



June 17, 2021

Laurel McCreight, Planner
Development Review West
Planning Services
City of Ottawa
Ottawa City Hall
110 Laurier Avenue West
Ottawa, Ontario K1P 1J1

Dear Ms. McCreight:

**Re: *Planning Rationale Addendum Letter #2
Zoning By-law Amendment & Draft Plan of Subdivision Resubmission
City of Ottawa File Nos. D02-02-19-0123 and D07-16-19-0026
7000 Campeau Drive, City of Ottawa***

As you are aware, we are the planning consultants for ClubLink Corporation ULC with respect to its property at 7000 Campeau Drive, located on the north side of Campeau Drive in the former City of Kanata, in the City of Ottawa (the “subject site”).

This letter has been prepared as an addendum to our September 2019 Planning Rationale report (the “2019 Rationale”) and the July 13, 2020 Planning Rationale Addendum Letter (the “2020 Addendum”), in order to address additional revisions to the concept plan and draft plan of subdivision enclosed with this resubmission. With the proposed revisions, it continues to be our opinion that the proposal is appropriate and desirable. The key revisions include the following:

- Revising all 16.5 metre wide rights-of-way to 18 metres;
- Introducing landscaped buffers, either 3 or 6 metres in depth, along all existing development, depending on the existing vegetation and tree conditions;
- Increasing the size of the Woodland Park in Parcel A from 1.62 to 1.68 hectares (see **Appendix A** for key map);
- Increasing the size of the central Neighbourhood Park in Parcel A from 3.53 to 3.76 hectares;
- Increasing the amount of green space on the subject site from 19.44 hectares to 20.06 hectares and now to 23.14 hectares in the further revised proposal;
- Retaining an additional rock outcrop on the north side of Knudson Drive, east of Street Nos. 16 and 3 in Parcel D as an additional open space, where previously townhouses were proposed;

- Removing the blocks previously identified as Blocks 598-602 in Parcel B, such that Open Space Block 637 (previously 622) now extends along the entire extent of Craig Park;
- Extending Block 673 (now Block 650) in Parcel A further south and providing a new connection to Street No. 7 at the south end of the open space block, along an existing utilities easement;
- Expanding the proposed open space at the east end of the Campeau Drive frontage (previously Block 630, now Block 641, in Parcel A) to provide a wide frontage along both Campeau Drive and Street No. 11, whereas previously it had a narrow frontage along Campeau Drive only (the pedestrian walkway to Street No. 9 is maintained as well);
- Combining the former Blocks 412 and 733 at the end of the cul-de-sac of Street No. 10 (abutting Saint-Rémi Catholic Elementary School) into new Block 719 (in Parcel D);
- Reducing the number of units from 1,544 to 1,480;
- Introducing new walkway connections throughout the subject site; and
- Updating the proposed zoning with maximum lot coverages for detached zones.

This addendum provides a summary of the revisions made to the proposal to respond to comments received from the City and other commenting agencies.

The Zoning By-law Amendment and Draft Plan of Subdivision applications were submitted on October 8, 2019 to permit the redevelopment of the subject site. The applications were deemed complete as of the date of submission via a letter from staff dated October 17, 2019, and a formal public meeting was held on November 25, 2019. The applications were appealed to the Local Planning Appeal Tribunal on March 6, 2020 due to the City of Ottawa's failure to make a decision on the applications within the timelines prescribed under the *Planning Act*.

The application was revised on July 13, 2020 when a resubmission was made to the City of Ottawa with respect to both applications, after which comments were received on October 9, 2020. Since October 2020, the project team has worked to respond to these additional comments, and a comment matrix is enclosed with this resubmission that responds to each comment directly.

This addendum letter concludes that, with the further design revisions summarized above and below, and illustrated in the revised concept plan and draft plan of subdivision, the proposed redevelopment continues to be appropriate from the perspectives of intensification, land use policy, public realm, height and density, compatibility and urban design. Subject to the additional comments set out herein, the findings and analysis set out in our 2019 Rationale and 2020 Addendum continue to be relevant and accurate.

A summary setting out a comparison of the revised design to the previous revision and to the original proposal is provided in **Table 1** below.

Table 1 – Statistical Comparison

	Original Submission (October 2019)	First Resubmission (July 2020)	Second Resubmission (April 2021)
<u>Dwelling Units</u>	<u>1,502</u>	<u>1,544</u>	<u>1,480</u>
Detached	545 (22.76 ha)	630 (24.63 ha)	654 (23.26 ha)
Front Drive Townhouses	498 (11.05 ha)	332 (7.79 ha)	247 (5.44 ha)
Back-to-Back Townhouses	88 (1.02 ha)	70 (0.79 ha)	68 (0.76 ha)
Stacked Townhouses	0 (0 ha)	76 (0.80 ha)	74 (0.78 ha)
Medium Density	371 (2.97 ha)	436 (2.91 ha)	437 (2.92 ha)
Subtotal (Residential land)	37.80 ha	36.92 ha	33.16 ha
Parks	3 (4.36 ha)	4 (5.91 ha)	4 (6.24 ha)
Stormwater Mgt. Ponds	5 (8.02 ha)	4 (7.31 ha)	4 (7.31 ha)
Additional Open Space	5.36 ha	5.19 ha	7.19 ha
Landscaped Buffers	1.70 ha	1.65 ha	2.40 ha
Subtotal (Open Space land)	19.44 ha	20.06 ha	23.14 ha
Roads	13.65 ha	13.91 ha	14.59 ha
Total Site Area	70.89 ha	70.89 ha	70.89 ha

Intensification

As set out in Section 5.1 of our 2019 Rationale and in our 2020 Addendum, residential intensification on the subject site is supportive of policy directions articulated in the Provincial Policy Statement and the City of Ottawa Official Plan, both of which promote intensification and the efficient use of land and infrastructure on sites which are well served by municipal infrastructure, including public transit.

The subject site continues to represent a unique opportunity to intensify a large 70.89 hectare infill site that is located along an arterial road and served by a number of transit routes, including routes that join the Transitway BRT route at Eagleson and Terry Fox stations shortly after boarding in front of the subject site. The subject site is located within the midst of the Urban Area, and is a redevelopment and infill opportunity located in a community that includes a mix of uses and built forms ranging from detached houses to semi-detached dwellings, townhouses and medium- and high-intensity mid-rise and high-rise residential buildings, along with hotel and residential care uses.

Intensifying the subject site with a mix of residential uses, despite the reduction in units from 1,502 to 1,544 and now 1,480 units (between the original submission, the first resubmission and this resubmission), will continue to take advantage of existing municipal infrastructure, support the active transportation options that are to be retained as part of the revised proposal, and minimize negative impacts to air quality and climate change by supporting existing and future transit.

Land Use

As set out in Section 5.2 of our 2019 Rationale and in our 2020 Addendum, it is our opinion that the proposed mix of uses, including detached houses of varying density, townhouses, back-to-back townhouses, stacked townhouses and medium density apartments, as well as new public parks, stormwater management ponds and open spaces, is permitted by the *General Urban Area* designation which applies to the subject site. The mix of uses is appropriate and desirable from a land use planning perspective and will contribute to the achievement of a “complete community”.

In accordance with Policy 1.4.3 of the Provincial Policy Statement, 2020, the proposed redevelopment of the subject site would continue to provide for an appropriate range and mix of housing options and densities in a location that efficiently uses land and infrastructure, with not only detached houses but also a significant amount (55.8 percent) of more intensive ground-related housing (389 dwelling units) and apartment units (437 units).

With respect to the arrangement of specific uses within the subject site, the previous plan has been largely carried forward, with medium density apartment blocks in the geographic centre of the site along Campeau Drive, stacked townhouses at the west end of the Campeau Drive frontage and townhouses at the east end, separated from the detached dwellings along Stonecroft Terrace by the proposed enlarged open space at Block 641. Lower density blocks (traditional and back-to-back townhouses) are located immediately north of the Campeau Drive-fronting properties, adjacent to existing townhouses along Windeyer Crescent but separated from any existing detached houses by proposed detached house blocks.

Other than the townhouse blocks proposed on the east side of Street No. 1, on the north and south sides of Knudson Drive, the balance of the proposed residential blocks will accommodate detached houses. As a result, the more intensive land uses (i.e. medium density apartments, stacked townhouses, back-to-back townhouses and the majority of the traditional townhouses) will be located closest to Campeau Drive, and therefore closest to Terry Fox Station, which is just over 800 metres away from Campeau Drive. In this regard, the Campeau Drive frontage is already characterized by taller buildings, including heights up to 15 storeys (7303, 7305 and 7307 Campeau Drive), and is where the *General Urban Area* designation generally targets heights

taller than 4 storeys. Further, since the July 2020 resubmission, a new application for Official Plan Amendment, Zoning By-law Amendment and Site Plan Approval has been filed for 6301 and 6475 Campeau Drive, south of the subject site, proposing a primarily residential development with low-rise apartment buildings and three 10-storey apartment buildings, as well as a small ground floor retail component.

The revisions result in a more linear transition of heights and densities from north to south, aside from the remaining pocket of proposed townhouses at the south end of Parcel D, which in any event has been scaled back significantly to preserve an additional rock outcrop as open space.

With respect to parks and other open spaces, the proposed Woodland Park has been increased from 1.62 to 1.68 hectares in size, while the proposed Neighbourhood Park has been increased from 3.53 to 3.76 hectares in size, for a total of four public parks with an overall area of 6.24 hectares, up from 5.91 hectares in the July 2020 resubmission, 4.36 hectares in the original application and zero in the existing condition i.e. the existing private golf course use.

The revised proposal also includes an increase in the overall open space, from 19.44 to 20.06 and now 23.14 hectares, representing 32.6 percent of the subject site. This significant increase in parks and open space has been achieved despite the required increase in the amount of land dedicated to roads (a result of the increased right-of-way widths) from 13.91 to 14.59 hectares. The amount of land dedicated to stormwater management ponds has remained the same (7.31 hectares). However, we note that the proposed stormwater ponds are now proposed to be dry ponds, providing additional informal but useable open space over and above what was previously proposed.

Site Organization and Public Realm

As set out in Section 5.3 of our 2019 Rationale and in our 2020 Addendum, intensification on the subject site affords an opportunity to better integrate the site into the urban fabric, by creating stronger built form relationships to Campeau Drive, Knudson Drive and Weslock Way, and improving and enhancing connectivity and permeability by extending a public street and pedestrian trail network through the subject site.

The proposal continues to include a significant new north-south street through the subject site (Streets No. 1 and 16), which will provide an alternative connection between Campeau Drive and the east-west portion of Knudson Drive, as well as a new north-south street (Street No. 7) extending into the central “prong” of the southerly parcel (Parcel A), establishing new views into the subject site from Campeau Drive and Bill Teron Park towards one of the proposed new parks.

The southerly portion of Street No. 7, along with Streets Nos. 9 and 11, will continue to provide a “southern loop” around the majority of the higher density blocks in Parcel A. Streets Nos. 1 and 16 and the southern loop will have 20 metre rights-of-way, providing space for two-way traffic and one on-street parking lane, as well as 2 metre wide boulevards, 1.8 metre wide sidewalks and 1.95 metre wide tree planting zones on either side of the new streets.

The proposed local roads’ rights-of-way have been increased in width from 16.5 to 18 metres, and would provide for two-way traffic, one parking lane, a 4 metre wide boulevard on one side of the street and a 3.7 metre wide boulevard on the other side (up from 2.2 metres), both of which would allow for tree planting adequately separated from utility trenches, along with a 1.8 metre wide sidewalk on one side.

The revised proposal will continue to divide the site into appropriately-scaled development blocks, connect the existing main thoroughfares and introduce a new one (Street No. 1 and 16), provide for street-oriented development, provide for vehicular, pedestrian and bicycle access into the subject site, and provide for safe public and emergency vehicle access.

In our opinion, the proposed redevelopment continues to be in keeping with Policy 3.6.1(5) of the Official Plan, in that the redevelopment will enhance and build upon “desirable established patterns”. Further, the proposal continues to be in keeping with Policy 4.3(1), as the proposed redevelopment will provide the opportunity for direct transit routes through the community and for all buildings to be within 400 metres walking distance of a transit stop. The proposed redevelopment will promote intensification on the subject site, while appropriately improving accessibility within the neighbourhood and beyond.

The proposed parks, open spaces and stormwater management ponds, which have increased in overall size from 17.74 to 18.41 and now 20.74 hectares, will front onto existing streets such as Beaverbrook Road, Weslock Way and Knudson Drive, as well as on the proposed streets, particularly on the north-south spine, collectively referenced as Street No. 1 and 16. These substantial new community amenities will serve as recreational focal points within the redevelopment. The increased park areas of the Woodland Park and Neighbourhood Park will allow for the additional retention of existing forested areas that qualify as Significant Woodlots under the City of Ottawa’s criteria for the urban area.

In our opinion, the draft plan of subdivision, as revised, continues to satisfy the criteria set out in Section 51(24) of the *Planning Act*, as discussed in greater detail in our 2019 Rationale and in our 2020 Addendum. In this regard, the purpose of the draft plan is to create blocks for future public streets, parks, stormwater management ponds, open spaces and development blocks of different intensities.

With respect to the lotting pattern, the detailed lotting layout requested by City staff and provided as part of the first resubmission has been further refined, with detailed lot frontages included in the draft plan of subdivision. While the lot frontages are still conceptual and are subject to revisions, they reflect a potential lotting pattern based on the detached housing products identified in the updated NAK Design Strategies Urban Design Brief (dated June 2021), which include 30, 31, 35, 36, 43 and 44 foot wide lots. This flexibility is necessary in order to respond to future housing market trends and in recognition that lot dimensions may be refined as a result of detailed engineering design.

With respect to the proposed landscape buffers, the original draft plan included separate blocks that identified 3 metre landscape buffers at the rear of the detached blocks that back onto existing developments, in order to clearly describe the buffers. These separate blocks were removed in the July 2020 resubmission, with the intention that the buffers would be described and secured in the zoning by-law. The revised application continues to propose securing landscape buffers in the by-law, but we note that more detailed and enhanced buffers have been identified in the concept plan. Following a site visit by the arborist and environmental consultant in the fall of 2020, the proposed buffers, which separate all new development from existing development, have been assigned a depth of either 3 and 6 metres, with the larger buffers generally proposed where mature trees are present on adjacent properties, in order to mitigate potential impacts to those trees.

More details on the proposed zoning are provided in **Appendix B**.

In the context of the above, it continues to be our opinion that the draft plan is timely, has appropriate regard for matters of provincial interest, conforms with the City of Ottawa Official Plan, and is in the public interest.

Height and Density

As set out in Section 5.4 of our 2019 Rationale and in the 2020 Addendum, the subject site represents a unique opportunity to integrate a large, underutilized site into the surrounding lot fabric in a sensitive manner, while accommodating a range of low-density housing options and some medium density development in appropriate locations.

From a planning perspective, it continues to be our opinion that there is nothing inherently incompatible about different residential built forms being located next to one another. In fact, there are numerous examples in the existing community where lots of different sizes are located next to one another or even where townhouses are located next to detached houses (e.g. Shaughnessy Crescent (detached) which turns into Windeyer Crescent (townhouses); the south portion of Knudson Drive where

townhouses face detached houses; or Robson Court (townhouses) which backs onto Evanshen Crescent (detached)).

As noted in our 2019 Rationale and 2020 Addendum, it continues to be our opinion that the original concept plan, which included higher density forms abutting lower density forms (i.e. medium density next to townhouses, townhouses next to detached houses, and detached houses of narrower frontages next to detached houses with wider frontages), was appropriate from a land use planning perspective. However, a number of further revisions have been made to the plans to increase the separation between different built forms, including removing several blocks of townhouses north of Knudson Drive, east of Street No. 16 and Street No. 3 in Parcel D, such that no built forms denser than detached houses are proposed next to existing detached houses.

With respect to the proposed heights, it continues to be our opinion that the proposed height of 4 to 6 storeys in the medium density blocks is appropriate for the reasons set out in our 2019 Rationale and 2020 Addendum. The proposed maximum height in the zoning by-law (22 metres) would appropriately implement this range of storeys, with the opportunity to provide for a tall ground floor while providing for liveable units above with adequate floor-to-ceiling heights.

With respect to the proposed stacked townhouses, the proposed height of 15 metres is common in several subzones in By-law 2008-250, including, among others, the R5A, R4S and R4Z subzones. As for the back-to-back townhouses, the proposed 14 metre height limit is typical of other approvals, and has been permitted on a number of development projects, including those subject to Urban Exceptions 2435, 2559, 2617, and 2655, among others. The proposed 12 metre height for townhouses and detached houses would provide for a reasonable amount of flexibility given the varied elevations in the surrounding area and the fact that the ultimate site grading is not yet finalized. In addition, similar heights (up to 12.2 metres) have been approved in the surrounding area (e.g. detached houses along Ingersoll Crescent, Wallaceburg Court, Huntsville Drive and Tillsonburg Street, all zoned R1X [744] H(12.2), west of Kanata Avenue).

With respect to density, the overall gross density has been reduced from approximately 21.8 to approximately 20.9 units per hectare. However, given that the area allocated to parks and roads has increased (in part due to the increased right-of-way widths from 16.5 to 18 metres as requested by City staff), the net density has actually increased from approximately 40.0 to approximately 41.6 units per hectare (excluding the proposed roads, parks and other open spaces).

If the proposed medium density blocks are excluded in order to compare the proposed low-rise uses with the surrounding uses north of Campeau Drive, which are primarily low-rise, the gross density would be reduced to approximately 14.4 (from 15.6) units per hectare and the net density would be increased slightly to approximately 30.4 (from

29.3) units per hectare. In comparison, the net density of the surrounding area is approximately 21.6 units per hectare including the apartment buildings on the south side of Campeau Drive, or approximately 17.3 units per hectare excluding them (see Diagrams #1 and #2, attached to the 2020 Addendum).

While, in both scenarios (with or without medium density uses), the proposed net density on the subject site continues to be greater than the estimated net density of the surrounding community, this is reflective of the importance of housing affordability, market demand and policy objectives regarding the efficient use of land and infrastructure, all of which contribute to the provision of generally smaller lot sizes and more intensive development now than was developed in the past.

We note that the proposed net density (30.4 to 41.6 units per net hectare, depending on whether the apartment uses are included in the calculation) would be similar to what is anticipated in other new communities in Kanata, as well as in developments closer to the urban fringe. While we agree with comments from staff that this is not an *Urban Expansion Area* or *Developing Community* and therefore the minimum density requirements in these areas (34 units per net hectare) do not apply to the subject site, these minimums apply to communities that are along the urban fringe, in locations that are typically further from the City's core. In addition, there are at least two other areas in Kanata itself that are designated *General Urban Area* (like the subject site) and that have minimum densities of either 34 or 36 units per net hectare. For reference, these are Kanata North (as per Policy 3.6.1(14)(b)) and 820 Huntmar Drive (as per Policy 3.6.1(16)(c)).

It is important and appropriate from a planning policy perspective to optimize density along Campeau Drive given its classification as an Arterial Road, its location in relative proximity to the Terry Fox Rapid Transit Station (approximately 900-1,000 metres walking distance) and the surrounding context that includes denser developments in the Kanata Town Centre. The policies of the new 2020 PPS continue to promote integrated land use and infrastructure planning, and the importance of "optimizing" the use of land and supply of infrastructure.

Compatibility and Urban Design

As set out in Section 5.5 of our 2019 Rationale and in our 2020 Addendum, it is our opinion from an urban design perspective that the proposed redevelopment represents an opportunity to reurbanize an underutilized property along an arterial road, within walking distance of rapid transit and with good access to employment centres in Kanata and Ottawa's Downtown. The proposed redevelopment would intensify the subject site with an urban form that will improve the pedestrian realm along Campeau Drive, preserve and enhance pedestrian connections throughout the Kanata Lakes neighbourhood, divide the subject site into smaller city blocks with new parks and open

spaces, and result in an attractive new development that is sensitive to the surrounding developments.

In our opinion, as supported by the revised Urban Design Brief prepared by NAK Design Strategies, the proposed site organization and land use allocation conform with the applicable compatibility and urban design policies of the Official Plan, in particular Policies 2.5.1 and 4.11. Except as otherwise noted below, the comments and analysis in our 2019 Rationale and 2020 Addendum continue to apply.

With respect to Policy 2.5.1, the proposal will further **enhance the sense of community** by preserving a larger number of existing natural heritage features, including even larger portions of the three woodlots that would meet the City of Ottawa definition of Significant Woodlots (through the enlarged Neighbourhood Park and Woodland Park). Additional tree stands, woodlots and rock outcrops will be retained where possible, and the revised plans have been altered to maintain the large rock outcrop north of Knudson Drive and east of Street No. 1 (which turns into Street No. 16) and Street No. 3.

The proposal maintains the second proposed 20 metre wide road, the “southern loop” (Streets Nos. 7, 9 and 11), that will further **define public and private spaces** by helping to delineate the area of medium density and townhouse built forms near the south limit of the subject site, and **create places that are safe, accessible and are easy to get to and move through** using a variety of traffic calming measures such as enhanced intersections and pedestrian crossings.

With respect to **ensuring that the new development respects the character of the existing area**, the proposed reorganization of the higher density built forms has resulted in additional transition between existing detached houses and townhouses and the proposed redevelopment, as discussed in more detail above. The revised proposal has removed residential lots that previously abutted Craig Park to the east in the Beaverbrook neighbourhood. Instead, the proposal includes an open space block directly abutting the park, better respecting the character and existing conditions of the existing area.

The revised redevelopment proposal **considers adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice**, by continuing to promote an urban grid pattern that could accommodate more intensive uses over time, and accommodating a range of housing options.

Finally, the revised proposal **understands and respects natural processes and features in development design and maximizes energy efficiency and promotes sustainable design**, increasing the size of the two larger parks and increasing the

amount of open space lands (increasing the amount of land occupied by parks, open spaces and storm ponds from 17.74 to 18.41 and now to 20.74 hectares). While the area of the proposed roads has increased to accommodate 18 metre rights-of-way at the request of City staff, the additional area within those rights-of-way will be directed towards additional planted boulevard space and allowing for additional separation between trees and street utilities.

In addition, the proposal now includes wider landscape buffers of up to 6 metres along a significant portion of the existing developments surrounding the subject site, which are to be secured in the zoning by-law. The result is that additional mature trees are to be retained, where possible, while all new development is separated from existing development with one of: a stormwater management pond, a woodlot, an open space or park, or a 3 or 6 metre landscape buffer.

With respect to Section 4.11 of the Official Plan, and in particular Policies 4.11(1), 4.11(5), 4.11(6), 4.11(7), 4.11(8), 4.11(9), 4.11(12), 4.11(13), 4.11(19) and 4.11(20), the revised proposal:

- is supported by a further revised Urban Design Brief by NAK Design Strategies;
- will further provide for compatibility of new buildings through the relocation of all higher density blocks away from existing detached houses;
- will continue to create a linear transition in height and density within the subject site, from the tallest and densest developments along Campeau Drive, including 4-6 storey apartment buildings and stacked townhouses, to the edges of the subject site, where detached houses are proposed;
- will design new buildings to include windows on the building elevations that are adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate main building entrances as demonstrated by the Urban Design Brief;
- revises the majority of the roads with 18 metre rights-of-way (up from 16.5 metres), allowing for additional planted boulevard and street trees;
- continues to locate uses that may have loading areas and servicing areas at the south end of the subject site, along Campeau Drive, to mitigate potential impacts on existing residents on abutting properties, while also minimizing the potential for lighting spillover, noise and air quality impacts, and sunlight/shadow and microclimate impacts on existing properties in the area;
- continues to respect existing outdoor amenity areas of lots backing onto the subject site through the introduction of context-sensitive landscaped buffers, parks, open spaces, stormwater management ponds and the preservation of existing tree stands, where feasible, while also strategically relocating all of the higher density uses away from existing detached houses; and
- refines and increases the amount of outdoor amenity areas that are publicly accessible, including increasing the size of the proposed Neighbourhood Park

and Woodland Park, maintaining the two additional proposed parkettes and four stormwater management ponds, and increasing the amount of other open spaces, all of which would form part of the enhanced pedestrian network.

Proposed Zoning By-law Amendment

The following potential parent zones will be required to permit the proposed redevelopment:

- R1 (Residential First Density Zone), to permit the detached dwellings on minimum 9 metre lots;
- R3 (Residential Third Density Zone), to permit the proposed townhouse dwellings;
- R3 (Residential Third Density Zone), to permit the proposed back-to-back townhouse dwellings;
- R4 (Residential Fourth Density Zone), to permit the proposed stacked townhouse dwellings;
- R5 (Residential Fifth Density Zone), to permit the proposed 4-6 storey apartment dwellings; and
- O1 (Parks and Open Space Zone).

Please see **Appendix B** for further details on the proposed zoning for the subject site.

Supporting Technical Studies

Aside from this Planning Rationale Addendum Letter and the updated Urban Design Brief discussed above, the revised proposal is supported by a number of updated technical studies, including:

- Draft Plan of Subdivision prepared by Stantec, dated April 1, 2021;
- Transportation Impact Assessment (TIA) prepared by BA Group dated June 2021;
- Roadway Traffic Noise Feasibility Assessment prepared by Gradient Wind dated April 29, 2021;
- Environmental Impact and Tree Conservation Report prepared by McKinley Environmental Solutions and Muncaster Environmental Planning dated May 28, 2021;
- Geotechnical Investigation prepared by Paterson Group dated May 17, 2021;
- Functional Servicing Report prepared by DSEL dated June 15, 2021;
- Monitoring & Hydrologic Model Calibration report prepared by JFSA Consultants dated July 2021;
- Preliminary Stormwater Management Plan prepared by JFSA Consultants dated June 15, 2021;

- Preliminary Water Balance & Water Quality Controls prepared by JFSA Consultants dated April 16, 2021;
- Hydrologic Assessment prepared by JFSA Consultants dated June 15, 2021;
- Geomorphological and Erosion Threshold Assessment by Geo Morphix dated May 18, 2021;
- Phase I and Phase II Environmental Assessment prepared by Paterson Group dated January 18, 2021 and April 1, 2021, respectively.

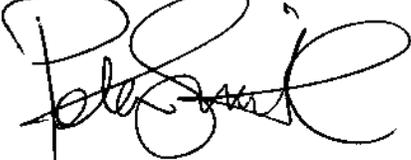
Conclusion

Subject to the additional analysis and opinion provided above, the findings set out in our 2019 Rationale and 2020 Addendum are still relevant and applicable to the revised proposal and, as a result, it is our opinion that the proposed redevelopment of the subject site is appropriate and desirable in land use planning terms and should be approved.

Should you have any questions or wish to discuss any of these matters in greater detail, please do not hesitate to contact the undersigned.

Yours truly,

Bousfields Inc.



Peter F. Smith, B.E.S. MCIP RPP



Mike Dror, MCIP RPP

Appendix A: Parcel Key Map



Appendix B: Proposed Zoning Provisions

Proposed Use/Zone	Performance Standard	Provision
Detached House (Zone Category: R1)	Min. Lot Width	9 m
	Minimum Lot Area	220 m ²
	Maximum Building Height	12 m
	Min. Front Yard Setback	3.0 m
	Min. Corner Side Yard Setback	3.0 m
	Min. Interior Side Yard Setback	1.8 m total, with a minimum of 0.6 m on one side of the building.
	Min. Rear Yard Setback	6 m, measured to the landscaped buffer
	Max. Lot Coverage	51 percent
	An exception will apply for lots backing onto existing houses, prohibiting permanent accessory uses, buildings and structures in a 3 or 6 metre “buffer area” abutting those existing lots, and that the rear yard setback is to be measured from the buffer as opposed to from the rear lot line.	
Townhouses (Zone Category: R3)	Min. Lot Width	5.6 m
	Minimum Lot Area	120 m ²
	Maximum Building Height	12 m
	Min. Front Yard Setback	3.0 m
	Min. Corner Side Yard Setback	3.0 m
	Min. Interior Side Yard Setback	1.2 m
	Min. Rear Yard Setback for traditional townhouses	6 m, measured to the landscaped buffer
	Max. Lot Coverage	None applies
	An exception will apply for lots backing onto existing houses, prohibiting permanent accessory uses, buildings and structures in a 3 metre “buffer area” abutting those existing lots, and that the rear yard setback (if applicable) is to be measured from the buffer as opposed to from the rear lot line.	
Despite Table 65, an air-conditioner condenser is permitted as a projection into the corner side yard.		

Proposed Use/Zone	Performance Standard	Provision
Back-to-back Townhouses (Zone Category: R3)	Min. Lot Width	None applies
	Minimum Lot Area	None applies
	Maximum Building Height	14 m
	Min. Front Yard Setback	3.0 m
	Min. Corner Side Yard Setback	3.0 m
	Min. Interior Side Yard Setback	1.2 m
	Min. Rear Yard Setback	0 m
	Max. Lot Coverage	None applies
	Despite Table 65, an air-conditioner condenser is permitted as a projection into the corner side yard.	
Stacked Townhouses (Zone Category: R4)	Min. Lot Width	None applies
	Min. Lot Area	None applies
	Max. Building Height	15 m
	Min. Front Yard Setback	6 m
	Min. Corner Side Yard Setback	3 m
	Min. Interior Side Yard Setback	6 m
	Min. Rear Yard Setback	6 m
	Max. Lot Coverage	None applies
	<p>An exception will apply for lots backing onto existing houses, prohibiting permanent accessory uses, buildings and structures in a 6 metre “buffer area” abutting the west lot line, and that the rear yard setback is to be measured from the buffer as opposed to from the rear lot line.</p> <p>Minimum required parking for Stacked Dwelling: 1.1 space per dwelling unit.</p> <p>Notwithstanding Table 65 – covered or uncovered balcony, porch, deck, platform and verandah with a maximum of two enclosed sides, excluding those covered by canopies and awnings may project to 1 m from a lot line</p>	
Apartment Buildings	Min. Lot Width	None applies
	Min. Lot Area	None applies
	Max. Building Height	22 m

Proposed Use/Zone	Performance Standard	Provision
(Zone Category: R5)	Min. Front Yard Setback	3 m
	Min. Corner Side Yard Setback	3 m
	Min. Interior Side Yard Setback	1.5 m
	Min. Rear Yard Setback	7.5 m
	<p>Minimum required parking for apartment dwelling, mid rise, apartment dwelling, low rise, or Stacked Dwelling: 1.1 space per dwelling unit.</p> <p>Notwithstanding Table 65 – covered or uncovered balcony, porch, deck, platform and verandah with a maximum of two enclosed sides, excluding those covered by canopies and awnings may project to 1 m from a lot line</p>	
Parks and Open Space (Zone Category: O1)	As per parent by-law.	