HG 7
Planning Rationale Report & Design Brief

Block E, Registered Plan 796, 2816 Sandalwood Drive, Ottawa, ON.
November 2016

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Re: Planning Rationale Report & Design Brief – HG7 2816 Sandalwood Drive, Ottawa, ON

We are pleased to present this Planning Rationale Report & Design Brief in support of a Site Plan Application by Timbercreek Asset Management to permit the development of three 6-storey buildings, at 2816 Sandalwood Drive.

Respectfully,

[Signature]

Antonio Gomez-Palacio, Principal, Arq, MES, RPP, MCIP, MRAIC
DIALOG Inc.
1.0 // THE SITE AND CONTEXT

1.1 APPLICATION DETAILS

Type of Application: Site Plan Application
Date of Pre-Consultation: February 8, 2016.
Legal Description: Block E, Registered Plan 796, 2816 Sandalwood Drive, City of Ottawa, Ontario.
Municipal Address: 2816 Sandalwood Drive, City of Ottawa, Ontario.

1.2 INTRODUCTION

This report has been prepared by DIALOG in support of a Site Plan Application by Timbercreek Asset Management to permit the development of three 6-storey buildings, each including a mix of 1, 2, and 3 bedroom units, and a shared level of underground parking, at 2816 Sandalwood Drive. The planned redevelopment also includes a convenience retail use. The total development construction floor area is 35,050 square metres. The lot coverage is 7,350 square metres (45%).

1.3 VISION

HG7 is a vibrant community that enhances the quality of life for residents, while harmonizing with the surrounding community.
1.4 THE SITE

The subject property is located at 2816 Sandalwood Drive in the Heron Gate area of Ottawa, as shown on Figure 1 of this Report. The site is 1.64 hectares in size, with 149.42 meters of frontage on Heron Road, and a lot depth of 110 meters. Earlier in 2016, Timbercreek Asset Management obtained a permit to demolish 12 existing townhouse complexes and associated below grade parking on the site. The site is now vacant.

The site is bound by Heron Road to the north, and Sandalwood Drive to the west, Sandalwood Park to the south, and Heron Gate Mall, to the east, as shown in Figure 1.

1.5 THE SURROUNDING CONTEXT

The area immediately surrounding the site - and bounded by Heron Road to the North, Walkley Road to the south, a hydro easement to the west, and Heron Gate Mall to the east - is known as the Heron Gate community. These lands are managed by Timbercreek Asset Management. These lands include:

- 1490 Heron Road;
- 2851, 2848, 2881, and 2898 Baycrest Dr;
- 2816 Sandalwood Drive; and
- 2820 and 2831 Cedarwood Drive.

These lands are approximately 16 hectares in size, and include residential units provided in a mix of two and three storey townhouse complexes, and 5 residential apartment buildings, ranging in height from 9 to 19 storeys. A variety of covered parking structures and below grade parking garages are also provided on these lands. This area is also served by frequent transit services with three primary transit routes operating along Heron Road, Walkley Road, and Baycrest Drive. (Routes 112, 41, 8).

1.6 FUTURE DEVELOPMENT

This Report has been prepared in support of a Site Plan Application for the redevelopment of 2816 Sandalwood Drive, submitted to the City of Ottawa by Timbercreek Asset Management. Adjacent lands within the Heron Gate community are managed by the Applicant, but owned by a separate legal entity, and are not currently planned for redevelopment.
To the north of the site, is a low density residential neighbourhood known as the Alta Vista district. This area is comprised primarily of low rise residential, single detached housing, as well as some community uses, such as schools.

To the east of the site, is Heron Gate Mall, currently under re-construction. This neighbourhood retail shopping plaza provides a range of convenience oriented retail services to the community. Loading bays for retail stores are under construction, and will face the east side of the site.
To the south is Sandalwood Park, which provides outdoor public space and recreational facilities (basketball courts, tennis courts, playground equipment, etc.) to serve the community.

To the west of the site, is Sandalwood Drive and a range of townhouse residential units, and associated covered parking areas, managed by Timbercreek Asset Management.
2.0 // THE PROPOSAL

2.1 VISION AND USE

The proposal comprises 3 six-storey apartment buildings, accommodating 341 residential units, which includes a mix of 1, 2, and 3 bedroom units, and 54 units at grade. The mix is intended to provide for a diversity of housing options - through size and price - of interest to families and individuals at many stages of life, and of varying income. There is also approximately 150sm of leasable convenience retail space, 710 sm of indoor amenity areas, and 1,540 sm of communal outdoor amenity areas, and 344 parking spaces. The proposed development results in 1.84 density for the site.

Building A is located at the north end of the site. There is one retail unit (approximately 147 m²) located on the northwest corner of the building at ground level. There is one indoor amenity area on the 3rd floor.

Building B is located at the east end of the site. There is one indoor amenity area on the 2nd floor.

Building C is located at the south end of the site. There are two indoor amenity areas one at ground level and one on the 2nd floor. There is one large outdoor amenity area (approximately 230 m²) located on the 2nd floor. Private patios are shown on the ground and balconies or terraces for the rest of the building.

One large outdoor amenity area (approximately 1000 m²) is located in the middle of the proposed development between the three buildings.

One underground parking garage which will span the site and accommodate vehicle parking, bicycle storage, access to buildings above, a sprinkler room, four air shafts, water tank, and a mechanical room.
2.2 STREETSCAPE AND LANDSCAPE DESIGN

2.2.1 Streetscape Design
The site plan has provisions for sidewalks on both sides of the local roadways and these are connected to the adjacent network of sidewalks, pathways, and pedestrian linkages. Where sidewalks and pathways cross the local circulation roadways, raised textured pavers are proposed to provide strong visual and tactile cues to drivers that the roadway space is to be shared among all roadway users including pedestrians.

The interface between the buildings and public streets/park has been designed to achieve an attractive frontage relationship and buffer between the private yards of residential units, and the public sidewalk. For instance, the streetscape design includes street trees, and turf within the setback from the sidewalk, to express a ‘soft’ buffer, while adding visual interest and ‘green’ amenity to the streetscape. This buffer is further articulated by a discreet, low height, decorative fence, as specified on Landscape Plan.

Public entrances to the buildings are clearly identified and articulated through distinctive recesses and/or projections in the massing, as well as with hardscaped sidewalk areas that are clearly visible and connected to public sidewalks. A hardscape design is applied at the corner of Heron Road and Sandalwood Drive, where a convenience retail amenity is proposed.

2.2.2 Rooftop Amenity Space
An outdoor amenity space is provided on the rooftop of buildings A and B. In each case, the amenity space has been designed to mitigate real and perceived issues of overlook. For instance, railings have been pulled back at least 2m from the edge of the building, to reduce a direct line of sight from the railing to the private outdoor amenity area of any nearby residential property, particularly on the north side of Heron Road.
2.2.3 Central Outdoor Amenity Space
The Project includes a large outdoor amenity space for residents, that will be managed by Timbercreek, and is located in the middle of the proposed development. The space is approximately 1000 sm in size, and has been designed to create a large 'outdoor room', well-proportioned to accommodate both formal and informal programming, with clear views and pedestrian connections to each of the three proposed building entrances, and beyond to adjacent public streets, and Sandalwood Park. There are no gates to enclose the space. A balance of soft landscaping (ie. trees and grass) as well as hardscape surfaces is provided (ie. unit paver sidewalks and plaza areas). The space has also been designed to accommodate a range of uses, such as sitting, walking, and gathering. Barbeques are provided to encourage meal-time gatherings. A gazebo is proposed, and may accommodate a range of formal or informal ceremonies and / or performances. In summary, the space includes the following amenities for residents:

- Pedestrian paths;
- Bench seating;
- Barbeques;
- Gazebo;
- Open grassy lawn;
- Planters;
- Trees, and
- Children’s play structure.

2.2.4 Landscape Design (at grade)
The project provides for at least thirty percent of the lot area as landscaped area. The landscape area at-grade includes: (1) soft landscaping; (2) hard landscaping, and; (3) architectural elements. These elements are summarized below, and detailed on the Landscape Plan.

2.2.4.1 Soft landscaping:
- Grass and ground cover, particularly as a buffer between the front yards of residential units at grade, and the public sidewalk. As well, at the central courtyard outdoor amenity area, and the pedestrian connection to Sandalwood Park.
- Street trees and shrubs (native, or adaptive species, low maintenance) are provided as a landscape buffer between the front yards of residential units at grade, and the public sidewalk, on Sandalwood Drive, and Heron Road. These trees are spaced between 6-8 meters apart, and are of a mix of Hawthorne, large persistent fruit crabapple, white spruce, balsam fir, and eastern red cedar.
- As well, a mix of tree species is proposed throughout the central courtyard outdoor amenity area, and aligned with the pedestrian connection to Sandalwood Park. Species include, hackberry, sugar and red maple, oaks, serviceberries, tree lilac, hawthorne, large persistent fruit crabapple, white spruce, balsam fir, and eastern red cedar.
2.2.4.2 Hard landscaping:
- Unit pavers are provided at pedestrian sidewalks within and connecting to the courtyard common outdoor amenity area, as well as at pedestrian crossings of the private drive connecting Sandalwood Drive to Heron Road.
- Unit pavers are provided as a patio surface at all private outdoor amenity areas for residential units at grade.

2.2.4.3 Architectural elements:
The courtyard common outdoor amenity area is proposed to include:
- Barbeques;
- Children's play structure;
- Bench seating;
- Planters; and
- A gazebo.
Decorative fencing is proposed between the public sidewalk and all private outdoor amenity areas at grade. The intent of this fencing is that it is low in profile, that it expresses a high design quality, and a suitable contribution to the buffer between public and private space.

2.2.5 Landscape Design (rooftop)
The rooftop landscape design includes: (1) hard landscaping, and; (2) architectural elements. These elements are summarized below, and detailed on the Landscape Plan.

2.2.5.1 Hard landscaping:
Unit pavers are provided at all rooftop outdoor amenity areas.

2.2.5.2 Architectural elements:
Rooftop outdoor amenity areas include:
- Bench seating;
- Planter pots; and
- Lighting.
Figure 7: Site Plan

- **Building 'A'**
  - 6 Storeys
  - 95 Units

- **Building 'B'**
  - 6 Storeys
  - 122 Units

- **Building 'C'**
  - 6 Storeys
  - 124 Units

- **Mechanical Penthouse**
  - Roof Terrace @ 3rd Floor
  - Roof @ 6th Floor
  - Rooftop Patio @ Roof

- **Clubhouse**
  - @ 2nd Floor

- **Private Patios**
  - @ Ground Floor

- **Balconies**
  - @ 1st Floor

- **Outdoor Amenity**
  - @ Ground Floor

- **Play Structure**

- **Bike Parking**

- **Retail**
  - @ Ground & 1st Floor

- **Underground Parking Access**

- **Pedestrian Crossings**
  - Right-In
  - Right-Out

- **Heron Square**

- **Heron Road**
  - Setback 7500

- **Sandalwood Drive**
  - Setback 3000

- **Property Line**
  - 5000

- **Proposed Road Widening**
  - 1100 mm High Railing
2.3 HERON ROAD MASSING STUDY

2.3.1 Introduction
In response to comments received from City Planning Staff, in regard to the massing of Building A as depicted in the July SPA submission, the Architectural Design Team undertook a massing study to determine how best to address the concerns raised. The study addressed several considerations on Heron Road: (1) overall building massing; (2) skyline view, and; (3) design of the two-storey building podium.

2.3.2 Massing
Figure 8a shows a proposed update to the massing on Heron Road, discussed with Planning Staff on October 14th, 2016. Subsequently, two new options were prepared (presentation submitted to Planning Staff on November 7, 2016), with the aim to test additional measures to break-up the massing, and articulate a greater building recess above the second storey. For instance:

- Figure 8b (Option one) enlarges the break between balcony forms from 3m to 6m, above the second storey;
- Figure 8c (Option two) goes further by increasing the recess from the street by 2m, above the second storey.

2.3.3 Skyline View
As part of the study, the team also considered how best to improve the overall appearance of the building against the skyline. For instance:

Figure 9b (Option one) and Figure 9c (Option two) deploy greater degrees of articulation of the roof profile, as seen from the north sidewalk of Heron Road, and other areas to the north. The aim is twofold:

- Express a dynamic skyline profile, visible from the north side of Heron Road, while ensuring that sunlight continues to reach private yards on the north side of the street, (Figure 9a), and;
- Break up the mass so that it can be read as a series of smaller forms, expressed by distinctive colours and materials, and which are closer in scale to the neighbourhood built form context.

2.3.4 Podium
The study also addressed enhancements to the appearance and design expression of the two-storey podium. For instance, in contrast to the previous SPA submission:

- Figure 10a shows a prominent 6m break, roughly midway along the facade, which helps to add visual interest and orientation to break-up the overall length of the podium;
- Figure 10b illustrates how the elevation includes a regular rhythm of prominently coloured vertical bands to express the boundary of individual units;
- Figure 10c articulates areas of greater transparency for each unit, where windows and doors are located;
- Figure 10d illustrates how street tree planting is coordinated to align with each individual unit, helping to reinforce a logical rhythm and pedestrian scale along the streetscape.
- Figure 11a shows a 2.73m stepback above the second storey, to distinguish the podium from the recessed upper storeys of the building;

2.3.5 Conclusion
As an outcome of the study, the Architectural Design Team has updated the project to reflect the considerations associated with ‘Option Two’.
Figure 8a: Heron Road Massing - (Updated October 14, 2016)

Figure 8b: Heron Road Massing OPTION ONE (November 7, 2016)

Figure 8c: Heron Road Massing OPTION TWO (November 7, 2016)
Figure 9a: Heron Road Cross Section

Figure 9b: Heron Road Skyline View - OPTION ONE (November 7, 2016)

Figure 9c: Heron Road Skyline View - OPTION TWO (November 7, 2016)
2.4 BUILT FORM

2.4.1 Orientation and Massing
The proposed buildings have been oriented to frame the street edge, and provide animated frontage that includes ground-oriented residential units with front yards along Heron Road, Sandalwood Drive, and Sandalwood Park. The intent is to support a safe and enticing public realm, where landscaping, and the design of residential units provide an attractive frontage as well as ‘eyes on the street/park.’ This approach is reinforced by articulating smaller ‘box-like’ forms that project or recede along the street wall, and express distinct colours and material choices, particularly where fronting onto Heron Road and Sandalwood Drive. The aim is to enhance the experience of pedestrians from the public sidewalk.

The orientation and massing of buildings minimizes overshadowing of adjacent private outdoor amenity areas. A Shadow Study was undertaken by DIALOG to document shadows at the required days/times of year, and this Study has been included in the Site Plan Application package.

As well, it’s worth noting the proposed site density has been intentionally limited to approximately half of the allowable density, in support of a context sensitive approach to the scale of the development.

2.4.2 Urban Design & Compatibility
The proposed development is situated in an area of change, where the adjacent retail mall is under re-development, and where new development is planned by the Canada Lands Company in the area north of Heron Road. In this context, the proposal has been designed to integrate modest intensification in a manner that is in keeping with the existing neighbourhood character. For instance, a two-storey street-wall is designed to support a pedestrian-oriented scale, and presence, as well as an appropriate relationship to the two-storey homes fronting onto the north side of Heron Road. Similarly, the two storey podium on Sandalwood Drive aims to relate, through scale, and materials, to the townhomes located opposite.

In both cases, the street wall is further detailed to express each residential unit, through vertical and horizontal modules, and material colour and texture that is distinct from the upper levels of the building. (Figures 10a-d). For instance, through a mix of masonry, pre-finished architectural panels, curtain wall, and punch windows.
Figure 11b: Heron Road Rendering

Figure 11c: Heron Road and Sandalwood Drive Rendering
Figure 11d: Site Aerial Perspective - Looking East
Figure 12: Project Elevations
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Figure 13: Ground Floor and Site Plan
2.5 CIRCULATION, LOADING, AND PARKING

2.5.1 Pedestrian Access & Circulation

Publically accessible paths provide a direct connection from the public sidewalks on Heron Road and Sandalwood Drive to the primary entrances of each building, as well as to the large outdoor amenity space within the middle of the development, and to Sandalwood Park. These paths are aligned to provide clear view corridors to key destinations, while also demarcating the edges of public spaces and the transition to private residential outdoor amenity areas. Building entrances have been located to provide access from both the public streets and Park, as well as the central area of the development.

- Building A provides access via entrances located on Heron Road, and the internal access drive.
- Building B provides access via an entrance located on the internal access drive.
- Building C provides access via entrances located on Sandalwood Park, and the large outdoor amenity area in the middle of the development.

2.5.2 On-Site Vehicular Circulation, Loading, and Parking (at grade)

The site has two vehicular accesses; one is located on Sandalwood Drive providing connections to the underground parking facility as well as the internal road, and another on Heron Road connecting to the internal road. The access on Heron Road will be accommodated with a “Right-in/Right-out” configuration allowing for inbound access from Heron Road eastbound and outbound to Heron Road eastbound. While the median is currently mountable, it is proposed that the site will not be accessed from Heron Road westbound at this location. Westbound traffic would enter at Sandalwood Drive.

This vehicular access configuration through the middle of the development helps minimize issues related to loss of privacy on development adjacent or immediately opposite the site. Also, vehicular traffic is generally contained within the site. The site plan includes an internal roadway that extends from Sandalwood Drive to Heron Road. Access to the below-grade parking facility (for all three apartment buildings) is via the internal roadway on the west side of the site. Drop off areas (for 1 – 2 cars) have been provided in front of each building. As well, the site plan includes surface parking for approximately 12 vehicles. 10 are for visitors, and 2 are car share spaces. There are 3 locations where the pedestrian pathways cross the internal road. At these locations, distinctive hardscape patterning is used as a visual cue to demarcate the crossing.
In regard to loading, each building is provided with a loading bay to accommodate deliveries, garbage pickup, and residents moving in/out. These bays are contained within each building, and located away from ground floor residential units, as much as possible.

2.5.3 Parking (below grade)
The primary supply of on-site parking will be located below grade and accessed from the circulation roadway. There is a single level of underground parking extending across the site. The garage spans under all three apartment buildings and provides for a total of 334 parking spaces (includes 3 parking spaces for the car share use and 5 for the commercial land use).

2.5.4 Bike Parking
The retail store at the northwest corner of the site adjacent the intersection of Heron Road with Sandalwood Drive includes a plaza area for pedestrians and would also include bicycle racks. A total of 172 bicycle parking spaces have been proposed for the redevelopment site and is aligned with City of Ottawa By-Laws.

2.6 ENVIRONMENTAL SUSTAINABILITY

From a land-use planning perspective, the project has been designed to support compact, infill development that leverages efficient use of existing infrastructure and municipal services. The project also supports alternative modes of transportation, through the provision of bicycle parking, car-share spaces, walkable connections to daily retail needs, schools, community facilities, jobs, and transit stops.

From a building perspective, the design integrates a range of measures intended to:

1. Use local materials
2. Reduce stormwater runoff (cistern)
3. Reduce waste (building recycling collection)
4. Reduce urban heat island effect (light coloured gravel on roof)
5. Reduce energy consumption:
   • Enhanced insulation
   • Energy Star Appliances
   • Low E Argon filled windows
   • LED lighting

2.7 PHASING

The site redevelopment is intended to be built in a single phase with construction complete by 2019.
3.0 // POLICY JUSTIFICATION

3.1 PROVINCIAL POLICY STATEMENT (PPS)

The Provincial Policy Statement (PPS) under Section 3 of the Planning Act spells out key Provincial interests with regard to land use planning. Decisions made by all approval authorities in the Province of Ontario on planning applications must be consistent with the policies of the Statement. The following is a brief commentary on the application for Site Plan Control Approval with regard to the policies of the Provincial Policy Statement, without limitation.

Under the PPS, settlement areas are to be the focus of growth and their vitality is to be promoted. The site is within the urban area of the City of Ottawa, which is a settlement area under the definition in the PPS.

Land use patterns in settlement areas are directed to minimize sprawl and use resources and services efficiently, in part by achieving a density and mix of uses that minimize the need for expansion or upgrades. The site plan is in agreement with these policies. The proposed project is best described as a compact urban development that makes efficient use of services and logically connects to existing streets and municipal/community amenities and services.

Under the PPS, the preferred method of servicing new development in settlement areas is by means of piped municipal water and sanitary sewer services that connect to the existing system. This application is consistent with that policy direction, while making efficient use of services at the same time.

In conclusion, we are of the opinion this application for Site Plan Control is consistent with the Provincial Policy Statement.
3.2 CITY OF OTTAWA OFFICIAL PLAN

The subject lands are designated General Urban Area in the Official Plan. Midrise apartment buildings are permitted in this designation. Section 2.5 of the Official Plan emphasizes the City’s goal of building livable communities.

3.2.1 Compatibility and Community Design

Section 2.5.1 addresses Compatibility and Community Design, particularly as it relates to infill within established areas. Infill development must be compatible with, and sensitive to the existing urban fabric. The proposed development has been designed to ‘fit well’ within the urban context and to ‘work well’ with its surroundings. The Official Plan points out that these policy objectives do not imply the design should be the same or mimic the existing developments or built fabric. The accompanying compatibility criteria in Section 4.11 of the Plan allow for comprehensive evaluation of the compatibility of the proposed development. These criteria are discussed in section 3.2.2 of this report.

The proposed development meets the following applicable objectives in Section 2.5.1 of the Official Plan:

To define quality public and private spaces through development

- Clear and well-designed unit paver paths are proposed throughout the development. These publically accessible paths provide a direct connection from the public sidewalks on Heron Road and Sandalwood Drive to the primary entrances of each building, as well as to the large outdoor amenity space within the middle of the development, and to Sandalwood Park. These paths are aligned to provide clear view corridors to key destinations, while also demarcating and framing the edges of public spaces and the transition to private residential outdoor amenity areas.

- Outdoor amenity area: The proposal includes a large publicly-accessible outdoor amenity space located in the middle of the proposed development. The space has been designed to create a large ‘outdoor room’, well-proportioned to accommodate both formal and informal programming, with clear views and pedestrian connections to adjacent public streets, as well as Sandalwood Park. Similarly, a balance of soft landscaping (ie. trees and grass) as well as hardscape surfaces is provided (ie. unit paver sidewalks and plaza areas). The space has also been designed to accommodate a range of uses, such as sitting, walking, and gathering. Barbeques are provided to encourage meal-time gatherings. A gazebo is proposed, and may accommodate a range of formal or informal ceremonies and / or performances.
- The proposed buildings have been oriented to frame the street edge, and provide animated frontage that includes ground-oriented units with front yards along Heron Road, Sandalwood Drive and Sandalwood Park. The intent is to support a safe and enticing public realm, where landscaping, and the design of residential units provide an attractive frontage as well as ‘eyes on the street/park.’

*To create places that are safe, accessible and are easy to get to, and move through:*

Primary access will be provided via two entrances for each building. These entrances are accessed directly from the sidewalk of either Heron Road, Sandalwood Drive, or the internal private drive. In addition, each ground floor residential unit has direct access to the sidewalk, fronting one of these streets, or Sandalwood Park. In this way, access is maximized, and linked directly to the network of public and publically accessible privately owned sidewalks.

Vehicle access to each building is provided via an internal private drive, which includes space for drop-offs.

Clear view corridors are established by the arrangement of buildings and related open spaces, intentionally designed to create ‘eyes on the street/park,’ contributing passive surveillance of open spaces and walkways, in support of public safety.

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

The proposed buildings have been designed to be compatible with abutting land uses. For example, the use of a two storey podium establishes a massing relationship to adjacent low rise residential homes on the opposite sides of Heron Road and Sandalwood Drive. Further, the use of high quality cladding materials, as well as enhanced landscaping that includes street trees and other landscape elements is designed to support a compatible design with the character of the surrounding neighbourhood.

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

The proposed buildings have been designed to achieve a more compact form than previous townhomes on the site, as well as adjacent housing within the wider Heron Gate community. This also allows for a more diverse and inclusive range of housing options for the wider Heron Gate community, by contributing a range of ground level, and upper storey 1,2, and 3 bedroom and 2+study units, that accommodate the needs of a range of people of different incomes and lifestyles at various stages in the life cycle.
3.2.2 Compatibility

The criteria set out by Section 4.11 of the Official Plan are intended to support the evaluation of development applications. Based on our review of the proposed development, we are of the opinion that the development is appropriate and consistent with the objectives of these criteria. In summary:

Traffic: MMM Group Limited prepared a Traffic Impact Study in August 2016. The Report established baseline conditions including the existing transportation network adjacent to the study area, and undertook a review and analysis of the existing traffic operations at the signalized intersections on Heron and Walkley Roads, the intersections at Sandalwood Drive and Baycrest Drive, as well as the remaining site accesses. While the redevelopment is expected to increase traffic to and from the site during the AM and PM peak hour, the area intersections will continue to operate at acceptable LOS and with vehicle delays of approximately 30 seconds or less during the peak hours with the planned site development.

Vehicular Access: Access to the below grade parking garage is provided near the entry to the site, minimizing pass through traffic, and avoiding headlight glare impacts. A private drive provides through flow from Sandalwood Drive to Heron Road, minimizing congestion on Sandalwood Drive.

Parking Requirements: The proposed development includes a request for variance from the bylaw to permit a reduced parking requirement. This variance is supported by projections for continued growth in the use of non-auto modes, including transit, cycling, and car share. Further details are provided in Section 3.4 of this report.

Building Height and Massing: The massing of the proposed development has been designed to present an attractive frontage to the adjoining streets and Park, with particular attention to articulating the form to benefit the experience of pedestrians, from the sidewalk. This articulation is expressed by units and facade elements that project and recede along the street, a variety of material textures and colours that create a varying rhythm, a two storey podium, and the expression of modules, particularly on the ground and second storeys, which align with the front yards of individual units.

The proposed development also includes a request for variance from the bylaw to permit an increase in the permitted building height, from 18m to 20m. The variance will not result in an increase in the number of building floors, nor residential units provided. Instead, the variance is requested to mitigate the change in grade across the site, which impacts the ability to provide appropriate floor-to-ceiling heights within residential units, while still in compliance with the 18m maximum building height. The variance would allow a more generous floor-to-ceiling height of approximately 8’-6” for
all occupied residential units, thereby improving the quality of these spaces and the comfort of residents. At the same time, the additional height would not increase the risk of ‘overlook’ from the rooftop to adjacent properties. To mitigate this, railings that surround rooftop amenity areas have been setback at least 2m from the building edge. Further details are provided in Section 3.4 of this report.

Outdoor Amenity Area: The proposed development will include a large public outdoor amenity area, as well as landscaped areas adjoining the public sidewalks on Heron Road and Sandalwood Drive. Private outdoor amenity areas are also provided for all ground floor units. The proposed development is also not expected to impact the privacy of outdoor amenity areas of existing development. To mitigate this, railings that surround rooftop amenity areas have been setback at least 2m from the building edge. Further details are provided in Section 3.4 of this report.

Loading Areas, Service Areas and Outdoor Storage: Each building is provided with a loading bay to accommodate deliveries, garbage pickup, and residents moving in/out. These bays are contained within each building, and located away from ground floor residential units, as much as possible.

Lighting: Will be designed to minimize glare and reduce spill-over onto adjacent properties.

Noise and Air Quality: The Report, prepared by WSP Canada Inc. (WSP) in April 2016, evaluated sound levels at the site due to stationary sources, nearby road traffic; and examined the potential for noise impacts from the building mechanical systems on the development and surrounding residences. Based on the analysis presented in this report, the City of Ottawa and MOECC’s noise guidelines can be achieved within the development with the implementation of recommended noise controls. Recommendations to meet the criteria are discussed further within this report.

Sunlight: A sun shadow study was prepared and submitted as part of the SPA package. Sun shadowing will not have significant impacts on adjacent properties.

Microclimate: No microclimate conditions have been identified. Light coloured gravel on the roof, along with significant landscaping will also help reduce the heat island effect.

Supporting Neighbourhood Services: The proposed development is located adjacent to a retail plaza, and a public park, and is within a short walk of other community services such as schools, community centres, and emergency services.
The subject lands are zoned: Residential Fifth Density, R5, Sub-Zone B, (H18), in the City of Ottawa’s Zoning By-law 2008-250. This zone permits a range of residential uses and building heights, with a maximum height of 18 metres. The R5 zone permits limited retail/commercial uses. This zone is intended to manage development in a manner that is compatible with existing land use patterns including the residential character of a neighbourhood.

The project has been designed to comply with the applicable Zone Provisions for R5, Sub-Zone B, (H18) as well as the provisions for a Planned Unit Development (Sec. 131).

The following table contains a summary of the development standards, as well as the requested variances from the By-Law, where applicable. A summary of the requested variances is also elaborated below.
<table>
<thead>
<tr>
<th>Table 1</th>
<th>Zoning By-Law Requirement</th>
<th>Proposed</th>
<th>Requested Variance</th>
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<td>Min. Lot Width (m)</td>
<td>22.5</td>
<td>149.5</td>
<td></td>
</tr>
<tr>
<td>Min. Lot Area (sm)</td>
<td>675</td>
<td>16,465</td>
<td></td>
</tr>
<tr>
<td>Min. Front Yard Setback (m)</td>
<td>3</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Min. Corner Side Yard Setback (m)</td>
<td>3</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>Min. Rear Yard Setback (m)</td>
<td>equal to 25% of the lot depth but need not exceed 7.5 metres</td>
<td>7.5m</td>
<td></td>
</tr>
<tr>
<td>Min. Interior Side Yard Setback (m)</td>
<td>If the building is located: 7.5m within 21 metres of the front lot line: 1.5 m; and further than 21 metres from the front lot line: 6 m</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| Max. Building Height (m)      | 18                       | 20       | 2                                   |
| Retail Use (sm)               | 75                       | 150      |                                     |

| Total Building GFA(sm)        | N/A                      | 30,230   |                                     |
| Total Building CFA(sm)        | 70,175                   | 35,050   |                                     |
| Residential Units             | N/A                      | 341      |                                     |
| Landscape Area(sm)            | 4,950 (30% of lot area)  | 7,270    |                                     |
| Parking – Residential + Visitor | 1.4 per dwelling unit   | 1.01 stalls per unit | .4 stalls per unit |
| Parking - Retail              | 3.4 per 100 sm of GFA    | 3.4 per 100 sm of GFA |                                     |
| Amenity Area(sqm)             | 2,046                    | 7,145    |                                     |
| Traffic Study                 | Yes                      | Provided |                                     |
| Servicing Study               | Yes                      | Provided |                                     |
3.4 REQUESTED MINOR VARIANCES

Timbercreek Asset Management is requesting Minor Variances from the Zoning By-Law (2008-250) as described below. In each case, the rationale for the request has been structured to respond to the 'four tests', typically applied by the Committee of Adjustment. Following any feedback from City Planning Staff in regard to the rationale provided below, Timbercreek will update the rationale and prepare an application for Minor Variance with supporting documentation for submission to the Committee of Adjustment.

3.4.1 REQUESTED VARIANCE:

Minimum Parking Space Rates - Sections 101, 102:
To permit a parking space requirement of 1.01 space/unit, (residents+visitors) whereas the By-law requires 1.4 spaces/unit.

As noted in the accompanying Traffic Impact Study, prepared by MMM Group, the variance request is to provide parking supply of 1.01 spaces / unit, (344 spaces). This includes .98/unit for residents (332 spaces), and .035/unit for visitors (12 spaces).

Test 1: Is the variance minor?

While the parking rates adopted for the site (1.01 spaces per unit) are less than what is specified in the City of Ottawa Zoning By-law for Area C (1.20 spaces per unit) they are higher than the City’s By-Law rate of 0.5 spaces per unit for Area B, which the proposed site plan shares a common boundary.

Test 2: Is the variance desirable for the appropriate development or use of the property?

The rate of 1.01 spaces per unit is considered appropriate and desirable based on the nature of the development (mid-rise apartment units), the existing relatively high transit and non-motorized trips, current existing observed rates of existing parking demand (0.76 spaces per unit), and the proximity to a major commercial/retail areas while would contribute to a reduced demand for parking space for the proposed development.

The parking rate proposed for the site reflects the existing high shares of transit and non-motorized travel which can be anticipated to be maintained or exceeded in the future, based on longer term emphasis on transit market penetration. The site
is well connected to the existing and proposed pedestrian pathway network, is served by a number of transit routes providing frequent service connections with the City’s broader Rapid Transit Network, and is adjacent to future crosstown cycling route on Heron Road. Further, the Proposal includes provision for 172 bike parking spaces to support greater cycling use by residents.

Test 3: Is the general intent and purpose of the Zoning By-Law maintained?

The proposed site plan with provisions for a parking supply at 1.01 spaces per unit is considered appropriate when compared with the existing broader Heron Gate Community observed demands of 0.76 spaces per unit and the Area B Bylaw requirement of 0.5 spaces per unit. As such, given the location of Heron Gate 7 and the Area C Bylaw requirement for a 1.2 space per unit, it is considered appropriate for the proposed development to seek provisions for the attainment of an approximate parking ratio of 1.01 spaces per unit.

Test 4: Is the general intent and purpose of the Official Plan maintained?

The City of Ottawa’s Official Plan, (Part 2.3.1 Transportation), includes the objective to achieve ‘a substantial increase in the use of public transit and reduced dependence upon automobile use during peak hours.’ Further, the OP, in keeping with the Transportation Master Plan, also aims to increase travel by pedestrian, and cycling modes to 2031.

A reduction in the overall supply of on-site parking, when combined with the range of alternative mobility options identified above, (car share spaces, bike parking, nearby transit routes, and connections to pedestrian trails and sidewalks), contributes to mode choice behaviour that is in keeping with the objectives of the Official Plan, as well as with overall transportation demand management (TDM) strategies for the area which as noted is aligned with current behaviour. Transportation demand management strategies related to unbundling of parking, shared parking provision and car sharing could help influence travel behaviour and minimize the on-site parking requirement, as unit residents would make use of a single vehicle, rather than individually owning a car.

In conclusion, we are of the opinion the requested variance meets the ‘four tests’ required by the Committee of Adjustment.
3.4.2 REQUESTED VARIANCE:

Planned Unit Development - Section 131 (5) (d):
To permit a convenience store use on the ground floor of an apartment building at the corner of Heron Road and Sandalwood Drive, whereas the By-law permits the use to be located in the interior of the lot in such a way that there is no indication, visible from a public street, that there is an ancillary use on the lot.

The variance request is to allow a convenience store to be located where it is visible and accessible to members of the Heron Gate community, on the ground floor of Building A, adjacent to the intersection of Heron Road and Sandalwood Drive.

Test 1: Is the variance minor?

While the proposed location for the convenience retail use is not interior to the development, it remains a 'locally-oriented' use, in keeping with the associated provisions within the City's General Urban Area designation. This small size and location is intended to serve only Heron Gate/Alta Vista residents in the immediate vicinity, and is not large enough to compete with neighbouring Heron Gate Mall, which will continue to serve the needs of residents from within and beyond the immediate area. As a result, while the proposed location is visible from Heron Road and Sandalwood Drive, this use is not anticipated to attract large volumes of vehicular traffic from outside the immediate area. Such traffic would continue to be directed to Heron Gate Mall, while the vast majority of trips to this convenience store will be on foot, bus, or by bike.

Test 2: Is the variance desirable for the appropriate development or use of the property?

The proposed location is desirable for a number of reasons:

- Convenience: its location adjacent to public sidewalks, transit/cycling routes, and within a 5 minute walk of all Heron Gate residents, supports the City of Ottawa's objective to reduce auto-dependence by allowing residents to meet more of their daily needs close to home.

- Financially sustainable: this location provides greater access to nearby residents, whereas the interior of the development would limit the viability of a retail business, as local residents beyond HG7 may not perceive its location as convenient, or accessible.

- Safety: Timbercreek Asset Management intends to manage the retail space to ensure that it contributes positively to the Heron Gate community over the long term. Specifically, Timbercreek will take measures to ensure the convenience store supports a safe environment for residents at all times of day and night, and serves as an inviting amenity for the community. Further, the space is designed to maximize transparency, with full height glazing and a high level of illumination, particularly during evening hours, to provide 'eyes on the street' at this gateway to the community.
Test 3: Is the general intent and purpose of the Zoning By-Law maintained?

Within the General Urban Area, the City encourages the provision of small, locally oriented convenience uses that complement adjacent residential land uses and are of a size and scale consistent with the needs of nearby residential areas. Importantly, the proposed location is consistent with the designation’s objective to ‘provide direct access for pedestrians and cyclists from adjacent residential areas’. Its location adjoining public sidewalks at a gateway to the community is also consistent with the designations’ objective to ‘cluster with other community-oriented uses’, such as pedestrian linkages, in order to facilitate interaction among residents and contribute to a sense of community. In this regard, the proposed location is intended to foster interaction between existing residents on adjoining sites as well as future residents of the proposed HG7 development.

Test 4: Is the general intent and purpose of the Official Plan maintained?

We are of the opinion the proposed location is in keeping with the intent and purpose of the Official Plan. For instance, in addition to the rationale elaborated in the previous tests, the location is consistent with applicable design objectives of Section 2.5.1 of the Official Plan. Namely:

Design Objective #2: To define quality public and private spaces through development. In this case, the proposed location helps in ‘recognizing every building as being part of a greater whole’, by engendering a positive relationship between the proposed use at the corner of the building and its street frontage, as well as reinforcing pedestrian activity and engendering social interaction between existing and future residents on a public street that serves as a gateway to the community.

Design Objective #3: To create places that are safe, accessible and are easy to get to, and move through. In this case, the proposed location is intended to reinforce the objective to create places that are visible and safe and can be confidently used at all hours of the day and at night where it is appropriate to do so.

In conclusion, we are of the opinion the requested variance meets the ‘four tests’ required by the Committee of Adjustment.
3.4.3 REQUESTED VARIANCE:

Residential Fifth Density Zone - Section 163 (12) (c):
To permit a convenience store use on the ground floor of an apartment building, with a maximum gross floor area of 150 square meters, whereas the By-law permits 75 square meters.

Test 1: Is the variance minor?

The proposed size of the convenience store exceeds the 75 square meters allowed by the R5 zone, but complies with the required limit of 150 square meters permitted by the Planned Unit Development provisions, (Section 131), of the By-Law. Further, the proposed size is relatively small, and not large enough to support a volume of business associated with a supermarket. For example, The City of Ottawa 2008 Retail Survey identifies the smallest supermarkets where a typical household could reasonably expect to fill most or all of their regular grocery needs, are somewhere between 500 square meters and 1000 square meters. Indeed, for comparison, other small Ottawa convenience retailers noted in the Survey, such as 'Sausage Kitchen' (5 Byward Market Square) or 'Saslove’s Meat Market' (1333 Wellington Street), exceed 160 square meters in size.

Test 2: Is the variance desirable for the appropriate development or use of the property?

The proposed size is desirable for the development for the following reasons:
- To better serve the immediate residents of the development, as well as other residents within a short walk of the site;
- To improve the leasable marketability of the space to prospective convenience retail tenant, recognizing the need for adequate back-of-house and storage spaces to operate the business;

Test 3: Is the general intent and purpose of the Zoning By-Law maintained?

The enlarged space would not otherwise alter the intended use, or the intent of the By-law to provide for small convenience retail, that is in keeping with the character of the neighbourhood. For instance, the proposed size is intended to provide adequate space to serve only the needs of residents in the immediate vicinity, and is not large enough to compete with larger retailers in neighbouring Heron Gate Mall, whose larger retail tenants will continue to serve the needs of residents from within and beyond the immediate area. Further, this use is not anticipated to attract large volumes of vehicular traffic from outside the immediate area. Such traffic would continue to be directed to Heron Gate Mall, while the vast majority of trips to this convenience store will be on foot, bus, or by bike.

Test 4: Is the general intent and purpose of the Official Plan maintained?

We are of the opinion the proposed size is in keeping with the intent and purpose of the Official Plan. For instance, in addition to the rationale elaborated in the previous tests, the size is consistent with applicable design objectives of Section 2.5.1 of the Official Plan. Namely:

Design Objective #4: To ensure that new development respects the character of existing areas. In this case, the proposed size of the convenience retail use remains relatively small, without dominating or otherwise negatively impacting the residential character of the building or neighbourhood context. Indeed, the intended size aims to complement and enliven the surroundings, while respecting the residential character of Heron Road and Sandalwood Drive.

In conclusion, we are of the opinion the requested variance meets the ‘four tests’ required by the Committee of Adjustment.
3.4.4 REQUESTED VARIANCE:

Residential Fifth Density Zone - Section 164:
To permit a maximum building height of 20.0 meters, whereas the By-law requires a maximum height of 18.0 meters.

Test 1: Is the variance minor?

The variance will not result in an increase in the number of building floors, nor residential units provided. Instead, the variance is requested to mitigate the change in grade across the site, which impacts the ability to provide appropriate floor-to-ceiling heights within residential units, while still in compliance with the 18 m maximum building height, measured as the vertical distance between the average grade at the base of the building. For instance, the total change in grade along the length of the site fronting Heron Road exceeds 1.4 meters.

Test 2: Is the variance desirable for the appropriate development or use of the property?

The variance would mitigate the change in grade, while allowing each ground level residential unit to retain access at grade, and will ensure that all units throughout the building have a more generous floor-to-ceiling height of approximately 8’-6”, thereby improving the quality of these spaces and the comfort of residents.

Test 3: Is the general intent and purpose of the Zoning By-Law maintained?

The request is consistent with the general intent and purpose of the Zoning By-Law. The additional height does not increase the number of building floors, or density of units on the site. Nor does the additional height increase the risk of ‘overlook’ from the rooftop to adjacent properties on the north side of Heron Road. To mitigate this, railings that surround rooftop amenity areas have been setback at least 2m from the building edge.

Test 4: Is the general intent and purpose of the Official Plan maintained?

The request is consistent with the general intent and purpose of the Official Plan. For instance, in addition to the rationale elaborated in the previous tests, the additional height is consistent with applicable design objectives of Section 2.5.1 of the Official Plan. Namely:

Design Objective #4: To ensure that new development respects the character of existing areas. In this case, the additional height is accommodated within the building stepback, mitigating any perceived impact to the massing from Heron Road, where the predominant form is a two storey building podium.

In conclusion, we are of the opinion the requested variance meets the ‘four tests’ required by the Committee of Adjustment.
The Report, prepared by MMM Group Limited in July 2016, with updates in November 2016, examined the stormwater management implications of the development, and documents a proposed strategy to satisfy the applicable SWM development criteria. The strategy, documents control of water quantity (peak flow rate) through use of controlled rooftop drainage for specified rooftop areas, in addition to the use of a stormwater cistern located at the northern edge of the site, with a volume of 204 cubic meters. The RVCA was contacted regarding water quality control requirements for the site, and it has been confirmed that no treatment is necessary. The report demonstrates that the proposed SWM strategy will address stormwater management related impacts from this project and meet the requirements of the City of Ottawa.

A Geotechnical Investigation was completed for the site in April, 2016. A total of nine exploratory bore holes were excavated. Generally the site can be characterized as having asphaltic pavement structure or topsoil layer overlying a layer of granular fill, which in turn overlies a layer of glacial till which extends to the depth of refusal. The underlying bedrock in the three cored boreholes consists of shale. The Geotechnical Report made recommendations related to frost penetration, as well as the design of footings and foundations, slabs on grade, lateral earth pressures, basement wall backfill and drainage, backfilling and compaction, excavations and groundwater control, site services, pavement design, as well as corrosion and cement type.

The Report, prepared by MMM Group Limited in July 2016, with updates in November, 2016. The Report concludes that the existing municipal infrastructures have sufficient capacity to support the proposed development. During construction best management practices related to sediment and erosion control are recommended in order to reduce impact on downstream watercourses.
4.4 TRAFFIC IMPACT STUDY

MM Group Limited prepared the Study in August 2016, and updated the study in October, 2016. The Report established baseline conditions including the existing transportation network adjacent to the study area, and undertook a review and analysis of the existing traffic operations at the signalized intersections on Heron and Walkley Roads, the intersections at Sandalwood Drive and Baycrest Drive, as well as the remaining site accesses.

The traffic analysis has been undertaken for the 2018 planning horizon and in 2023 which represents five years beyond the opening or occupancy. While the redevelopment is expected to increase traffic to and from the site during the AM and PM peak hour, the area intersections will continue to operate at acceptable LOS and with vehicle delays of approximately 30 seconds or less during the peak hours with the planned site development.

Regard to parking, based on the observed parking rates of the adjacent community, a review of the Parking Bylaw, the proposed site context and locational factors including transit usage a residential parking rate of 1.01 spaces per unit is considered adequate.

4.5 NOISE IMPACT STUDY

The Report, prepared by WSP Canada Inc. (WSP) in April 2016, evaluated sound levels at the site due to stationary sources, nearby road traffic; and examined the potential for noise impacts from the building mechanical systems on the development and surrounding residences. The primary noise source is the road traffic on Heron and Walkley Road. Relevant traffic data was obtained from the City of Ottawa and was used to estimate future sound levels (LEQ) at the facades of the proposed mixed use/residential building. The estimated sound levels were compared to the guidelines published by the Ministry of the Environment and Climate Change (MOECC) as well as the City of Ottawa’s Environmental Noise Control Guidelines. The noise study is required by the municipality as part of the planning and approvals process, specifically for a site plan approval.

Based on the analysis presented in this report, the City of Ottawa and MOECC’s noise guidelines can be achieved within the development with the implementation of recommended noise controls. Recommendations to meet the criteria are discussed further within this report.

In addition, mechanical equipment should be installed in such a way and of such specifications that the noise impacts of the development on the environment, and of the development upon itself, are maintained within acceptable levels.
5.0 // CONCLUSIONS

We have reviewed the application for Site Plan Control, for three 6-storey apartment buildings, an associated convenience store use, and below grade parking, from a land use planning perspective. It is our opinion that the application should be granted for the following reasons;

1. The application is consistent with the Provincial Policy Statement 2014;
2. The application is in conformity with the City of Ottawa Official Plan;
3. The proposed development is an appropriate use of land and is compatible with adjacent land uses;
4. The application for Site Plan Control approval is in compliance with the relevant design policies of the Official Plan;
5. The requested minor variances from By-Law 2008-250 meet the 'four tests' required by the Committee of Adjustment.