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# Urban Design Brief – Site Plan Control Application

## 100 Steacie Drive



# Urban Design Brief – Site Plan Control Application

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## 1.0 INTRODUCTION

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### 1.1 Purpose

J.L. Richards & Associates Limited (JLR) has been retained by 3223701 Canada Inc. (Brigil) to produce an Urban Design Brief in support of a Site Plan Control Application for their property at 100 Steacie Drive in Kanata.

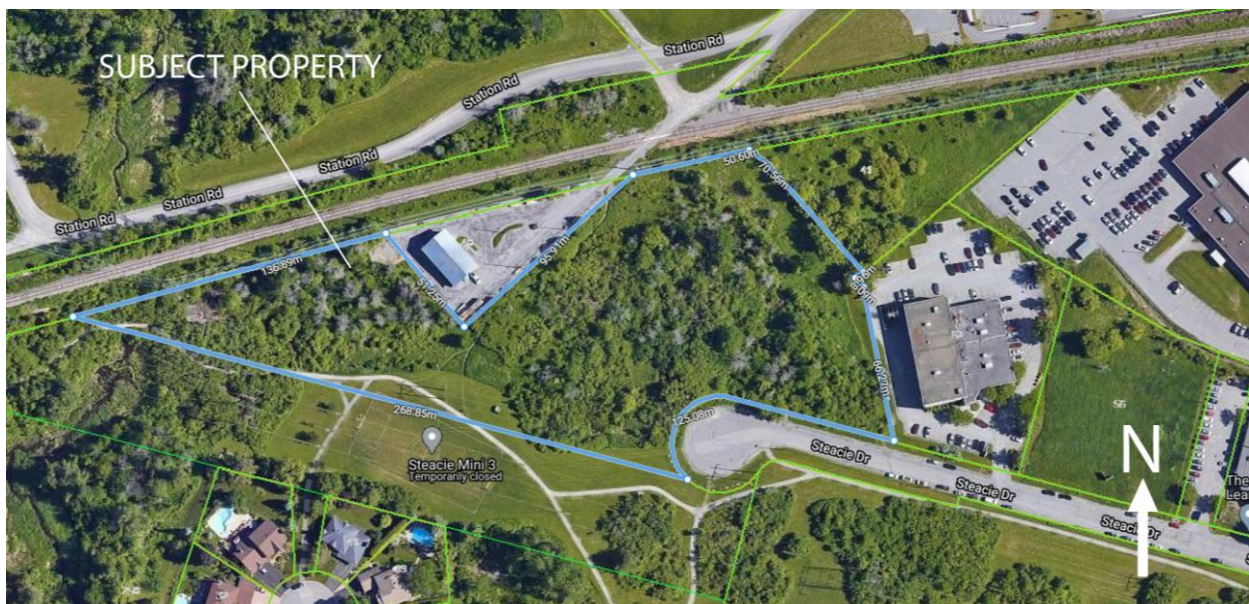


Figure 1: Subject Property.

This Urban Design Brief has been prepared in accordance with the City's current Terms of Reference to illustrate how this development represents high-quality and context sensitive design that implements policies of the Official Plan. The Brief will also demonstrate how the proposed development complies with and will implement the existing zoning on the subject lands being R4Y [2809] S463-h.

The proposed development consists of residential intensification (infill) that is compatible with the local character of the area, and will compliment existing development. The proposal meets the housing needs of both this growing community and the City of Ottawa as a whole.

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Additionally, this Urban Design Brief demonstrates why the proposed development is appropriate for the subject lands, given the R4Y zone, neighbourhood designation and the mixed-use identity of the surrounding area; which will benefit from the addition of more housing types, including these rental apartments. The proposed development will be appropriately setback from the adjacent railway corridor, adjacent Class I and Class II industrial uses and employment/commercial uses found in the area. The proposal will also be adequately serviced and meets water, wastewater and stormwater management demands all while not have any negative impacts to natural heritage features on and adjacent to the subject lands.

An Urban Design Brief is required by the City of Ottawa to provide planning support for all Site Plan Control Applications. This report has been prepared in accordance with the Terms of Reference outlined during the pre-consultation meeting. Upon review of the accompanying plans and studies, it is our opinion that the proposed development is of high-quality, context sensitive design and complies to the approved zoning and represents good land use planning.

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### 2.0 PROJECT DESCRIPTION

Section 2.0 of this report will provide an overview of the proposed development, the development stance on parkland dedication and the application history of the subject lands, the previous zoning by-law and zoning compliance.

#### 2.1 Proposed Development Overview

It is Brigil’s intent to construct a low-rise apartment dwelling on the subject lands containing a mix of unit sizes for a total of 214 units. The unit breakdown is split between studios, one bedroom, one bedroom+den and two bedrooms. Vehicle parking is proposed a 0.8 spaces per dwelling unit + 0.2 spaces for visitor parking, with a proposed amount of 214 vehicle parking spaces. A total of 107 bicycle parking spaces are also provided in accordance with the Zoning By-law. Also, a total of 1,335m<sup>2</sup> of amenity is provided in the building. This amenity space is split between 630m<sup>2</sup> of private amenity space in the form of balconies and 754m<sup>2</sup> communal amenity space. The communal amenity space includes interior amenity space (Gym: 132 m<sup>2</sup> + Social Room: 147 m<sup>2</sup>) and exterior amenity space (Rooftop: 325 m<sup>2</sup> + Rear Yard 150 m<sup>2</sup>). The table below outlines the key project statistics

Gross Floor Area	15128 m <sup>2</sup>
Unit Breakdown	Studio: 6 1 Bedroom: 102 1 Bedroom + Den: 82 2 Bedroom: 24 Total: 214
Vehicle Parking	Resident: 171 spaces Visitor: 43 spaces Total: 214 spaces
Bike Parking	107 spaces
Building Height	13m
Lot Coverage	23.4%
Landscaped Area	76.6%
Amenity Area	Private: 630 m <sup>2</sup> Communal: 754 m <sup>2</sup> Total: 1384 m <sup>2</sup>

Table 1: Key Project Statistics.



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*Figure 2: Rendering of drop-off circle and entrance of the proposed development, facing North.*

The proposed building massing and scale matches that of the existing context on Steacie Drive, as a low-rise building. The “U” shaped design, seen in plan view, frames the end of the street and provides transition between adjacent areas. The footprint of the building does not overpower the site, leaving room for adequate setbacks for the building to breathe and maintain appropriate distances for privacy. The lobby and entrance to the building are located on the right side of the building, adjacent to the drop off zone. The entrance faces towards the landscaped front yard and existing City owned parkland. All facades of the building enjoy large windows and balconies, letting in sufficient sunlight. A proposed gym space is located on the ground floor in the centre of the building.

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Figure 3: Rendering of proposed entrance of the development, facing East

A structured, semi-private amenity courtyard is located in the front yard of the building, fronting onto Steacie Drive. This area is defined by formal planting concepts and geometry, as seen on the landscape plan, that creates a private green space for residents, distinct from the adjacent city-owned parkland, while providing new pathway connections to the city-owned green space. The overall proposed landscape plan will compliment the existing green space, while providing an area for residents to enjoy.

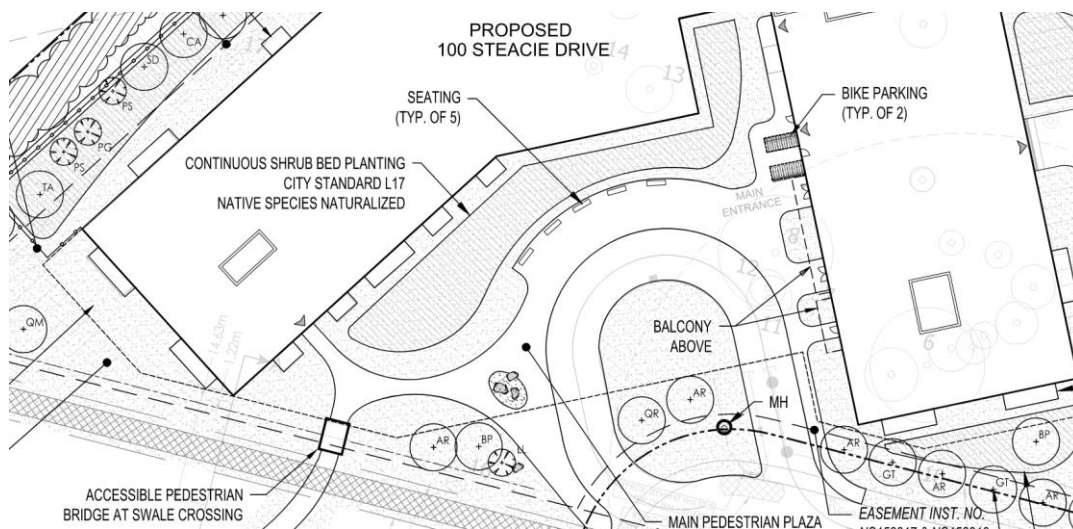


Figure 4: Excerpt of Front Yard on Landscape Plan



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Landscaping and an amenity area is also found in the rear yard, in concert with the required berm for rail safety and noise mitigation, as detailed further in the landscape and engineering plans. As well, a strong visual connection to the surrounding landscape, with a visual connection through the main lobby is part of the design of the building.

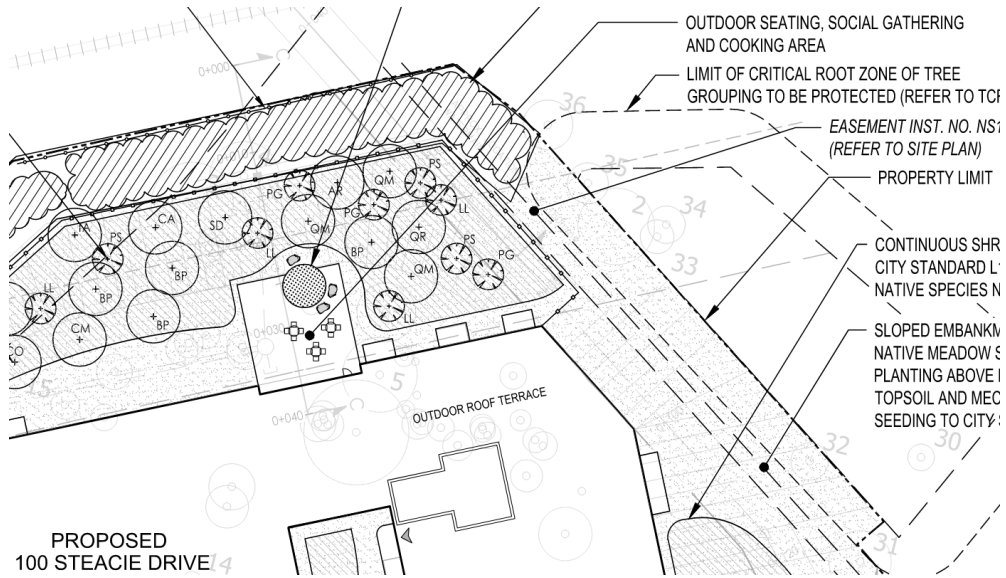


Figure 5: Excerpt of Rear Yard on Landscape Plan



Figure 6: Rendering of front yard landscaped area, facing North-East.

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*Figure 7: Rendering of rear yard landscaped area, facing South*

## **2.2 Parkland Dedication**

As outlined in the *Planning Act* and further in the City's Official Plan, 2022, residential developments are required to provide parkland dedication of Cash-In-Lieu (CIL). This is enforced through the City's Parkland dedication By-law. The City has passed a new By-law in 2022, which was subsequently appealed by various developers. Therefore, the current Parkland Dedication By-law 2009-250 remains in force and effect currently.

At the time of the Zoning By-law Amendment, City Staff had requested to examine the possibility of onsite parkland dedication. Upon review of this request, it was our opinion that onsite dedication would not be feasible based on the property layout and existing constraints on the subject lands. These constraints include two easements, one being for HONI for their hydro corridor easement City's sanitary sewer easement, a water main easement, as well as the requirement to install a berm along the railway. Each of these made the possibility of providing parkland dedication on site difficult to achieve. The addition of the required stormwater pond to the north-west corner of the site, adjacent to the Kizell Drain also reduced the area for parkland dedication.

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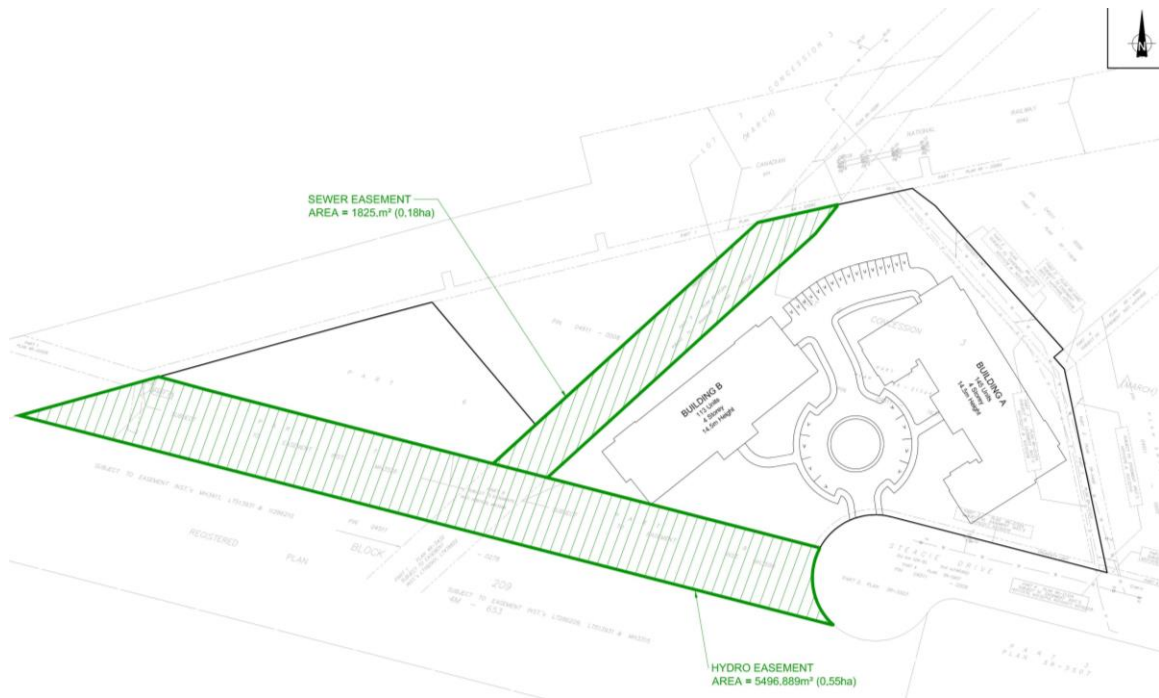


Figure 8: Areas unable to be dedicated for Parkland Dedication.

Through further discussions with City Staff and confirmed at the Phase 1 Pre-Consultation for Site Plan Control, the City has stated they will accept CIL for the proposed development. Section 42 (3) of the Planning Act outlines that municipalities may pass a by-law that outlines an alternative requirement for the conveyance of parkland for all forms of development. The currently parkland by-law from 2009 outlines that parkland shall be dedicated for residential uses based on the following rates:

- 1 hectare/300 dwelling units when parkland is dedicated.
- 1 hectare/500 dwelling units when cash-in-lieu is provided.
- Caps dedication at 10% of land area for apartments.

The current rates outlined in the Planning Act are as follows:

- 1 hectare/600 dwelling units when parkland is dedicated.
- 10% of the value of the land, for parcels less than 5 hectares.
- Caps dedication at 5% of land area for residential purposes.

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This rate outlined in the Planning Act would apply as this is the lesser rate compared to the City of Ottawa's previous parkland by-law, of 1 hectare per 500 dwelling units when cash-in-lieu is provided. In this case, the lesser rate of 1 hectare per 600 dwelling units when cash-in-lieu is provided found in the Planning Act applies to the subject lands as the subject lands have not been site plan approved.

Using the rate of 1 hectare per 600 dwelling units for CIL, with proposed unit count of 214 dwelling units, our client will provide the following cash-in-lieu of parkland conveyance: 214 proposed units / 600 units = 0.356ha CIL. This will be confirmed at the time site plan agreement and on day approval is given, as outlined in the Planning Act.

Along with the constraints of the subject lands, there is a City owned-pathway that currently encroaches on to Brigil's property. There have been ongoing discussions with City Staff to address this issue as part of the Site Plan Control process. The landscape plan proposes connection to the existing pathway for future residents.

Something that must be considered regarding the parkland dedication for the subject site is the dedication of the land where both the Hydro One and City's infrastructure easements are located on the subject lands. At the time of rezoning, the City had requested at minimum the Hydro One easement be dedicated to the City in addition to any parkland that is dedication or CIL. This would provide the land area for the City to relocate their pathway that is currently partially located on Brigil's land and within the hydro corridor. Consultation with Hydro One will be required as the pathway is located within their easement.

### **2.3 Zoning Compliance**

Based on the current parkland dedication by-law, this land cannot be counted as parkland dedication because it is encumbered lands, meaning existing infrastructure or easements on the land. The Provincial Government has added language in regards to lands that could be dedicated as parkland. However, this section has not been enacted by the legislator. If this section of the *Act* comes into force and effect prior to Site Plan approval our client will be looking to dedicate this land in order to not have to pay CIL (or portion thereof).

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Brigil attended their first pre-consultation meeting with City Staff for the subject lands in July 2019. J.L. Richards & Associates had prepared a Planning Rationale in support of the rezoning of the subject lands, in which the first submission for the ZBA was made in December 2020, with a second submission being made in December 2021. The rezoning application was heard at Planning Committee in August 2022 where it was recommended for refusal by Committee and subsequently refused by Council. Brigil appealed this decision, in which the matter was brought to a hearing before the Ontario Land Tribunal (OLT). The zoning was approved by the OLT and therefore came into force and effect in June 2023.

### **2.3.1 Approved Zoning By-Law Application**

The Zoning By-law Amendment was to rezone the subject lands from to R4Y [2809] S463-h. This will permit the development of a low-rise apartment building, in accordance with the R4 Subzone Y provisions, with a site-specific zoning schedule. A site-specific parking rate of 0.8 spaces per dwelling unit is included in the site-specific zoning. The holding symbol is related to fire flow requirements based on the existing watermains. The areas noted as Area A were rezoned to O1 and O1R respectively, which will be occupied by landscaped area, the existing hydro easement and the stormwater pond.



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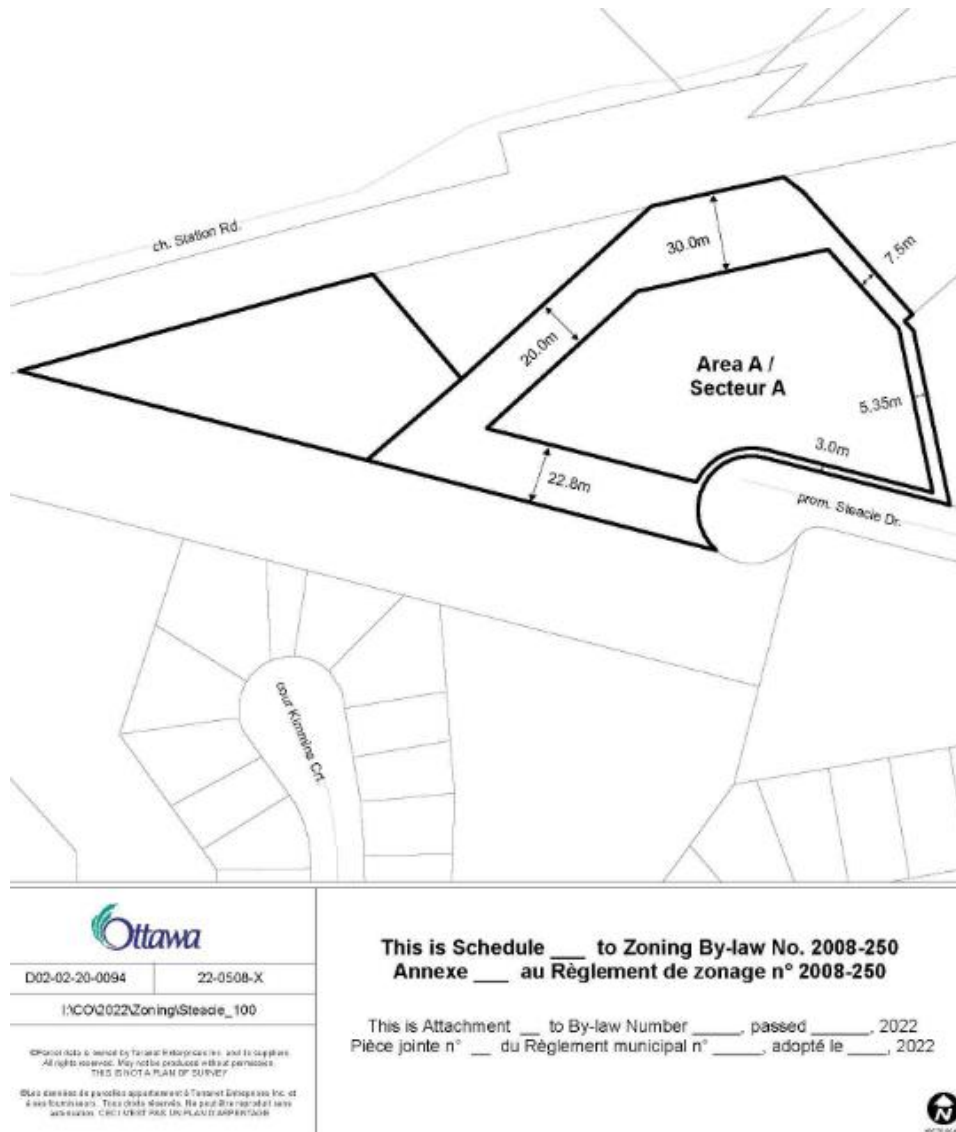


Figure 9: Site Specific Zoning Schedule – Permitted Buildable Area.

## 2.3.2 City of Ottawa Comprehensive Zoning By-law 2008-250

As previously mentioned, the subject lands are currently zoned as R4Y [2809] S463-h. This site plan control application is to implement the approved zoning on the subject lands. The purpose of the R4 Zone is as follows:

1. Allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as General Urban Area in the Official Plan;

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2. *Allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;*
3. *Permit ancillary uses to the principal residential use to allow residents to work at home;*
4. *Regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced:*
5. *Permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.*

Included in the permitted residential uses is an apartment dwelling, low rise, which is defined as follows:

*Apartment Dwelling, Low Rise means a residential use building that is four or fewer storeys in height and contains four or more principal dwelling units, other than a townhouse dwelling or Stacked Dwelling.*

The proposed development meets the intent of the R4 Zone by providing a permitted dwelling type, *an Apartment Dwelling, Low-rise*, with a range of unit sizes. The development provides additional housing choices, in an area that is dominated by single detached and townhouse dwellings. The proposal is compatible with the existing land use patterns by ensuring proper setbacks as outlined in the zoning schedule and built form and massing that is in line with the R4 zoning, enhancing the built form along Steacie Drive. The proposal makes efficient use of the subject lands given the easements on the subject lands and required setbacks from adjacent industrial uses to “fit” within the context of the adjacent properties. The development is low-rise in nature, reflecting the height of the surrounding residential uses in the Beaverbrook and commercial/employment uses along Steacie Drive. The setbacks outlined in the zoning schedule provide sufficient distance between adjacent uses to ensuring compatible with the industrial uses while enhancing the mixed-use nature of Steacie Drive.

The table below outlines the zoning provisions for the subject lands versus the proposed development.

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Provision	Required	Provided	Compliance
<i>Minimum Lot Width (m)</i>	18m	95.5m	Yes
<i>Minimum Lot Area (m<sup>2</sup>)</i>	450m <sup>2</sup>	22,475.22 m <sup>2</sup>	Yes
<i>Maximum Building Height (m)</i>	16m	13 m	Yes
<i>Minimum Setbacks – Per Zoning Schedule</i>	See Site Plan	See Site Plan	Yes
<i>Minimum Landscaped Area</i>	30%	76.6%	Yes
<i>Amenity Area</i>	Total Area: 6m <sup>2</sup> per dwelling unit 6m <sup>2</sup> * 214 = 1,284m <sup>2</sup>  Communal Area: Minimum of 50% of required total amenity area 1,284m <sup>2</sup> /2 = 642m <sup>2</sup>	<b>Private</b> -Balconies: 630m <sup>2</sup>  <b>Communal</b> -Interior Area: 279m <sup>2</sup> (Gym: 132 m <sup>2</sup> + Social Room: 147 m <sup>2</sup> ) -Exterior: 475m <sup>2</sup> (Rooftop: 325 m <sup>2</sup> + Rear Yard 150 m <sup>2</sup> )  <b>Total = 1384 m<sup>2</sup></b>	Yes
<i>Vehicle Parking</i>	0.8 spaces per dwelling unit for residents 0.8* 214 = 171  0.2 spaces per dwelling unit for visitor parking 0.2*214 = 43  Total = 214	0.8* 214 = 171  0.2*214 = 43  Total = 214	Yes
<i>Bicycle Parking</i>	0.5 spaces per dwelling unit 0.5*214 = 107	0.5*214 = 107	Yes
<i>Size and Space of Parking</i>	2.6m wide 5.2 long	2.6m wide 5.2 long	Yes, See Garage Plan
<i>Driveway Width</i>	Min 6.0m wide Max 6.7m wide	Min 6.0m wide Max 6.7m wide	Yes, See Garage Plan

Table 2: Zoning Compliance Table.

As seen above, the proposed development complies with the provisions of the R4 Zone and the City of Ottawa Zoning By-law 2008-250 herein. This table can also be found in the Zoning Confirmation Report and Site Plan, as requested by City Staff.

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### 3.0 DESIGN DIRECTIVES

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This section of the Urban Design Brief provides the policy context for the subject property. The following subsections will review the applicable legislation, policies, and guidelines for the proposed development at 100 Steacie Drive. This section will demonstrate how the proposed site plan control application is in compliance with the Planning Act, consistent with the Provincial Policy Statement 2024, conforms to the City of Ottawa Official Plan, 2022 and all other applicable guidelines.

#### 3.1 Planning Act R.S.O, 1990

The *Planning Act* sets the regulatory framework for planning in Ontario. It regulates local planning administration, the development, approval and amendment of official plans, community improvement, and zoning by-laws along with various other statutory planning tools. The regulations detail application procedures, notice requirements, and public participation requirements among other matters. This application is in accordance, and in compliance with Section 41(4) of the *Act* and all other applicable sections.

#### 3.2 Provincial Planning Statement 2024

The Provincial Planning Statement 2024 (PPS), issued under the authority of Section 3 of the Planning Act and provides direction on matters of provincial interest related to land use planning and development. PPS 2024 came into effect on October 20<sup>th</sup>, 2024, The *Planning Act* requires that decisions affecting planning matters “*shall be consistent with*” such policy statements issued under the Act and implemented by the PPS.

Chapter 2.0 of the PPS provides policies for building homes and sustaining strong and competitive communities. Section 2.3.1. states that settlement areas shall be the focus of growth and development.

Policy 2.3.1.2 states that land use patterns within settlement areas should be based on densities and a mix of land uses that efficiently use land and resources, optimize existing and planned infrastructure and public service facilities and support active transportation. Policy 2.3.1.3 states that planning authorities shall support general intensification and redevelopment to support the

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achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

Chapter 3.0 of the PPS provides policies on infrastructure and facilities, including for sewage, water and stormwater in section 3.6. Policy 3.6.2 states that municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety.

Chapter 4.0 of the PPS provides policies on the wise use and management of resources. Section 4.1 which deals with Natural Heritage and Section 4.2 covers policies on Water, which both are applicable to the subject lands and the proposed development.

Policy 4.1.1 says that Natural features shall be protected for the long term. Section 4.6.1. states that development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements. Policy 4.2.2 says that development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features. This is for these features and their related hydrologic functions will be protected, improved or restored, which may require mitigative measures and/or alternative development approaches.

Based on the above, the proposed development will be consistent with the policies of the PPS 2024. The development of the Subject Property for low rise residential apartment will be transit-supportive, achieve infill and intensification objectives, provide for an appropriate range of market-based multi-unit residential buildings (rentals), and help to mitigate potential impacts on natural features and natural hazards. Therefore, the proposed development is consistent with the PPS 2024 policies described herein.

### **3.3 The Ministry of Environment, Conservation and Parks (MOE) D-6 Guidelines**

The Ministry of Environment, Conservation and Parks (MOE) D-6 Guidelines are intended to be applied during the land use planning process to prevent or minimize future land use problems due to the encroachment of sensitive land uses and industrial land uses on one another. This guideline further encourages informed decision-making and assists in determining compatible mixed land uses and compatible intensification of land uses.



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At the time of the rezoning process, the guidelines were reviewed in the context of the adjacent uses within the proposed residential apartment building. The landowners of these uses include Nordion Inc. and Nylene Canada Inc. Comments were also received from Coady Construction Ltd (40 Station Road). All comments are addressed in this Urban Design Brief and further discussion can be found in the required Rail Safety Report.

The Guidelines establish influence areas of industrial uses as well as minimum separation distances for new developments, which includes infilling. Adequate buffering is also intended to mitigate the impacts from nearby Industrial uses on sensitive land uses, such as the proposed residential development. An MOE-D6 analysis, was conducted for the separation to Nordion Inc. research and laboratory facility, Best Theratronics Ltd., and Coady Construction Ltd. at 40 Station Road (contractor's establishment).

The proposed development adheres to these guidelines by being located outside of the recommended minimum separation distance of 20 m from Class I Industrial Facility (Coady Construction Ltd.). The building is located outside the 300m influence area for a Class II Industrial Uses (Nordion Inc.). Section 4.10 of the guidelines provides that infill development proposals must be in accordance with Official Plan policy, the Zoning and supported by a Feasibility Analysis. The proposed development conforms to the policies of the Official Plan and complies with the Zoning By-law and site-specific zoning exceptions.

As previous described in Section 2.0 of this report, the subject lands are found adjacent to mix of uses along Steacie Drive, including residential, parks and open space, railway corridor, employment and commercial uses. Commercial uses along Steacie Drive, predominately offices, are not considered to be within the industrial land use class, even if they are found within the Kanata North Business Park. No separation distance is required from any of the Office uses located to the east of the Subject Property. The proposed development will be compatible with nearby industrial uses and, therefore, meet the intent of the MOE D6 Guidelines.

### **3.4 City of Ottawa Official Plan, 2022**

In November 2022, the Minister of Municipal Affairs and Housing approved the new City of Ottawa

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Official Plan, with 30 modifications to the Plan that was approved by Council in November 2021. The approval of City of Ottawa’s new official plan, as modified, repeals and replaces the in-effect official plan adopted by the city in 2003 and all amendments thereto.

The new OP outlines a comprehensive land use policy framework to guide growth and development within the city to the year 2046. The subject site is designated Neighbourhood, subject to the Evolving Neighbourhood overlay, located in the Suburban Transect West and the Kanata North Economic District on Schedule B5.

### **3.4.1 Transect Policy Area**

Schedule A of the Official Plan divides the City into six (6) concentric policy areas called Transects. Each Transect represents a different typology of urban form that is found in the City, starting with the downtown area and going outwards towards the rural areas. Further to Schedule A, Schedule B5 shows the subject site is located in the Suburban West Transect. These neighbourhoods generally reflect the conventional suburban model and are characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms.

The focus of new development in these areas is to develop these areas to support their gradual change and evolution towards becoming 15-minute neighbourhoods. This will be done by including further active transportation modes, including a further mix of uses, including areas with commercial and employment and provide an increase variety and density of new housing to meet the changing demographic needs of the population. The proposed development conforms to the goals and policies of the Suburban Transect by proposing new, multi-unit low-rise residential development, with a variety of unit types. This new development contributes to the growth of becoming a 15-minute neighbourhood, close to existing amenities and mix of uses.

### **3.4.2 Urban Designation**

Section 6 of the Official Plan provides policies on land uses designations throughout the City of Ottawa. The subject site is shown on Schedule B5 and is designated as Neighbourhood. The neighbourhood designation is given to the majority of the land located in the Urban Boundary of

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## 100 Steacie Drive

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the City of Ottawa. They are described as contiguous urban areas that constitute the heart of communities. It is the intent of this Plan that they, along with hubs and corridors, permit a mix of building forms and densities.

The neighbourhoods located in the City of Ottawa are not all at the same stage of development, maturity and evolution. It is the intent of this Plan to grow future development into 15-minute neighbourhoods where those conditions do not currently exist. The neighbourhood designation allows the construction of a variety of low-rise dwellings, including low-rise apartment buildings. The proposed development conforms to the allowable height in the OP and provides the gradual transition from March Road to the Beaverbrook neighbourhood.

### **3.4.3 Kanata North Economic District**

As part of the City's new Official Plan, seven Special Districts were outlined as areas of the City that are important internationally, nationally and to the metropolitan area. These areas define the image of the city through their cultural heritage value, architecture, public realm, their roles as tourism attractions and/or as major economic generators. The subject site is located in what the Official Plan outlines as a Special Economic District, Kanata North, which play a key role in supporting the City's economic development. These areas outline policies that go above and beyond those of the designations and overlays.

The goal for the Kanata North Special Economic District is to adapt the district from its inception in the 1970s to maintain its competitiveness today and for the future. This involves transforming the district over time from a car-oriented business park to a mixed-use innovation district with a broad range of uses focused on sustainable modes of transportation. Where public transit and active transportation becomes an attractive choice and reduce the need for a car for access and circulation.

In order to achieve these goals, policies in 6.6.3.2. 1) calls for additional dwelling units within 600m radius walking distance of the planned Transitway stations located at Terry Fox Drive and Station Road to provided people and jobs to support retail and commercial. Furthermore, to permit a wide range of uses within the district, including residential, employment, commercial, and institutional land uses. The proposed development conforms to these policies of the OP by adding

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new residential uses within 600m radius walking distance of the planned Transitway station located at Station Road, to support the existing and future wide range of uses called for the district.

Policies in section 6.6.3.2. 7) provide the criteria in how new development applications will be reviewed within the district. The proposed development conforms to these policies by ensuring proper transition and setbacks from adjacent uses, with appropriate massing and building height, as determined at the time of rezoning. The massing and height of the building are similar to those found on Steacie Drive and “fit” within the existing built form. Sufficient setbacks from other industrial and other non-residential are provided to ensure transition between uses. No blank walls are present in the proposed development and windows, balconies and the green space in the front yard provide activation to Steacie Drive and the adjacent city-owned green space. A drop-off area has been provided by the front door of the building, with all vehicular access points provided towards the side yard of the building. No development is proposed adjacent to the Kizell Drain and large separation distances have been maintained.

### **3.4.4 Natural Features**

As reviewed at the time of rezoning, a very small portion of the Subject Lands, which will not be developed, are located within the Flood Plain, and has several natural features present: the Kizell Drain (watercourse), species at risk (Blanding Turtle), a significant valley and a woodlot. As part of the rezoning application, an Environmental Impact Statement and Tree Conservation Report was prepared by CIMA+ in support of the proposed future development. These reports have been updated for this Site Plan Control application and include updated mitigation measures and surveying of existing trees and species at risk. The proposed development conforms to the policies of the Official Plan and implements the required mitigation measures from CIMA+.

### **3.4.5 Protect Transportation Corridor**

As previously noted in this report, the subject site abuts a protect transportation corridor, outlined on schedule C2-Transit Network Ultimate. This corridor is a “Protected Transportation Corridor” and is current owned by the City of Ottawa and leased by Nylene Canada for their industrial use in Arnprior. Policy 21 of Section 4.1.2 requires new development on land adjacent to all Protected Transportation Corridors and facilities shown on Schedule C2 to follow rail safety and risk mitigation best practices to determine appropriate development setbacks.

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As such, the FCM-RAC Guidelines for New Development apply to the subject site and have been adhered to. A 30m setback from the railway has been implemented through the approved zoning by-law. As well, Section 3.6 of the guidelines identifies the requirements for a 2m high berm with a max slope of 3:1. A chain linked fence along mutual property line between the subject lands and the railway corridor and the required berm will respectively stop trespassing. The proposed berm will also help to reduce sound and act as a safety barrier in cause of a derailment of any trains. Additional measures outlined the guidelines and by Gradient Wind have been implemented for the subject site further discussion on these can found in the Rail Safety Report submitted with the application.

### **3.5 Design Strategies and Guidelines**

In addition to the general Official Plan policies, other certain design guidelines have been reviewed to ensure the proposed development adheres to them where appropriate. This section will demonstrate the proposed development of the subject site has considered and where possible, adhered to these guidelines.

#### **3.5.1 Urban Design Guidelines for Low-Rise Infill Housing**

In 2012, the City of Ottawa approved Design Guidelines for Low-Rise infill housing and were updated in 2022. The principal objective of the Guidelines is to assist and facilitate building and site design approaches that reflect the Strategic Directions and policies of the Official Plan. The guidelines are broken down into three components that need to be examined when developing a low-rise infill building, no matter the scale. These three components are: Context, Built Form and Exterior Design and Site Design. These guidelines provide specific and measurable directions related to the three components above for development.

As part of the feedback received from the Phase 1 and 2 Pre-Consultation Meetings, City Staff have requested these guidelines be examined for the proposed development as it a low-rise building that is infilling a vacant land in an existing built-up area. The City's new Official Plan allows for these guidelines to be reviewed as part of Section 11. As mentioned, the guidelines are divided into three main sections, which cover a variety of aspects of development in a specific lens to low-rise infill development. This section will provide an overview of the guidelines and how the proposed site plan application addresses items described in each of these three sections.



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### 3.5.1.1 Context

Unlike greenfield developments, infill developments are faced with unique challenges as these proposed developments are being inserted into an existing neighbourhood context. Considering how they are designed is key to ensure new developments fit into this context and contribute to the ongoing gradual change that happens in these places. The proposed development responds to both the existing and planned context by ensuring sufficient setbacks on all sides to the existing residential and non-residential uses adjacent and on Steacie Drive. These setbacks ensure the height of four (4) storeys does not tower over the single detached dwellings to the south-west of the site. These setbacks also provide adequate transition to non-residential uses on Steacie Drive and minimize noise impact.

The building itself is planned as an upside down “U” shaped building seen from plan view where the massing and size are similar to those found along Steacie Drive and does not overpower the lot area. The main entrance of the building for residents is located off to the right side of the proposed building to provide privacy and draw the focus of passerby’s to the central amenity area. Balconies and windows provided on all four-sides of the building create the opportunity for street activation, specifically in the front of the building with the green space and city-owned parkland. The proposed shape of the building provides sufficient access to sunlight and the existing public realm, many features not found on Steacie Drive. The proposed development reflects that of the planned context, one where the City envisions the Kanata North Business Park as a mixed-use, transit-oriented hub, but in scale and massing reflects that of Steacie Drive today.

### 3.5.1.2 Built Form and Exterior Design

The appropriate built form and exterior design of a development is determined by ensuring any proposed infill building has an “appropriate fit” with the surrounding context. This is determined by examining the neighbourhood character through similar massing, transition in scale, setbacks, materiality, architectural detail, built form and function. This ensures the gap is bridged between the existing and planned/future context. The proposed development achieves this appropriate fit in a variety of ways, through examining the features that make up neighbourhood character, as defined above.

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The proposed development is similar in massing to the adjacent non-residential buildings on Steacie Drive, while not occupying the entire property. The height is sensitive to the adjacent uses in remaining as a low-rise typology as defined in the Official Plan (less than 4 stories). The setback schedule determined at zoning ensures proper transition and space between the adjacent residential subdivision, hydro corridor and other uses along Steacie Drive. These elements ensure proper transition and adequate sunlight is accessibility to both the units and amenity space outdoors. The materials used reflect a more modern approach by using aluminum and stucco but are balanced with the red-brown brick used for the majority of the building. The “U” shape of the proposed building achieves efficient function of the site with the servicing, parking and drop-off area. The location of the primary entrance of the building, away from the street itself provides privacy and an area for the drop-off circle. This is key with the adjacent city-owned green space, differentiating between the public and more private realm. The many windows and balconies still provide that provide the opportunity for activation and interaction between the private site and public space.

### **3.5.1.3 Site Design**

The general design of the site includes several key considerations that are essential components in the creation of livable and sustainable infill housing development. Designing a site with this in mind ensures there are opportunities for people to connect with nature, gather with neighbors, and enjoy outdoor activities, which are all critical to the quality of life in urban environments. Landscape plans and amenity areas are critical for creating these spaces within infill developments. Additionally environmental elements such as trees, green spaces and yards provide the opportunity for stormwater management by reducing runoff and the risk of flooding while other vegetation help to filter pollutants from the air, improving air quality.

As a result of the large and irregular lot shape, along with the several constraints on the site, sufficient open space, treed vegetation and programmable green space has been included in the proposed development. This ensures there are opportunities for gathering and interaction, both between residents and other neighbours. The site includes a variety of types of amenity areas, including a private area in the rear yard and rooftop area. Additionally, a semi-private area is

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included in the front yard that is distinct but connects to the adjacent city-owned green space. These gathering spaces will encourage community interaction and create a sense of place within a semi-natural environment. Site features, including perimeter fencing along the rear-yard at-grade terraces will employ the principles of Crime Prevention Through Environmental Design (CPTED). The proposed tree and other plantings will contribute to the City's urban forest canopy through native restoration plantings and select removals of invasive and non-native plantings to ensure proper management of the natural area.

### 3.5.2 Guidelines for New Development in Proximity to Rail Operations

The proposed development must also comply with the guidelines for new development in proximity to rail operations. The main objective is to mitigate railway-oriented impacts such as noise, vibration, and safety hazards, to ensure that the quality of life of a building's occupants and users are not negatively affected and to maintain the long-term integrity and viability of the rail corridor. The guidelines are intended to be applied primarily to new residential development but are applicable to other sensitive/occupied dwellings.

As discussed with City Staff at the time of rezoning, the guidelines recommend mitigation efforts of a 30-metre setback from the property line to the face of the building combined with an earthen berm 2 meters above grade with a max slope of 3:1. The image below demonstrates the standard Site Mitigation Measures from FCM/RAC Proximity Guidelines.

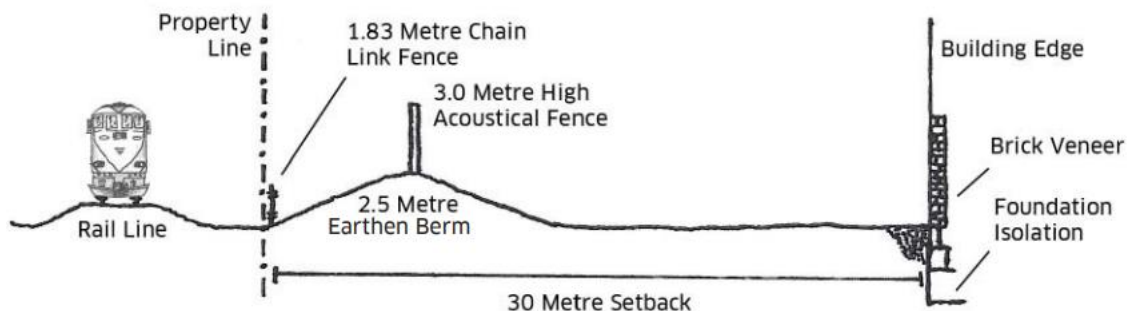


Figure 10: Standard Site Mitigation Measures from FCM/RAC Proximity Guidelines.

The required site mitigation measures have been translated and applied to the proposed development as seen in the Grading Plan and detailed cross section of the rear yard of the



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the proposed development setback of 30-metres from the rail corridor is sufficient. Within this 30-metre setback there will include the required berm and landscaping area adjacent to the corridor, which are considered to be appropriate, as per the guidelines.

### 3.6 Response to Pre-Consultation Comments

As part of the Pre-Consultation process for the subject lands, two different meetings took place, a Phase 1 and Phase 2. The outcome of these meetings included initial comments from a variety of groups in the City on the design as well as the required plans and studies for the application to be “deemed complete”. In correspondence with City Staff dated July 2<sup>nd</sup> 2024, as a result of Bill 185, the Pre-Consultation process is not longer mandatory and the project was allowed to move forward to a formal submission.

Akin to the previous submission, City Staff have requested a separate document be prepared (comment response matrix) as part of the formal submission to address previous comments from the Phase 1 and Phase 2 meeting. The formal Site Plan Control application has addressed these comments from Staff. Additionally, the plans and studies submitted as part of the formal submission have taken these comments into account and address Staff’s concerns where required. Section 6.0 of this Urban Design Brief provides a brief summary of all supporting studies, and this report incorporates the variety of engineering and architectural plans to demonstrate how this application represents good planning. Specifically, the table below outlines the responses to the direction on the Urban Design previous provided by Staff. Additional information on the responses to comments can be found in the separate comment response matrix.

### Response to Urban Design Direction

<p>Staff have concerns with the interface with the proposed building and the public realm (i.e., Steacie Drive, City Park to the south). Consider opportunities to address the public realm in a more meaningful way, per the direction in Policy 6.6.3.2 (7)(d).</p> <ul style="list-style-type: none"><li>a. Shift the building to achieve a more street-oriented building with entrances facing the street.</li><li>b. Incorporate more glazing and/or ground-oriented units on the ground floor.</li></ul>	<p>The proposed building entrance has been tucked away from Steacie Drive to avoid conflicts with both pedestrians and vehicles entering the parking garage. In lieu of this, several balconies facing all sides of the development have been included.</p> <p>As described in this Urban Design Brief, the landscape plan has been designed careful with pathway and tree location to funnel passerby’s</p>
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c. Integration of the outdoor amenity area with the park/proposed parkland is appreciated.	while using these elements to define the developer owned space and City-owned space.
A Design Brief is required, the term of reference is provided in the meeting minutes. Please note that there is a customized terms of reference and required items are highlighted. The Design Brief is to follow the structure in Section 3 of the TOR – Contents. For the terms of reference on Elevations, please find it here:	This document reflects the Terms of Reference.
Applicable Design Guidelines to be discussed in the Design Brief include the City's Design Guidelines for Low-Rise Infill.	See Section 3.5 of this document.
The form is generally supported. It is suggested that the ends of the building fronting the public realm and park include more fenestration and engagement with the public realm. Consider locating balconies at the end of the building or larger windows.	Noted. Balconies have been provided on all sides of the proposed development, including facing Steacie Drive, the front courtyard and the City-owned green space. Large windows have not been included to reduce potential conflicts with birds.
The amenity space/courtyard is supported fronting Steacie Drive. When designing this space, take into consideration how to define the space from the adjacent park.	Noted. Careful design and consideration have been undertaken as outlined on the landscape plan. This includes pathway and tree location to funnel passerby's and residents adjacent to the building frontage, where balconies and seating are located. These plantings also screen and define the edge of the space owned by the developer vs City-owned space
When developing the landscape plan, please pay attention on buffering the parking ramp from the units fronting it. Utilize conifers and columnar plantings to buffer noise and light from the ramp.	As currently designed, conifers and columnar plantings have not been placed between the building and parking ramp based on civil engineering constraints and the limited space and soil volume. Options to reduce noise and light from the ramp can be considered in future submissions through discussions with City Staff.
Where feasible given the slope requirements of the berm, please plant as many large trees as possible and other plantings on the berm.	Plantings in the rear-yard and on the berm have been included on the landscape plan. The requested cross-section of the berm has been included on the civil engineering drawing "5 GP-1" and a detail of this on the landscape drawing "LD-1"

*Table 3: Response to Urban Design Direction.*





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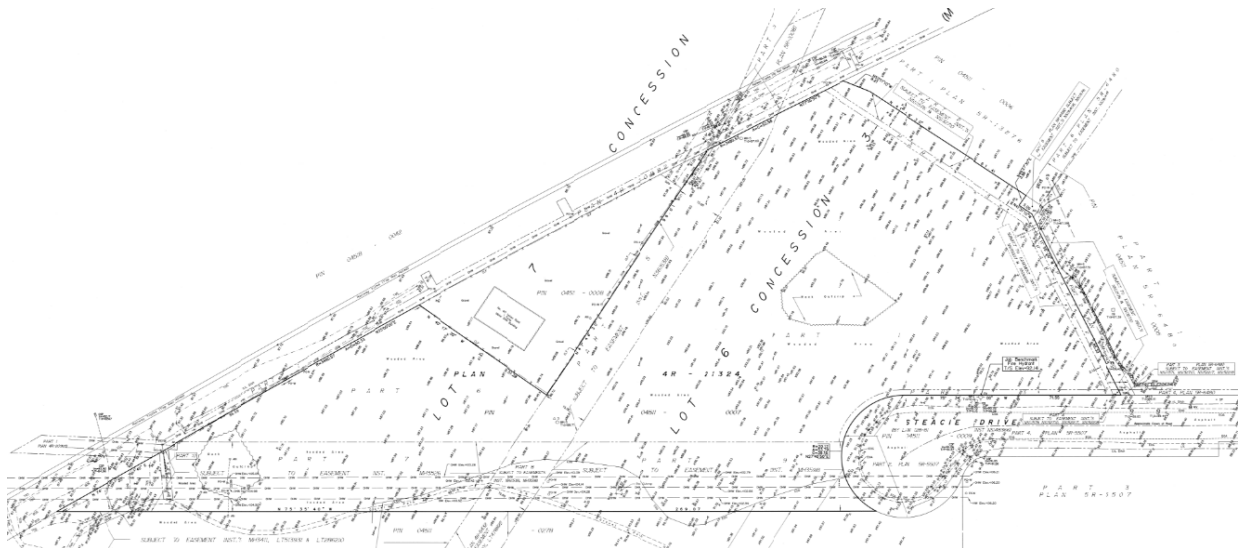


Figure 14: Plan of Survey prepared by AOV.

The Subject Property has a rolling topography and is currently undeveloped (vacant) with a combination of grass and relatively dense tree cover. The property abuts an existing rail corridor along its northerly property line. There is a small contractor building, identified as a Class I Industrial Use on the abutting lot to the north (40 Station Road) that is used for processing wood and storing equipment, which can be seen in the image. There are ditches and small hills that form the perimeter of the site, especially around the densely forested areas and on the northern portion of the land that is abutting the existing rail corridor and the Kizell Drain. As mentioned, a hydro corridor easement runs along the southwestern portion of the Subject Property. A sewer easement runs from the southwest corner of the Subject Property to the northeast corner of the lands, intersecting with the rail corridor.



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*Figure 15: Image of Subject lands looking North from City pathway.*

## **4.2 Site Context and Surrounding Conditions**

The Subject Property is located on the southern edge of the Kanata North Business Park and reside immediately north of the Beaverbrook residential subdivision in North Kanata, in the west end of the City of Ottawa.

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Figure 16: Surrounding Context of Subject Lands.

The surrounding area contains a mix of uses consistent with those typically found in a mixed-use designation, such as along corridors and include low-rise residential dwellings, schools, employment lands (e.g., industrial uses, offices) and service based commercial uses. Figure 5 below shows photographs of the surrounding conditions of the site and where they were taken.



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Figure 17: Map of Surrounding Context of with locational photos.

## 4.2.1 Nearby Uses and Development

Adjacent to the subject lands area are several residential subdivisions, the most predominated one being Beaverbrook. This subdivision was the development of Bill Teron in the 1960s, consisting of mostly low-rise, single detached dwellings, with treed lined streets and generous setbacks. An image of this is seen below of Lismer Crescent, south-west of the subject site.

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*Figure 18: Lismer Crescent.*

Further towards the intersection of Teron Road and March Road, there are low-rise apartment dwellings and townhouse dwellings. As well, a new mid-rise apartment building is currently under construction east of the intersection of Steacie Drive and Teron Road, adjacent to the hydro corridor that also passes through the subject lands. Below is a rendering of the proposed development, located at 1151 Teron Road.



*Figure 19: Proposed development rendering at 1151 Teron Road.*

The figure above is a rendering of how the subject lands compares to the adjacent hydro corridor. This development is two residential buildings, one of nine (9) storeys and one of three (3) storeys. The approval and now construction of this building demonstrates similar to this development



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proposal of the compatibility that is achievable between residential buildings and the hydro corridor in the area.



*Figure 20: Development at 1151 Teron Road under construction as of June 2023.*

In terms of residential character, the area has previously been defined by mostly single detached dwellings from the original plan for the Beaverbrook subdivision. However, the area is now evolving with new stand-alone low and mid-rise residential buildings. The surrounding public realm and urban road pattern can be seen as a contrast between old post-war development and new urban development that prioritizes a finer grid pattern, with increased residential density, supported by a variety of transit modes. Steacie Drive is this transition point between these two types of development and the ideal place for a low-rise residential building. The proposed development will create a smooth transition and fit with the other low-rise buildings that are located along Steacie Drive.

Located to the west of the subject property, is Phase 9 of the KNL Subdivision. These lands were subject to an Official Plan and Zoning By-Law Amendment in support of an OMB approved draft plan of subdivision. Both applications were approved by Council in November 2023. The Official Plan Amendment was to amend the designation of the new 80-metre corridor from General Urban Area to Urban Natural Features. An associated Zoning Bylaw Amendment application will realign

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the zoning boundaries to reflect the location of the new 80-metre corridor and resulting minor corrections to the lot lines of the proposed residential development. Together, the amendments ensured consistency in the zoning and official plan mapping. This example demonstrates that residential development is appropriate for the lands along this rail corridor, which also contain natural features.



*Figure 21: KNL Phase 9 Lands Aerial Imagery from GeoOttawa, 2022.*

The property also falls within the jurisdiction of the Kanata North Business Park BIA. The lands to the north and east of the Subject Property and across the rail corridor contain a range of employment and service commercial uses. Supported by the BIA, this business area is a priority area that generates employment opportunities for residents throughout the City. Surrounding businesses include tech industries (offices), research facilities, restaurants, and service commercial businesses. There are also cafés, restaurants and shops located near the intersection of Steacie Drive and Alfred Casson Way, which support the BIA.



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*Figure 22: Existing Commercial Plaza, 329 March Road.*

According to the Kanata North Business Park BIA website, the business park is home to over 23,000 skilled employees, with over 50% of these employees living within 5 kms of their place of work. The strong employment focus of the lands to the north and east of the Subject Property is further reflected by the redevelopment at 401 March Road. A Zoning By-Law Amendment and a Site Plan Approval was completed to permit the redevelopment of a commercial plaza, consisting of a gas bar, two restaurants with a drive-through facility and a commercial building. The proposal rezoned the property to General Industrial (IG) Zone to permit a car wash, gas bar and restaurant.



*Figure 23: Existing Commercial Plaza, 401 March Road.*



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As a result of the approved Zoning By-law Amendment, these commercial and employment developments will be better complemented by the diversification and increase in the local housing stock through standalone greenfield residential development. The development of the Subject Property is appropriately set back and buffered from the proposed uses at 401 March Road and future residents of the Subject Property will have immediate access to medical services, retail and service commercial options.

### **4.2.2 Natural Features, Parks and Open Space**

The Subject Property can be accessed and viewed from the northwest end of Steacie Drive, which provides vehicular access to March Road, an arterial road and main thoroughfare for automobiles and public transit. While much of the site is heavily forested, the Subject Property can be clearly viewed from the abutting properties, which includes both privately and publicly owned lands. Much of the on-site and surrounding natural heritage, including the existing watercourses and woodlots, can be viewed to and from the site. The property is also located to the north of several recreational trails, as well as parks and recreational spaces, with both active and passive programming. Future residents of the proposed development will also be within a close walking distance of the Beaver Pond. The current natural features, parks and open spaces is more than favorable to the future development of the Subject Property.

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*Figure 24: Kimmins Court Park*



*Figure 25: Logan Lea Park.*

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### 4.2.3 Transportation

The Subject Property is well connected to transit and is located within approximately 400 m of a Future Transit (BRT) Station which will be located at March Road and Station Road in the northeast direction of the site. The future station will have a pedestrian grade crossing. Bus routes currently run along March Road and throughout the Beaverbrook residential subdivision. Eventually, the surrounding area will be well connected to the City's of Ottawa's BRT system, planned along March Road.

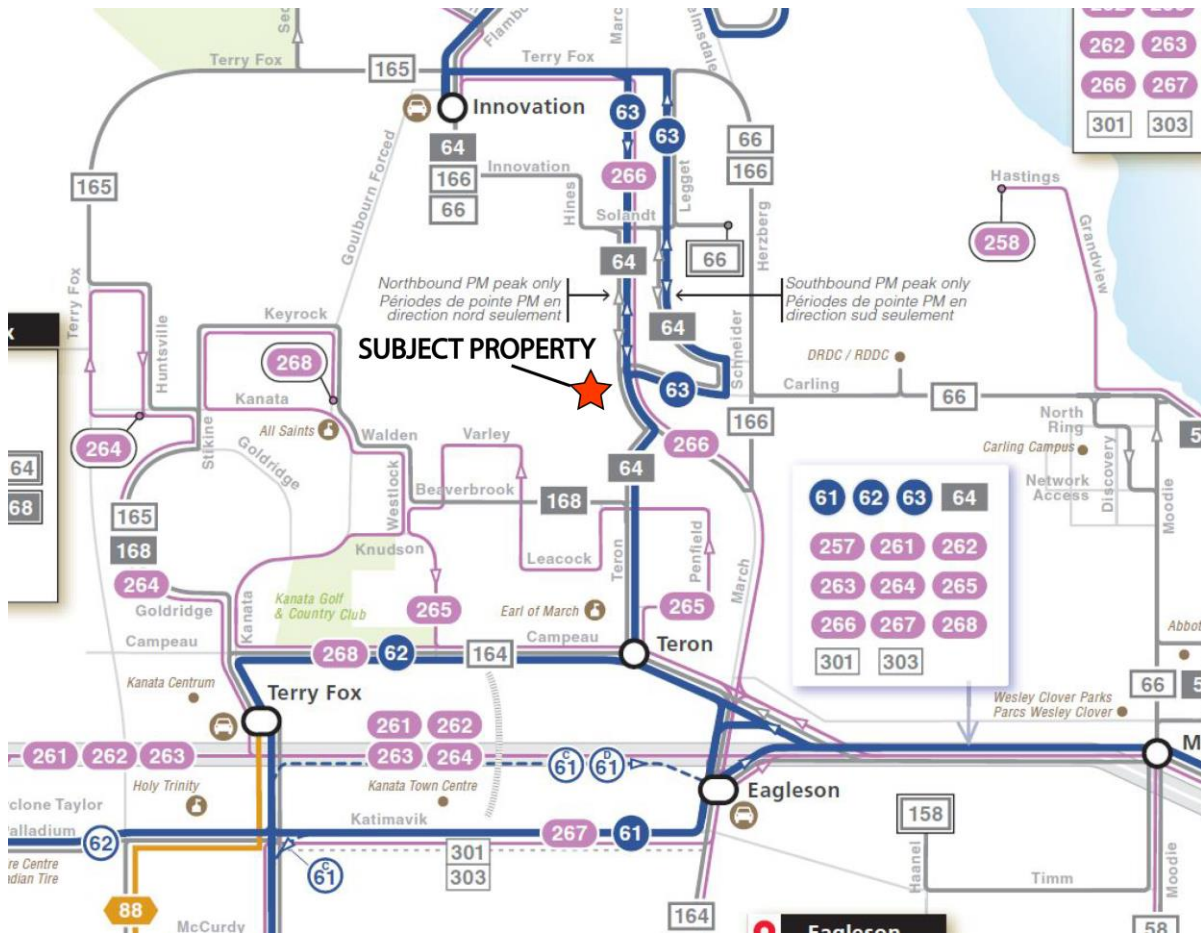


Figure 26: OC Transpo Bus Routes adjacent to the subject lands.

The Subject Property also has an existing network of “informal pathways” that meander throughout the site in various directions (See Figure 14 above). The Subject Property benefits from its proximity to an array of pedestrian and cycling connections and will seamlessly



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integrate with the existing local network. As part of this Site Plan Control Application, Brigil has considered the opportunity to formalize connections and has engaged with adjacent property owners on potential alternative pedestrian access solutions. Although the community has expressed an interest in a pathway provided on-site that crosses the existing railway corridor, it was agreed through discussions with City Staff that any connection to Station Road is not viable and cannot be safely accommodated.



Figure 27: Location of pathways surrounding subject lands.

The Subject Property is also adjacent to an active railway owned by the City of Ottawa and leased/operated by Nylene Canada Inc, and is, therefore, within the 300 m buffer area of the rail corridor. The Noise and Vibration studies completed by Gradient Wind show that the proposed development will be largely unaffected subject to certain standard mitigation measures. The proposed development will use mitigative measures, such as setback compliance (30 m), landscaping (e.g., berm and tree plantings) and buffers in accordance with the “Guidelines for New Development in Proximity to Railway Operations” prepared for the Federation of Canadian

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Figure 28: Beachburg/Renfrew Railway Corridor, looking East

### 4.2.4 Summary of Surrounding Land Uses

The surrounding land uses can be summarized as follows:

<b>North</b>	City of Ottawa Railway (40 Station Road (Class I Industrial Use), Nordion (Class II Industrial Use), Service Commercial (Retail and Employment Districts).
<b>South</b>	Steacie Drive, open space network, including pedestrian and multi-use pathways, recreational and sport fields, residential neighbourhoods and schools (W. Erskine Johnston Public School and Georges Vanier Catholic School).
<b>East</b>	Offices, Kanata Business Park, access to March Road (At Teron road via Steacie Drive exit), 401 March Road (redevelopment).
<b>West</b>	Future residential neighbourhood (Phase 9 of Kanata Lakes), flood plain, creek and natural areas.

Table 4: Surrounding land uses.

### 4.3 Microclimate Conditions

The microclimate of site refers to any specific climate conditions that apply to the lands that differ from the broader surrounding area of the site. The microclimate of a site is influenced from a

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variety of factors, which included but are not limited to; the built form, building massing and geometry, land use and human activities. Each of these factors influence the microclimate conditions that are found on the subject lands and apart of the proposed development.

Generally, the microclimate conditions on the site are similar to those before and to those around the proposed development. With the existing green space and vegetation cover, the site is generally one that does not have a large urban heat island affect and that continues with the proposed development. The built form and massing of the building do not create any conditions that would lead to increased wind conditions or lack of sun, such as the urban street canyon affect. The existing low-density development and large setbacks do not reduce potential sunlight or increased potential affects from the wind. The residential land use of the site and increased human activities combined with the loss of existing vegetation will generally increase the temperature of the site compared to the existing conditions. However, the significant vegetation and green space retained along with the built form will not greatly affect any microclimate conditions found on the site.

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## 5.0 DESIGN RESEARCH

Section 5.0 of the Urban Design Brief will focus on what is known as the “Design Research” including the development’s history, images used for design precedent, built form transition in the surrounding area, microclimate conditions on the site and how the proposal is addressing bird safety.

### 5.1 Development History

Brigil purchased the subject lands in the early 2010s and had informal discussions with City staff and elected officials regarding various development scenarios for the subject lands.

Ultimately, the proposal came to fruition with a formal Pre-Consultation meeting in July 2019, which was for two low-rise buildings that would be for retirement residences, with a total of 290 units and 239 vehicle parking spaces, between above and below ground. At the time of the first submission for zoning, the concept plan had been adjusted for two residential apartment buildings instead of retirement residences, with the proposed unit count and vehicle parking remaining similar. Below are several iterations of the concept plan, the final image being the Site Plan that has been submitted for the formal site plan application.

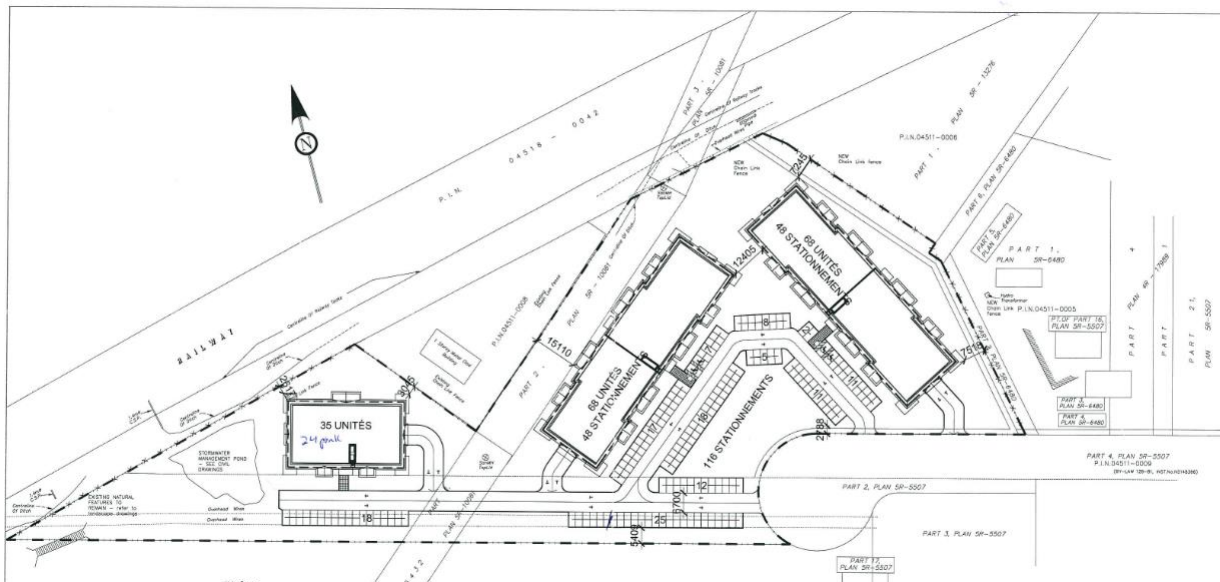


Figure 29: Initial Concept – 2015.



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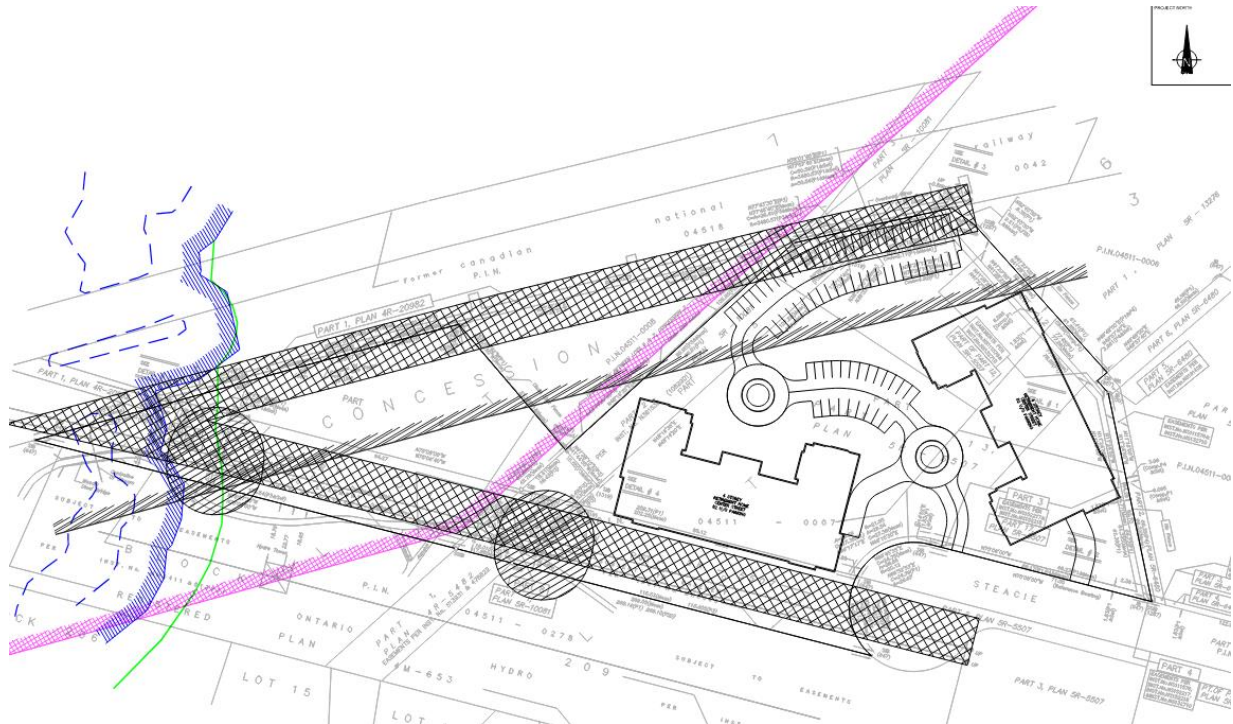


Figure 20: First Concept for Rezoning – 2019.

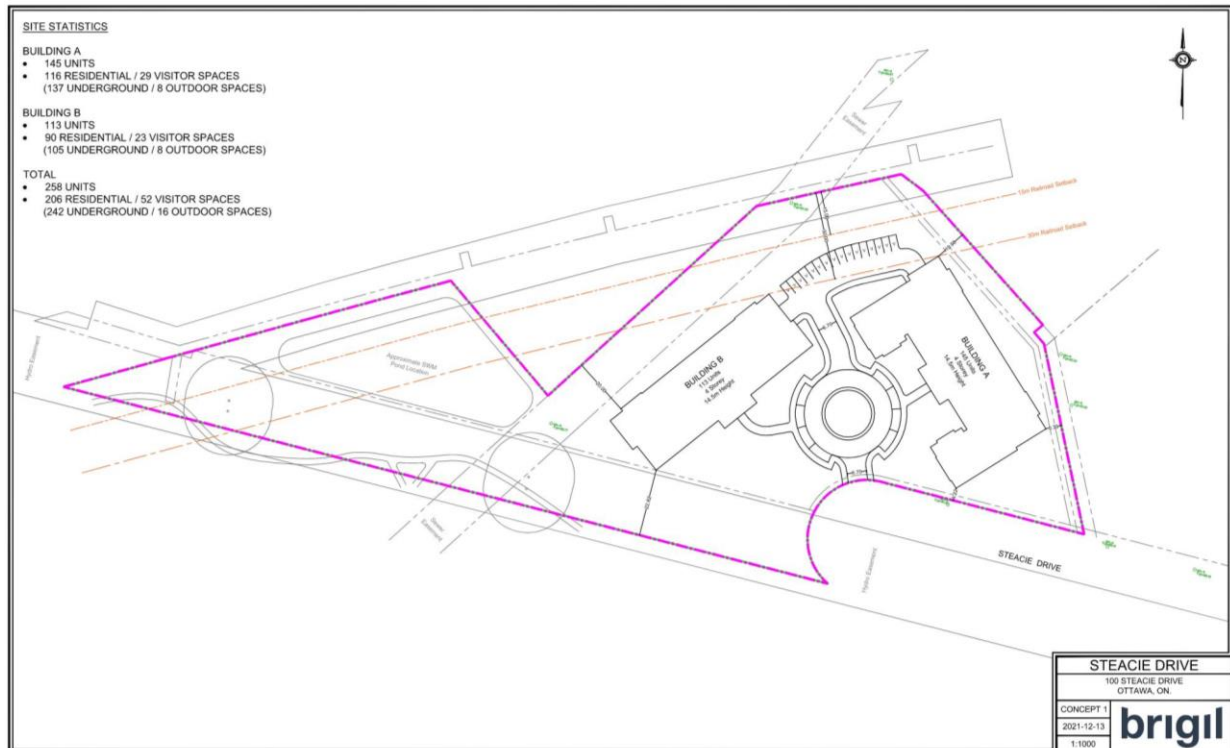


Figure 31: Final Concept for Rezoning – 2023.

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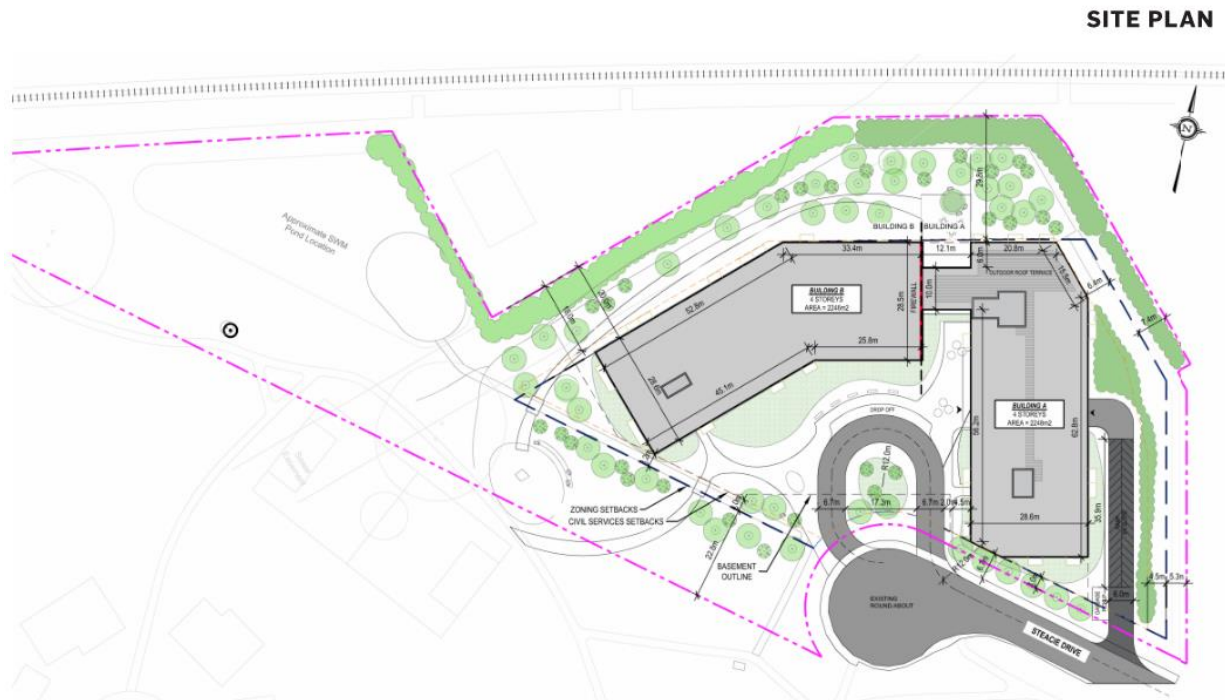


Figure 32: Site Plan for Phase 2 Pre-Consultation Submission – 2024.

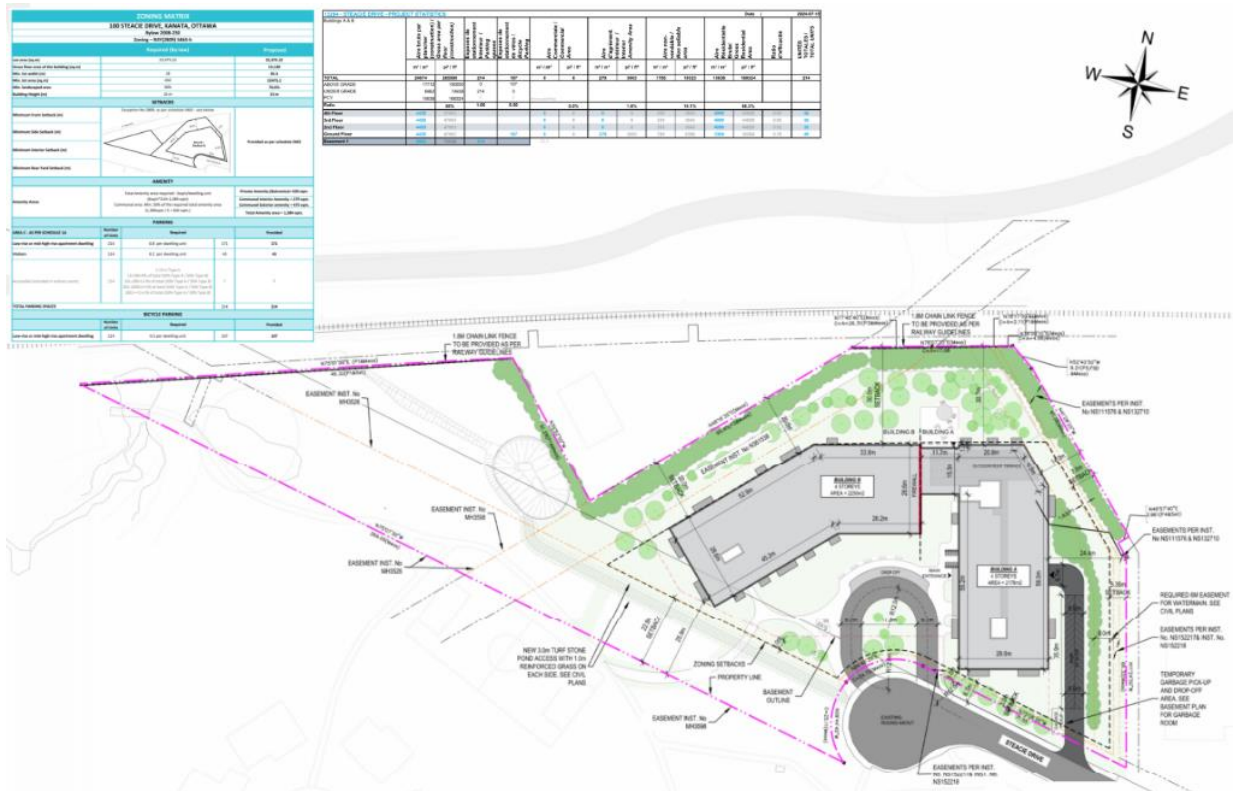


Figure 33: Site Plan for Formal Application – 2024.

# Urban Design Brief – Site Plan Control Application

## 100 Steacie Drive

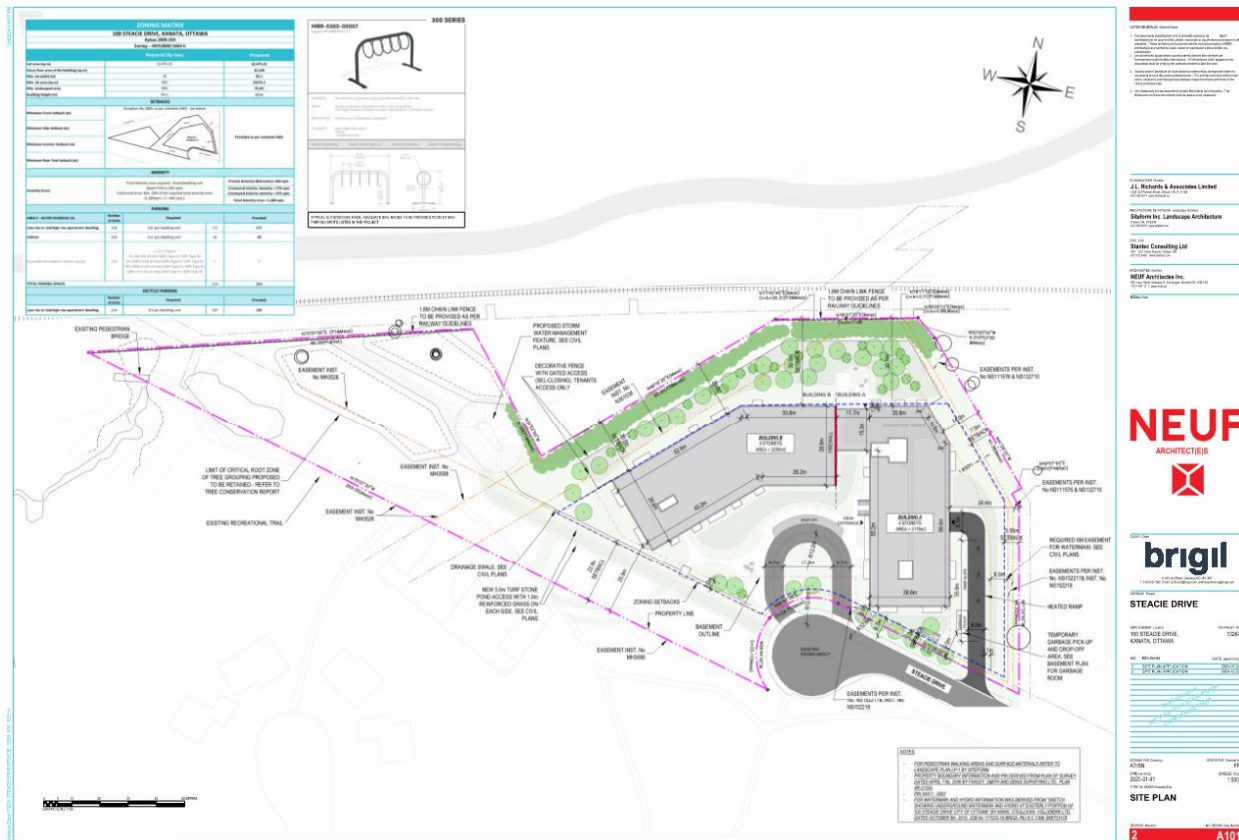


Figure 34: Site Plan for Complete Submission – 2024.

Since the Phase 1 Pre-Consultation meeting in October 2023, the concept plan has changed into one residential apartment versus two separate buildings. This change was made to better accommodate services within the building (garbage, mail, parking, etc) and provides increased space in the front yard with a revised drop-off circle and reduced surface parking area. The entrance to the underground garage has also been shifted east, between the building and the eastern lot line. This will reduce conflicts between pedestrians and vehicles, while providing space in the front yard for amenity and landscaped area. The low-rise built form and general massing of the building has been carried through into the formal site plan submission.

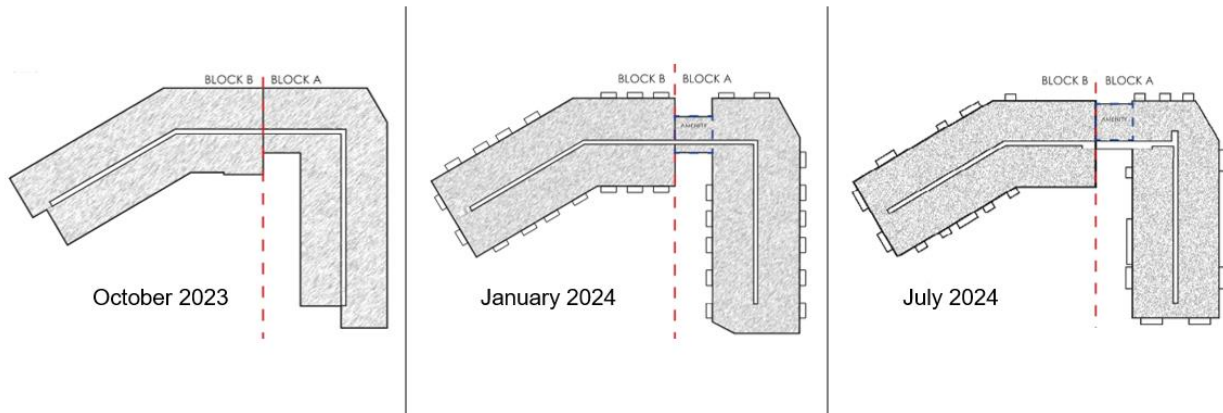
### 5.2 Parti Diagrams, Sketches and Precedent Images

The following images are included in the Urban Design Brief as precedent images, design evolution and sketches of the proposed development. These were the generally starting point of



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the proposed development post approval of the Zoning By-law and have influenced the current design of the building, along with comments from Staff City from the pre-consultation meetings.



*Figure 35: Sketch Evolution of Proposed Building Footprint*

The three images above show how the proposed building footprint has evolved since the Phase 1 Pre-consultation meeting. As previously mentioned, the footprint and layout have generally remained the same with changes to the central amenity area and addition of balconies have been adjusted over the life of the project to this point.



*Figure 36: Collage of Precedent Images used.*

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The collage of images above is several of the images that used to inspire the design of the proposed development, including exterior design, massing, articulation, built form, public-private realm etc. Ideas and similar attributes can be seen in the perspective images and elevation drawings included in the submission. These are other projects in the Ottawa-Gatineau area by Brigil. The below image is a sketch of the proposed development.



*Figure 37: Sketch of Proposed Development*

### 5.3 Built Form Transition

Lastly, within the existing built context of Steacie Drive, the proposed development “fits” within the existing low-rise development that is located along this street. The image below includes the rendering of the proposed development placed in the context of Steacie Drive, including the existing buildings along Steacie Drive and Station Road and the adjacent City-owned Park. This image demonstrates the built form transition that is present between the proposed development and surrounding area.

As seen below, the proposal does not overpower the existing building at 40 Station Road and provides sufficient setbacks from all surrounding uses. The proposed built form of the development is similar to existing buildings on Steacie Drive, in terms of height or massing, and is compatible with the low-rise, mixed-use character of the area. The proposed landscaping features in the front and side yard of the building interact with the existing green space and provide



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several connections between the development and existing the green space. As outlined in the EIS, significant trees will be retained on all sides of the development to maintain buffering between other uses on in the surrounding area, including buildings on Steacie Drive and Station Road. This same image also shows the massing of the proposed development in the existing context.



*Figure 38: Aerial Image of the proposed development, facing North-East.*

### 5.4 Bird Safe Design Guidelines

The City of Ottawa adopted the Bird-Safe Design Guidelines in September 2020 to minimize the potential risks to birds during development process, including for site plan applications for residential buildings. The guidelines strive to provide awareness and education to developers to address bird collisions with the built environment, promoting measures to avoid or reduce the risks to birds. The following has been included and/or considered in the design of the proposed development

- The submitted EIS indicated that no SAR birds were identified as occurring or likely to occur on the site. Mitigation measures during the construction period have been included to avoid disrupting any birds that may be present on site during construction.

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- The amount of glass has been minimized where appropriate while providing the necessary doors and windows part of the proposed development to reduce potential glare and transparency. As stated in the guidelines, “*The amount of glass on the exterior of a building is proportionally related to the number of bird collisions which are likely to occur*” and therefore the amount of glass has been reduced where possible.
- The proposed materials used on the façade of the building including, brick facing (brown), metal panel (white) and wooden siding (beige) has been chosen as materials that create a visual interest, differentiate in colour and opacity than the adjacent City-owned green space.
- Where additional windows have been included (i.e.: at the entrance), this area has been designed to avoid trapping the birds by not creating any tight, alcove like areas.
- The proposed rooftop amenity area has been designed to be functional and meet standards of the Zoning By-law while to minimizing any potential conflicts with birds.

The City acknowledges that the Bird-Safe Design Guidelines should not have a significant impact on the affordability or timelines of the respective project. Other corporate standards or other design requirements may limit or preclude use of bird-safe glass or integrated protection measures. Further glazing and reducing transparency of glass will be examined as detailed design progresses. Overall, the proposed development meets the intent of these design guidelines.



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### 6.0 SUPPORTING STUDIES

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The following section outlines the supporting studies for this Site Plan Control Application, those of which were identified at the Phase 1 Pre-Consultation Meeting and outlined in the Applicant's Study and Plan List, dated November 7<sup>th</sup>, 2023, and confirmed in the Phase 2 meeting on April 22, 2024. A short description of each study has been provided for each for Staff to review. We have reviewed the studies and plans above for consistency and can confirm that they meet the City's requirements. Furthermore, these plans demonstrate the proposed development is appropriate for the subject lands and represents good land use planning.

#### 6.1 Formal Site Plan Control Application Package

As part of the formal Site Plan submission, the following studies/reports have been included in the package to be reviewed by City Staff. These included all items that were outlined in the Study and Plan Identification List from November 7<sup>th</sup>, 2023.

##### *6.1.1 Site Servicing and Stormwater Management Report*

The Site Servicing and Stormwater management report has been prepared by Stantec, dated August 9, 2024. Stantec had previously prepared the conceptual site servicing and stormwater at the time of rezoning. As a result of the numerous easements and restrictions around the property, the report and drawings included a significant level of detail at rezoning. These plans have been updated and revised accordingly for detailed design and site plan approval.

The site servicing and stormwater approach have remained consistent since rezoning. The site is proposed to have water access from two different connection points: one on Steacie Drive and one from Station Road. The water connection from Station will connect under the existing railway corridor to the proposed development through boring and/or jacking to ensure continued use of the railway. The sanitary connection will be made by Steacie Drive.

On site stormwater management is proposed, with regrading taking place on the site to have stormwater flow to the proposed dry stormwater pond, located on west side of the site. The final pond size has been reduced as a result of detailed MRM (modified rationale method) modelling. Similar to the water connection, the stormwater outlet is proposed to be located underneath the railway corridor, to outlet on the side into the Kizell Drain. At the time of zoning, the proposed

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outlet from the pond did not cross underneath the tracks. Further investigation into the existing grades Hydro One corridor provided difficulties to outlet the pond at the western most portion of the site. Both the water and stormwater crossings were submitted Staff at the City who monitor the railway corridors and were approved with certain conditions. Any required agreements will be coordinated with the development review team at the time of Site Plan Approval. Overall, the proposed development is adequately serviced.

### *6.1.2 Environmental Noise and Vibration Study*

The Environmental Noise and Vibration Study was prepared by Gradient Wind and dated March 5<sup>th</sup>, 2024. The study examined the potential noise impacts from the adjacent railway line as well as the noise and vibration impacts. Estimated vibration levels due to railway activity in the area are expected to fall below the criterion of 0.14 mm/s RMS at the nearest building foundation (northeast corner of Building A) to the rail line and therefore no mitigation is required. Stationary noise impacts were evaluated from the adjacent uses along Steacie Drive, March Road and Coady Construction at 40 Station Drive. The study concluded that noise from the railway will be between 38 and 61 dBA with 61 dBA with whistle noise from the train.

Noise impacts from the adjacent commercial/employment buildings fell below the 50 dBA and 45 dBA for daytime and nighttime and will not have an impact on the subject lands. The noise produced by wood processing operations at 40 Station Road is expected to exceed these criteria at the north façade of the building. Sourced-based mitigation measures, including the placement of a 4.5-metre-tall noise barrier along the share property line was investigated but proved ineffective because of the grade changes. Therefore, the study concluded that mitigation measures are to be provided on the building itself through enhanced construction materials. Warning Clauses will also be required in all Lease, Purchase and Sale Agreements for the proposed development.

### *6.1.3 Transportation Impact Statement*

The Transportation Impact Statement (TIA) was prepared by Parsons and dated March 3<sup>rd</sup>, 2024. This report was an updated report as a TIA was required for the rezoning. The report included updated traffic counts and proposed volumes as part of the confirmed number of dwelling units, 214. As concluded at the time of rezoning, the existing road network and pathways have

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significant capacity to handle the proposed development and will have minimal impacts on traffic. Both Teron Road and Steacie Drive will continue to operate within its design capacity. Problematic intersections, specifically the northbound left turn at Teron Road and March Road, will continue to experience issues in the morning peak. However, with the proposed development anticipated to only generate approximately 40 two-way vehicle trips during both peak hours and therefore the proposed development will have negligible impacts on adjacent intersections.

Existing transit routes found in the area can handle the predicted volumes of riders and the future March Road BRT will reduce the number of vehicles trips to and from and site. This will only improve the operating capacity of the adjacent intersections. There are existing pathways that will be able to handle the pedestrian and bicycle volumes. Overall, the development is supported from a transportation perspective.

### *6.1.4 Environmental Impact Statement and Tree Conservation Report (TCR)*

As part of the Zoning, an Environmental Impact Statement (EIS) and Tree Conservation Report (TCR) were prepared by CIMA+ to examine the many environmental features on the site including the Kizell Drain and significant woodlands. As part of the Site Plan Control Application, City Staff requested an updated version of the EIS and TCR along with updated survey on the property for an endangered species, plants and animals. The updated EIS is dated July 12 2024 and updated TCR is dated November 21 2024. These reports provided updated documentation based on the new survey and update the avoidance and mitigation measures from the Bowfin report to today's standards.

Upon completion of the survey, one butternut tree was found on the subject property. This tree is located to the western portion of the site and will be protected. As the stormwater pond size has been determined, additional natural heritage elements and trees will be protected. As a result of the relocation of stormwater pond and outlet underneath the railway corridor, additional space on the subject lands will be left in its natural state. Mitigation measures from the updated EIS have been included within the design of the site plan.

### *6.1.5 Phase 1 Environmental Site Assessment*

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In 2020, Lopers and Associates prepared a Phase 1 Environmental Site Assessment (ESA) for the subject lands in support of the Zoning By-law Amendment. At this time, the ESA identified potentially historic importation and placement of fill of an unknown quality. In analysis the soil, the assessment determines there was no environmental concerns, and a Phase Two ESA was not required. As the report was prepared over 18 months ago, an update was required of the ESA was for the Site Plan Application. Based on a review of the previously prepared reports and updated soil testing as a result of the geotechnical report prepared by Paterson, dated November 27<sup>th</sup>, 2023, the initial soil results conform to the initial findings in 2020. Therefore, based on the review and updated findings of the Phase One ESA, the conclusions presented in the 2020 Lopers Phase One ESA and 2002 Lopers Environmental Fill Quality Assessment are current and valid.

### *6.1.6 Geotechnical Investigation*

As part of the required submission package, a geotechnical investigation for the subject site was requested by City Staff. Paterson prepared this report, dated December 15<sup>th</sup>, 2023, which was to determine the subsoil and groundwater conditions at this site by means of test pits and existing soils information and provide geotechnical recommendations pertaining to the design of the proposed development including construction considerations which may affect the design. Recommendations from Paterson including review of the final grading, architectural plans and the contractors shoring design, if applicable, prior to construction. As well ongoing work in the material testing and observation services program to complete, related to excavation, foundations, and concrete to ensure proper soil management.

### *6.1.7 Rail Safety Report*

In addition to this Urban Design Brief, JLR has prepared a separate Rail Safety Report, to examine the proposed development and mitigation measures in the context of the FCM/RAC Guidelines for New Development in Proximity to Railway Operations. The report provided a brief overview of the subject property, specifically with the location adjacent to the Beachburg/Renfrew Rail Corridor. The study also reviewed the standard mitigation measures outlined in Section 3.0 of the Guidelines and compared them to the proposed mitigation measures to be implemented on the subject site. This review of the required vs proposed measures demonstrated how the development follows the FCM/RAC Proximity Guidelines and implements the best practices and

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mitigation described in the guidelines to ensure safety of the adjacent residents and railway operations.

### **6.2 Additional Consultation**

In addition to the Pre-Consultation Phase 1 and 2 meeting with City Staff and the MVCA, the project team-initiated discussions with several other stakeholders to address specific items with the subject lands and the context of the site. This section provides an overview of that consultation.

#### *6.2.1 Hydro One Networks Incorporated (HONI)*

As part of the Phase 2 Pre-Consultation, the project team communicate with HONI in regard to the proposed development. Previous communication had taken place at the time of rezoning, but review of the proposed development was to take place at the time of detailed design. Forms and requirements as part of this review were provided to JLR as part of a meeting on November 9<sup>th</sup>, 2023. As part of the updated the detailed design, no works are proposed to take place with HONI's easement. The proposed development has provided separation distance from the easement and façade of the building. Correspondences dated May 13, 2024<sup>th</sup> from City Staff has confirmed that approval from Hydro One on the proposed development will be a condition of Site Plan Approval and not required to be deemed complete for formal submission. A submission to HONI was received and circulation on June 3 2024<sup>th</sup>. A construction agreement from HONI was received by the Project team on July 23, 2024. Brigil is currently reviewing this agreement and confirming all requirements and responsibilities for construction.

#### *6.2.2. Nylene Canada*

Through the rezoning process, initial correspondence with Nylene took place regarding the abutting railway corridor that they lease from the City and operate on. These discussions and circulation of plans took place starting in 2021 and into 2022. At that time, Nylene provided sign-off on the rezoning and that their review would take place at detailed design, when the servicing and stormwater was confirmed. At this time, they also stated that any works would need to be that of “boring or jacking” no open cut of the rail line would be permitted.

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As part of the Site Plan Control Application, the Project Team once again had discussions with Nylene and City Staff regarding the review of the crossing. Upon this discussions, City Staff indicated they would undertake a separate review of these plans to ensure no negative impacts on the railway and Nylene Operations. The project team received comments from the City's internal Real Estate group regarding the proposed rail crossing review on May 30, 2024. Upon email correspondence with Development Review and Real Estate Staff on May 30, 2024<sup>th</sup>, June 10, 2024, and July 16, 2024, all comments have been addressed in terms of the underground services required and a crossing agreement will be prepared at the time of Site Plan Control approval.

### *6.2.3. Noridon*

At the time of rezoning, JLR had discussed the proposed development with MDS Noridon just North of the subject lands, on the other side of the railway corridor. No issues were raised from Noridon and the Ministry D-6 Guidelines confirm no issues with the separation between the uses. Correspondence from Noridon has been included as part of the formal site plan control application.



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### 7.0 CONCLUSION

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This Report has been prepared in support of the Site Plan Control Application for Brigil's property at 100 Steacie Drive, which is an application for a low-rise, four (4) storey residential apartment building consisting of 214 dwelling units, and at total of 214 parking spaces. An Urban Design Brief is required for all Site Plan Control applications and has demonstrated how the proposed development represents high-quality and context sensitive design that implements policies of the Official Plan and complies with and will implement the existing zoning on the subject lands of, R4Y [2809] S463-h.

The proposed development is consistent with the Provincial Planning Statement 2024 and conforms with the City of Ottawa Official Plan, 2022 and other applicable provincial and design guidelines. Further to the zoning requirements for the Site Plan, the proposed development consists of residential intensification (infill) that is compatible with the local character of the area. The proposal helps to meet the current housing needs of both Kanata and the City of Ottawa by providing new rental apartments. The design of the building responds to the mixed-use character of the area, while planning for the future of the Kanata North Economic District, as described in the City's Official Plan.

Additionally, this Urban Design brief demonstrates why the proposed site plan is be appropriate for the Subject Lands, given the R4Y zone, neighbourhood designation and the mixed-use identity of Steacie Drive. The development will be appropriately setback from the adjacent railway corridor and other adjacent Class I and Class II industrial uses and employment/commercial uses. The proposal will also be adequately serviced to meet water, wastewater and stormwater management demands as detailed out in the engineer plans. Lastly, the proposed development respects the existing and adjacent natural heritage features on the subject land through the location and setbacks described in the zoning schedule. It is our opinion that the proposed development is efficient use of the lands and overall represents good land-use planning.

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