

PLANNING RATIONALE + DESIGN BRIEF (UPDATED)

MAPLE LEAF CUSTOM HOMES
1104 HALTON TERRACE
OTTAWA, ONTARIO

Report Date: November, 2023

Revision No: 1

Report Prepared for: Maple Leaf Custom Homes

Development Applications:

- Official Plan Amendment
- Zoning By-law Amendment
- Site Plan Control



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This Planning Rationale is prepared in support of an Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control Application for the proposed residential development at 1104 Halton Terrace. This Planning Rationale also includes the following: Design Brief and Public Consultation Strategy.

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1.0 INTRODUCTION

Q9 Planning + Design has been retained by Maple Leaf Custom Homes to prepare a Planning and Design Rationale for a five-storey, 103-unit rental apartment with tenant-serving amenity areas and 124 parking spaces and 72 bicycle parking spaces. The development will result in new rental units being added to the neighbourhood in a stepped 4 to 5 storey building which takes advantage of the higher grading on the south side. Unit mix will include both one bedroom and two bedroom units. Both surface and underground parking will be provided.

The subject site has frontage on Halton Terrace and Old Carp Road. Vehicular access is provided from the proposed driveway from Halton Terrace, which will lead a centralized surface parking area. The access to the underground parking garage for will be provided from Old Carp Road.

The revised application is an update to the originally submitted application for a Zoning By-law Amendment and Site Plan Control application for a four-storey residential apartment building containing 103 units and 121 parking spaces. This resubmission contemplates an additional storey for the originally proposed four-storey building to create a five-storey residential apartment. Since the Neighbourhood designation within the Suburban West Transect does not permit buildings over four storeys, an Official Plan Amendment application will be required.

The subject site is zoned R3X S183 – Residential Third Density, Subzone Z, Schedule 183. The R3X S183 zone currently does not permit mid-rise apartment buildings as of right. As such, a Zoning By-law Amendment is required to rezone the subject site to R5A Exception Zone, H(16.7) which will specify the maximum building height of 5 storeys and 16.7 metres.

The southern portion of the original property was the subject of an application to lift part lot control for the purposes of creating individual residential unit lots for single-detached dwellings. The single lots will function as a continuation of the single lots fronting onto Halton Terrace and will be developed separately from the proposed apartment building. The lifting of part lot control has been approved and a subsequent draft reference plan has established the lot for the proposed low-rise apartment building. These single lots are shown with dwellings on the revised Site Plan for appropriate context.

The subject site is currently undeveloped and has no existing infrastructure on the property. The site is part of the Brookside-Briarbrook-Morgan's Grant neighbourhood, which is located within Ward 4 – Kanata North. The surrounding neighbourhood consists

primarily of low-rise, medium density development, with a relatively diverse population base. The site is located towards the edge of the existing neighbourhood and is notably close to March Road which is identified as a Mainstreet Corridor, where up to nine storeys is permitted.

Applications submitted:

- [Official Plan Amendment
- [Zoning Amendment
- [Site Plan Control

2.0 SITE & CONTEXT

2.1 SITE

The subject property is located in the Brookside-Briarbrook-Morgan's Grant neighbourhood in Ward 4 – Kanata North. The property is municipally known as 1104 Halton Terrace and was the original site contemplated for redevelopment as part of the initial submission.



Figure 1: Bird's eye view of site. (Source: Google Maps, marked up by Q9).

It is a roughly rectangular parcel of land with Old Carp Road running along the north boundary and Halton Terrace running along the south and east boundaries. Site access will be achieved from Halton Terrace, which can be accessed via March Road. The lot is currently undeveloped and does not have any existing infrastructure. However, the parcel contains minor vegetation which include trees and shrubs along the edges of the site's boundaries and a field of grass in the centre.

The site has frontage on both Halton Terrace and Old Carp Road. The property is bounded by Old Carp Road to the North, Halton Terrace to the east, detached dwellings and undeveloped single residential lots to the south, and a single-detached dwelling on a large parcel to the west. Site access will be achieved from Halton Terrace, which is accessed via March Road. A separate entrance to the underground parking entrance will be provided along Old Carp Road.

The following represents the site's current dimensions:

- [Lot Area: 7293 m²
- [Lot Frontage: 46.35 m (Old Carp Road)
- [Lot Depth: Irregular (approximately 107.51 m)

The site is legally described as Part of Lot 11, Concession 3 of the Geographic Township of March and Block 101 on Registered Plan 4M-1280.

The following are some photos of the site:



Figure 2: Site Image, looking south on Halton Terrace

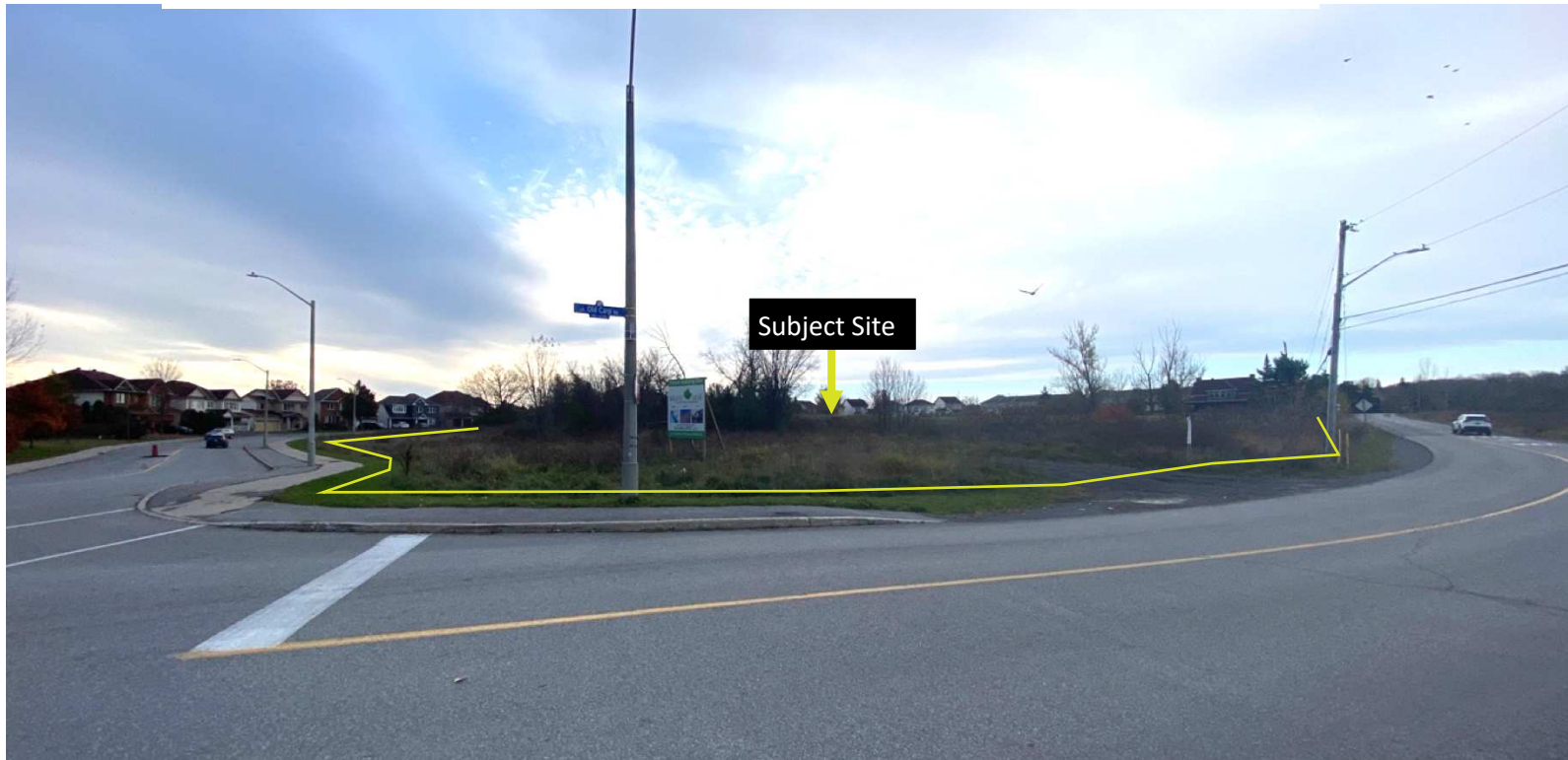


Figure 3: Site Image, looking west into site at the corner of Halton Terrace and Old Carp Road



Figure 4: Site position relative to March Road

2.2 CONTEXT

The property is located within the Brookside-Briarbrook-Morgan's Grant neighbourhood in Ward 4 – Kanata North. Ward 4 is located outside of the Greenbelt and roughly northwest of Ottawa's inner urban area. The neighbourhood is bordered by Old Carp Road to the northwest, Second Line Road to the southwest, March Valley Road to the northeast, and Herzberg Road/March Road to the southeast. The neighbourhood also contains the Morgan's Grant subdivision, located south and west of the subject site.



Figure 5: Site Location within Community, Aerial. (Source: Google Maps; marked up by Q9).

The property is at the edge of an existing residential neighbourhood, consisting mostly of low-rise, medium density single-detached, semi-detached, and townhouse dwellings. A man-made stormwater management pond is situated to the east of the site. The property has excellent access to shopping and amenities, with the RioCentre Kanata commercial plaza located nearby along March Road to the east of the property. A number of parks and schools are located near the property, including the Halton Park Pond located across the street along Halton Terrace.

The property is at the intersection of two collector roads and is located within close proximity (~135 metres) of March Road, which is a major arterial road with planned rapid transit service and commercial uses. Along March Road, building heights are planned for up to 40 storeys in the Ottawa Official Plan, 2022 for Mainstreet Corridors in the Suburban Transect, supporting active and public transit mode share and promoting greater walkability.



Figure 6: Site context. (Source: Google Maps; marked up by Q9).



Figure 7: View looking south on March Road at Halton Terrace intersection. (Source: Google Streetview).



Figure 8: View looking north on March Road at Halton Terrace intersection. (Source: Google Streetview).



Figure 9: View looking south-east at March Road / Halton Terrace intersection. (Source: Google Streetview).



Figure 10: View looking towards March Road from Halton Terrace. (Source: Google Streetview).



Figure 11: View looking towards March Road and the pond from the subject site. (Source: Google Streetview).



Figure 12: View looking north-east on Old Carp Road. Subject site is on the right. (Source: Google Streetview).

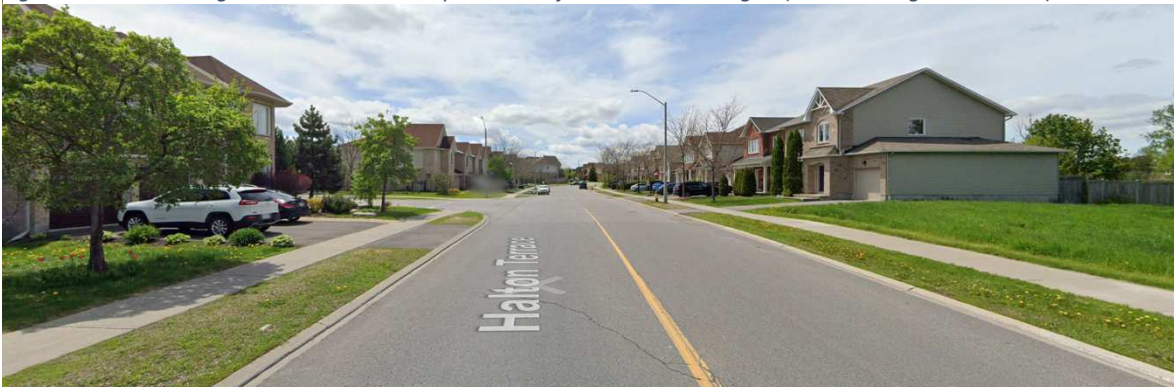


Figure 13: View looking west on Halton Terrace at existing low-rise residential. New singles proposed on the right (not part of this application). (Source: Google Streetview).



Figure 14: View looking east on Halton Terrace. New singles proposed in the vacant greenspace on the north side of Halton Terrace. (Source: Google Streetview).

Based on the existing and planned building heights, there is a clear transition in building heights from taller mid-rise buildings at nine storeys, towards shorter mid-rise buildings and taller low-rise buildings, and finally towards two-storey low-rise dwellings.



Figure 15: Official Plan Height Transition Context (Source: GeoOttawa Maps, marked up by Q9)

2.3 PEDESTRIAN AND TRANSIT NETWORK

The site is located in the northeastern part of the Morgan's Grant community, which is defined by Old Carp Road to the north, Terry Fox Drive to the south, Second Line Road to the west, and March Road to the east. Both Old Carp Road and Halton Terrace are collector roads. They feed March Road and Terry Fox Drive, which are arterial roads that provide vehicular connection to other collector roads, arterial roads, and Highway 417.

2.3.1 Transit Network

The site has strong public transportation access, with Rapid Bus Route 63 and Local Bus Route 64 servicing the property along Halton Terrace. Local Bus Route 165 is located within a 15-minute walking distance from the site.

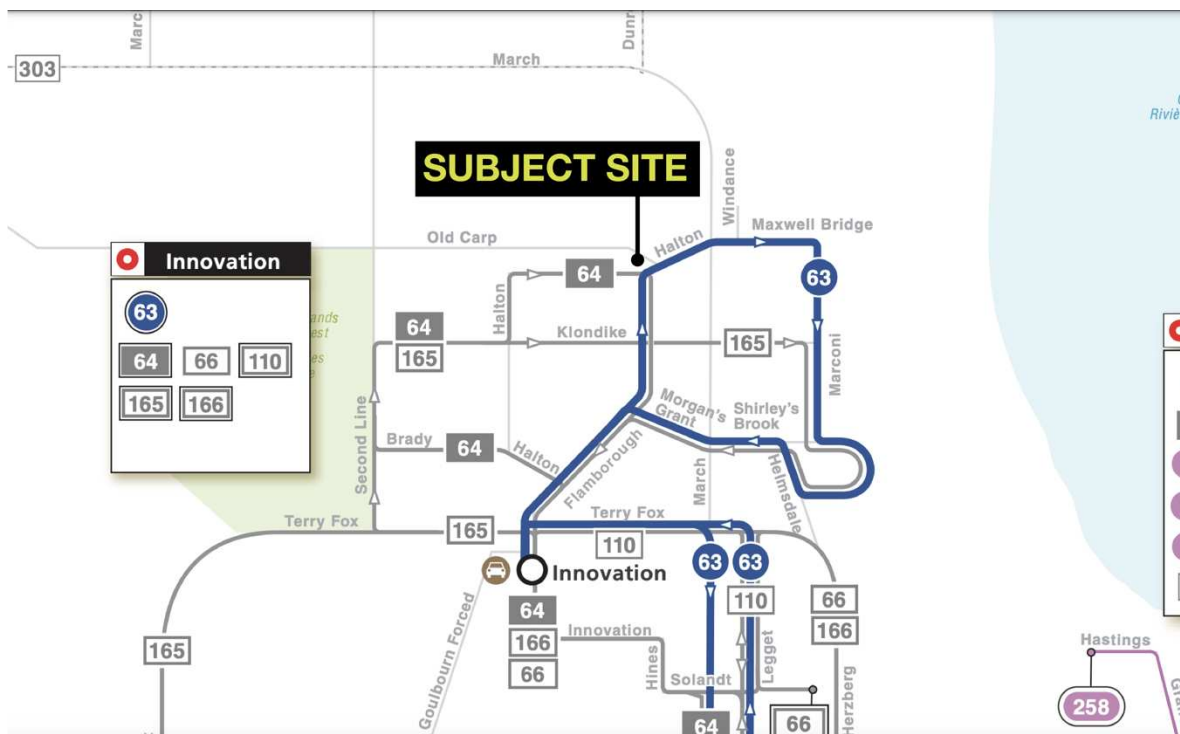


Figure 16: Extract of Transit Map (Source: OC Transpo)

Route 63 provides rapid transit connection to the Kanata Town Centre and Bus Rapid Transit stops, as well as the Tunney's Pasture LRT station which provides access to the downtown via the Confederation Line. Rapid Transit Service towards Tunney's Pasture operates every 30 minutes, with more frequent service during peak times. Overall, the site has strong public transportation connection with the surrounding area, with three bus routes connecting with the property. Route 63 stops very close to the property, enabling commuter access to the downtown. The public transit infrastructure therefore supports higher density development contributing to efficient use of existing and planned transit infrastructure.

2.3.2 Pedestrian and Cycling Network

Though there are no bike lanes along Halton Terrace, an official on-road bicycle lane runs along March Road, connecting with the broader cycling network of on-road lanes, multi-use pathways, and separated cycle lanes. Additionally, part of Old Carp Road along the site and March Road are identified as Major Pathways on Schedule C3 of the City of

Ottawa Official Plan. Downtown Ottawa can be accessed via the Ottawa River Pathway, which is connected to the March Road on-road cycle lanes via Carling Avenue, where the cycle lane is a paved shoulder.

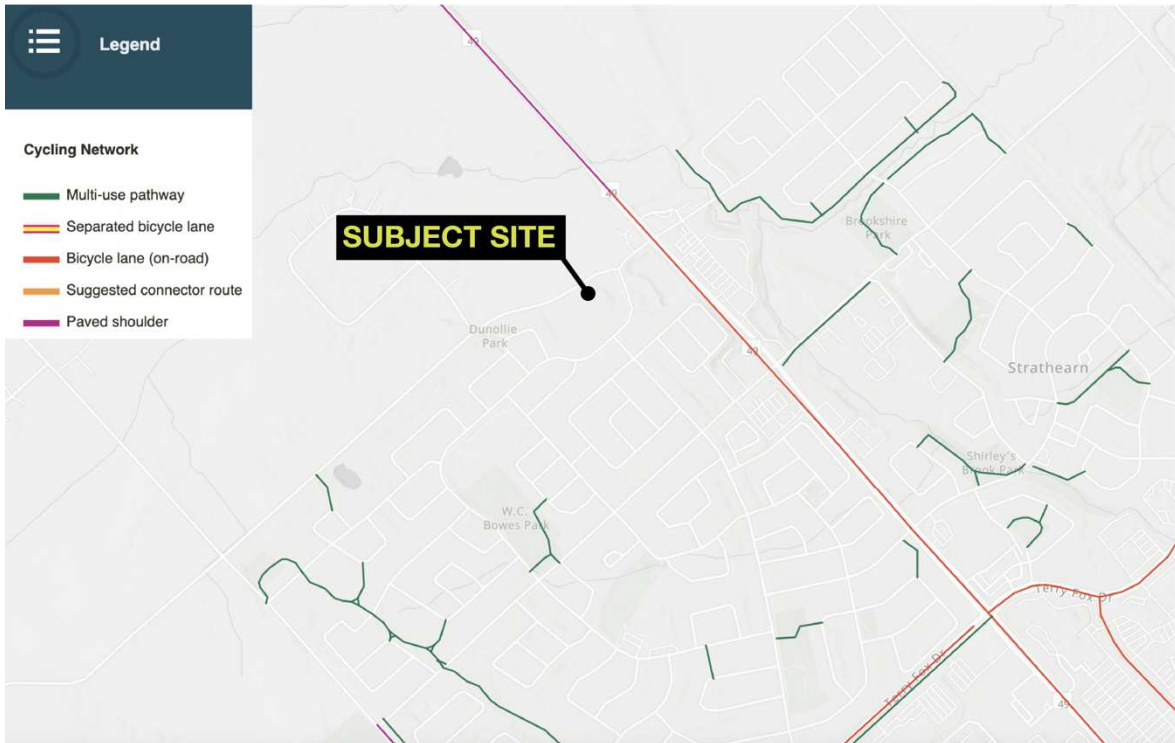


Figure 17: Extract of Cycling Network (Source: NCC)

Along Halton Terrace, there are sidewalks on both sides of the street, providing comfortable pedestrian access to nearby parks, schools, and retail. Both sidewalks are separated from the road by a small soft landscaped buffer, providing improved pedestrian comfort. The separated sidewalks continue along Halton Terrace, providing access to Jack Donohue Public School, Julie Payette Public School, W.C. Bowes Park, and Klondike Road Park to the west of the site and the RioCentre Kanata commercial area to the east of the property along March Road. Furthermore, separated sidewalks along both sides of the street are provided along Flamborough Way, which provides a north-south connection to Klondike Road and Terry Fox Drive. There are no sidewalks on either side of Old Carp Road. The overall pedestrian and cycling infrastructure servicing the property clearly supports additional density in the form of a mid-rise and a low-rise apartment building, which will efficiently utilize existing Rapid Transit along Halton Terrace, planned Rapid Transit along March Road, and active transportation infrastructure along March Road and Old Carp Road.

3.0 PROPOSAL

3.1 OVERVIEW

The proposed development consists of a 103-unit, stepped five-storey mid-rise apartment building on 1104 Halton Terrace. The five-storey building steps down to four-storeys towards the existing and planned low-rise residential along Halton Terrace. The proposed development will utilize a surface parking area and an underground parking garage.

The following image is a depiction of the proposed development in basic form overlaid onto the existing context displayed via Google Aerial imagery. The dark gray portion represents the five-storey component which appears as four-storeys when viewed from the south and the light grey is the four-storey portion which appears as three-storeys when viewed from the south. The white arrows identified the vehicle access points and the yellow dashed lines depict the pedestrian routes within and immediately surrounding the site.



Figure 18: Proposed Development Overlaid Onto Existing Context (Source: Google Maps with Markup by Q9)

This revised proposal results in a partial additional storey over the originally proposed four-storey low-rise apartment building. Additionally, five lots will be created for single-detached dwellings, functioning as an extension of the existing dwellings along Halton Terrace. These lots and their development do not form part of this proposal.

The principal vehicular access to the overall development will continue to be from Halton Terrace, which leads to the surface parking area. A second vehicular entrance off Old Carp Road will lead to the proposed underground parking garage. Street-front pedestrian access will be achieved from Halton Terrace, with a pathway from the parking area in the interior side yard leading to a secondary building entrance.

Building massing for the five-storey building will be concentrated towards the northeast corner of the property, minimizing any adverse impacts on neighbours and ensuring a uniform streetscape along Halton Terrace. Additionally, owing to the grading of the site, the building presents as a four-storey building when viewed from the south (facing north), which reduces the visual impact of the proposed massing and ensures contextual compliance with the intent of the Official Plan.

The five-storey building will contain a Total Gross Floor Area (GFA) of 10,661 m² with a total of 103 rental residential units. The proposed unit breakdown is as follows: 9 two-bedroom plus den, 59 two bedroom units, and 35 one-bedroom plus den.

A total of 124 parking spaces will be provided, with 68 spaces underground and 56 spaces of surface parking. Twenty-one spaces will be included for visitors, with the remaining spaces available for residents. In addition to the vehicular parking spaces, 72 bicycle parking spaces will be provided, with 53 spaces located in the underground parking garage and 19 spaces at grade outside. A total of 1,091 m² of indoor and outdoor amenity space will be provided, including approximately 606 m² of communal amenity space.

Tree plantings and significant landscaping along the southern, eastern, and northern property lines will provide a natural buffer between neighbouring properties and the street.

The interior courtyard will be carefully landscaped and designed with seating, covered areas, and plantings to preserve privacy for private patios.

The proposed Site Plan and Landscape Plan are provided at the end of this section.

3.2 BUILDING FORM AND SETBACKS

The proposed 5-storey building will have a height of 16.7 metres comprised of five storeys which steps down to 4 storeys.

The five-storey building will have a front yard setback from Old Carp Road of 6.0 metres. A corner side yard setback of at least 4.8 metres will be provided, though much of the

building will be setback even further from the corner side lot line. Tree plantings will be provided in the corner side yards to minimize visual impact from the development and ensure the adequate provision of trees on the property.

The minimum interior side yard setback provided will be 15.5 metres, with the parking area and landscaping forming a significant buffer between the interior lot line and the building. The minimum rear yard setback will be 13.3 metres.

The rear yard of the proposed apartment building will abut the rear yards of the five additional lots that will be created for the proposed new single-detached dwellings. This rear yard setback, which far exceeds the zoning by-law requirement, will minimize any potential intrusive overlook onto the neighbouring rear yards from the four-storey portion of the apartment building. Tree plantings in the rear yard will also provide a buffer between the abutting rear yards.

3.3 STATISTICS

The following tables outline the project statistics and the zoning review.

Dimension	Provided (5-storey)
Number of storeys	5
Total units	103
Gross Area (as per zoning by-law)	10,661 m ²
Amenity area	1,091 m ² : <ul style="list-style-type: none"> [539 m² (communal outdoor) [67 m² (communal indoor)
Residential parking spaces	Provided: 1.0/unit x 103 units = 103 Required: 1.2/unit x 103 units = 123.6
Visitor parking spaces	Provided: 21 Required: 0.2/unit x 103 units = 20.6
Bicycle parking spaces	Provided: 72 Required: 0.5/unit x 103 units = 51.5

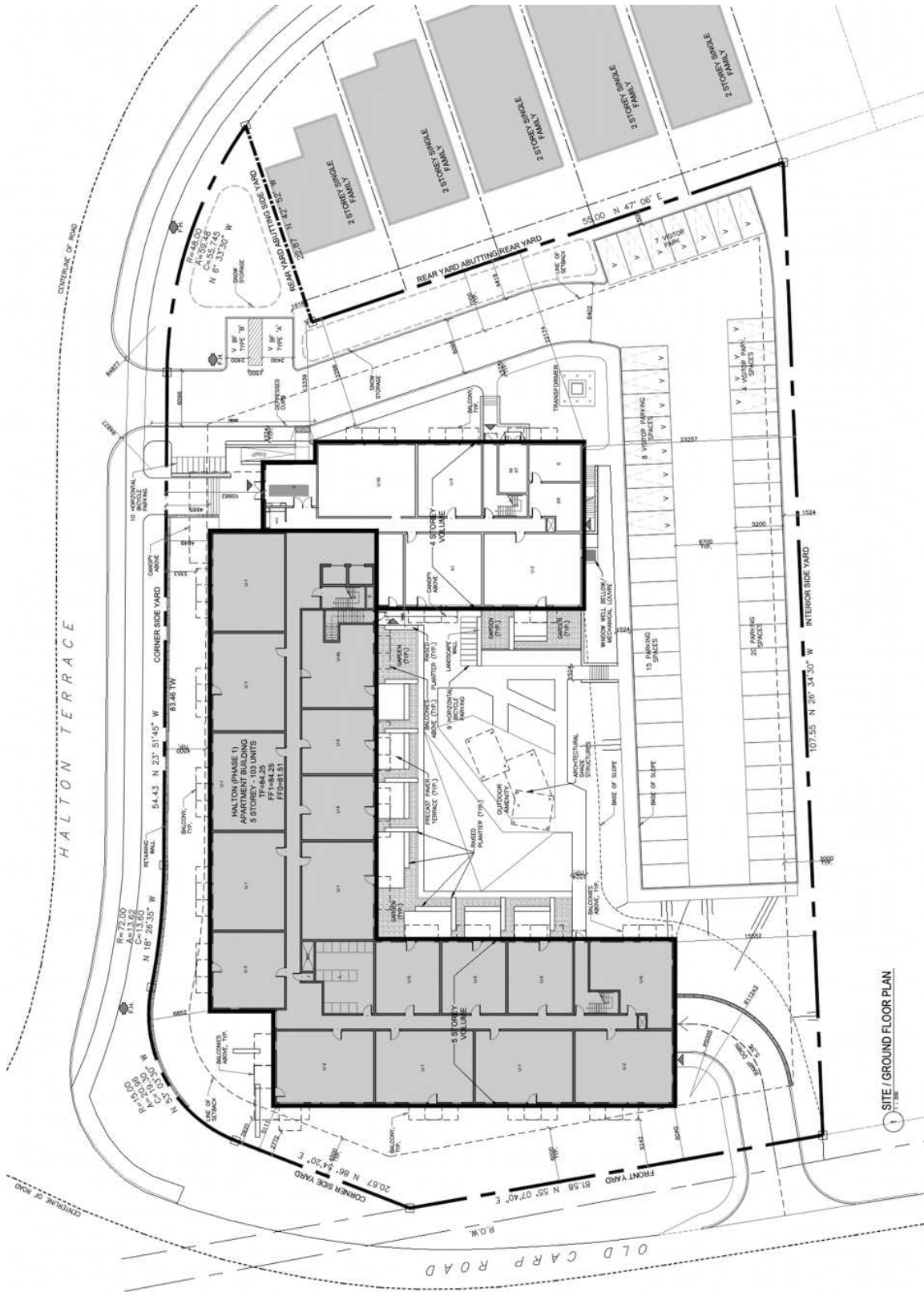


Figure 18: Extract of Site Plan (Source: Colizza Bruni)





Figure 19: Elevations (Source: Colizza Bruni)

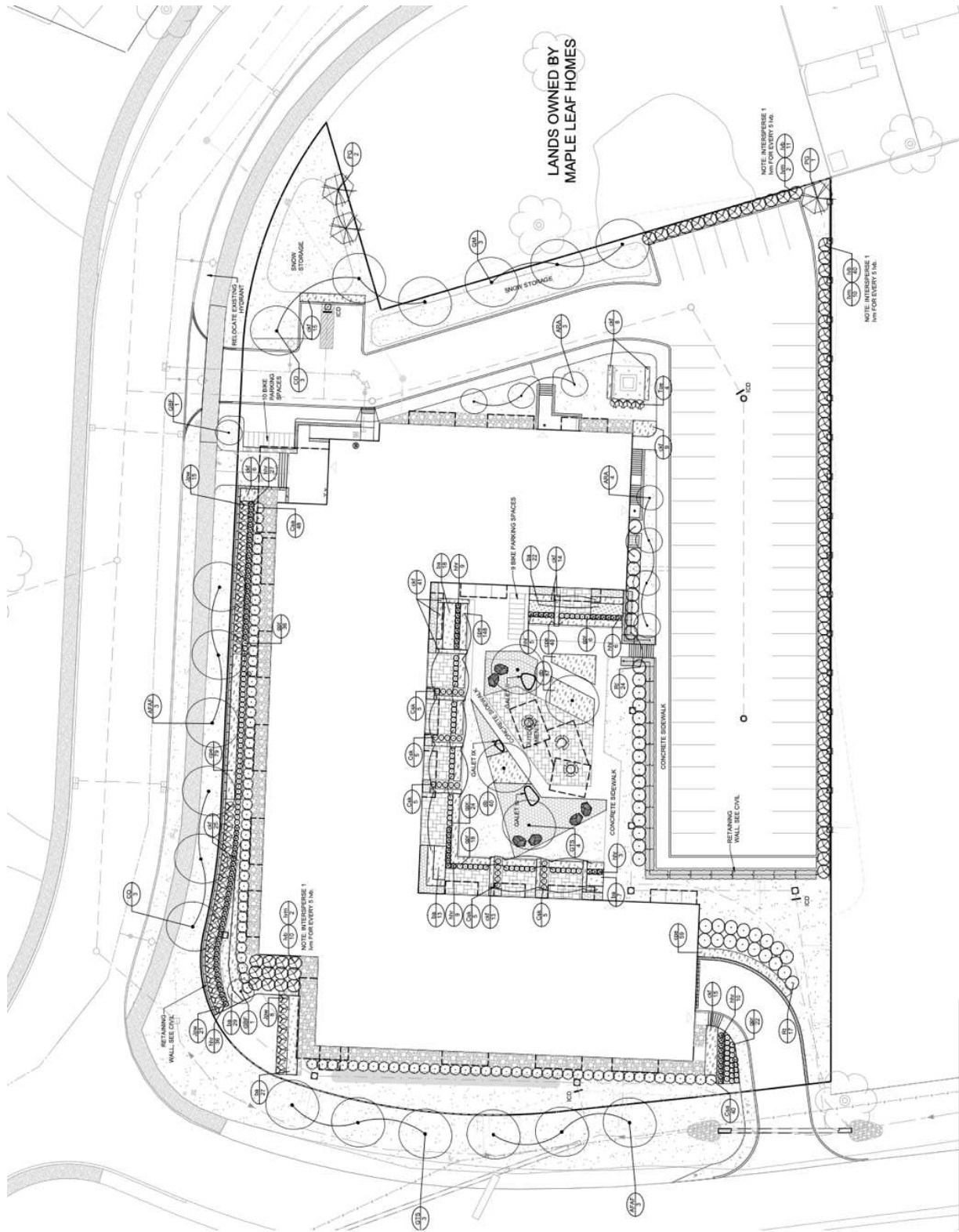


Figure 20: Landscaping Plan (Source: Novatech)



Figure 21: View looking west from Halton (Source: Colizza Bruni)



Figure 22: View looking south from Old Carp (Source: Colizza Bruni)



Figure 23: View looking east from Old Carp (Source: Colizza Bruni)



Figure 24: View looking north into courtyard from parking lot (Source: Colizza Bruni)



Figure 25: Aerial view looking east (Source: Colizza Bruni)

4.0 POLICY AND REGULATORY CONTEXT

The proposed development for a five-storey mid-rise apartment building requires an Official Plan Amendment as the current Official Plan designation places a limit at four storeys.

A Zoning By-law Amendment has already been submitted for the subject site and was originally proposed to rezone the lands to R4S. As the intent is to step the building up to 5 storeys towards the corner, the proposed zone being requested is R5A – Residential Fifth Density, Subzone A.

Official Plan Amendment and Zoning By-law Amendment applications require a thorough review of applicable policies, including the Provincial Policy Statement (PPS), the City of Ottawa Official Plan, the City of Ottawa Zoning By-law, and any community design plans or design guidelines that may be applicable.

4.1 PROVINCIAL POLICY STATEMENT, 2020

The Provincial Policy Statement, 2020 (PPS) provides the foundation for the regulation and development of land in Ontario. It contains broad policy direction on land use planning matters of provincial interest, forming the parameters for land use and development in Ontario. The PPS plans for a more effective and efficient land use planning system that promotes public health and safety, protects resources of provincial interest, and preserves the quality of the natural and built environment. The PPS is issued under the authority of the *Planning Act*.

The relevant policies of the PPS are discussed below, with policies provided in *italics*.

Section 1.0 of the PPS provides policies that aim to promote efficient land use and development patterns and manage change wisely by supporting strong, healthy, liveable, and resilient communities, protecting the environment, protecting public health and safety, and facilitating economic growth.

1.1.1 *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;*

Comment | The proposed apartment building is an efficient use of a vacant, undeveloped parcel within an existing plan of subdivision. The property is well located at the edge of the neighbourhood close to a future transit corridor and is suitably sized for the development proposal, accommodating an increase in density while providing a contextual built form that complements the existing detached and semi-detached

dwellings in the neighbourhood. The built form will link the height transition between the interior low-rise neighbourhood and the taller buildings permitted along the Mainstreet Corridor of March Road. The proposed building will be visible from March Road as a frame for the existing storm pond. The property is well located next to public transportation along Halton Terrace and cycle lanes along March Road, allowing for the more efficient use of this existing infrastructure.

- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, 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;*

Comment | The proposal will add 103 new residential units to the area, contributing to the area's overall housing stock and adding more rental units to the tenure types offered in the neighbourhood. Additionally, the proposal will contribute to increased housing choice in the area, diversifying the existing housing stock in the neighbourhood by adding purpose-built rental apartments.

- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*

Comment | The development is not anticipated to cause any 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;*

Comment | The property is located within the urban boundary. As such, there is no impact on the settlement area boundary.

- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve*

cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

Comment | The development supports a more cost-effective and efficient development pattern that helps optimize the existing transit and servicing investments in the area by improving an existing, underutilized site. The proposal represents an appropriate and sensitive increase in density on the site, resulting in a more optimal and efficient use of public transportation routes along Halton Terrace and the active transportation infrastructure along March Road. It also makes more optimal use of future transit investments along March Road by contributing to transit-supportive density that appropriately transitions between the planned height contexts along March Road and the existing low-rise context. Additionally, since the site is already serviced, no extension of water or wastewater infrastructure will be required as a result of this development.

f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;

Comment | The proposed development will provide five barrier free parking spaces (two near the front entrance, and three in the below grade parking area).

g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;

Comment | The subject site is located in an area with existing municipal infrastructure and servicing facilities. Servicing requirements for the proposed development can be met by the existing infrastructure.

h) promoting development and land use patterns that conserve biodiversity; and

Comment | The proposed development will utilize an existing vacant lot created as part of a previous subdivision. The proposal will result in new tree plantings and plentiful landscaped green space. Additionally, the development will more efficiently use the existing lot and make optimal use of existing and future transit servicing, reducing reliance on private automobiles.

i) preparing for the regional and local impacts of a changing climate.

Comment | The proposal will develop a vacant site within the urban boundary and more optimally utilize existing servicing and transportation infrastructure. A total of 72 bicycle parking spaces will be provided, which exceeds the requirement, reducing reliance on the private automobile and better utilizing the existing bike lanes along March Road. Further, additional Transportation Demand Management measures will be included.

Section 1.1.3 provides policy direction for settlement areas in Ontario. It provides for the efficient development and wise use of land and resources, while promoting green spaces and ensuring that infrastructure is efficiently used and public expenditure is minimized.

1.1.3.1 Settlement areas shall be the focus of growth and development.

Comment | The proposed development will utilize an undeveloped lot within the settlement area boundary.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) 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;*

Comment | The development utilizes an existing undeveloped lot previously created through a plan of subdivision. The proposal makes optimal use of the site, resulting in appropriate intensification that allows for the provision of green space and fits within the prevailing height context of the neighbourhood.

- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*

Comment | The proposal will include new tree plantings and plentiful landscaped open space, contributing to improved air quality and climate change mitigation. Additionally, the proposal will allow for a higher residential density on the subject property, providing a more compact, sustainable form of housing.

e) *support active transportation;*

Comment | The proposed development will provide 72 bicycle parking spaces, which exceeds the zoning by-law requirement. The property is well-connected to existing sidewalks and the on-road bike lane along March Road. Additionally, the property is located within a 15-minute walk to amenities including parks, schools, and retail establishments.

f) *are transit-supportive, where transit is planned, exists or may be developed;and*

Comment | The subject site is well located near public transportation, with Routes 63 and 64 running along Halton Terrace, and Route 165 accessible within a 15-minute walking distance. These bus routes connect the site to the surrounding area, with Route 63 providing access to Downtown Ottawa via Tunney's Pasture Station. March Road is also planned for future rapid public transportation service. The proposed development will help augment public transit usage by contributing towards a more transit-supportive density that allows for optimal utilization of existing routes and infrastructure.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Comment | The development uses available infrastructure and vacant land within the urban boundary to accommodate residential units required to meet projected needs for population growth. The proposal improves the variety of housing options in the area and allows a contextually appropriate density that will make efficient use of available transit and other infrastructure.

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Comment | The proposal plans for a five-storey mid-rise apartment building with 103 rental residential units. The site layout and building design allows for safe access and

circulation through the site along with the provision of landscaping and trees. The proposal offers intensification and does not create any impacts to public health or safety.

Section 1.4 provides policies intended for the appropriate provision of housing supply, including a variety of housing options and densities.

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- b) permitting and facilitating:

 - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;**

Comment | The proposed development helps contribute to a mix of housing types, densities, and options in the area by providing a total of 103 rental apartment units in close proximity to a major corridor, which will contribute to the overall supply of housing in the neighbourhood and in Ottawa.

- c) 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;*

Comment | The subject site is located within the urban boundary and has access to existing municipal sewer and water servicing. The existing roads will be able to accommodate the proposed development.

- d) 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;*

Comment | The development will result in the intensification of an existing lot that is currently vacant. The proposal considers one rental apartment buildings with a total of 103 units, which will provide an appropriate density increase, allowing for efficient, optimal use of existing and planned active and public transportation infrastructure.

- e) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*

Comment | The proposal will result in more units at a higher density on the property, better supporting and utilizing the existing transit routes that serve the site.

- f) *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.*

Comment | The proposed development facilitates residential development and intensification in a compact, low-impact built form. The site will be designed so that access and circulation through the site are safe. No impacts to public health or safety are anticipated as a result of this application.

Based on our review, it is our professional planning opinion that the proposed development conforms with the Provincial Policy Statement (PPS), 2020.

4.2 CITY OF OTTAWA OFFICIAL PLAN

Designation: Neighbourhood within the Suburban (West) Transect

Overlay: Evolving Overlay

The City of Ottawa Official Plan was passed by City Council on November 24th, 2021 and was approved by the Ministry of Municipal Affairs and Housing (MMAH) on November 4th, 2022. The Official Plan is based on Ottawa's Five Big Policy Moves, which are drawn from the City's Strategic Plan and provides renewed goals, objectives, and policies intended to guide future growth and land use decision-making into the year 2046.

Section 2 contains the overall strategic direction of the new Official Plan and is based around the Five Big Policy Moves, which are intended to make Ottawa the most liveable mid-sized City in North America. The Five Big Moves call for increased growth through intensification, sustainable transportation, context-based urban and community design, environmental, climate, and health resiliency embedded into planning policy, and planning policies based on economic development. Six cross-cutting issues have also been identified as essential to the achievement of liveable cities, which are related to intensification, economic development, energy and climate change, healthy and inclusive communities, gender equity, and culture.

Comment | The proposed development of a five-storey mid-rise apartment building on the site results in the addition of 103 new dwelling units to the area. It aligns with the City's overarching strategic policy objectives to accommodate growth through intensification and infill development, support sustainable transportation, provide contextually-appropriate urban design, and contribute to climate objectives and economic development. The development is located at the edge of the neighbourhood, supporting an appropriate transition from the taller mid-rise buildings planned along March Road towards the interior of the neighbourhood where ground-oriented, low-rise development is located.

Section 3 of the Official Plan direct various types and intensities of growth to appropriate areas and ensures that sufficient land is provided to accommodate projected levels of new growth. It plans for increased transit mode share, efficient utilization of existing infrastructure, and reduced greenhouse gas emissions while providing sufficient development opportunities and housing choice. Most population and employment growth is anticipated in the urban area, which is divided into six transects based on location, maturity of development, and their function as networks of 15-minute

neighbourhoods. At least 10% of new dwellings constructed are also to be apartment buildings.

Section 3.2 plans for 47% of city-wide development growth to occur in the built-up portions of the urban area, with intensification being directed towards the edges of neighbourhoods, Corridors, and Hubs to support 15-minute communities. The target amount of dwelling growth to be achieved through intensification is 51%. A variety of built forms and heights are anticipated to achieve intensification, with minimum densities establishing a starting point for intensification and maximum heights establishing a limit to building height.

Policy 14 states that amendment to the Official Plan is required along with a Zoning By-law Amendment to permit an increase in building height in a taller height category.

Comment | The proposed development contributes towards the City's targets for new dwelling growth to be accommodated through development within the urban boundary. The development also contributes to the City's target of providing 10% of new growth as apartment buildings, noting that there are currently no apartment buildings in the immediate area. It is appropriately located at the edge of the neighbourhood less than 150 metres from a Mainstreet Corridor within an Evolving Overlay, allowing for an appropriate transition in height and density from the Corridor towards the neighbourhood's interior. An Official Plan Amendment application is being submitted in order to permit a minor increase in building height in a taller height category. It is noted that the proposed five-storey height is closer in both the number of storeys and the physical appearance of the building mass to a low-rise building than it is to a mid-rise building as perceived from the south, representing only a single-storey height increase above the permitted four storeys. Further, the built form includes a stepped transition with the four-storey portion towards the south-east where there is existing low-rise and steps up to include a fifth-storey towards the neighbourhood edge.

Section 4 provides land use and transportation policies that apply to the entire city.

Section 4.1.2 plans for the promotion of healthy, 15-minute neighbourhoods, with safe walkable pedestrian networks and access to active and public transportation infrastructure.

- 6) *New developments will provide direct connections to the existing or planned network of public sidewalks, pathways and cycling facilities.*
- 8) *In addition to Subsection 4.1.2, Policy 6), pedestrian and cycling facilities and traffic calming measures shall be required or upgraded as part of*

development where identified in the TMP and associated plans, the Road Safety Action Plan or other approved City documents.

Comment | The proposed development is located near cycling routes along March Road and is connected by sidewalks on both sides of Halton Terrace. The proposed development also includes 72 bicycle parking spaces, which exceeds the By-law requirement and will help support active transportation use in the area.

Section 4.1.4 provides policies for strategies to incentivize a shift towards more sustainable modes of transportation.

- 10) Parking garages and their access points are to be designed to maintain continuity of the street edge, pedestrian environment and function of the street, as identified in transect and designation policies, through strategies such as:*
- a) Minimizing the number and width of vehicle entrances that interrupt pedestrian movement;*
 - b) Including other uses along the street, at grade, to support pedestrian movement;*
 - c) Providing landscaping, art, murals or decorative street treatments;*
 - d) Minimizing the frontage and visibility of the parking garage from the street, where appropriate; and*
 - e) Ensuring that the primacy of pedestrians along the sidewalk is maintained at all times through the use of traffic control and other measures that regulate the crossing of vehicles at all access points.*
- 11) Surface parking lots should be designed to meet all of the following:*
- a) Minimize the number and width of vehicle entrances that interrupt pedestrian movement; and*
 - b) Provide safe, direct and well-defined pedestrian and cycling connections between the public street and all buildings, and between all buildings within the site; and*
 - c) Landscaping requirements shall be in addition to landscaping requirements for the right of way around the perimeter of parking lots; and*
 - d) Include regular spacing of tree islands that support the growth of mature shade trees and incorporate Low Impact Development measures for stormwater management where feasible; and*
 - e) Be designed to anticipate redevelopment of the site over time and facilitate future intensification, severance and infill; and*

- f) *Encourage the provision of electric vehicle charging spaces and dedicated car share spaces.*

Comment | The proposed development provides both underground and surface parking. The underground parking garage servicing the five-storey building is accessed from Old Carp Road, while a driveway from Halton Terrace provides access to the surface parking. Both entrances are designed to minimally impact pedestrian movement and ensure that only one access is provided from each street, reducing potential pedestrian/vehicle conflict points. The underground garage entrance is oriented to ensure minimal visual disruption on the building's aesthetics. The surface parking area is also located behind the building towards the interior portion of the lot to minimize visual intrusion on the streetscape.

Section 4.2 provides policy direction on housing for the City, including the provision of adequate, safe, and affordable housing that meets the needs of people across ages, incomes, and backgrounds. It calls for a diversity of housing options and tenure types.

Section 4.2.1 provides policies on providing flexible and context-sensitive housing options in all areas of the City through the zoning by-law by promoting a variety of densities, building types, and tenure types. It plans for zoning that primarily regulates height, massing, and building form rather than restrictions on building typology along with a diversity of development types to ensure a full range of housing options in the City.

Comment | The proposed development adds to the diversity of building types and tenure types in the neighbourhood by providing 103 rental apartment units in a five-storey building. The building is designed in a manner that is compatible with the surrounding two-storey homes while contributing towards the planned height transition from the Mainstreet Corridor designation along March Road. The built form meets the intent of regulating height, massing, and form rather than building typology since, despite the five-storey building falling into the mid-rise dwelling category, the form is designed to take advantage of the site's grading and ensure that the height presents as a four-storey building instead. Since the proposed five-storey building is only one-storey higher than the permitted four storeys, it still aligns with an overall low-rise height context and is in keeping with the appearance of low-rise development rather than mid-rise development.

Section 4.6 contains policy direction on designing the built form and public realm in the City. The section promotes urban design excellence in Design Priority Areas as well as

urban design that sensitively integrates new low-rise, mid-rise, and high-rise buildings and promotes healthy 15-minute neighbourhoods.

Section 4.6.6 provides policies meant to integrate new low-, mid-, and high-rise buildings while allowing the City to meet its intensification targets and enhance liveability for all. The section provides for minimal impact on the public realm through appropriate building transitions, with a gradual transition in height and massing. Low-rise buildings should be responsive to the surrounding context and be architecturally integrated with the neighbourhood context. Mid-rise buildings should also be responsive to the surrounding context, framing the street and providing mid-block connections, providing a base and middle portion with active frontages, be generally proportionate with the width of the right-of-way, and provide adequate setbacks.

Comment | The proposed development provides a five-storey mid-rise apartment building that fits with the character and established height context of the surrounding neighbourhood, supporting a transition from the planned nine-storey context along March Road to the two-storey low-rise within the interior of the neighbourhood. The building is oriented towards the edges of the lot in order to frame the street and visually screen the parking areas, while providing an increased buffer from the low-rise buildings to the south. The development also takes advantage of the site's grading, which is lower towards the northern portion of the site, but rises in the south. Consequently, when viewed from the south, the five-storey and four-storey building will appear as a four-storey stepping down to three-storeys, respectively. Generous front, side, and rear yard setbacks are also provided with soft landscaping, shrubs, and trees enhancing the public realm. Selected materials including the undulating brick material contribute to visually-interesting design that will integrate well with existing buildings in the neighbourhood. Indoor and outdoor communal amenity areas including a courtyard as well as private amenity areas including balconies and ground floor terraces ensure that the building design meets the needs of residents while being compatible with the surrounding area.

Section 5 provides policy direction for the six identified transect policy areas. The subject site is located within the Suburban Transect policy area.

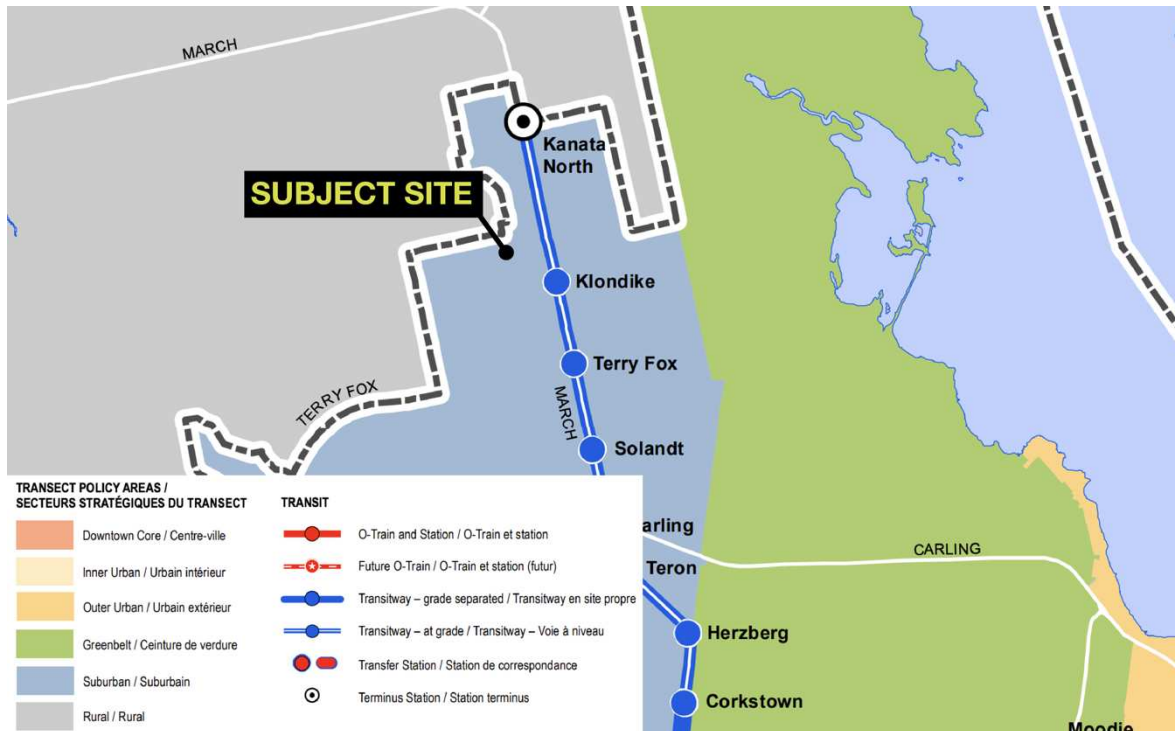


Figure 26: Extract of Transect Schedule (Source: City of Ottawa Official Plan)

Section 5.4 provides direction for lands within the Suburban Transect. It recognizes the suburban pattern of built form while promoting an evolution towards 15-minute neighbourhoods. This includes enhanced mobility and street connectivity and direction from Neighbourhoods to Hubs and Corridors.

Section 5.4.1, Policy 2 states that low-rise development is planned for areas within the Suburban Transect that are designated as Neighbourhoods, with three storeys and up to four storeys generally provided. Mid-rise development is permitted along Mainstreet Corridors. Policy 3 states that low-rise multi-unit developments are permitted in Neighbourhoods near street transit routes.

Policy 1 in Section 5.4.5 plans for a wide variety of housing types and generally permits up to four storeys within Neighbourhoods in order to provide for high-density low-rise development.

Comment | The proposed development provides for a five-storey mid-rise apartment building. The building is appropriately scaled to the height context of the neighbourhood, given the applicable grading context and noting that the building will be within 150 metres of March Road, which is designated Mainstreet Corridor, and visible from March Road as it will be a backdrop to the existing storm pond. The additional units facilitated by the extra storey further contributes to a transit-supportive density and more housing options in the area with no notable impact on the existing community as a result of the applicable grade.

The mid-rise building only represents a single storey of additional height above what is permitted, with the building's design, use of materials, and siting towards the downwards slope of the site's topography ensuring that the height is compatible with the surrounding neighbourhood. The site's strategic location near future rapid transit supports the additional density and contributes to an appropriate transition between the planned nine-storey context along March Road towards a 4-5 storey context, and finally to the existing two-storey context. Thus the proposed Official Plan Amendment for the additional storey is appropriate, supporting the broader objectives of the Official Plan and contributing to a quality urban design.

Section 5.6 provides for overlays which contain additional policies on top of the underlying designations. Within the Evolving Overlay, which applies to areas close to Hubs and Corridors, intensification and more urban built forms are planned to gradually transition from a suburban to an urban character.

Section 5.6.1.1 states that lands within the Evolving Overlay have an opportunity to achieve more urban uses, densities, built forms, and site designs.

Comment | The subject site is located within the Evolving Overlay. The proposed development supports the Evolving Overlay's policy directions by providing a more urban built form that balances contextual fit with the existing neighbourhood and higher densities that support active and public transportation use. The transition between the five-storey portion of the building and the four-storey portion of the building supports the transition from the Evolving Overlay, supporting a more urban level of density that transitions towards the suburban context in the existing neighbourhood.

Section 6 of the Plan provides more tailored policy direction for urban areas, which are divided into Hubs, Corridors and Neighbourhoods. The subject property is within the Neighbourhoods designation.

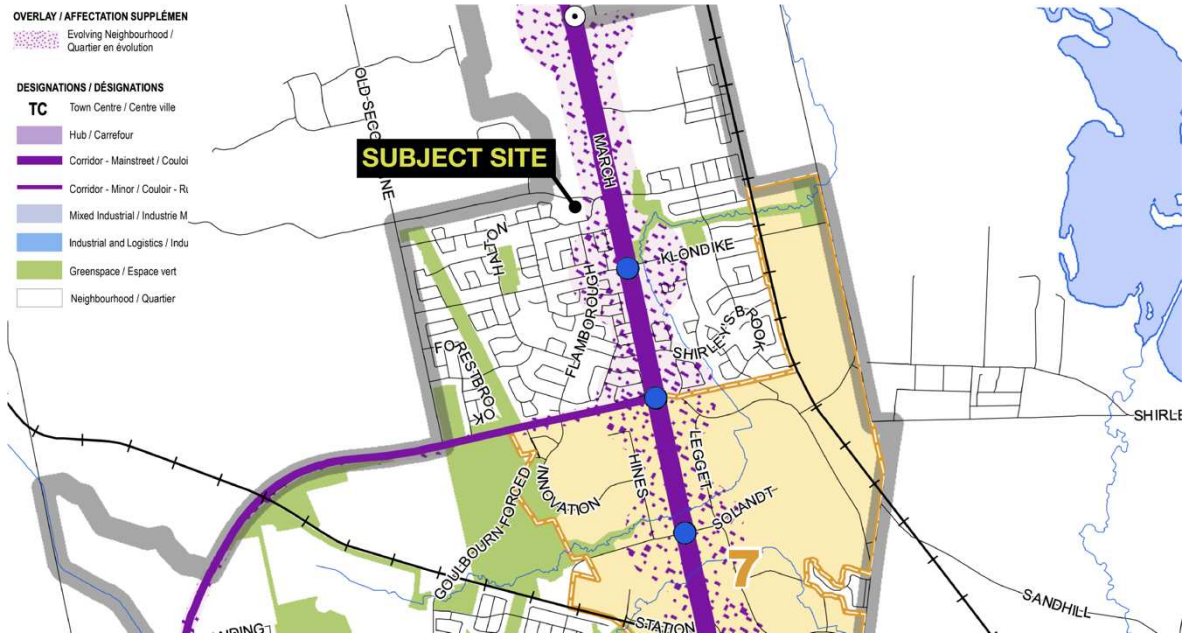


Figure 27: Extract of Suburban Transect Schedule (Source: City of Ottawa Official Plan)

Section 6.3 provides tailored policies for Neighbourhoods, which are contiguous areas at the heart of communities. The intent of the section is to work towards 15-minute neighbourhoods through integrated and contextually sensitive development. The designation provides for principally low-rise development and a full range of housing options. It also provides for appropriate soft landscaping and amenity.

Section 6.3.1, Policy 2 permits low-rise building heights within Neighbourhoods, except where existing zoning or secondary plans permit greater heights or in areas already characterized by tall buildings. Development that seeks additional height beyond 4 storeys will require an Official Plan Amendment.

Policy 5 states that higher densities and permitted heights will be permitted in the Zoning By-law close to rapid transit stations, Corridors, and major neighbourhood amenities.

Section 6.3.2, Policy 2 states that the City will establish form-based regulation through the Zoning By-law, Site Plan Control, and other regulatory tools. This regulation would include requirements for articulation, height, massing, setbacks, floor area, roofline, materiality, and landscaped areas. The requirements would have regard for proximity to Hubs, Corridors, and Rapid Transit stations and transitions to and from abutting designations.

Policy 4 states that the Zoning By-law will establish separate standards for development on interior lots, corner lots, through lots, and whole lot blocks to provide for coherent and predictable built forms that contribute to well-designed blocks and streetlines.

Comment | The proposed development provides contextually appropriate mid-rise / low-rise built form that strikes a balance between providing transit-supportive density at the edge of the neighbourhood along two collector roads while retaining a compatible form that does not adversely impact neighbouring two-storey dwellings. It results in higher density development being located closer to a Mainstreet Corridor where a future rapid transit route is planned and supports a transition in height and density from March Road (9 storeys), the edge of the neighbourhood (4-5 storeys), and the interior of the neighbourhood (2 storeys). Furthermore, the development contributes to a well-designed block and streetline, with the five-storey portion of the building presenting as four storeys along Halton Terrace and stepping down as it moves closer to the existing and planned single detached dwellings.

Materials and setbacks also concentrate the visual mass of the building on the lower storeys, reducing the appearance of the building height and contributing a well-designed streetscape. The development provides a full range of housing types and tenure types in the neighbourhood, with the additional storey representing an appropriate method of introducing more housing options into the neighbourhood without creating additional impact beyond a four-storey low-rise building. More soft landscaping and outdoor amenity than required by the zoning by-law is also provided.

Based on our review, it is our professional planning opinion that the proposed development conforms with the intent of City of Ottawa Official Plan and only requires a minor amendment to the permitted number of storeys without impacting the height relationship to the existing community.

4.2.1 PROPOSED OFFICIAL PLAN AMENDMENT

The Official Plan Amendment is as follows:

- (1) Notwithstanding the policies of Section 5.3.4 (1), the subject site at 1104 Halton Terrace permits a maximum height of 5 storeys.

4.3 CITY OF OTTAWA URBAN DESIGN GUIDELINES FOR GREENFIELD NEIGHBOURHOODS

The City of Ottawa Urban Design Guidelines for Greenfield Neighbourhoods were passed by City Council in 2007. The guidelines provide specific urban design guidelines for areas without their own approved secondary plan or community design plan.

The objectives of the Greenfield Urban Design guidelines is to:

- [*To protect and integrate the site's inherent environmental, topographic, and cultural features;*
- [*To create a comfortable pedestrian and cycling environment and attractive streetscapes;*
- [*To ensure compatibility and links between different land uses in the neighbourhood, and with adjacent neighbourhoods;*
- [*To encourage transit-oriented development;*
- [*To establish a system of parks and greenspaces that are plentiful, accessible and connected to each other.*

Comment | The proposed development is designed to be compatible with surrounding developments, contribute to more efficient and optimal transit usage in the area, and create a pleasant and attractive streetscape with comfortable pedestrian and cycling access.

Guideline 9: Concentrate higher density residential units around neighbourhood focal points that include transit stops, commercial areas, schools, community facilities, parks and multi-use pathways.

Comment | This development situates higher density rental housing towards the edge of the Morgan's Grant neighbourhood near commercial areas, cycling routes, and future transportation routes along March Road.

Guideline 15: Create a transition in height from taller buildings to adjacent lower buildings, particularly when connecting to an adjacent development or neighbourhood.

Comment | The proposed development contributes to an appropriate height transition in the neighbourhood. The apartment building provides a stepped design that features 5-storeys at the corner fronting the collector roads and visually present towards March Road and then steps down to a four-storey height towards the interior of the neighbourhood. Both proposed heights, from the perspective of the interior

neighbourhood, will present visually as one storey less than identified due to site grading.

Guideline 24: Plan development based on rear lanes or rear parking areas at important neighbourhood focal points such as mixed-use activity areas, surrounding parks, greenspaces and entrances to the community.

Comment | The development is designed to provide parking in the interior yards away from the streetscape. The building will be located along Halton Terrace near one of the entrances to the neighbourhood.

Guideline 27: Plant trees along all streets in a consistent pattern and coordinate with the location of street amenities and utilities. Base selection and location of trees on soil conditions, bearing capacity, and urban forestry principles.

Comment | As part of the site's design, trees will be planted between the building wall and the property line in a consistent pattern to help contribute to a green edge along the street and enhance the streetscape.

Guideline 34: Locate residential buildings close to the property line with their primary face addressing the street, while making room for trees and utilities. Provide visual interest along the streetscape with a variety in setbacks and projections.

Comment | The proposed apartment building will be situated along the northeast portion of the site in order to address the street and mitigate adverse impacts on neighbouring properties. Adequate room will be provided for tree plantings. The building will feature an appealing design with a main entrance that faces Halton Terrace and offsetting balconies, adding variety and visual interest to the streetscape.

Guideline 35: Mix various types of housing on each street while considering the relationship (height, size, bulk) between each other, and to existing houses.

Comment | The proposed development will add to the variety of housing on Halton Terrace which includes single-detached dwellings of differing sizes and townhouses. The five-four storey design provided aligns with the overall low-rise height context of the neighbourhood and relate well with the two storey buildings on Halton Terrace.

Guideline 37: Design building façades so that windows and doors are prominent features that address the streets they front.

Comment | The apartment building will feature a primary entrance, windows, and balconies along the street. The balconies and windows will be slightly offset from one another, adding variety and visual interest while contributing to a comfortable pedestrian environment.

Guideline 38: Site and design residential buildings on corner lots so that both the front and the side of the building are oriented to the public street and are detailed with similar quality and style.

Comment | Both the front and side of the proposed apartment building contain frontage along the street. The north side of the building provides frontage along Old Carp Road, while the east side of the building has frontage along Halton Terrace.

Guideline 42: Locate surface parking areas of multi-unit residential buildings away from public view and not between the public street and the building. Design and landscape parking areas so they do not detract from any rear yard amenity space.

Comment | The proposed surface parking area will be provided in the interior yard, shielded away from public view and not between the street and the building wall. The interior yard behind the building will also feature a courtyard outdoor amenity area. The parking location will not detract from providing quality outdoor amenity space.

Based on our review, it is our professional planning opinion that the proposed development conforms with the Urban Design Guidelines for Greenfield Neighbourhoods.

4.4 CITY OF OTTAWA ZONING BY-LAW

The subject site is currently zoned as Residential Third Density, Subzone X, Schedule 183 (R3X S183) in the City of Ottawa Comprehensive Zoning By-law 2008-250. The Residential Third Density Zone generally allows for a mix of residential buildings ranging from detached dwellings to townhouses.

The proposed use is for a mid-rise apartment building consisting of 103 units over five-to-four storeys. In order to permit the development on the site, this application seeks to rezone the subject property as Residential Fifth Density, Subzone A [xxxx]. The R5A Zone includes mid-rise apartment buildings as a permitted use.

The intent of the R5 Zone is to permit a mix of residential units, ranging from detached dwellings to apartment buildings of various heights. A special exception will be applied to limit the applicable height to 5 storeys.

The table below summarizes the required performance standards for the R5A Zone.

Provision – R5A	Requirement	Proposed	Section
Minimum lot width	25.0 m	>100 m (Halton Terrace)	S.162, Table 162A
Minimum lot area	1000 m ²	7293 m ²	S.162, Table 162A
Maximum building height	Varies	16.7 m	S.162, Table 162A
Minimum front yard setback	6.0 m	6.0 m	S.162, Table 162A
Minimum corner side yard setback	4.5 m	4.8 m	S.162, Table 162A
Minimum rear yard setback	7.5 m	13.3 m	S.162, Table 162B
Minimum interior side yard setback	7.5 m	15.55 m	S.162, Table 162B
Parking	1.2 spaces per du (resident) + 0.2 spaces per du (visitor): 123.6 + 20.6 = 144 spaces	103 spaces (resident) + 21 spaces (visitor): 124 spaces	S.101, Table 101A; S.102, Table 102
Aisle and driveway width	Min width for double traffic lane: 6.0 m	6.0 m	S.107
Bicycle parking	0.5 spaces per du (0.5 x 103 du): 51.5 spaces	72 spaces	S.111, Table 111A
Permitted projections	2.0 m, and no closer than 1.0 m to lot line	Compliant	S.65, Table 65

Amenity area	15 m ² per du (first 8 units) + 6 m ² per du (all other units)	[1091 m ²	S.137, Table 137
		[606 m ²	
	[618 m ²		
	Communal:		
	[309 m ²		

The requested amendment to rezone the property from R3X S183 to R5A [xxxx] would include the proposed mid-rise residential use as a permitted use and allow it to be developed on the site as of right. The development is designed to exceed the majority of setbacks, amenity space requirements, and bicycle parking.

As part of the exception provision, the proposed development is seeking to reduce the required parking rate from 1.2 vehicles per unit to 1.0 vehicle per unit. This reduction reduces the resources and space dedicated for vehicles, takes advantage of the site's proximity to a major arterial and nearby transit service, and is supported through the following Transportation Demand Management Measures offered:

- [Conduct periodic surveys to identify travel-related behaviours, attitudes, challenges, solutions, and to track progress.
- [Display local area maps with walking/cycling access routes and key destinations at major entrances
- [Display relevant transit schedules and route maps at entrances
- [Offer Presto cards preloaded with one monthly transit pass on residence purchase / move-in to encourage residents to use transit
- [Provide shuttle service for seniors
- [Contract with a provider to install on-site bike share station
- [Contract with provider to install on-site car share vehicles and promote their use by residents
- [Unbundle parking cost from monthly rent
- [Provide a multimodal travel option information package to new residents.
- [Exceed bicycle parking requirements

Based on the measures provided above, the proposed reduction in vehicle parking is considered appropriate and preferred from a planning perspective.

4.4.1 *PROPOSED ZONING BY-LAW AMENDMENT:*

The proposed Zoning By-law Amendment will contain the following exception provisions:

- (a) Resident parking rate is 1 space per unit.
- (b) Maximum building height is 5 storeys / 16.7 metres.

5.0 DESIGN BRIEF

The development applications being sought for 1104 Halton Terrace are a Site Plan Control Approval, Zoning By-law Amendment, and Official Plan Amendment to establish one five-storey, partial mid-rise apartment building with 103 rental units.

The review of Official Plan policy and other relevant documents and guidelines incorporated into this report addresses the requirement in Section 1 of the Terms of Reference for a Design Brief. A contextual analysis map and summary are provided in the beginning sections of this report. Images of the surrounding areas are also provided. As per the Section 2 requirements of the Terms of Reference, we have submitted 3D illustrations, elevations, and renders.

Project Intent	}	The design intent is to integrate a visually dynamic built form that addresses both the visual relationship towards March Road and the planned taller building context and transition towards the low-rise context within the interior of the neighbourhood. The subject site is an edge condition and has notable grading considerations that are both an opportunity and a constraint.
Project Statistics	}	103 units, 10,661 m ² GFA, 124 parking spaces, 72 bicycle parking spaces, 1,091 m ² of amenity spaces, 5 storeys stepping down to 4 storeys.
Design Directive	}	The proposed design, due to grading challenges, created challenges with locating a primary pedestrian access at the corner of Halton Terrace and Old Carp Road. The architectural and landscaping detail at this location were enhanced to address this challenge. The grading change on site results in perceptually different building heights when development is viewed from the south versus from the north. This created a unique opportunity to support greater density through height without visual impact to the existing low-rise neighbourhood.
Urban Design Comments (Feb 2022)	}	6.1 Buffer: Along with the existing privacy wood fence that is to be preserved (for existing units) and provided (for proposed units), there is a 4.4 m buffer with proposed trees

for the majority of the buffer which then reduces to 1.5 m landscaped buffer where some parking is located.

6.2 Sustainable Design: Throughout detailed design development, these components will be assessed to determine which are appropriate and financially feasible.

6.3 Reduction of Hard Surfaces: The design has reduced hard surfaces as much as possible but due to bedrock conditions, some surface parking was ultimately required.

6.4 Stormwater Management: Please review the proposed stormwater management report.

6.5 Access between amenity spaces: There is an access within the courtyard to enter the building.

6.6 Bicycle Parking on Main Level: While this was reviewed, it was not feasible to provide parking on the main level.

Site, Context, and Analysis } Please see section 2 of the report.

Design Research } Please see the following sections of the Design Brief.

5.1 COLIZZA BRUNI DESIGN COMMENTARY

Every architectural endeavour has an urbanistic implication.

To have a positive effect on its environs, the proposed apartment building considers and responds to the following specific characteristics of its physical context:

- [The site is located at a corner condition (intersection between Old Carp Road and Halton Terrace) that acts as a gateway to a low-rise residential community
- [It is bordered on the south side by 2 storey single family homes
- [It is bordered on the west side by an open field which is a remnant of the area's original farmlands. The proposed development anticipates its future development.
- [The site overlooks a stormwater pond and park to the east and another open field to the North.

In a contextual sense, the design challenge to a large extent, had to do with the matters of scale and arrival.

The design response to the 'scale challenge' focuses on a design strategy (which is discussed below) that reduces the perceived scale of a typical 5 storey apartment building so that it comfortably presents as a 4 storey apartment towards the 2-storey neighbourhood of single-family residences and townhomes.

To begin with, the building's form is a "U" shape in plan with a central courtyard. The corners of the "U" are carved back to fragment the 103-unit apartment building into 3 distinct pieces. This, in of itself, resulted in a reduced scale and mass of building. A further reduction in scale, together with a consideration for visual delight, is achieved by the thoughtful and layered composition of balconies, windows, canopies and cladding materials. The result of which is a syncopated rhythm of façade elements.

Since the building occupies a "gateway" location into the Morgan's Grant neighbourhood, the notion of arrival was an important design consideration. In this regard, the design intention is that the corner of the building facing the intersection of Halton Terrace and Old Carp Road is carved back and animated with a playful composition of cantilevered balconies, columns, canopies and landscape walls. Undulating brick along the street facing facades reflect the historic rolling landscape and rock formations of this area.

The entry to the site is at the south end along the interior side yard and parking is located on the west side and hidden from the public realm. A private laneway leads to the parking and to a playful interior courtyard. The interior courtyard is an animated space that adds a sense of delight to those who arrive and visit the site. Bright colours, thoughtful landscaping and a playful gazebo inhabit the courtyard and glimpses of it can be seen from Old Carp Road.

For the materiality, the grey brick is inspired by the grey undulating bedrock of the area and the orange hues were inspired by the fall colours of the Gatineau hills seen in the distance from this site.

5.2 PLANNING DESIGN BRIEF

The proposed low/mid-rise apartment building will be situated on a large undeveloped parcel that frames the storm pond abutting March Road and is part of the Evolving Overlay noted in the Official Plan. The southern portions of the overall site have been severed into five parcels for single-detached dwellings through lifting of part lot control. The development of the apartment block will be a five-storey – stepping down to four-storey building containing 103 rental units. The building will be a roughly "U-shaped" structure with the building framing an inner courtyard amenity area, which will feature thoughtful landscaping and a gazebo.

The development will provide 124 parking spaces, with 56 spaces in the outdoor surface parking area located in the interior yard and 68 spaces in an underground parking

garage. The surface parking area will be accessed by a private driveway off Halton Terrace, while the underground parking will be accessible from Old Carp Road. The development will also provide 72 bicycle parking spaces, with 19 spaces outside and 53 spaces in the underground parking garage. The outdoor and underground parking areas are well integrated with the overall site design and the building. The underground parking garage will be accessed via a downward sloping driveway which is designed to minimize visual impact on the building's aesthetics.

The total GFA proposed is 10,661 m². The proposed total amenity space will be 1,091 m². In addition to the outdoor amenity space, common amenity area will be provided in the building.

The building will feature five pedestrian entrances for residents including a main entrance from Halton Terrace, a side entrance from the driveway, and three entrances from the interior courtyard, parking area, and near the garage ramp.

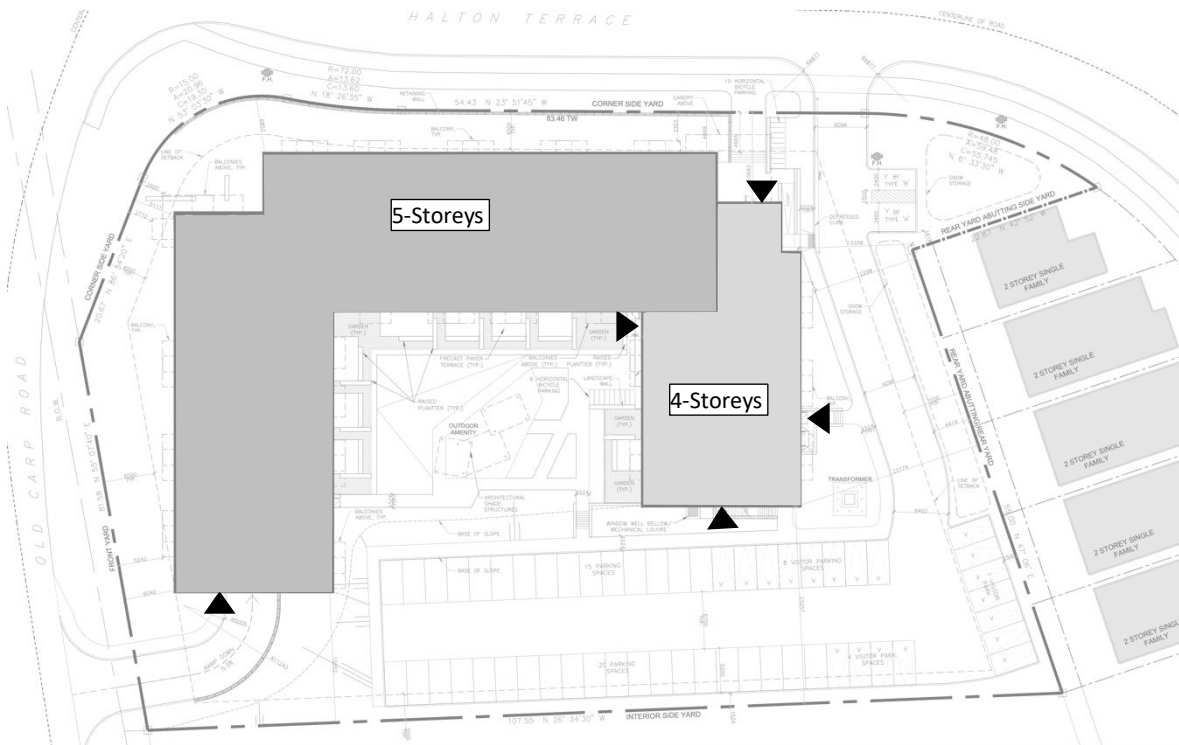


Figure 28: Extract of Site Plan (Source: Colizza Bruni, markup by Q9 showing accesses)

Each unit will contain private amenity space, with ground floor units facing the interior courtyard featuring private terraces separated by planters. Ground floor units facing Halton Terrace and units on the upper storeys will contain balconies for private amenity.

The overall development will provide a height context that fits within the existing

neighbourhood and built form context. It is located towards the edge of the neighbourhood, framing the overall subdivision and supporting active or public transportation access along March Road. The building will enhance the streetscape along Halton Terrace by providing an attractive, visually interesting façade. It will be adequately separated from the existing two-storey buildings in the neighbourhood, minimizing shadow or loss of privacy from intrusive overlook. Additionally, the five lots created to the southwest of the apartment building will be for single-detached dwellings, filling out the existing streetscape along Halton Terrace.

Overall, the development provides a well-designed and appropriately integrated low/mid-rise apartment building that will contribute new rental units to the area.

5.3 BUILT FORM DEVELOPMENT

The following images represent the development form evolution for the proposed design which begins with the permitting zoning enveloped and follows through a reorganization of form to support contextual site opportunities.

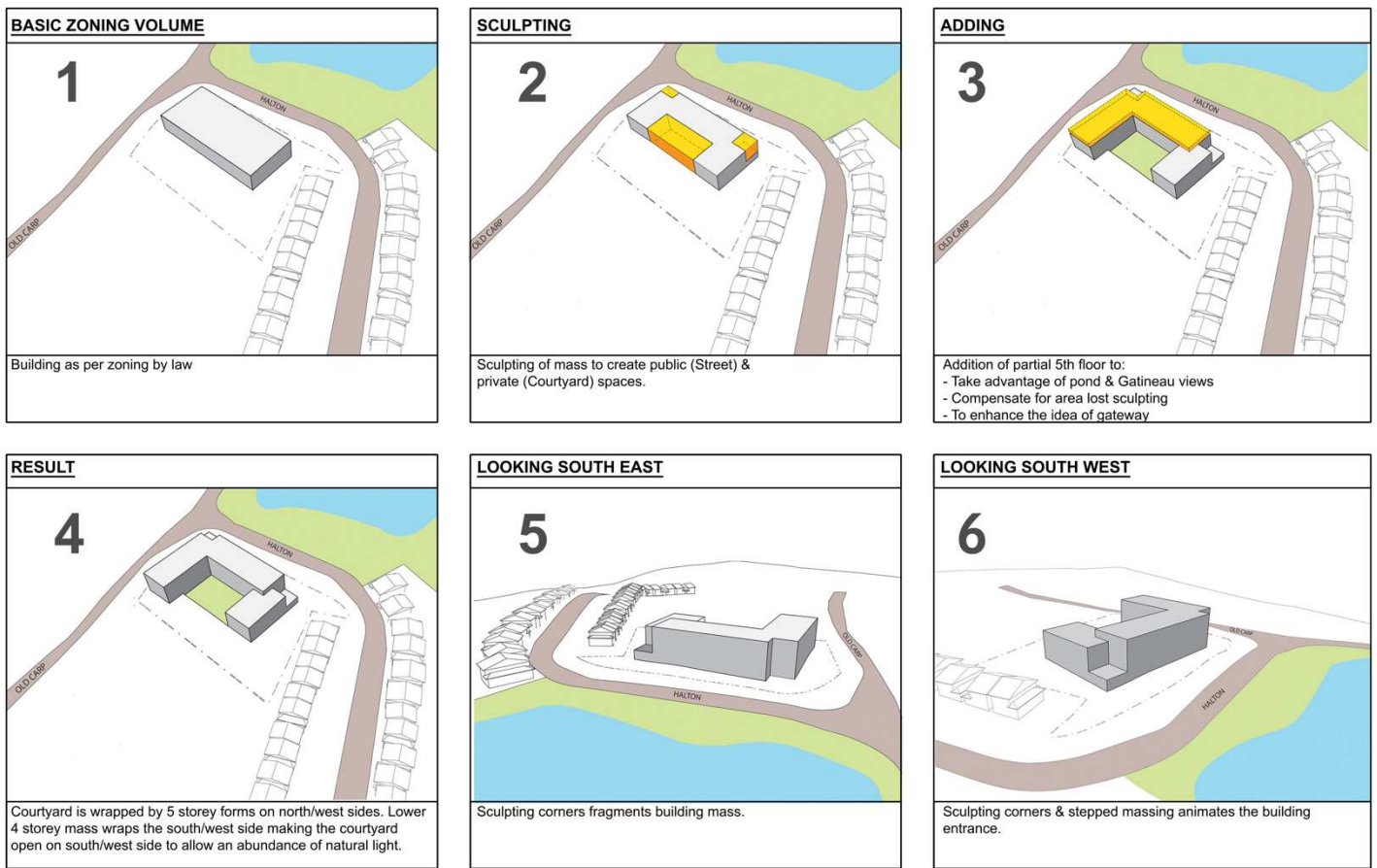


Figure 29: Evolution of Development Form (Source: Colizza Bruni)

5.4 HEIGHT TRANSITION ANALYSIS

As the following images demonstrate, the position of grade along the south elevation presents the lower appearance of the built form. The portion of built mass towards the interior of the existing neighbourhood will present as 3 storeys which is an appropriate and ideal transition moving towards a Mainstreet Corridor. The portion of built mass towards the neighbourhood edge will appear as 4 storeys.

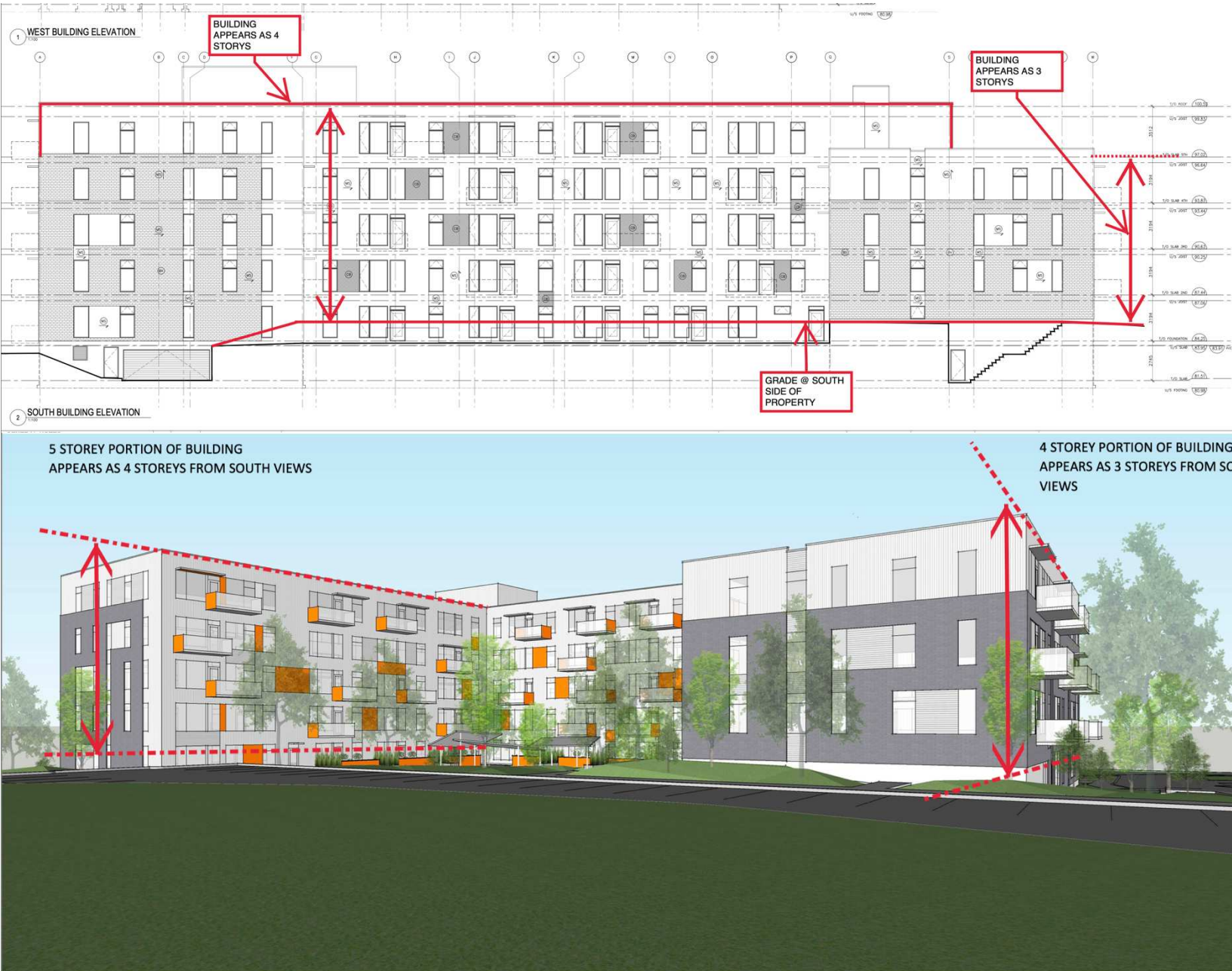


Figure 30: Images Demonstrating Perceived Height from Existing Neighbourhood (Source: Colizza Bruni)

5.5 SUN SHADOW ANALYSIS

A sun shadow analysis was prepared by Colizza Bruni Architecture that illustrates the net shadow created by the partial fifth storey of the proposed building. Per the analysis, the new net shadow generated results in no significant impact during the majority of seasonal conditions with minimal affects noted in the late evening of the September timeframe when much of the area is already in some degree of reduced sun, and some portion of shadow in the September timeframe in the morning on the far side of Old Carp Road. The complete Shadow Analysis is included as part of the submission package.

6.0 PLANNING ANALYSIS AND RATIONALE

The policy and regulatory framework for the property establishes provisions for housing and choice in complete neighbourhoods. It also provides for transit supportive development that makes efficient use of existing municipal servicing by supporting higher densities in contextually sensitive heights and built forms. The proposed five-to-four storey, 103-unit low-rise apartment building meets these objectives by adding new housing that contributes to a mix of dwelling and tenure types in the area while fitting within the established neighbourhood's primarily low-rise context.

The building is efficiently designed to make the most optimal use of the site while ensuring adequate separation from surrounding properties and including adequate outdoor amenity area. The development is planned for an appropriate density which helps support more optimal use of the existing public transportation services along Halton Terrace. Bicycle parking spaces are also provided, supporting active transportation to and from the site and linking the property with the City's cycling network via bike lanes along March Road.

From a design perspective, the proposed apartment building aligns with the surrounding detached dwellings and townhouses by providing a low-profile building that is adequately separated and setback from neighbouring properties. The development is also located on a site towards the edge of the neighbourhood, part of the Evolving Overlay, contributing to appropriately transitioned height and built form and framing the neighbourhood. In tandem with these applications, five lots for single-detached dwellings were portioned off through lifting of part-lot control, helping to fill out the existing compliment of two-storey buildings along Halton Terrace and further improving the relationship of the proposed development with the neighbourhood.

Design and landscaping details for the development will continue to be refined through the approval process.

7.0 PUBLIC CONSULTATION STRATEGY

Public Consultation for the proposed development occurs through the following means:

- [A Public Information Session, coordinated with the Ward Councillor's office
- [Open line of communication where any community member is welcome to contact Q9 Planning + Design and provide comments and feedback throughout the process
- [Required signage on site with City file lead contact details (comments provided are shared with the proponent)
- [Public Meeting as required in the Planning Act
- [Updates shared with the Community via the Councillor's office for an efficient line of communication moving forward

8.0 SUPPORTING PLANS AND STUDIES

8.1 PHASE I ENVIRONMENTAL SITE ASSESSMENT

A Phase I Environmental Site Assessment (ESA) was prepared for the site by Paterson Group Inc on March 18 2019. The purpose of the report is to assess the past and current uses on the site and identify any environmental concerns that previously may have or currently are occurring and impacting the property. The study notes the historical use of the site as an agricultural field with surrounding properties having been previously used for agricultural or residential uses. Based on this historical research and a site visit, the study identified no potentially contaminating activities affecting the site or in the study area. Thus no Phase II Environmental Site Assessment was found to be required.

An update to the Phase I ESA is being prepared and will be submitted subsequently. There is no expectation that the conclusions of the 2019 report will be different in the updated report.

8.2 GEOTECHNICAL REPORT

A Geotechnical Report was prepared by Paterson Group dated, November 8 2023, revision 2. The Geotechnical Report details the results of the on-site testing that took place as part of the original work program. Subsurface conditions remain the same. Paterson Group has reviewed the updated building design and provided detailed recommendations with regards to material testing and observation program required for the foundation design and construction work.

8.3 NOISE IMPACT ASSESSMENT

A Noise Impact Assessment was prepared for the site by Novatech on October 19, 2021. The study assessed noise levels in Outdoor Living Areas and at the Plane of Window (POW), where daytime and nighttime noise levels were calculated using the STAMSON computer program.

The study indicated that that POW noise levels from road traffic ranged from 53.42 to 63.22 dBA during the daytime and 45.83 to 55.63 at night. The Outdoor Living Area noise level was 52.82 dBA. Based on these findings, no outdoor noise control measures are required. Warning clauses will be added on title requiring forced air heating with provision for central air conditioning and requiring central air conditioning. A building component assessment is not required, since POW noise levels are below 65 dBA.

8.4 SITE SERVICING AND STORMWATER MANAGEMENT REPORT

A revision of the Site Servicing Report and Stormwater Management Report was prepared by Novatech dated November 3 2023. The report indicates that the site is currently serviced by a 250 mm sanitary sewer, a 300 mm watermain, and 350 mm and 1500 mm storm sewers along Halton Terrace.

As part of the development, a 200 mm sanitary sewer is proposed to connect with the 250 mm service along Halton Terrace. Additionally, a 200 mm water service will be connected to the 300 mm watermain along Halton Terrace.

Under existing conditions, stormwater runoff from the site flows north to an existing ditch along Halton Terrace and Old Carp Road, which outlets to Shirley's Brook. The allowable release rate for the site was 38.2 l/s/ha for all storms including a 100-year storm event. Runoff is proposed to be routed through the 1500 mm storm sewer at the main entrance of the development and through the 500 mm diameter culvert crossing Old Carp Road. No on-site stormwater quality controls are required.

Flows from large storm events that exceed the capacity of the minor system will be stored underground using the Stormtech SC-740 arch-type chambers, in road sags, and conveyed overland via defined flow routes. The performance of the proposed storm drainage system was evaluated using the PCSWMM modelling software. The site has been graded so that 100-year peak overland flows are confined within the parking and landscaped areas.

Further details can be found in the revised Site Servicing and Stormwater Management Report.

8.5 TRANSPORTATION IMPACT ASSESSMENT

A Transportation Impact Assessment Addendum was prepared for the site by Novatech on November 2023. The study identifies that 42 person trips (including 20 vehicle trips) are expected to be generated during the AM and PM peak hours from the development.

Loading activities are expected to occur curbside along Halton Terrace. This will allow vehicles to pass a parked moving truck before or after the centreline flexpost installed along Halton Terrace. The fire route is also curbside along Halton Terrace. Curbside private garbage collection will occur from Old Carp Road. Bins will be stored in a collection area within the underground parking garage.

On the matter of the reduced parking requirement, the report notes, "the proposed tenant parking is 21 spaces short of the ZBL requirement. Relief from the ZBL requirements is sought with this application. As the tenant parking is proposed to be

reduced, bicycle parking in excess of the ZBL requirements is proposed and Transportation Demand Management (TDM) measures will be provided within the building.”

Halton Terrace achieves the target Bike Level of Service (BLOS D) and Pedestrian Level of Service (PLOS C) while Old Carp Road achieved the target BLOS B but does not meet the target PLOS C. It is expected that the PLOS C target will be met as development progresses in the Kanata North Urban Expansion Area and Old Carp Road is realigned with new sidewalks built. The proposed widths, location, and number of accesses conforms with the Private Approach and Zoning By-laws.

Based on their study, it is the overall opinion of Novatech that the proposed development is recommended from a transportation perspective.

9.0 CONCLUSION

The subject site consists of a large vacant parcel at 1104 Halton Terrace, which was recently subdivided through lifting of part lot control. The site is located in the Brookside-Briarwood-Morgan's Grant neighbourhood within Ward 4 – Kanata North. It is designated as Neighbourhood in the Official Plan, Suburban Transect and as an Evolving Neighbourhood Overlay. The property is zoned R3X S183 in the City of Ottawa Zoning By-law 2008-250. This application is for Site Plan Control Approval, Zoning By-law Amendment, and Official Plan Amendment in order to permit the proposed design of a 5-storey building that steps down to 4-storeys along the neighbourhood edge.

The proposed zone is: R5A [xxxx] H(16.7) – Residential Fifth Density, Subzone A. A specific maximum height in metres will be applied to the site and the following exception provisions:

- To permit a residential parking rate of 1 space per unit
- To permit a maximum building height of 16.7 metres.

The proposed development for the site is a five-storey mid-rise apartment building with 103 rental units. It will transition down to four storeys towards the interior of the neighbourhood and both portions of built mass will appear as 4 and 3 storeys respectively from the existing low-rise community.

The surrounding neighbourhood principally consists of low-rise buildings, which are primarily single-detached homes. The proposal fits with Provincial Policy Statement direction for housing and aligns with policies of the Suburban Neighbourhood Transect with an Evolving Overlay (site is within 150 m of March Road), where promotes a generally low-rise built form (proposal will be perceived as such from the abutting community) with new developments promoting efficient use of land and housing choice. It also aligns with the intent to develop a more urban built form in the Evolving Overlay that provides higher densities while fitting within the prevailing height context.

The development will result in a contextually appropriate land use and built form that conforms with the policy intent for this area. The proposed Zoning By-law Amendment and Official Plan Amendment will allow the development of the five-storey apartment building. The building will contribute new rental housing to the area and add to the available housing types and tenure types in the neighbourhood. Overall, it is our opinion that the proposed Zoning By-law Amendment and Official Plan Amendment to permit the development of a stepped mid-rise apartment building on the site constitutes good land use planning.



A handwritten signature in black ink, appearing to read 'Christine McCuaig', is positioned above the contact information.

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