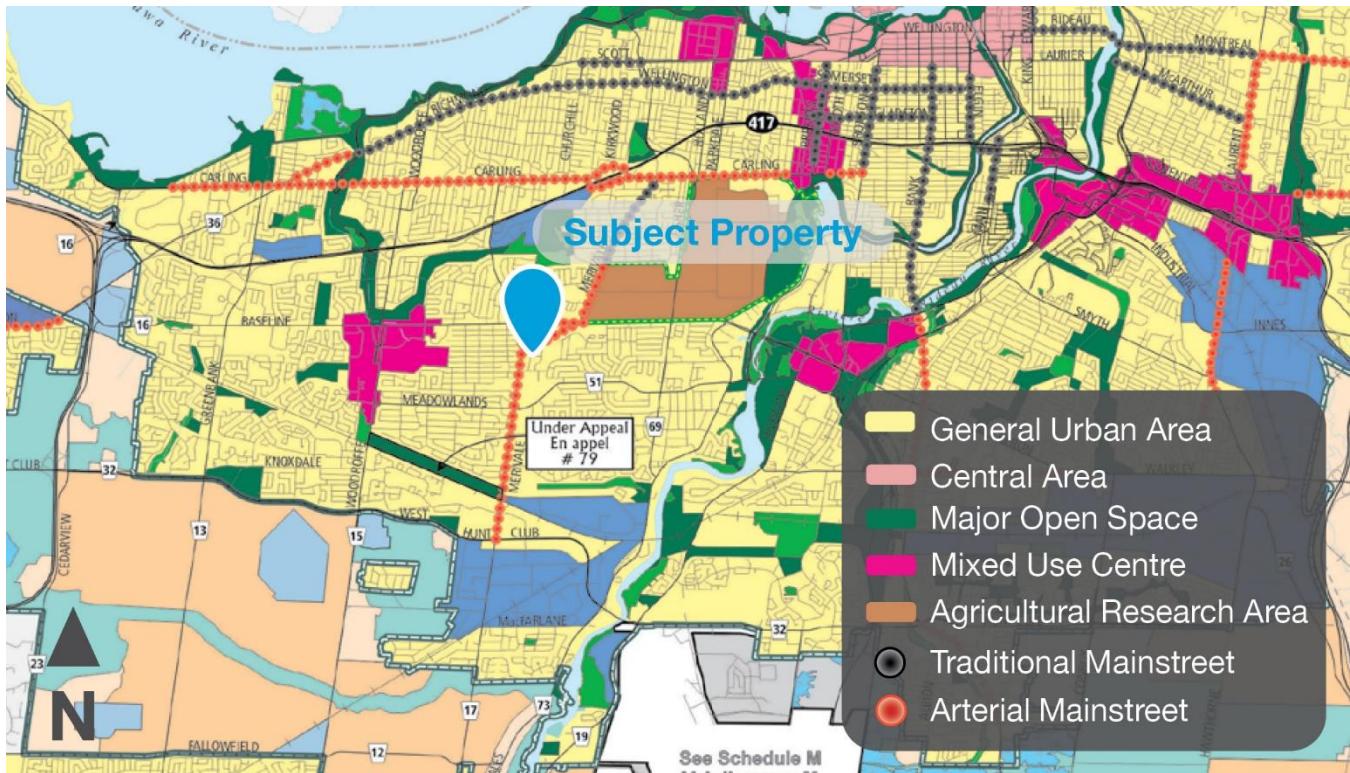


Figure 14: Schedule B - Urban Policy Plan

Policy 10 of Section 3.6.3 states that:

- / Redevelopment and infill are encouraged on Traditional and Arterial Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk.

Policy 12 of Section 3.6.3 allows for building heights up to nine (9) storeys as-of-right.

The proposed development is considered intensification and will define the street edge with an active frontage that provides direct pedestrian access to the sidewalk. The proposed development is consistent with the Arterial Mainstreet designation.

4.2.3 Urban Design and Compatibility

Sections 2.5.1 and Section 4.11 outline policies relating to urban design and compatibility. Section 2.5.1 sets out high-level design objectives, which the proposed development responds to as follows:

1. Enhances the sense of community by creating and maintaining places with their own distinct identity.
2. Defines quality public space by framing Merivale Road and enhances the experience of the public and private realm by creating a privately-owned courtyard space that is accessible to pedestrians in the centre of the development block.
3. Create places that are safe, accessible and are easy to get to, and move through, by providing only the minimum amount of vehicular parking, providing more than the minimum number of bicycle parking spaces, creating a mid-block connection through the subject property, and minimizing the number of vehicular accesses off Merivale.

4. Ensures that the new development respects the character of existing areas by implementing appropriate built form transition.
5. Builds the adaptability and diversity of housing choices within the surrounding community, creating a place that has more ability to adapt and evolve over time.

Section 4.11 sets the stage for high quality urban design by identifying specific design criteria against which all applications will be evaluated. The proposed development responds to the policy as follows:

Policy	Design Response
5	Compatibility of new buildings with their surroundings and with the desirable character and planned function of the surrounding area.
6	<p>The City will require that all applications for new development:</p> <ul style="list-style-type: none"> / Orient the principal façade and entrances of main buildings to the street. / Include windows on the elevations that are adjacent to public spaces.
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.
9	Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.
10	<p>Where there are no established criteria provided in an approved Plan, the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria:</p> <ul style="list-style-type: none"> / Building height, massing and scale permitted the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting and facing 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. The intent of the Analysis is to demonstrate how potential impact properties and pedestrian amenity areas have been minimized or avoided.
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
	The proposed development achieves compatibility with the desirable character of the neighbourhood and the planned function of the Arterial Mainstreet designation by framing the corridor and promoting an active frontage along Merivale Rd.
	The proposed building will be designed to orient the main pedestrian entrance to the street, and the front-facing façade is transparently glazed.
	Below-grade parking which will be accessed at the rear of the building is proposed. Mechanical rooms, storage, and garbage collection will occur below grade away from the street front.
	An elevator shaft and mechanical room project above the roofline in a mechanical penthouse that is setback from the edge of the building to minimize the appearance from the ground level.
	<p>The proposed development provides a clear built form transition between the existing low-rise residential properties to the east. The proposed development steps down to six (6) storeys from nine (9) storeys along the eastern most portion of the property as shown in Figure 11.</p> <p>The proposed development meets all of the required setbacks in the AM zone.</p>
	A shadow study prepared by RLA demonstrates minimal shadow impacts on the adjacent properties. The proposed buildings cast quickly moving shade on the adjacent properties to the north.
	As discussed above the nine- and six- storey mid-rise built forms use generous setbacks and building step-backs to provide transition to the existing low-rise context.

	greater massing is proposed abutting established or planned areas of Low-Rise development.	
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 new building(s).	The provided setbacks and placement of the amenity spaces maintain privacy of both proposed development and the existing residential neighbourhood.
20	The portion of the building(s) which are adjacent to the public realm will be held to the highest building design standards by incorporating specific building design features.	The building height is proportional to the width of the Merivale Road Right of way and the building helps to frame the municipal road, private communal amenity space and the communal courtyard to the south of the building.

The proposed development responds to the relevant urban design guidelines set out in Section 2.5.1 and 4.11 of the Official Plan.

4.2.4 Annex 1

Annex 1 of the Official Plan protects for a 44.5 metre wide right of way on this section of Merivale Road.

The proposed site plan indicates the required right-of-way widening.

4.3 Merivale Road Secondary Plan (Former City of Nepean)

The Merivale Road Secondary Plan – prepared in 1982, revised 16 years later and further amended in 2015 – focuses on the commercial area of Merivale Road. It anticipates change and development coming mainly in the form of development of the remaining vacant commercial parcels, infill projects on already-developed parcels, and redevelopment. The plan is primarily urban design focused.

The plan identifies several urban design, built form and land use objectives relevant to the proposed development:

- / To improve the visual quality of the Merivale Corridor for all users - transit riders, pedestrians, cyclists and drivers;
- / To create a sense of identity and general continuity through the use of design and architectural treatment;
- / To encourage building forms that are flexible and adaptable to a variety of uses to support growth and change, are multiple rather than single storeys, and are directly connected to the perimeter of blocks;
- / To continue the permission for retail and office uses, allowing a natural growth and response to market demand;
- / To encourage the provision of additional housing opportunities in the form of mixed-use developments and, where appropriate, stand-alone residential uses.

As per the detailed analysis provided in the Design Brief section of this report, the proposed development is consistent with the policies and design objectives of the Secondary Plan.

4.4 New City of Ottawa Official Plan (2021)

The new Official Plan, which has not yet been approved by the Ministry of Municipal Affairs and Housing, has a 25-year time horizon which spans from 2021 to 2046. The new Official Plan provides an updated vision to guide the future growth of the city and incorporates updated growth projections, innovative ideas, and stronger policies to address climate change and meet greenhouse gas emission targets.

Policy directions include:

- / Achieve an intensification target of 60% by 2046;
- / Orient land use designations around nodes, corridors, and neighbourhoods;
- / Evolve to denser, walkable, 15-minute neighbourhoods; and
- / A renewed emphasis on building form.

In summary, the new proposed Official Plan policies trend toward a greater focus on transit-oriented development, intensification, and urban design.

As compared to the old Official Plan, the new Official Plan uses transects, designations and overlays to set policy directions for land use and built form, rather than singular designations.

4.4.1 Outer Urban Transect

The subject property is located within the Outer Urban Transect as outlined on Schedule A – Transect Policy Areas of the new Official Plan (Figure 15). The Outer Urban Transect applies to lands within the greenbelt that have a classic suburban model of development. The objective of the Outer Urban Transect is to introduce more viable public transit and active mobility options and encourage more diverse housing forms.

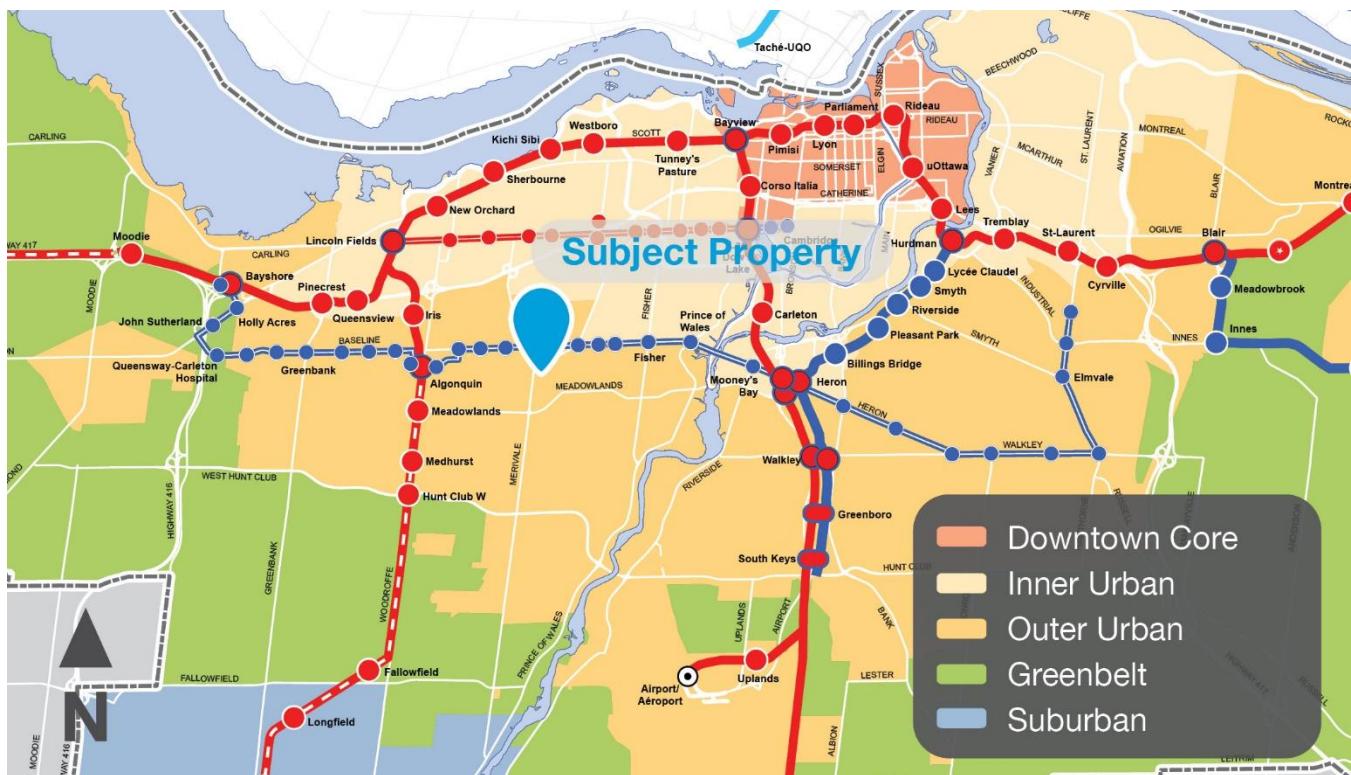


Figure 15: Schedule A - Transect Policy Areas

Policy 2 in section 5.3.1 states that the Outer Urban Transect is generally characterized by low- to mid-density development. Along Mainstreets, development shall generally be mid-rise or high-rise, except where the lot is too small to provide a suitable transition to abutting low-rise areas, in which case only low-rise development shall be permitted.

The proposed development is a mid-rise building which is permitted along Mainstreet Corridors in the new Official Plan, and which meets the built form transition criteria set out in the plan.

4.4.2 Land Use Designation

The subject property is designated Mainstreet Corridor in the new Official Plan. Section 6.2 of the new Official Plan sets out the policies for Corridors. The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The Corridor designation includes two sub-designations, Mainstreet Corridors (also referred to as Mainstreets) and Minor Corridors.

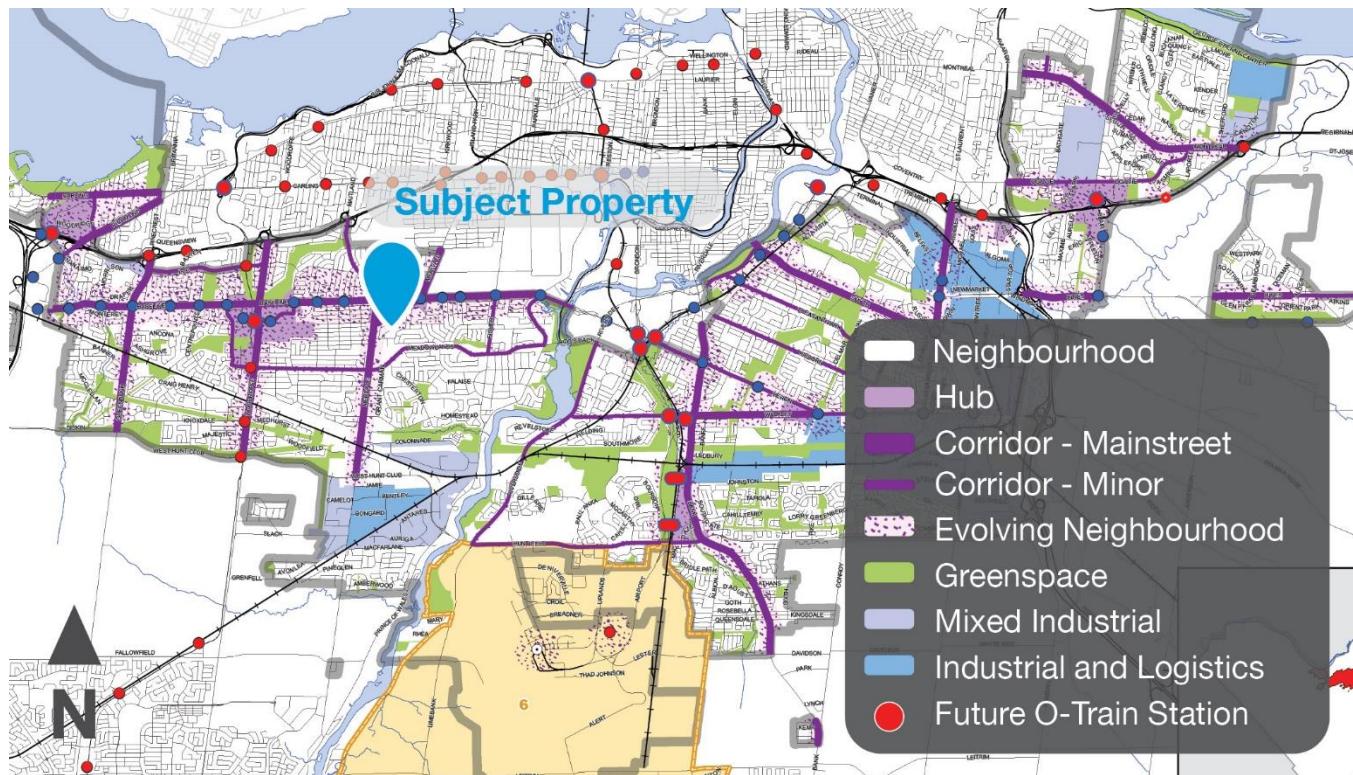


Figure 16: Schedule B3 – Outer Urban Transect

Policy 2 in section 6.2.1 states that:

- / Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building stepbacks where appropriate. Further, development:
 - a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;

The tallest building height and density of the proposed development will be located closest to Merivale Road, with a maximum height of six (6) storeys along the eastern portion of the property abutting the established low-rise neighbourhood to the east.

4.4.3 Urban Design

Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy, and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders, and social statuses.

The stretch of Merivale Road that the subject property fronts is considered a Corridor – Mainstreet within Design Priority Area as outlined on Schedule C7-A in the new Official Plan. Design Priority Areas are identified in order to promote design excellence through the development review process.

The proposed design responds to the relevant policies in the following ways:

- / Development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks (Policy 2 in section 4.6.5).

The proposed development helps to frame the street corridor and provides direct access from the building entrance to the pedestrian right-of-way.

- / Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks (Policy 3 in section 4.6.5).

The proposed development consolidates the vehicular accesses into a single access on Merivale, which will have a safe pedestrian crossing. Pedestrian-vehicle conflicts are minimized within the site, and pedestrian safety is enhanced by using pavers, rather than painted lines, for pedestrian crossings within the site. Servicing, loading and parking is largely consolidated underground.

- / Transitions between mid-rise buildings and adjacent properties designated as Neighbourhood will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties (Policy 1 in section 4.6.6).

The proposed development steps down to six (6) storeys from nine (9) storeys where it abuts the existing low-rise neighbourhood to the east.

- / Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. (Policy 4 in section 4.6.6).

The proposed development provides indoor and outdoor amenity space, which will allow residents to recreate in all weather conditions. The indoor amenity spaces have windows to exterior communal and landscaped spaces. The outdoor amenity area, to the south of the building, has a mix of hard and soft landscaping, and will have a mix of sun and shade during the hottest months of the year.

- / Mid-rise buildings shall be designed to respond to context, and transect area policies, and should
 - Frame the street block and provide mid-block connections to break up large blocks;
 - Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings or planned context;

- Be generally proportionate in height to the width of the right of way, and
- Provide sufficient setbacks and step backs to provide landscaping, avoid a street canyon effect and minimize microclimate impacts on the public realm (Policy 7 in section 4.6.6).

The 28-metre building height adjacent to Merivale Road helps frame the street block and is proportionate to the 44.5-metre wide protected right of way. A mid-block connection is provided to break up the large block between the Merivale Triangle and Capilano Drive.

The overall design of the proposed development addresses the general design guidelines found in section 4.6 of the City of Ottawa's new Official Plan.

Overall, the proposed development is consistent with the policies of the new Official Plan and helps to achieve the goals set out in the Plan. As part of the overall concept, the development offers appropriate intensification of the subject property along a Mainstreet Corridor and adequate transitioning to the adjacent neighbourhood.

4.5 Urban Design Guidelines

4.5.1 Urban Design Guidelines for Development along Arterial Mainstreets

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

- / Provide a three-metre landscape area in the right-of-way (Guidelines 2 and 37) and plant trees in the landscape area to ensure healthy tree growth (guideline 3). **The proposed building is set close to the property line to frame the public realm, while allowing sufficient space for ample planting including trees and shrubs.**
- / Ensure that the buildings occupy most of the lot frontage (Guideline 13). **The proposed building occupies 70 percent of the phase one frontage.**
- / Create a transition in scale and density of built form on the site when located next to lower density neighbourhoods to mitigate any potential impact (Guideline 14). **The proposed development steps down to six (6) storeys from nine (9) storeys where it abuts the existing low-rise neighbourhood to the east.**
- / Provide direct, safe, continuous, and clearly defined pedestrian access from public sidewalks to building entrances (Guideline 19). **The building's residential lobby has direct access to the municipal right-of-way.**
- / Share vehicular access to parking areas between adjacent properties (Guideline 25). **Phase one and phase two of development will share the same entrance/egress onto Merivale Rd.**

4.5.2 Transit-Oriented Development Guidelines

Transit-Oriented Development (TOD) is a mix of moderate to high-density transit-supportive land uses located within an easy walk of a rapid transit stop or station that is oriented and designed to facilitate transit use. The Transit Oriented Development Guidelines provide guidance to assess, promote and achieve appropriate Transit-Oriented Development with the City of Ottawa. Since the subject site is located within a 600 metre walking distance of the future Baseline LRT, these guidelines apply to the proposed development. Some of the key guidelines most relevant to the proposed development are as follows:

- / Provide transit supportive land uses within a 600-metre walking distance of a rapid transit stop (Guideline 1) and discourage non-transit-supportive land uses that are oriented primarily to the automobile and not the pedestrian, cyclist or transit user (Guideline 2). **The proposed development provides for a higher intensity of**

land use within close proximity to rapid transit and provides for active transportation by incorporating ample bicycle storage at grade and in the underground parking garage.

- / Design pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous, and barrier-free and that lead directly to transit (Guideline 16). **The proposed development provides direct access to the pedestrian right-of-way on Merivale Rd.**
- / 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). **Phase one and phase two of development will share the same entrance/egress onto Merivale Rd.**

4.5.3 Design Guidelines for Bird Friendly Buildings

The City of Ottawa recognises that birds are an essential part of our environment, and that their ability to survive in our city is threatened in part by its buildings and structures. The purpose of these guidelines is to inform building, landscape and lighting design at the planning stage of private or public development projects to minimize the threat of bird collisions.

Some of the key guidelines most relevant to the proposed development are as follows:

- / Considering the environmental context (Guideline 1), minimizing the transparency and reflectivity of glazing (Guideline 2), and avoiding or mitigating design traps (Guideline 3). **The proposed development aims to minimize the potential impact on bird strikes by not including glazed corners thereby avoiding potential design traps and minimizing glazing where possible.**
- / Consider other structural features (Guideline 4). **The proposed development will incorporate punched windows and balconies to minimize the reflectivity of the glass.**
- / Create safe bird-friendly landscaping by designing landscapes to minimize reflections of trees and shrubs (Guideline 5) and avoid up-lighting (Guideline 6). **The proposed tree plantings will be located to minimize reflections of trees and shrubs. Lighting on the site will be cast down to limit light pollution.**

Overall, the design of the proposed building has considered the above noted guidelines to minimize the potential impact on bird strikes.

4.6 Comprehensive Zoning By-law (2008-250)

The subject property is zoned AM10 – Arterial Mainstreet Zone in the City of Ottawa Comprehensive Zoning By-law (2008-250). The purpose of the AM Zone is to:

- / accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings; and
- / allow the permitted uses in a compact and pedestrian-oriented built form in mixed-use buildings or side by side in separate buildings.
- / impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.

An apartment dwelling, mid-rise is a permitted use in the AM Zone.

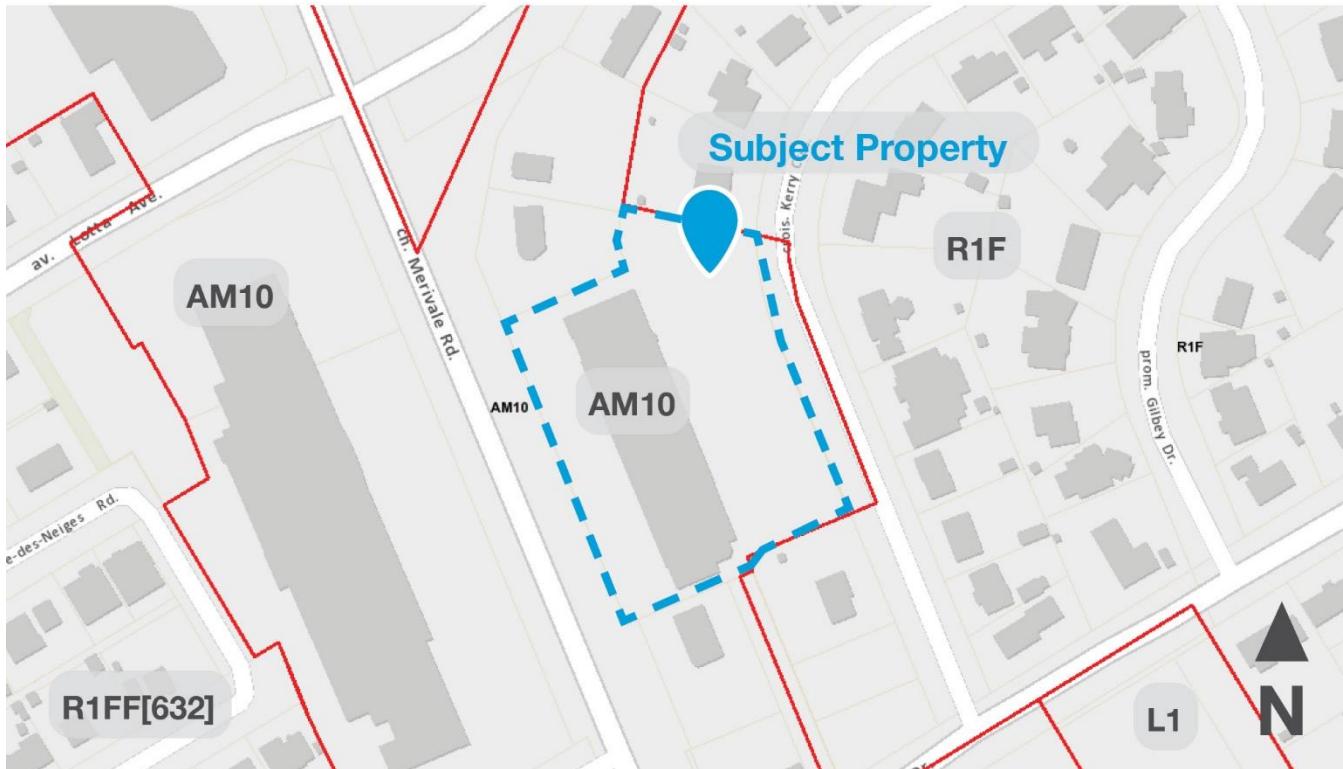


Figure 17: The Subject Property is Zoned AM10 in the City of Ottawa's Consolidated Zoning By-law (2008-250)

Zoning Mechanism	Zoning Provision	Provided	Compliance
Minimum Lot Area	No Minimum	8,896 m ²	Yes
Minimum Lot Width	No Minimum	Total: 106.67 m Phase One: 50.67 m	Yes
Front and Corner Side Yard	Minimum – 3 m	6.3 m (0 m after ROW widening)	Yes
Interior Side Yard	No Minimum	6.1 m	Yes
Rear Yard Setback	For any building wall within 20 metres of a lot line abutting a public street – 3 m All other cases – 7.5 metres	3.6 m	Yes
Maximum Building Height	30 metres – 9 Storeys	29 m	Yes
Maximum Floor Space Index	None	Phase One: 2.74	Yes
Minimum required amenity area	Total Amenity Area: 6m ² per dwelling unit, and 10% of the gross floor area of each rooming unit: Total: 6m ² *203 = 1,218 m ²	Total: 2,828.8 m ² Communal: 1,300 m ²	Yes

	Communal Amenity Area: A minimum of 50% of the required total amenity area Communal: 1,218m²*50% = 609m²		
Minimum Required Parking Spaces	Resident: 0.5 per dwelling unit = 102 Visitor: 0.1 per dwelling unit = 19	Resident: 102 spaces Visitor: 19 spaces	Yes
Minimum Required Bicycle Parking Spaces	0.5 per dwelling unit = 102 spaces	0.7 per dwelling unit = 143 spaces	Yes
Bicycle Space Provisions	Horizontal: 0.6*1.8 m Vertical (max 50% total): 0.5*1.5 m Stacked: 0.37*1.8 m Access aisle: min 1.5 m	Stacked: minimum 0.37*1.8 m Access aisle: min 1.5 m	Yes
Parking Space Provisions	Minimum width of 2.6 metres Minimum length of 5.2 metres	Minimum width of 2.6 metres Minimum length of 5.2 metres	Yes
Aisle and Driveway Width	6.7 m (double traffic lane) 6.0 m (double traffic lane for parking garage)	6.7 – wider required if >3 surface parking spaces provided	Yes

The proposed development is in compliance with all of the applicable provisions of the Comprehensive Zoning By-law (2008-250).

Supporting Plans and Studies

5.1 Site Servicing and Storm Water Management Study

As Site Servicing and Strom Water Management Study has been prepared by LRL Engineering to assess the water, sanitary and storm servicing requirements, or the proposed development.

The proposed development will be serviced via a 200mm dia. sanitary service lateral which will connect to a new sanitary manhole (SAN MH 01) on the west-side of Merivale Road, a length of 250mm dia. sanitary pipe will extend the existing municipal sanitary network by connecting the new sanitary manhole to the existing sanitary structure to the south.

The storm water release rates from the proposed development will meet calculated allowable release rate of 135.52 L/s. Stormwater quantity control objectives will be met through on-site storm water surface ponding and cistern sub-surface storage.

5.2 Grade Control and Drainage Plan

A Grade Control and Drainage Plan was prepared by LRL Engineering.

5.3 Erosion Control and Sediment Control Plan

An Erosion Control and Sediment Control Plan was prepared by LRL Engineering.

5.4 Site Lighting Plan

A Site Lighting Plan is being prepared by Desjardins

5.5 Transportation Impact Assessment

A Transportation Impact Assessment was Prepared by CGH Transportation, dated December 2021. This TIA was prepared using the vehicle and person trip rates for the residential dwellings using the TRANS Trip Generation Manual (2020).

The proposed development is forecasted produce 81 two-way people trips during the AM peak hour and 81 two-way people trips during the PM peak hour. Of the forecasted people trips, 32 two-way trips will be vehicle trips during the AM peak hour and 33 two-way trips will be vehicle trips during the PM peak hour based on a 41% auto modal share target.

5.6 Wind Analysis

A Pedestrian Level Wind Analysis was prepared by Gradient Wind Engineering, dated December 21, 2021, to assess the wind impacts that the proposed development will have on the immediate surroundings.

Based on computer simulations using the CFD technique, meteorological data analysis of the Ottawa wind climate, City of Ottawa wind comfort and safety criteria, and experience with numerous similar developments in Ottawa, the study concludes the following:

- / All grade-level areas within and surrounding the subject site are predicted to be acceptable for the intended pedestrian uses throughout the year. Specifically, wind conditions over surrounding sidewalks, building access points, transit stops, and nearby surface parking area are considered acceptable for the intended pedestrian uses throughout the year.

- / Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no pedestrian areas within and surrounding the subject site were found to experience conditions that could be considered dangerous.

5.7 Traffic Noise Impact Assessment

A Traffic Noise Impact Assessment was prepared by Gradient Wind Engineering, dated December 17, 2021, to assess the noise levels that would occur on the subject site.

The results of the current analysis indicate that noise levels will range between 64 and 73 dBA during the daytime period (07:00-23:00) and between 56 and 65 dBA during the nighttime period (23:00-07:00). The highest noise level (73 dBA) occurs at the west façade, which is nearest and most exposed to Merivale Road. Results of the calculations also indicate that the development will require central air conditioning, which will allow occupants to keep windows closed and maintain a comfortable living environment.

5.8 Concept Plan and Shadow Study

RLA architecture has prepared a concept and design plan for the proposed development that includes elevations, floor plans, and perspectives vies. They have also conducted a shadow study to assess the effect the proposed development will have on shadowing nearby buildings and properties.

5.9 Landscape Plan

A landscape plan and Tree Conservation Report prepared by Gino J. Aiello Landscape Architect, identifies necessary tree removals for the subject property. The Landscape Plan includes replacement trees, shrubs, hardscaping, and turfed areas.

5.10 Plan of Survey

A survey of the subject property and the existing building was prepared by Annis, O'Sullivan, Vollebekk LTD, registered Ontario Land Surveyors.

5.11 Geotechnical Report

Paterson Group has conducted a Geotechnical Investigation of the subject property, dated May 7, 2021, to assess the appropriateness of the proposed 9-storey building. The findings and recommendations of the Geotechnical Investigation were considered by the architect and civil engineer in preparing the proposed design.

5.12 Phase I & II Environmental Impact Assessment

Phase I & II Environmental Impact Assessments where prepared by EXP Services Inc. Based on the results of the Phase II ESA a Risk Assessment is recommended to further investigate the potential risk of known groundwater and sub/soil vapour at the site.

Public Engagement Strategy

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

The following steps in the consultation strategy are proposed:

- / Email notification to Councillor Egli's office and the Fisher Heights and Area Community Association following application submission;
- / Notification of neighbouring property owners and posting of public signage, to be completed by City staff;
- / Hosting of an informal public information meeting, if requested by the Councillor, using a virtual format with details to be determined in consultation with Councillor Egli and City of Ottawa staff;

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

Conclusions

It is our professional planning opinion that the proposed development, as per the enclosed Site Plan Control application, is appropriate and represents good planning and development as follows:

- / The proposed development is consistent with the Provincial Policy Statement by providing appropriate intensification with a built-up area and making efficient use of existing infrastructure;
- / The proposed mid-rise apartment dwelling conforms to the policies of the old Official Plan and is appropriate and permitted in the “Arterial Mainstreet” designation;
- / The proposed mid-rise apartment dwelling conforms to the policies of the new Official Plan and is appropriate and permitted in the “Mainstreet Corridor” designation;
- / The proposed development conforms to the urban design policies in both the old and new Official Plans and has regard for the Transit Oriented Development and Bird Friendly Design Guidelines;
- / The proposed development complies with the provisions of the AM10 zone in City of Ottawa Comprehensive Zoning By-law (2008-250); and
- / The proposed development is supported by technical plans and studies submitted as part of this application.

Sincerely,

Thomas Freeman, B. URPL
Planner

Bria Aird, RPP MCIP
Planner

Jaco Bolduc, RPP MCIP
Senior Planner