

FOTENN

1131+1151 TERON ROAD



November 18, 2019

Planning Rationale and
Design Brief

Zoning By-law
Amendment and Site
Plan Control



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Fotenn Consultants Inc., acting as agents for 11021028 Canada Inc. and 11073656 Canada Inc., is pleased to submit the enclosed Major Zoning By-law Amendment and Site Plan Control applications for the lands municipally known as 1131 and 1151 Teron Road (“the subject lands”) in the Kanata North community of the City of Ottawa. The lands are located on the southeast corner of the intersection of March and Teron Roads.

The owner of the subject lands is proposing a phased development with a three (3) storey low-rise apartment building and a nine (9) storey mixed-use building with ground floor commercial uses and dwelling units on the remaining floors.

The intent of this Planning Rationale and Design Brief is to assess the proposed development against the applicable policy and regulatory framework, and determine if the proposed development is appropriate for the subject lands and compatible with adjacent development and the surrounding community.

1.1 Application History and Revised Applications

The subject lands were subject to a previous Zoning By-law Amendment application (file no. D02-02-12-0041), which was submitted to the City in 2012. In 2014, the subject lands were rezoned from Development Reserve (DR) and Residential First Density, Subzone M, Urban Exception 773 (R1M[773]) to Residential Fifth Density, Subzone A, Urban Exception 2144, Schedule 327 (R5A[2144] S327) and Parks and Open Space, Urban Exception 2143 (O1[2143]).

In addition to permitting low- and mid-rise apartment building uses on the subject lands, the rezoning prescribed a specific building envelope based on the proposed nine (9) storey staggered building and a low-rise apartment building. The proposed development was never constructed, nor was a Site Plan Control application submitted for the subject lands.

A new Zoning By-law Amendment application and Site Plan Control application are now submitted to allow an amended residential and mixed-use development.

The enclosed Site Plan Control application applies only to the development of the low-rise apartment building and associated accesses and parking in the southeastern portion of the subject lands. The enclosed Major Zoning By-law Amendment application for the western portion of the subject lands is being submitted concurrently to rezone the lands to a General Mixed-Use (GM) zone to permit a wider range of commercial uses and amend the building envelope and certain zoning performance standards.

Prior to submitting the applications, the Owner and their consultants participated in a pre-application consultation meeting with municipal staff; held discussions with the Ward Councillor; and attended a meeting with the executive of the Beaverbrook Community Association.

SITE CONTEXT AND SURROUNDING AREA

2.1 Subject Lands

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



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

The subject lands consist of two (2) separately owned parcels. The parcel known as 1131 Teron Road is a rectangular lot at the southeast corner of the subject lands, which has a frontage of 45.72 metres along Teron Road and a lot area of approximately 1,391 square metres. The parcel known as 1151 Teron Road is an irregularly shaped lot with frontages of 176.25 metres along March Road and 184.94 metres along Teron Road, and a lot area of 13,424 square metres.

Altogether, the subject lands have a total area of roughly 12,210 square metres with a frontages of 176.25 metres along March Road and 230.66 metres along Teron Road.

The subject lands are vacant, with grass, low shrubs and some trees. A vacant, one-storey single detached dwelling is located in on parcel known as 1131 Teron Road. A hydro corridor with two (2) separate sets of utility lines runs across the subject lands. Some utility infrastructure, including a metal hydro tower and wooden utility poles, is also present on the ground.



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

Site Photos



Figure 3: Site photos of the subject lands

2.2 Surrounding Area

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

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

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

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

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

Surrounding Context Photos



Figure 4: Photos of the surrounding context

2.3 Transportation Network

2.3.1 Road Network

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

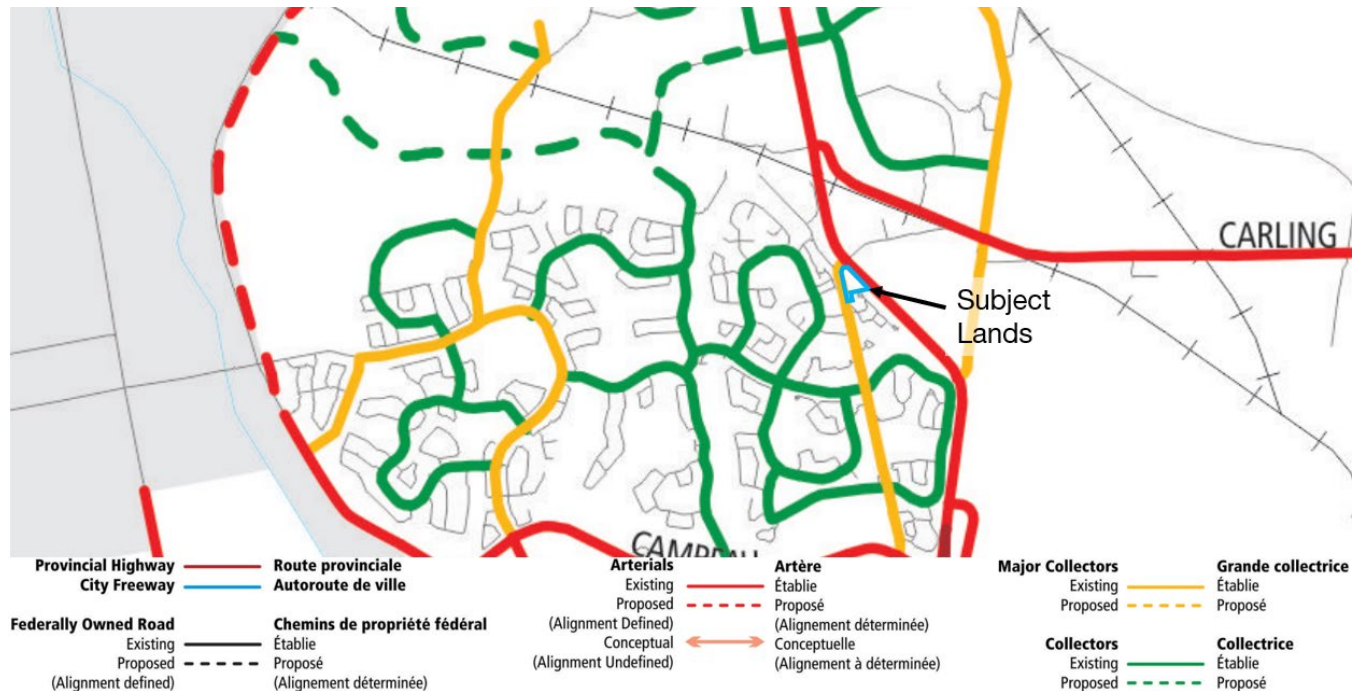


Figure 5: Excerpt from Schedule E – Urban Road Network of the City of Ottawa Official Plan

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

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

2.3.2 Rapid Transit

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

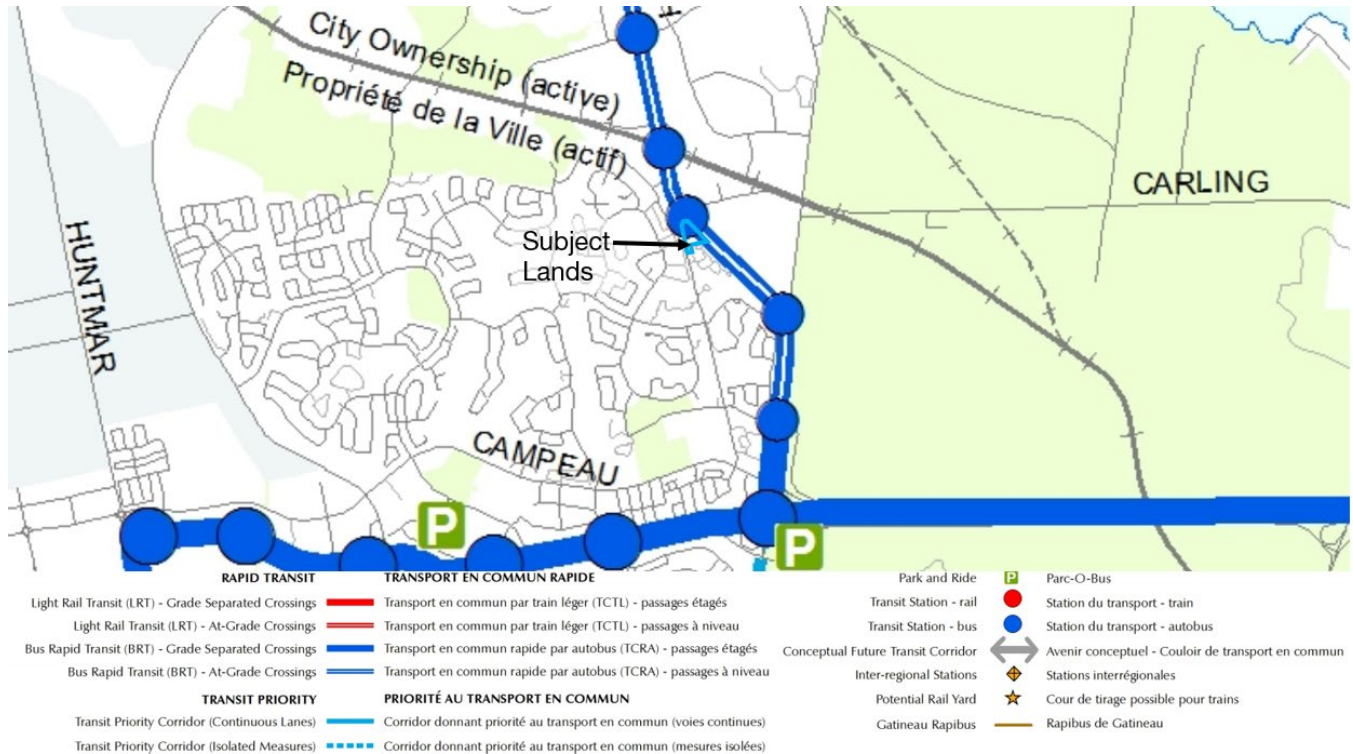


Figure 6: Excerpt from Schedule D – Rapid Transit and Transit Priority Network of the City of Ottawa Official Plan

2.3.3 Cycling

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

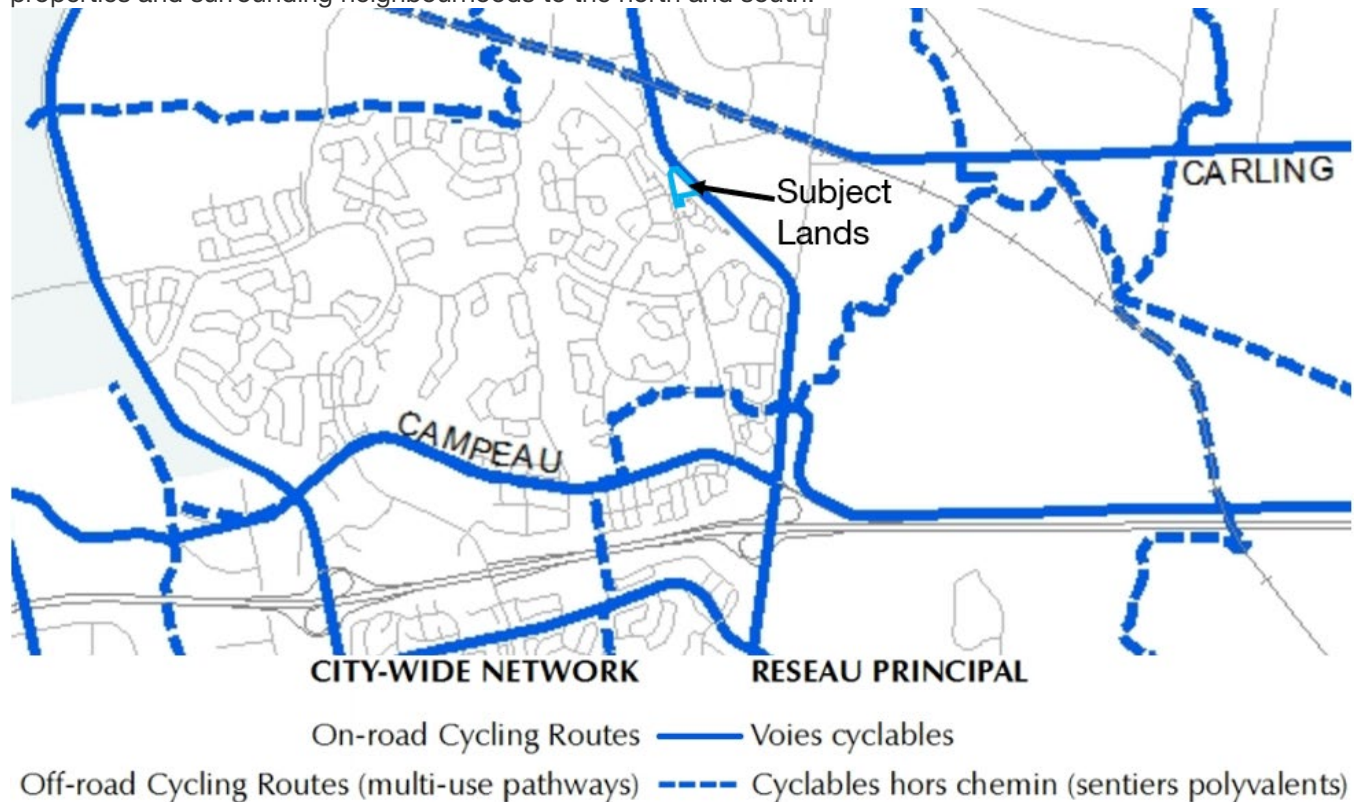


Figure 7: Excerpt from Schedule C – Primary Urban Cycling Network of the City of Ottawa Official Plan

3.0 PROPOSED DEVELOPMENT

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The property owner is proposing to develop the subject lands with two (2) buildings: a three (3) storey low-rise apartment building in the southern corner of the subject lands, and a nine (9) storey mid-rise, mixed-use apartment building with ground floor commercial uses. The subject lands will be developed in two (2) phases, as follows:

3.1 Phase 1: 1131 Teron Road

Phase 1 involves the demolition of the existing one (1) storey dwelling and the development of a three (3) storey apartment building containing 30 dwelling units on the rectangular parcel known municipally as 1131 Teron Road.

A temporary surface parking lot containing 36 parking spaces will be located slightly to the north of the proposed three (3) storey building, on the parcel known as 1151 Teron Road. The proposed parking satisfies the Zoning By-law's minimum resident and visitor parking rate provisions for Phase I of the proposed development. The proposed development will also include six (6) visitor parking spaces, all of which will be located to the north of the building, in close proximity to its entrances. All parking for the proposed development will be accessed via an access road connecting the subject lands to Teron Road and March Road.

Bicycle parking and communal amenity areas are proposed to be located at the rear of the proposed low-rise apartment building.

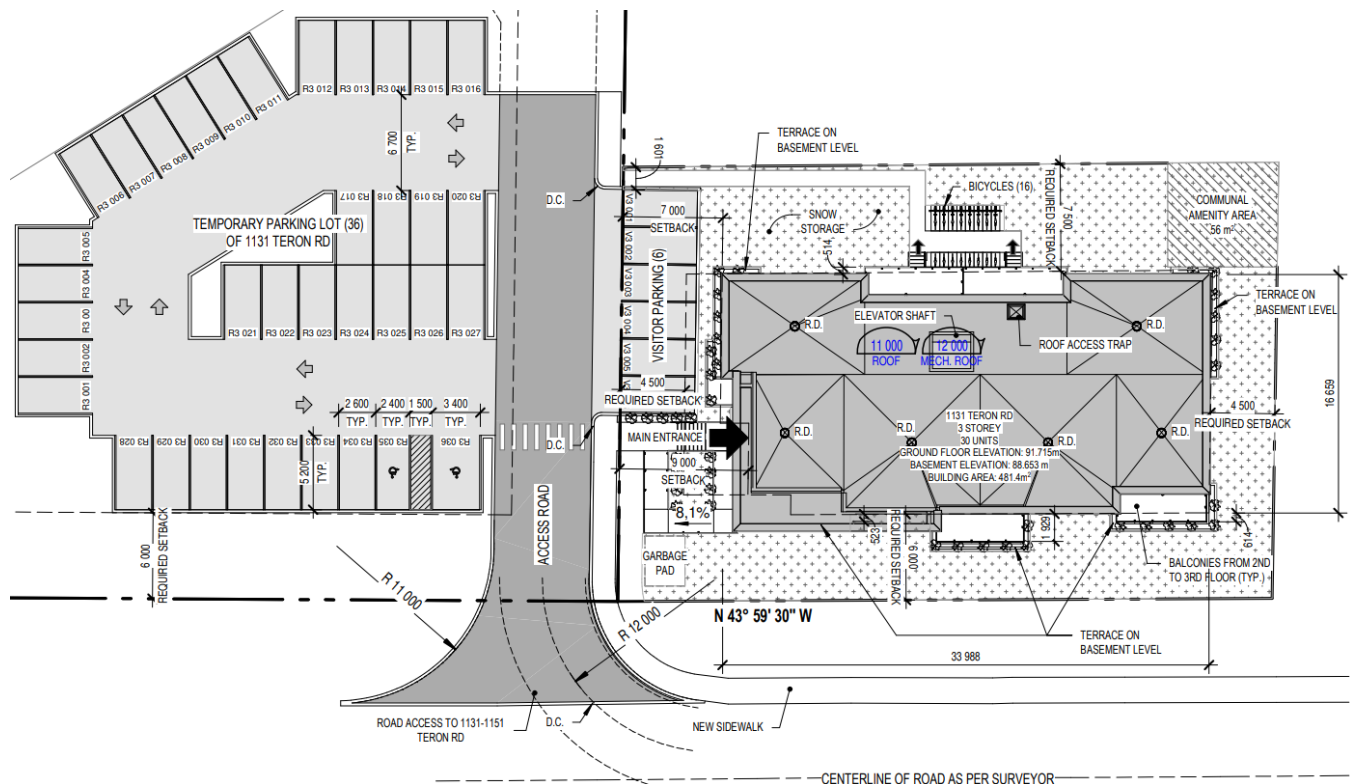


Figure 8: Excerpt from the Site Plan of Phase 1 of the proposed development

Phase 1 of the proposed development will be fully compliant with the City of Ottawa Zoning By-law.

As the subject lands are two (2) parcels under separate legal ownership, Consent applications will be submitted to create a right-of-way for the proposed access road and an access easement to 1151 Teron Road (where the parking will be located) in favour of 1131 Teron Road.



Figure 9: East elevation drawing of the proposed low-rise apartment building at 1131 Teron Road

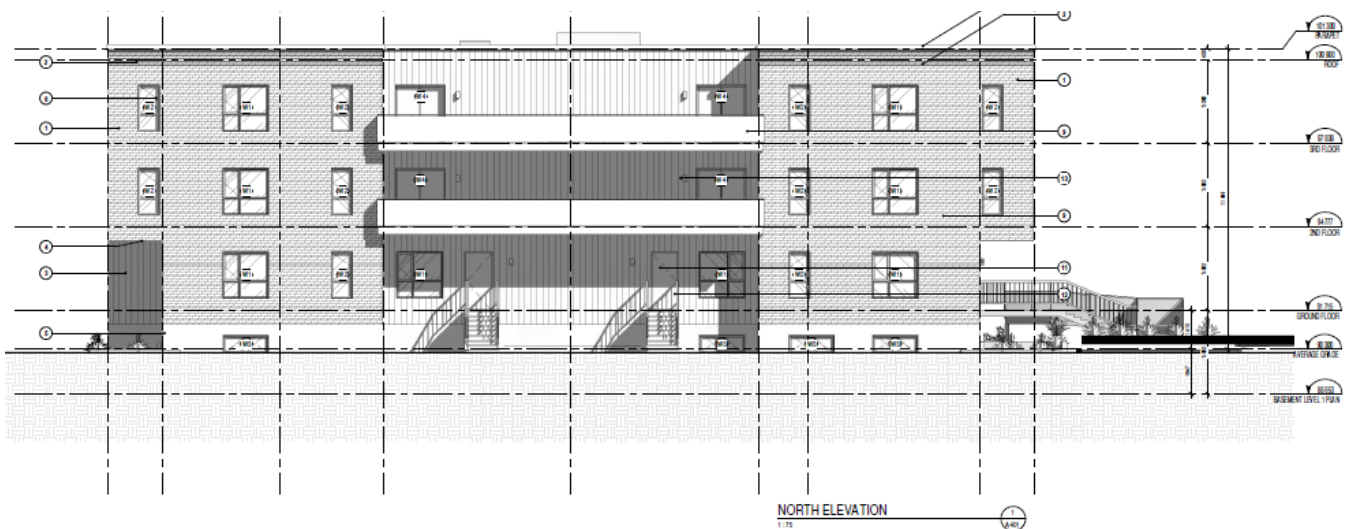


Figure 10: North elevation drawing of the proposed low-rise apartment building at 1131 Teron Road



Figure 11: West elevation drawing of the proposed low-rise apartment building at 1131 Teron Road



Figure 12: South elevation drawing of the proposed low-rise apartment building at 1131 Teron Road

Control application, internal pathways, pedestrian linkages, and cycling facilities can be designed to connect with municipal sidewalks.



Figure 14: East elevation drawing of the proposed nine (9) storey mixed-use building at 1151 Teron Road



Figure 15: West elevation drawing of the proposed nine (9) storey mixed-use building at 1151 Teron Road



Figure 16: North elevation (facing March) drawing of the proposed nine (9) storey mixed-use building at 1151 Teron Road



Figure 17: South elevation (facing Teron) drawing of the proposed nine (9) storey mixed-use building at 1151 Teron Road

The new, revised building retains much of the transitions and stepbacks of the previously approved nine (9) storey building, but also attempts to square off and normalize the building footprint for efficiency and marketability. In many instances, enhanced building separation from the abutting residential neighbourhood has been provided in the new design approach.

POLICY & REGULATORY FRAMEWORK

4.1 Provincial Policy Statement (2014)

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act and in effect since April 30, 2014, provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters 'shall be consistent with' such policy statements issued under the Act.

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act and in effect since March 1st, 2005, provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters 'shall be consistent with' such policy statements issued under the Act.

The PPS emphasizes intensification in built-up areas in order to promote the efficient use of land and existing infrastructure and public service facilities and to avoid the need for unjustified and uneconomic expansion. To achieve this goal, planning authorities must identify and promote opportunities for intensification and redevelopment. In order to meet this policy objective, planning authorities must identify and promote opportunities for intensification and redevelopment [Policy 1.1.3.3].

The proposed development meets the following policies, among others:

1.1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Policy 1.1.1 of the PPS states that healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;
- f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;
- g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and
- h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

The proposed development is consistent with Policy 1.1.1 of the PPS, as it is an intensification of the subject lands, which are located in a built-up area of the City where services are readily available, with convenient access to planned public transit and nearby amenities and employment opportunities.

1.1.3 Settlement Areas

Policy 1.1.3 of the PPS states that the vitality of settlement areas is critical to the long-term economic prosperity of our communities, and that it is interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure

and public service facilities and minimize unnecessary public expenditures. According to Policy 1.1.3.1 of the PPS, settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.

Policy 1.1.3.2 of the PPS states that land use patterns within settlement areas shall be based on:

- a) densities and a mix of land uses which:
 - 1. efficiently use land and resources;
 - 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
 - 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;
 - 4. support active transportation;
 - 5. are transit-supportive, where transit is planned, exists or may be developed; and
 - 6. are freight-supportive; and
- b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

According to Policy 1.1.3.4 of the PPS, appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

The proposed development is consistent with Policy 1.1.3 (Settlement Areas) of the PPS, as the subject lands are located in a built-up settlement area with sufficient servicing and infrastructure. The proposed development will intensify the subject lands with a compact, mid-rise, mixed-use building form. The subject lands are in an ideal location with convenient access to planned public transit and a variety of nearby amenities and employment areas, thus helping to promote air quality, energy efficiency, and public health.

1.4 Housing

According to Policy 1.4.3 of the PPS, planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area. Some of the listed strategies include:

- a) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- b) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and
- c) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

The proposed development is consistent with Policy 1.4.3 of the PPS, as it directs development of new housing in a location where appropriate levels of infrastructure and public service facilities are readily available. The proposed development is of a compact form, and its density will efficiently use the subject lands.

1.6 Infrastructure and Public Service Facilities

Policy 1.6.3 of the PPS states that before consideration is given to developing new infrastructure and public service facilities, the use of existing infrastructure and public service facilities should be optimized.

Policy 1.6.6.1 of the PPS states that planning for sewage and water services shall:

- a) direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing:
 - 1. municipal sewage services and municipal water services; and
 - 2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available;
- b) ensure that these systems are provided in a manner that:
 - 1. can be sustained by the water resources upon which such services rely;
 - 2. is feasible, financially viable and complies with all regulatory requirements; and
 - 3. protects human health and the natural environment;
- c) promote water conservation and water use efficiency;
- d) integrate servicing and land use considerations at all stages of the planning process; and
- e) be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5.

Policy 1.6.6.2 of the PPS states that municipal sewage services and municipal water services are the preferred form of servicing for settlement areas, and that intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.

According to Policy 1.6.7.2 of the PPS, efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible. Further, Policy 1.6.7.4 states that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

The proposal is consistent with Section 1.6 (Infrastructure and Public Service Facilities) of the PPS, as the subject lands are located in a built-up area with existing infrastructure and public service facilities. The proposed intensification of the subject lands will help optimize the existing infrastructure, public service facilities, and public transit.

1.7 Long-Term Economic Prosperity

Policy 1.7.1 of the PPS outlines a variety of strategies that should support long-term economic prosperity. Relevant strategies for the purposes of the above-noted application include the following:

- / optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities;
- / maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets; and
- / encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

The proposed development is consistent with Policy 1.7 (Long Term Economic Prosperity) of the PPS, as the application will intensify lands in a built-up area and thus optimize the long-term availability and use of land and resources.

1.8 Energy Conservation, Air Quality and Climate Change

Policy 1.8.1 of the PPS states that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:

- a) promote compact form and a structure of nodes and corridors;

- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
- c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;
- d) focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;
- e) improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;
- f) promote design and orientation which:
 1. maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation; and
 2. maximizes opportunities for the use of renewable energy systems and alternative energy systems; and
- g) maximize vegetation within settlement areas, where feasible.

The proposal is consistent with Policy 1.8 (Energy Conservation, Air Quality and Climate Change) of the PPS, as the application promotes the intensification of lands with a compact, dense built form. Further, the location of the subject lands near a planned rapid transit station will encourage public transit usage.

4.2 City of Ottawa Official Plan

4.2.1 General Urban Area designation

The subject property is designated General Urban Area in Schedule B – Urban Policy Plan of the City of Ottawa Official Plan (as shown in Figure 18).

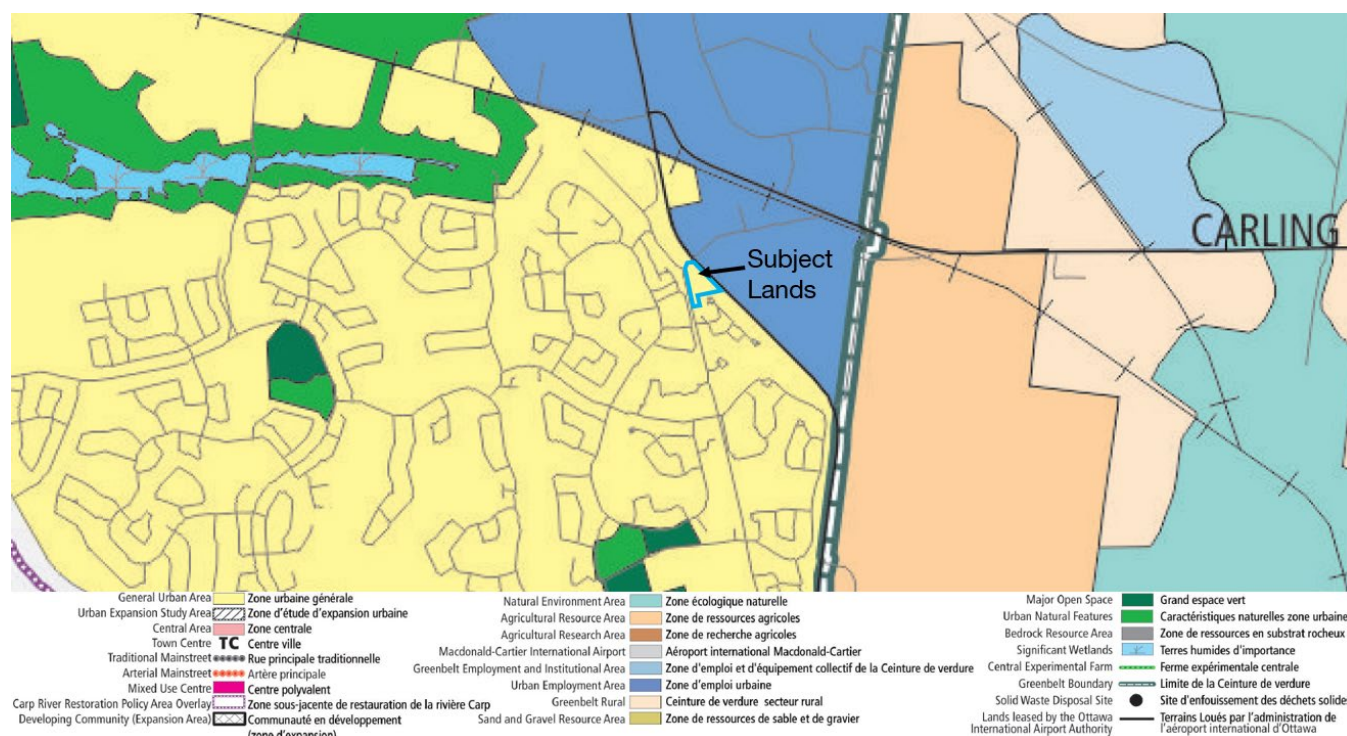


Figure 18: Excerpt from Schedule B – Urban Policy Plan of the City of Ottawa Official Plan

The General Urban Area designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. This will facilitate the development of complete and sustainable communities. Low- and mid-rise residential buildings are permitted uses in this designation, as are commercial uses.

The proposed development conforms to the Official Plan policies for the General Urban Area designation by proposing residential uses that will contribute to the provision of a full range and choice of housing types in Kanata North. Further, the ground floor commercial uses will contribute to a mix of onsite uses and provide services in close proximity to the largely residential Beaverbrook neighbourhood and the Kanata North Business Park, thus helping to create a complete community.

Policy 3 of Section 3.6.1 of the City's Official Plan states that building height in the General Urban Area will continue to be predominantly low-rise. However, Policy 4 states the following:

Notwithstanding Policy 3, new taller buildings may be considered for sites that:

- a. front an Arterial Road on Schedules E or F of this Plan and which are:
 - i. within 800 metres walking distance of a Rapid Transit Station on Schedule D of this Plan, or
 - ii. on a Transit Priority Corridor on Schedule D of this Plan. For the purposes of this policy only, the "Transit Street" defined in the Riverside South Community Design Plan is considered an Arterial Road;
- b. are in an area already characterised by taller buildings or sites zoned to permit taller buildings.

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

Policy 5 of Section 3.6.1 of the City's Official Plan states that the City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. The predominant form of development and intensification will be semi-detached and other ground-oriented multiple unit housing. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

- a. Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces;
- b. Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area.

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

4.2.2 Urban Design and Compatibility (Section 2.5.1)

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

- / **To enhance the sense of community by creating and maintaining places with their own distinct identity.**

The proposed provision of ground floor commercial space will help enhance the sense of community by contributing to a greater mix of uses in the Beaverbrook neighbourhood and surrounding area. Given existing site constraints, the proposed development will be of a relatively unique design which balances intensification with elements such as step backs that will limit the nine (9) storey building's impacts on nearby properties.

/ **To define quality public and private spaces through development**

The proposed development will include a quality landscaped amenity area in the western portion of the subject lands, as well as ground floor commercial spaces. These amenities will help create quality, publicly accessible spaces on the subject lands, once developed.

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

The proposed development will create an active presence and eyes on the street, in particular Teron Road, thus enhancing safety on and around the subject lands. The proposed development includes pedestrian connections to and through the subject lands (including the parking lot), and considers accessibility in its building design.

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

The proposed nine (9) storey building is generously set back from abutting properties and features several step backs in its design in order to minimize concerns relating to privacy and shadowing. The subject lands offer a transition from the mixed-use, largely commercial and employment character of March Road to the residential character of Beaverbrook. The proposed commercial space is oriented towards March Road in order to minimize disturbances along Teron Road.

/ **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 development will be a variety of uses, with a mix of ground floor commercial space and apartment units on the upper floors. Further, the proposed apartment dwelling units will contribute to providing a greater variety of housing options in the Kanata North area.

/ **To understand and respect natural processes and features in development design.**

The subject lands are not located in any Natural Heritage System Features or floodplains identified in the City's Official Plan.

Given the above, the proposed development meets the intent and purpose of the urban design and compatibility objectives and principles of Section 2.5.1 of the City's Official Plan.

4.2.3 Urban Design and Compatibility (Section 4.11)

Policy 2 of Section 4.11 contains criteria for evaluating the compatibility of development applications. The proposed development meets the applicable criteria, including:

Compatibility Criteria	Proposed Development
Views	The proposed development will have no impact on protected views identified in the City's Official Plan.

Compatibility Criteria	Proposed Development
Building Design	<p>The proposed mid-rise building's design considers its proximity to neighbouring low-rise residential properties through the use of several step backs on the eastern portion of the building.</p> <p>The proposed ground floor commercial space will be oriented towards the surface parking lot and March Road, thereby minimizing traffic along Teron Road and disturbances to the surrounding residential neighbourhood.</p> <p>The subject lands are located at the intersection of Arterial (March Road) and Collector (Teron Road) roads, allowing for greater onsite residential densities; however, the hydro corridor's presence on the subject lands prohibits design opportunities at the corner of the two (2) roads. The proposed development responds to the constraint posed by the hydro corridor through a unique building layout and design.</p>
Massing and Scale	<p>The proposed development will be in conformity with maximum permitted building heights for the subject lands established in the Official Plan and Zoning By-law.</p> <p>Although taller than existing built forms on adjacent properties, the proposed development is located in a neighbourhood that already features examples of mid-to high-rise buildings (including 100 Weeping Willow Lane, 2 The Parkway, and 960 Teron Road).</p>
Outdoor Amenity Areas	<p>The proposed development will include the provision of a significant outdoor amenity area in the western portion of the subject lands. A smaller, additional communal outdoor amenity space will be located at the rear of the proposed low-rise apartment building at 1131 Teron Road. Private outdoor amenity spaces will be provided for several dwelling units in the form of balconies and/or terraces.</p>

The proposed development meets the intent and purpose of Section 4.11 of the City's Official Plan.

4.3 Transit-Oriented Development Guidelines

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

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

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

- / Provide transit supportive land uses within a 600 metre walking distance of a rapid transit stop or station (Guideline 1).
- / Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. Elements include a variety of different housing types,

employment, local services and amenities that are consistent with the policy framework of the Official Plan and the City's Zoning ByLaw. The mix of different uses can all be within one building and/or within different buildings within close proximity of one another (Guideline 3).

- / Lay out new streets, laneways, pedestrian and cycling connections in a connected network of short block lengths that offer route choice (Guideline 4).
- / Create pedestrian and cycling "short cuts" that lead directly to transit. Pathways require a minimum 6-metre right-of-way. Ensure these "short cuts" are maintained and free of ice and snow in winter. Look for opportunities to link "short cuts" to the larger greenspace, pedestrian and cycling networks. Note that carefully planned street networks should not require "short cuts" (Guideline 5).
- / Locate the highest density and mixed uses (apartments, offices, etc.) immediately adjacent and as close as possible to the transit station (Guideline 8).
- / Create transition in scale between higher intensity development around the transit station and adjacent lower intensity communities by stepping down building heights and densities from the transit station (Guideline 9).
- / Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street (Guideline 11).
- / Create highly visible landmarks through distinctive design features that can be easily identified and located. For example, taller buildings can create a landmark location because they stand out on the skyline (Guideline 12).
- / Set large buildings back between 3.0 and 6.0 metres from the front property line, and from the side property line for corner sites, in order to define the street edge and to provide space for pedestrian activities and landscaping (Guideline 13).
- / Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians (Guideline 14).
- / Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing (Guideline 15).
- / Design ground floors to be appealing to pedestrians, with such uses as retail, personal service, restaurants, outdoor cafes, and residences (Guideline 28).
- / Provide no more than the required number of vehicle parking spaces, as per the Zoning By-law. Consider cash-in-lieu and on-street parking. Reductions in Development Charge fees may also be available for developments that provide reduced parking (Guideline 32).
- / Locate parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building. For buildings on corner sites, avoid locating parking lots on an exterior side (Guideline 35).
- / Design access driveways to be shared between facilities. This helps to improve the pedestrian environment by limiting the number of depressed curbs across public sidewalks and reduces potential points of conflict between pedestrians and vehicles (Guideline 36).
- / Enclose air conditioner compressors, garbage and recycling containers and other similar equipment within buildings or screen them from public view (Guideline 54).

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

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

The subject lands are designated Residential Fifth Density, Subzone A, Urban Exception 2144, Schedule 327 (R5A[2144] S327) and Parks and Open Space, Urban Exception 2143 (O1[2143]) in the City of Ottawa Comprehensive Zoning By-law (2008-250), as shown in Figure 19 below.



Figure 19: Zoning map of the subject lands and surrounding area

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

The maximum permitted building heights and minimum required setbacks are as per Schedule 327 of the Zoning By-law (Figure 20).

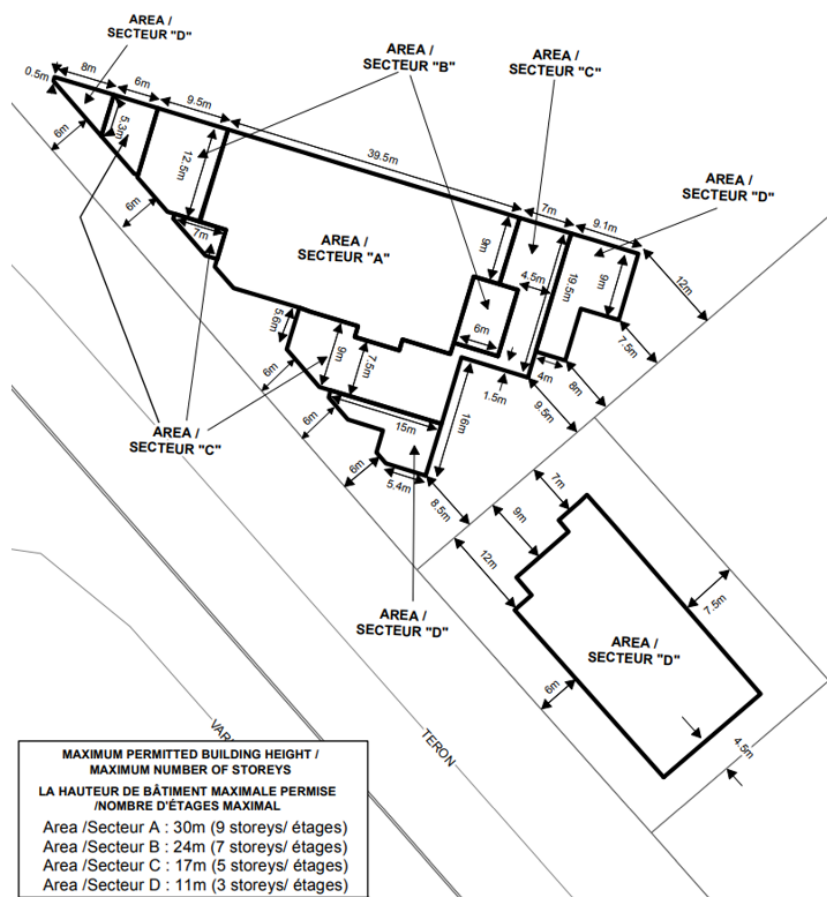


Figure 20: Excerpt from Schedule 327 of the City of Ottawa Zoning By-law, showing Maximum Permitted Building Heights

The following table summarizes the compliance of Phase 1 of the proposed development with the existing zoning. Areas of non-compliance are noted with an 'x'.

Zoning Mechanism	Required	Provided	Compliance
Minimum Lot Area	540 m ²	1,391 m ²	✓
Minimum Lot Width	18 m	34.3 m	✓
Minimum Setbacks	As per Schedule 327	/ East lot line: 4.5 m / North lot line: 7.5 m / West lot line: 12 m / South lot line: 6 m	✓
Maximum Building Height	11 m	11 m	✓
Minimum Landscaped Area	30% of lot area	46.4%	✓
Minimum Required Parking Spaces	1.2 per dwelling unit (30 units): 36	36	✓

Zoning Mechanism	Required	Provided	Compliance
Minimum Required Visitor Parking Spaces	0.2 per dwelling unit (30 units): 6	6	✓
Minimum Driveway Width	6.7 m	6.7 m	✓
Minimum Width of Aisle in a Parking Lot	6.7 m	6.7 m	✓
Minimum Landscaped Area of a Parking Lot	15%	> 15%	✓
Minimum Width of Landscaped Buffer around a Parking Lot	For a parking lot containing more than 10 but fewer than 100 spaces: / Abutting a street: 3 m / Not abutting a street: 1.5 m	/ Abutting a street: 6 m / Not abutting a street: 1.5 m	✓
Minimum Required Bicycle Parking	0.5 per dwelling unit (30 units): 15	15	✓
Amenity Area	Total (6 m ² per dwelling unit, 36 units): 180 m ²	Total: 276 m ²	✓
	Communal Area (minimum of 50% of the required total amenity area): 90 m ²	Communal Area: 90 m ²	✓
	Layout: at least one amenity area must be a minimum of 54 m ²	At least one of the areas is a minimum of 54 m ²	✓
Permitted Projections into Required Yards	/ Terrace: 2 m / Balcony: 2 m / Canopies (½ of the required front yard setback): 3 m	/ Terrace: 1.9 m / Balconies: 1.9 m / Canopies: < 3 m	✓

Given the above, Phase 1 (1131 Teron Road) of the proposed development meets all of the applicable provisions of the Zoning By-law.

The following table summarizes the compliance of Phase 2 of the proposed development with the existing zoning.

Zoning Mechanism	Required	Provided	Compliance
Minimum Lot Area	25 m	> 25 m	✓
Minimum Lot Width	1,000 m ²	> 1,000 m ²	✓

Zoning Mechanism	Required	Provided	Compliance
Minimum Setbacks	As per Schedule 327	/ From lot line abutting Teron Road: 6 m / From east lot line: 9.5 m	✗
Permitted Building Envelope	As per Schedule 327	Proposed development does not comply with Schedule 327	✗
Maximum Building Height	30 m, 9 storeys	30 m, 9 storeys	✓
Minimum Landscaped Area	30% of lot area	41% of lot area	✓
Minimum Required Parking Spaces (Residents)	1.2 per dwelling unit (109): 131	131	✓
Minimum Required Parking Spaces (Visitors)	0.2 per dwelling unit (109): 22	22	✓
Minimum Required Parking Spaces (Commercial)	Commercial GFA: 904 m² Standard commercial uses (3.4 spaces/100 m ²): 31 Restaurant (10 spaces/100 m ²): 90	34	TBD
Parking Space Dimensions	/ Minimum width: 2.6 m / Minimum length: 5.2 m / Up to 40% of required resident and commercial parking spaces may be reduced to 4.6 m by 2.4 m	/ Standard parking spaces are 2.6 by 5.2 m / 21 resident parking spaces (less than 40%) are 4.6 m by 2.4 m	✓
Minimum Driveway Width	6.7 m	6.7 m	✓
Minimum Width of Aisle in a Parking Lot	/ Parking Lot: 6.7 m / Parking Garage: 6.0 m	/ Parking Lot: 6.7 m / Parking Garage: 6.0 m	✓
Minimum Landscaped Area in a Parking Lot	/ 15% of parking lot must be landscaped / Minimum landscaped buffer around the parking lot: 3 m	/ > 15% of parking lot will be landscaped / Minimum landscaped buffer: 1.8 m	✓ ✗

Zoning Mechanism	Required	Provided	Compliance
Minimum Required Bicycle Parking	Residential (0.5 per dwelling unit): 55	Total: 64	✓
	Commercial (1 per 250 m ² of GFA): 4		
Amenity Area	Total (6 m ² per dwelling unit, 36 units): 654 m ²	3,152 m ²	✓
	Communal Area (minimum of 50% of the required total amenity area): 327 m ²	2,498 m ²	
	Layout: at least one amenity area must be a minimum of 54 m ²	At least one communal amenity area is more than 54 m ²	
Outdoor Loading and Refuse Collection Areas	All outdoor loading and refuse collection areas must be:	/ Minimum distance from a loading space to a lot line abutting a public street: 4.7 m	✗ ✓
	/ Located at least 9 m from a lot line abutting a public street;	/ Minimum distance from any other lot line: > 3m	
	/ Located at least 3 m from any other lot line;	/ Screening: To be determined at a more detailed design stage	
	/ Screened from view by a 2 m high opaque screen		

4.5 Requested Amendments

The following amendments are required to permit the proposed development of Phase 2 (1151 Teron Road) of the subject lands:

- / **Rezoning of the 1151 Teron Road lands to General Mixed Use (GM):**
The General Mixed Use designation would permit the proposed ground floor commercial uses at 1151 Teron Road. The proposed commercial uses would help enhance the mix of uses onsite and in the surrounding neighbourhood, thus contributing to the creation of a more complete community. Given the location of the subject lands, which abut an arterial road, and the orientation of the ground floor commercial uses toward the subject lands' frontage along March Road, the location of the commercial uses is appropriate and will not result in undue adverse impacts on the surrounding residential areas.
- / **Revised Minimum Setbacks and Building Envelope:**
The 2014 rezoning of the subject lands resulted in the imposition of a restrictive and inefficient building envelope, as shown on Schedule 327 of the Zoning By-law. The proposed development does not seek an increase in building height, nor does it intend to create significantly more massing than what is currently permitted; rather, the revised design proposes a simplified and efficient design that continues to respect its surrounding context.

In general, the proposed development features more significant setbacks and/or stepbacks from the south and east lot lines, near where the closest neighbouring residential lots are located, than the previously approved design. The proposed development also maintains a six (6) metre setback from the lot line abutting Teron Road, consistent with the minimum setback for a significant portion of the building envelope shown on Schedule 327 of the Zoning By-law.

/ **Commercial Parking Space Rate Reduction:**

The proposed development contemplates ground floor commercial uses, although the exact nature of these uses has not yet been determined. The Zoning By-law currently requires 3.4 spaces per 100 square metres of Gross Floor Area for several standard commercial uses in Area C (which applies to the subject lands), including banks, convenience stores, personal service businesses, retail stores, and retail food stores. The proposed development would currently provide 34 parking spaces for commercial uses, which would comply with the minimum parking required by the Zoning By-law if the ground floor consisted solely of the above-noted uses.

However, the minimum required parking rate varies for other commercial uses, including most notably restaurants, which require 10 parking spaces per 100 square metres of Gross Floor Area. In order to provide flexibility for the types of uses on the ground floor and certainty of the design of the proposed development and the amount of provided parking, a fixed required parking rate of 3.4 spaces per 100 square metres of Gross Floor Area for all commercial uses on the ground floor should be contemplated.

This request is reasonable, particularly given the subject lands' proximity to residential communities, cycling pathway networks, and a future rapid transit station.

/ **Loading Space Dimensions and Location**

Whereas Section 110(3)(a) of the Zoning By-law requires that a loading space be located at least 9 metres from a lot line abutting a public street, the loading space for the commercial units on the ground floor of the building at 1151 Teron Road is proposed to be located at the western edge of the building, 4.7 metres from the lot line abutting Teron Road. The loading area represents only a small portion of the subject lands' frontage along Teron Road and will not preclude the proposed development from providing a quality design along Teron Road. Further, large shrubs across the street from Teron Road already provide a visual buffer between the proposed loading area and the nearest residential properties.

Appropriate screening for the loading area will be provided once a more detailed design is available at the Site Plan approval stage, including the installation of an opaque fence and/or significant plantings.

/ **Minimum Landscaped Buffer Width Reduction**

Whereas Table 110 of the Zoning By-law requires a minimum landscaped buffer width of three (3) metres from a lot line for a parking lot containing 100 or more spaces, a small portion of the proposed development will have a landscaped buffer of only 1.8 metres from the lot line to the east. This condition is a result of existing site constraints, in particular the hydro corridor's contribution to the creation of a limited building envelope. This condition can be adequately mitigated through screening and/or landscaping. Elsewhere, the proposed development provides generous landscaped buffers in excess of three (3) metres in width.

Technical studies to analyze the proposed development have been completed and included under separate cover as part of this application. These studies include the following:

Phase 1 Environmental Site Assessment, prepared by Oaktree Engineering, dated July 8, 2019

A Phase 1 Environmental Site Assessment (ESA) was prepared to determine whether the subject lands are or may be subject to actual or potential contamination. The study concludes that the subject lands and adjacent land uses pose a minimal potential for environmental risk to the soil and groundwater. Any demolition of the building will require care in disposal of possible lead and asbestos containing materials. This is a standard requirement for all older buildings. Materials can be tested prior to demolition.

Based on the available information, no Phase 2 ESA is required.

Preliminary Geotechnical Investigation, prepared by Paterson Group, dated May 29, 2012

A preliminary geotechnical investigation of the subject lands was conducted in 2012, and consisted of three (3) boreholes completed using a track-mounted drill rig operated by a local contractor. All fieldwork was conducted under the full-time supervision of Paterson personnel under the direction of a senior engineer from the geotechnical division.

From a geotechnical perspective, the subject lands are considered suitable for the proposed development. The study provides a number of recommendations for the proposed development and its construction, including site grading and preparation, foundation design, design for earthquakes, basement slab, pavement structure, protection of footings against frost action, and excavation side slopes.

Environmental Noise Assessment, prepared by Gradient Wind Engineering, dated August 20, 2019

An environmental noise assessment undertaken in support of the proposed development. The study aimed to calculate the future noise levels on the study buildings produced by local roadway traffic and stationary noises, and ensure that interior and exterior noise levels do not exceed the allowable limits specified by the City of Ottawa's Environmental Noise Control Guidelines.

The study provides recommendations to help mitigate noise impacts on the proposed development, including upgraded building components, central air conditioning, perimeter guards/noise screens for outdoor terraces, and the inclusion of warning clauses on Lease, Purchase and Sale Agreements.

Tree Conservation Report, prepared by IFS Associates, dated September 25, 2019

A Tree Conservation Report (TCR) was prepared for the proposed development of Phase I at 1131 Teron Road. The report provides a tree inventory of the subject lands at 1131 Teron Road, and details the groups of trees on the basis of their species, size, condition and status in terms of conservation. Most of the trees are to be removed due to conflicts with the proposed development, although no endangered species were found on the subject lands. The report also provides preservation and protection measures intended to mitigate damage during construction to retained trees on and adjacent to the subject lands.

TIA Strategy Report, prepared by Parsons, dated August 29, 2019

A Transportation Impact Assessment (TIA) was prepared by Parsons for the proposed development of the subject lands. This report represents Step 4 of the TIA process. In considering the proposed development; expected trip generation and parking; background, existing, and projected conditions; transit trips; site access, circulation, and connectivity, the report concludes that the proposed development is recommended from a transportation perspective.

Assessment of Adequacy of Public Services for 1151 Teron Road, prepared by David Schaeffer Engineering Limited, dated November 2019

David Schaeffer Engineering Limited prepared an Assessment of Adequacy of Public Services to provide sufficient detail to demonstrate that the proposed Zoning By-law Amendment and contemplated development for the subject lands at 1151 Teron Road is supported by existing municipal services.

The study's conclusions include the following:

- / the municipal system is capable of delivering water within the *Water Supply Guidelines* pressure range based on the anticipated water demand under contemplated conditions;
- / sufficient capacity is available to accommodate the anticipated peak wet weather flow from the proposed development;
- / two (2) different options for stormwater servicing design are offered for the proposed development, both of which are anticipated to conform to all relevant City Standards and Policies for approval;
- / utilities currently exist within the Teron Road right-of-way.

The study also provides recommendations for erosion and sediment controls for the construction of the proposed development.

Site Servicing and Stormwater Management Report for 1131 Teron Road, prepared by David Schaeffer Engineering Limited, dated November 2019

David Schaeffer Engineering Limited was retained to prepare a Site Servicing and Stormwater Management Report in support of the Site Plan Control application for Phase 1 of the proposed development of the subject lands, at 1131 Teron Road.

The study's conclusions include the following:

- / based on boundary conditions provided by the City for the parcel at 1151 Teron Road, the existing municipal water infrastructure is capable of providing the proposed development with water in the average day and peak hour demand while exceeding the City's minimum required pressures;
- / the estimated fire flow demands for the proposed development can be supplied through existing hydrants, and pressure during fire flow is to be confirmed once boundary conditions are received from the City;
- / based on the sanitary analysis conducted, the existing municipal sewer infrastructure has sufficient capacity to support the proposed development; and,
- / the stormwater design for the proposed development, which includes a connection to the storm sewer within the Teron Road right-of-way and an enhanced grass swale for quality controls, conforms to all relevant City Standards and Policies for approval.

The study also provides recommendations for erosion and sediment controls for the construction of the proposed development.

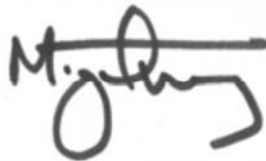
It is our professional opinion that the proposed Site Plan application represents good planning and is in the public interest, due to the following:

- / The proposed development is consistent with the policies of the Provincial Policy Statement. More specifically, the proposed development consists of dense housing that will be built in a compact form and that will efficiently use land and infrastructure in a settlement area;
- / The proposed development conforms to the Official Plan policies for the General Urban Area designation, contributing to the diversity of housing choices and mix of uses in the Beaverbrook community and in Kanata North;
- / The proposal complies with the City's urban design and compatibility criteria established in Sections 2.5.1 and 4.11 of the Official Plan;
- / The proposed development of 1131 Teron Road meets all the provisions of the Zoning By-law;
- / The proposed development is appropriate for the proposed GM zoning which effectively implements the applicable General Urban designation within the Official Plan, and the requested amendments are reasonable and continue to maintain the intent and purpose of the Zoning By-law.
- / The proposed development and requested amendments are supported by a range of technical studies.

Sincerely,



Nico Church, M.Pl.
Planner



Miguel Tremblay, MCIP RPP
Partner