FOTENN

100 Weeping Willow Lane

Planning Rationale + Design Brief
Zoning By-law Amendment
October 13, 2021

FOTENN

Prepared for Homestead Land Holdings Ltd.

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1.0 Introduction

Fotenn Planning + Design has been retained by Homestead Land Holdings Limited to prepare this Planning Rationale and Design Brief in support of a Zoning By-law Amendment application to facilitate the proposed development on the lands municipally known as 100 Weeping Willow Lane in the City of Ottawa.

1.1 Application Overview

The proposed development consists of a 10-storey high-rise residential-use building containing 142 residential units. The 10th storey is strictly attributed to indoor and outdoor amenity spaces and mechanical services, and is set back above the 9th storey to reduce its appearance as a high-rise building. A total of 199 vehicle parking spaces are provided via a combination of surface and underground parking, accessed from Weeping Willow Lane via a drive aisle shared with the existing residential building. The development also provides 103 bicycle parking spaces within the underground parking structure. The proposed development includes both private and communal amenity areas, with 1,271m² of communal amenity space within the building at-grade and at the 10th-storey, outdoor at-grade landscaped areas, a swimming pool, and an outdoor rooftop terrace atop the 9th-storey.

To facilitate the proposed development, a Zoning By-law Amendment application is being submitted. The site is currently split-zoned as Residential Fifth Density, Subzone A where Urban Exception 1533 and a Floodplain Overlay (within the southern portion) apply, and Schedule 331 contains height limitations of 20 metres and 30 metres, and a maximum unit count of 85. The proposed Zoning By-law Amendment proposes to amend the zoning of the subject property with site-specific zoning provisions as discussed herein. A Site Plan Control Application for the proposed development will be submitted in the future to resolve site-specific design considerations such as landscaping, servicing locations, and building materiality.

The intent of this Planning Rationale and scoped Design Brief is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the site and compatible with adjacent development and the surrounding community. This report also includes an analysis of how the proposed development achieves the City's applicable design guidelines, including appropriate transitions and building height within an established neighbourhood in close proximity to planned higher-order transit.

1.2 Public Consultation Strategy

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following Public Consultation steps and activities have already been undertaken in preparation of this application submission or will be undertaken in the following months after the application has been submitted.

- Pre-Application Consultation Meeting
  - A Pre-Application Consultation Meeting was held with City Staff and the applicant team on April 21, 2021. While a member of the local community association was invited, none were present.
- Community "Heads Up" to local registered Community Associations
  - A 'heads up' notification to local registered community associations will be completed by City of Ottawa during the application process
- Community Information Session
  - If requested by the Ward Councillor, a community information session will be held to discuss the proposed development.

- It is anticipated that, due to current COVID-19 restrictions, the community information session would be held in an online webinar format organized and moderated by the Ward Councillor and their staff members.

/ Planning Committee Meeting Advertisement and Report Mail out to Public
- Notification for the statutory public meeting will be undertaken by the City of Ottawa.

/ Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
- A statutory public meeting will take place at the City of Ottawa Planning Committee.

2.0
Subject Site and Surrounding Context

2.1 Subject Site

The subject site, municipally known as 100 Weeping Willow Lane, is located to the southeast of the intersection of Weeping Willow Lane and Varley Drive in Kanata North (Ward 4). The subject site is located within a larger site formerly known as 100 Varley Drive, and the proposed development is located in the western portion of the property. The entire site has frontage of approximately 91.5 m along Varley Drive and 217.6 m along Weeping Willow Lane, and 76.3 m along Teron Road, and is approximately 32,188 m² (3.2 ha) in area.

Figure 1: 100 Weeping Willow Lane, subject site indicated

The subject site currently contains an eight storey residential apartment building. The site is accessed from the north via Weeping Willow Lane, with surface parking between the right-of-way and the apartment building. Surface parking spaces are also located along Weeping Willow Lane. Landscaped greenspaces and trees surround the surface parking lots. The remainder of the site is undeveloped, containing open greenspace areas with pathways along the western and southwestern portions of the property. A watercourse runs through the south of the property and is an identified floodplain area, generally surrounded by trees and vegetation.

2.2 Surrounding Context

The adjacent land uses can be described as follows:

North: Immediately north of the subject site across Weeping Willow Lane are several low-rise buildings containing two storey townhouse dwellings, with surrounding greenspaces and surface parking. These dwellings continue north along the west side of Teron Road, a major collector road, through to Steacie Drive and Alfred Casson Way. Further north is March Road, an arterial road containing low- to mid-rise commercial and office uses with surface parking surrounding. Additional Bus Rapid Transit (BRT) stations are proposed to be located along March Road at the intersections of Teron Road (Teron/March BRT) and Carling Avenue (Station/March BRT).

East: East of the subject site, across Teron Road, are low-rise residential buildings, ranging from detached dwellings to townhouse dwellings. Commercial uses are located periodically along Teron Road. Parks, including the Tom Thomson Park and Bethune Park, are located to the east of the property amongst the residential neighbourhoods. This low-rise residential typology continues through to March Road, along which are low-rise commercial buildings. Further east beyond March Road are Greenbelt lands.

South: Immediately south of the subject site beyond the watercourse and landscaped buffer are low-rise residential buildings along Beaverbrook Lane and Beaverbrook Road. A commercial plaza with public indoor and outdoor recreation facilities is located along Beaverbrook Road, across which is a low-rise residential neighbourhood containing parks, greenspaces, and pathways. Some institutional uses, including churches and schools, are located within this neighbourhood.

West: Immediately west of the subject site is a low-rise residential neighbourhood containing mostly detached dwellings. This condition continues west through several residential neighbourhoods, which also contain public parks, greenspaces, schools, churches and recreation facilities, including the Kanata Golf and Country Club golf course.

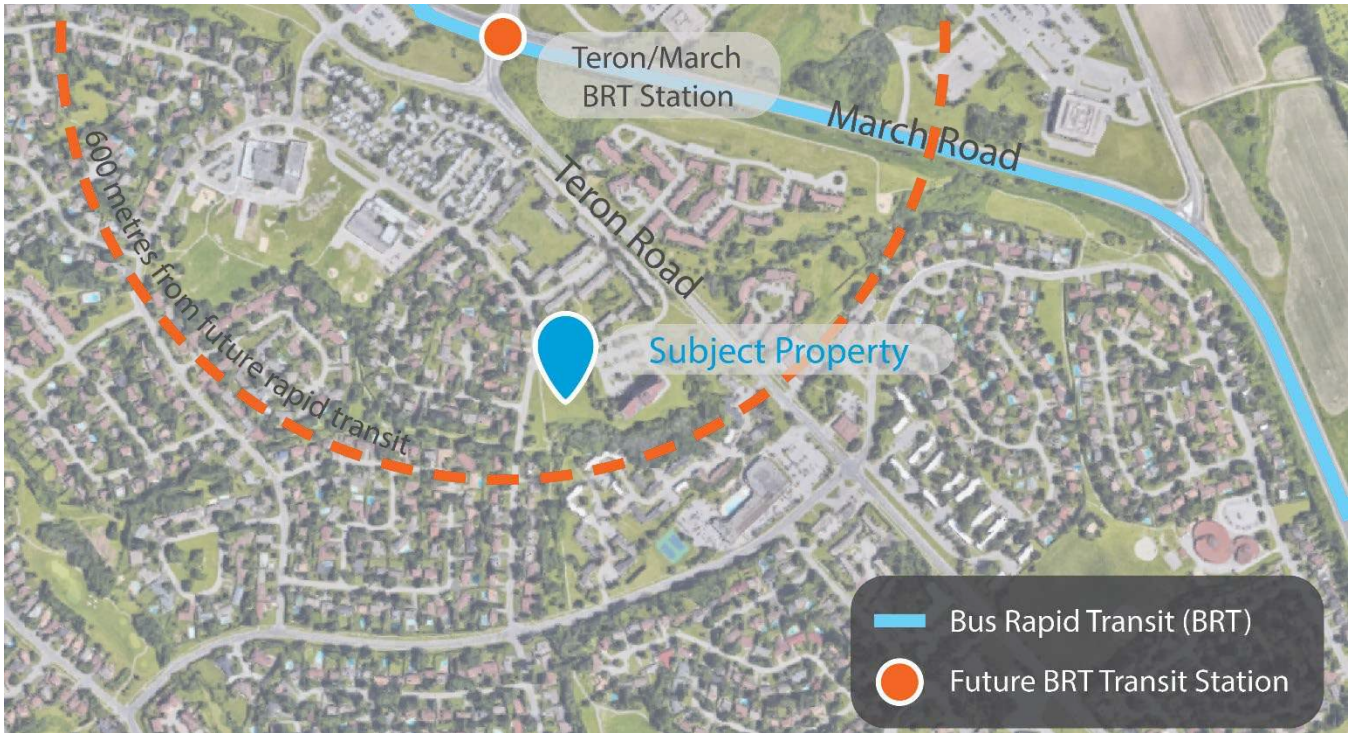
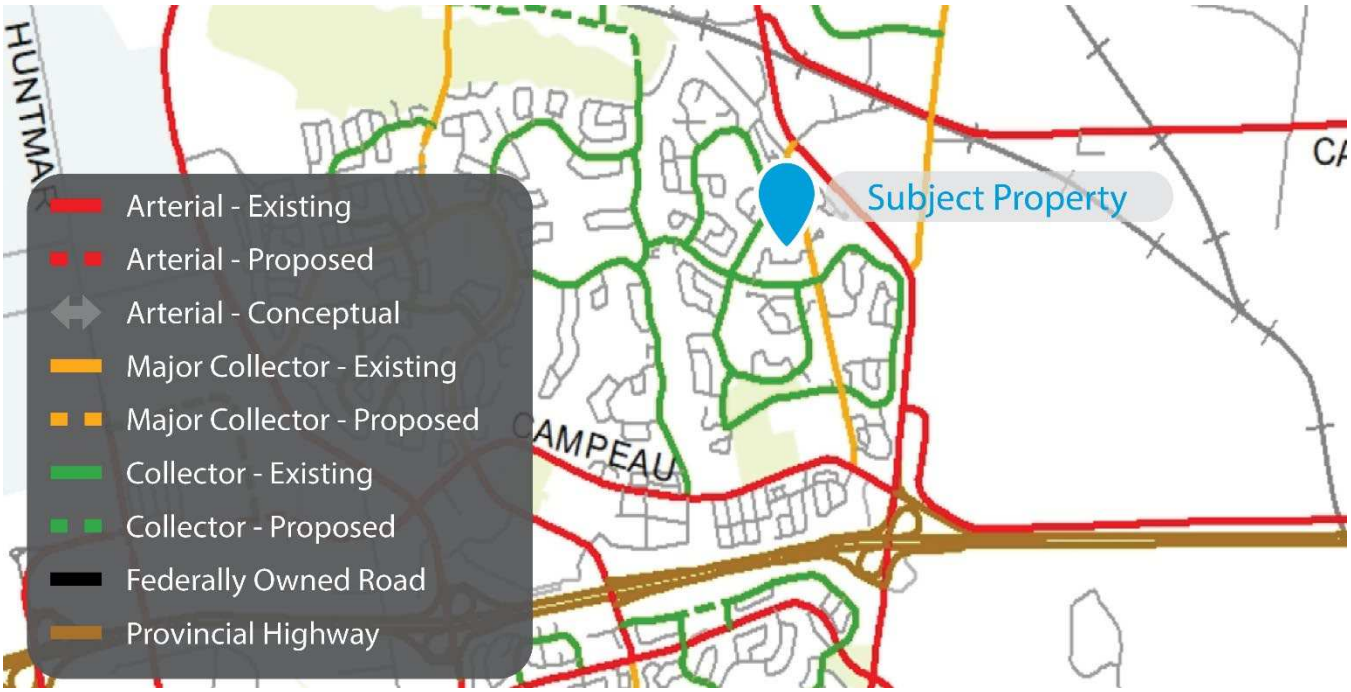


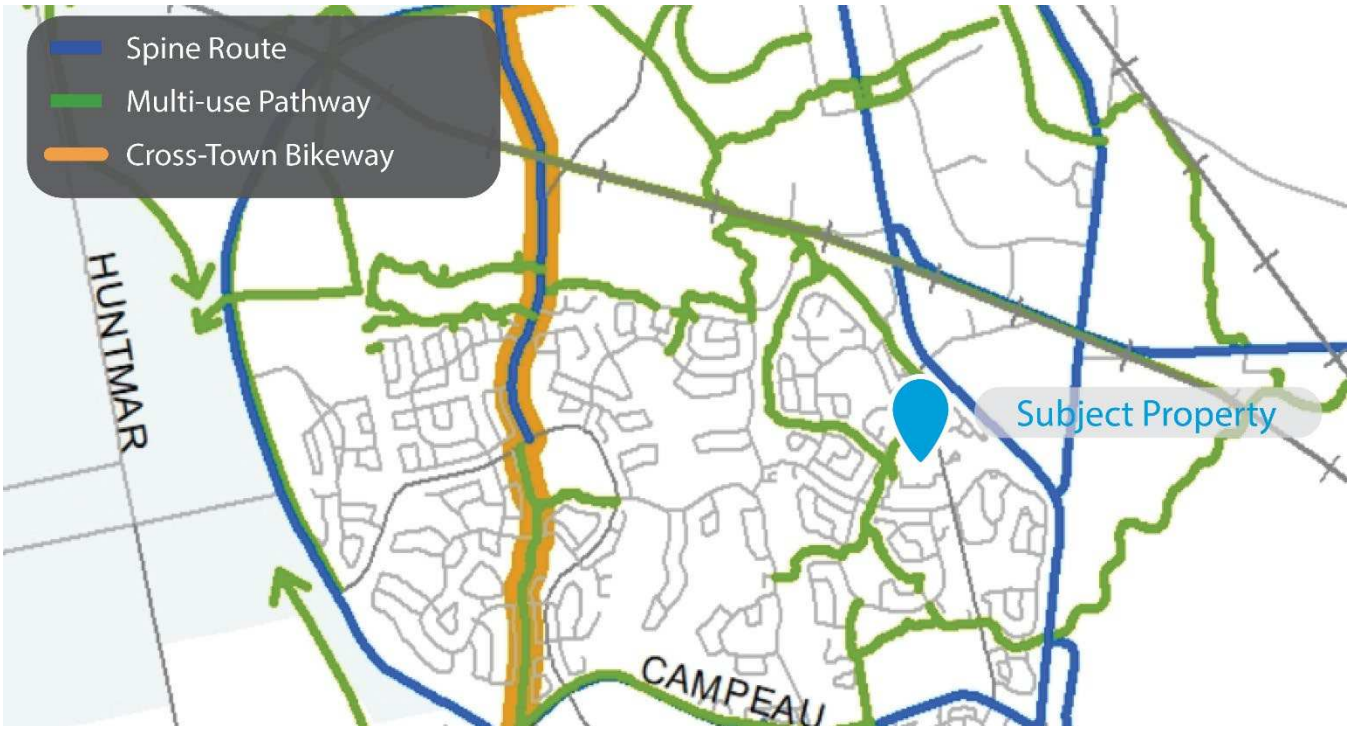
Figure 2: Context Map of 100 Weeping Willow Lane, subject site indicated

2.3 Road and Cycling Network

The subject site is located within close proximity to collector, major collector, and arterial roads (Figure 3). Varley Drive is designated a collector road, which connects to other collector roads in the area, including Beaverbrook Road and Leacock Drive. Although there is no direct access, the eastern portion of the site is located abutting Teron Road, a major collector road that is accessed via the collector roads surrounding the site. Arterial roads, including March Road and Campeau Drive, are accessed via Teron Road to the north and south, connecting the site to the surrounding road network. Arterial roads are intended to function as major corridors in the urban communities, accommodating multi-modal transit modes including vehicle, pedestrian,

bicycle, and public transportation. Arterial roads are designed to meet the needs of these users through the provision, where appropriate, of sidewalks, cycling lanes, and transit stops.

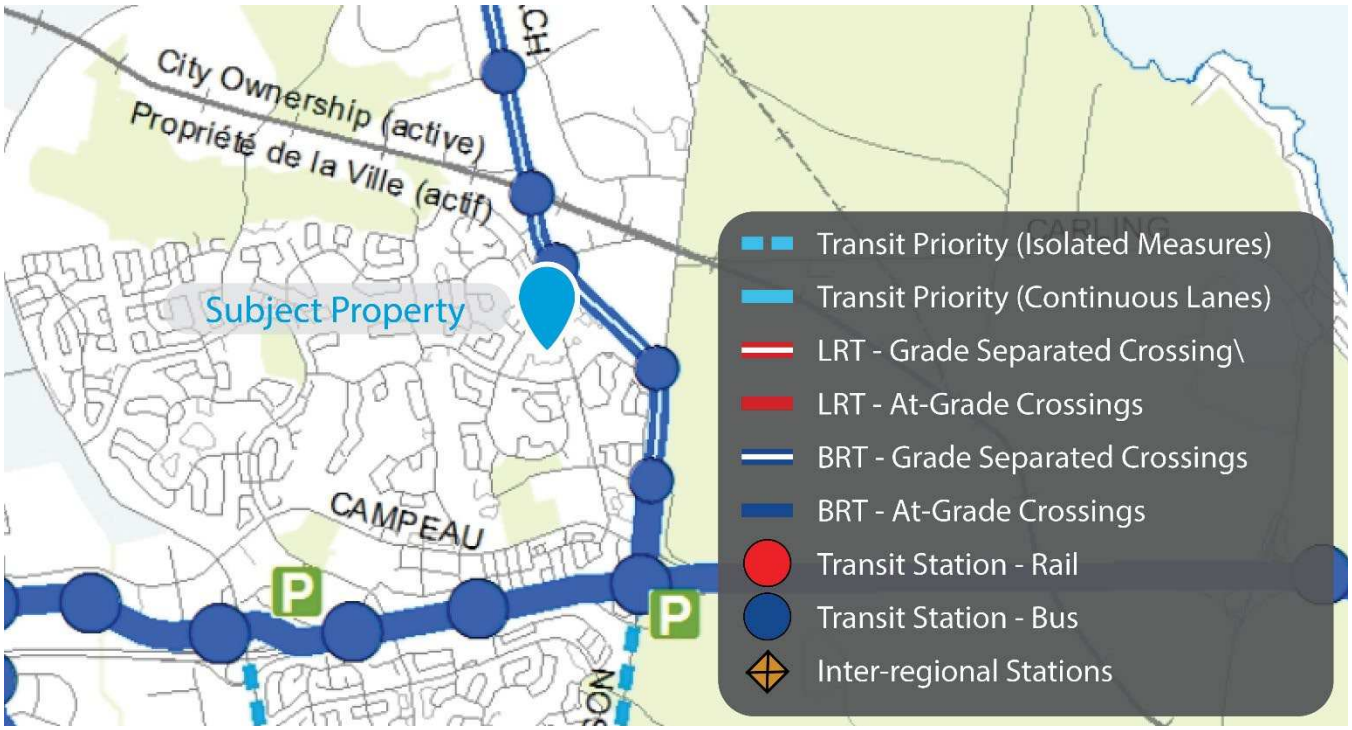




The subject site is well served by the cycling and pedestrian network, where community-level pathways connect in all directions into the greater city-wide cycling network (Figure 4). A multi-use bicycle pathway intersects through the western portion of the site, connecting to the north and south along pathways through the abutting neighbourhoods. These multi-use pathways connect in all directions to spine routes located along March Road, Herzberg Road, Terry Fox Drive and Campeau Drive and to the cross-town bikeway along Goulbourn Forced Road. These cycling accesses allow bicycle connections to various other routes throughout the city, including multi-use pathways through the Greenbelt and connections to the greater rapid transit network, promoting multi-modal, active transportation.

2.4 Transportation Network

The subject site is well connected to the City of Ottawa's public transit network (Figure 5). The site is located within 600 metres of the future Teron/March BRT Station and within 800 metres of the future Herzberg/March BRT Station, each connecting at-grade to the north and south along March Road. This BRT route connects to an east-west BRT route along Highway 417, providing links through Kanata and into Downtown Ottawa.



The subject site is well served by OCTranpo routes, where several stops for bus routes 63, 64, 110, 168, and 265 are located within walking distance to the site (Figure 6). A bus stop is located abutting the site to the west at the intersection of Varley Drive and Milne Crescent for Route 265, connecting to the north along Varley Drive and south through to Leacock Drive. Bus Route 168 connects to the east and west along Beaverbrook Road, with a stop where the route intersects with Varley Drive. Routes 63, 64, and 110 can be accessed via pathways to the east of the site, with routes connecting generally north and south to BRT stations along March Road.

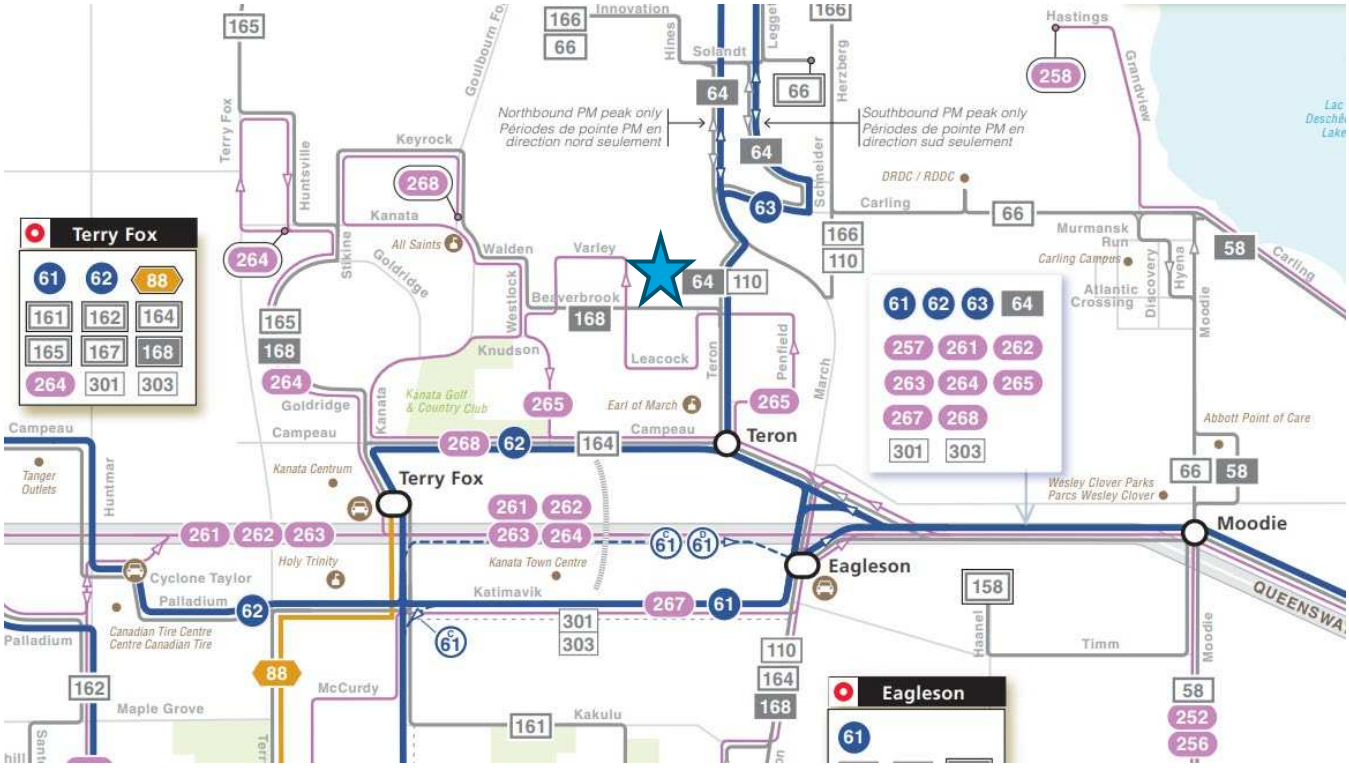


Figure 6: OCTranspo network map, subject site indicated

2.5 Neighbourhood Amenities

The subject site enjoys close proximity to many neighbourhood amenities both within walking distance and into Kanata. Commercial, office, and retail space are located within walking distance to the subject site along both Teron Road to the east and March Road to the north. These spaces include grocery stores, restaurants, coffee shops, hardware stores, and other neighbourhood services. The Kanata Centrum Shopping Centre is located to the southwest at Highway 417 and Terry Fox Drive. In addition to pedestrian and cycling pathways, the subject site is well served by many public parks, greenspaces, community spaces, and recreational uses, including public parks throughout the neighbourhood and NCC trails through the Greenbelt to the east.

A non-exhaustive list of neighbourhood amenities and uses is listed below:

- Parks and greenspaces including Varley Park, Bethune Park, Tom Thomson Park, Gow Park, Craig Park, Sandwell Green, Roland Michener Park, Casgrain Park, and several others connected via multi-use pathways throughout the neighbourhood;
- Community and recreational spaces, including the Kanata Beaverbrook Community Centre, the Beaverbrook Outdoor Pool, the John G Mlacak Community Centre, SS #1 Community Centre, the Trailing Edge Community Garden, the Kanata Leisure Centre, and the Kanata Golf and Country Club
- Schools and institutions, including Georges Vanier Catholic School, W. Erskine Johnston Public School, Roland Michener Public School, Stephen Leacock Public School, and Earl of March SS Public School.

3.0
Proposed Development and Design Brief

The proposal for the subject site would see the development of a 10-storey residential building with a total of 142 residential units, 199 vehicle parking spaces, and 103 bicycle parking spaces. A total of 46 one-bedroom units and 96 two-bedroom units will be provided from the ground floor through to the 9th storey, with the 10th storey solely provided as indoor amenity space, rooftop mechanical, and access to an outdoor rooftop amenity area.

Figure 7: Site Plan for 100 Weeping Willow Lane

The proposed development will be oriented towards the public streets, with the principal facades and entrances accessed via Weeping Willow Lane. At-grade residential units provide private balconies and entrances, allowing connectivity with the public realm. Pathways, sidewalks, and public realm improvements are provided along Weeping Willow Lane and Varley Drive. Further, at-grade outdoor, indoor, and rooftop amenity spaces are proposed as part of the development, including an outdoor swimming pool and communal rooftop terrace. A total of 67.6% of the subject site is provided as landscaped area.

Vehicle parking is provided via a combination of surface and underground parking, located away from the public streets to the east of the proposed development. In order to minimize traffic interruptions on Weeping Willow Lane and Varley Drive, a turning circle and pick-up/drop-off area is provided internally to the site to the southeast of the building, where additional lobby access is located. A surface parking lot will be accessed through a shared driveway with the existing building on site, from Weeping Willow Lane. An underground parkade is accessed via this lot to the south. Supplement to the 90 parking spaces at the existing building, an additional 199 vehicle parking spaces are proposed for the site. Bicycle parking is located internally to the site within the underground parking garage.

3.1 Building Design

The building has been designed in a manner which contributes to a pedestrian scale visual rhythm through the articulation of a two-storey podium and a two-storey top. By careful arrangement of different masonry colours, vertical and horizontal variation in the building facade is provided. Accompanying larger windows located at the building corners to lighten its appearance, punched windows and balconies also indicate residential use and present an intimate scale. These design approaches will help this development to fit into the existing residential neighbourhood.

Figure 8: View looking southeast to 100 Weeping Willow Lane

3.2 Massing & Built Form

The site is designated General Urban Area with a zoning that permits a building height up to 30 metres, with an existing eight storey apartment building and large surface parking located near the middle of the site. The proposed massing responds to the current zoning and the existing site condition. A 10-storey building height is established to be in line with the existing zoning. In order to minimize the impacts on the existing building, such as, potential view blocking and interference to the accessibility of emergency services during construction and thereafter, the proposed development is located at the northwest of the site forming an L-shape. The two wings of the proposed building extend along Weeping Willow Lane to the north and an existing path at the west, each set back six metres from the north property line. The majority of massing is given to the west wing facing the path, taking advantage of the triangular green space. Considering the low-rise residential buildings to the west and the north, a two storey podium and an additional 1.5 metre setback on the 8th- and 9th-storeys are introduced to the north and west building elevations. The 10th storey is generously setback, and proposed to contain the mechanical penthouse, indoor amenity space, and accommodate access to the communal outdoor rooftop terrace.

Figure 9: View looking south along Weeping Willow Lane to proposed development

The proposed development provides setbacks and stepbacks which adhere to the 45 degree angular plane guideline along both Weeping Willow Lane and Varley Drive. Through application of this guideline, impacts on the surrounding properties are mitigated, specifically, sun, shadow, and wind impacts. The massing and scale of the building is designed in a manner which respects the low-rise residential dwellings, public realm, and streetscape adjacent to the property.

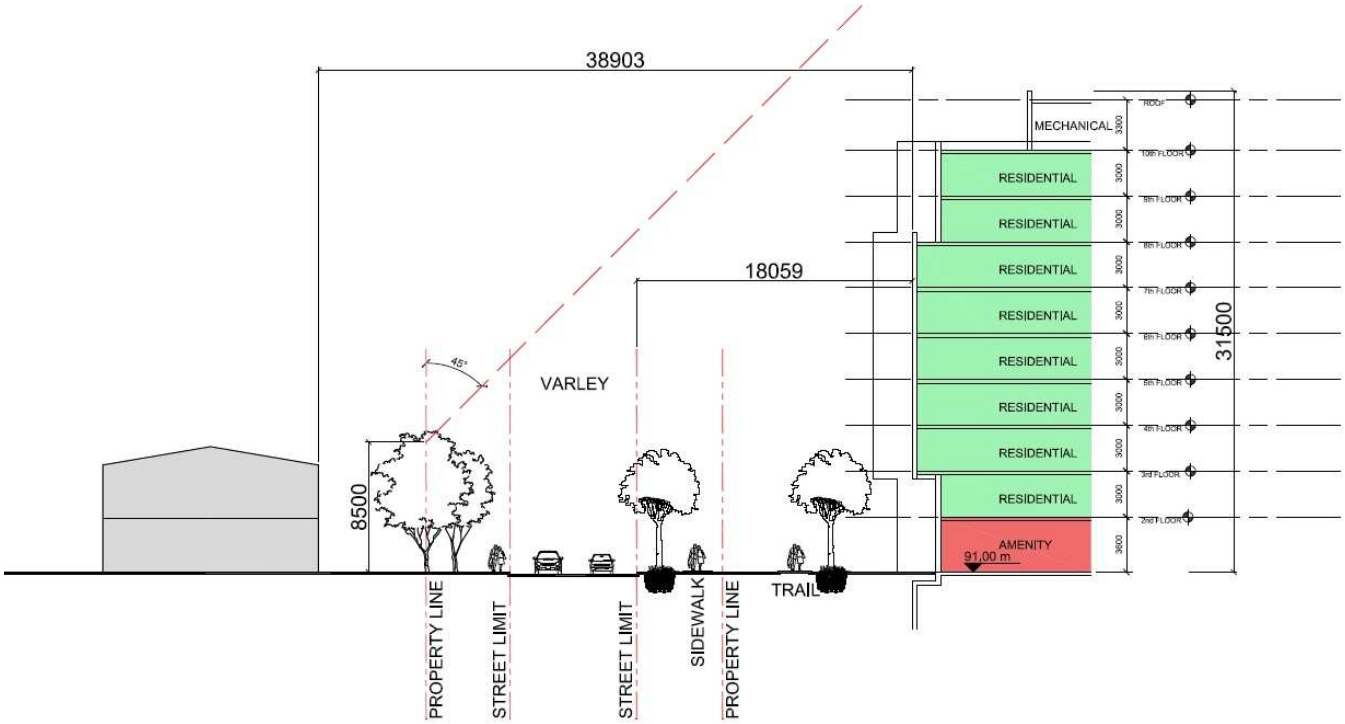


Figure 10: Cross Section Diagram showing proposed development within the 45 degree angular plane along Varley Drive

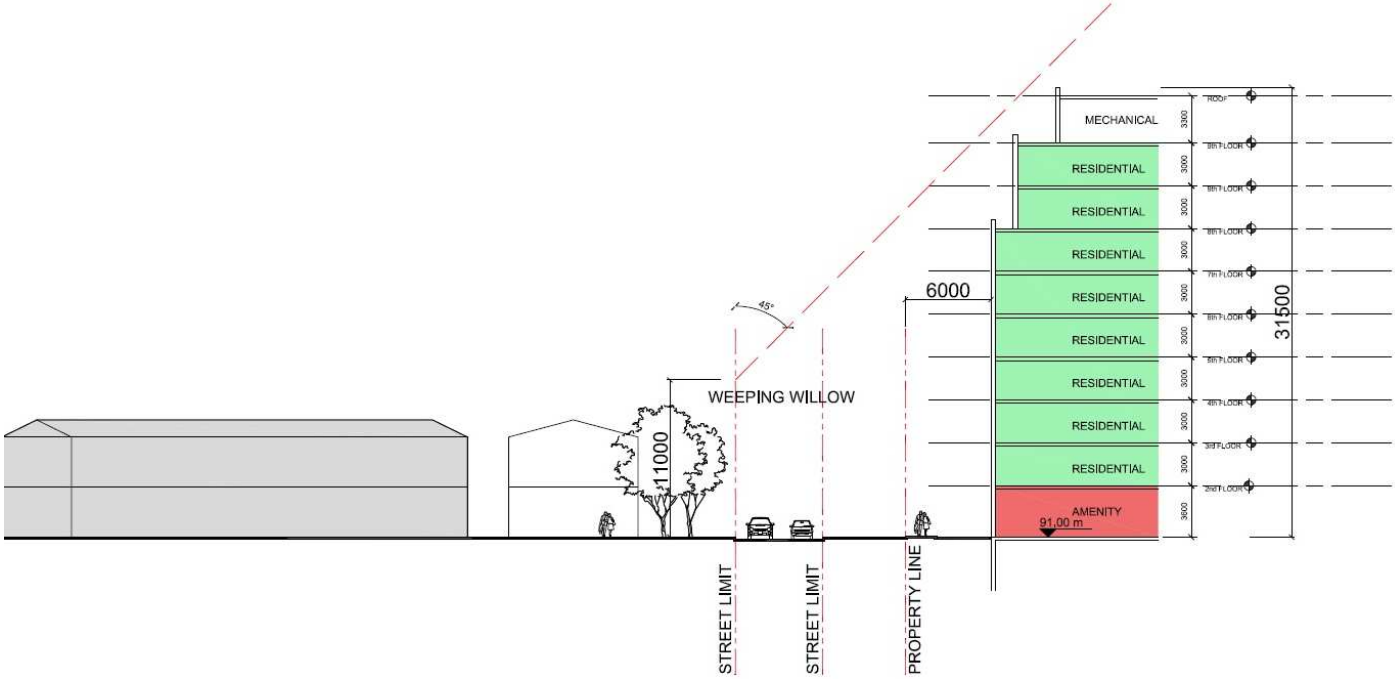


Figure 11: Cross Section Diagram showing proposed development within the 45 degree angular plane along Weeping Willow Lane

3.2.1 Alternative Building Massing

The alternative options of the building massing have been explored in order to reach a solution which mitigates the impacts on the existing low-rise residential context, particularly those along Weeping Willow Lane and Varley Drive. In addition to the proposed option, the placement, orientation, and massing of the proposed

development where most of the building extended along Weeping Willow Lane, thus reducing the west wing of the proposed development, was considered. Following this, and other alternative options, the orientation, placement, and massing of the proposed option presented several advantages, including:

- The creation of a well-defined edge to the existing trail and the adjacent units providing natural surveillance to the public green space;
- The orientation allows surface parking to be located to the rear of the site, ensuring views and interfaces between the public and private realms are maintained and greenspaces are enhanced; and,
- A shortened wing along Weeping Willow Lane ensures less shadow and wind impacts on residential buildings to the north.

Because of the triangular shape of the green space along Varley Drive, the distance between the south portion of the proposed building and the existing house across the street is greater than 50 meters. This substantial distance and the transitional green space provide an adequate buffer for the existing residential area west of Varley Drive. Conclusively, the proposed option is a more balanced solution for the surroundings.

3.3 Public Realm

3.3.1 Streetscape

Creating a public friendly space is an important design objective for this development. As such, the existing trail at the west is protected with a generous green space, which is provided along Varley Drive. The residential expression, particularly at-grade responds to the low-rise residential neighbourhood surrounding the site. In particular, a two storey podium, delineated by a light color stone datum line, crosses the building to enhance the developments relationship with its low-rise context. At the street level, private balconies and enhanced landscaping elements will animate the street and the trail. New sidewalks with street trees along both Weeping Willow Lane and Varley Drive are provided to ensure an enhanced pedestrian experience along all frontages, connecting the site into the adjacent neighbourhood.

3.3.2 Relationship to the Public Realm

The main entrance to the proposed residential building is located at the northwest corner, close to the intersection of two streets, which allows for greater visibility and accessibility. Combined with surface parking spaces, a secondary entrance is provided to the rear of the building for easy pick-up and drop-off, specifically away from the public realm and ultimately preventing the disruption of pedestrian circulation. Residential and service parking are organized to the rear, out of view from public streets, ensuring a high-quality relationship with the public realm along street frontages.

3.4 Sustainability

3.4.1 Site Selection

- The subject site is a largely underutilized site within the General Urban Area, with capacity to support greater development.
- The subject site is located within close proximity (within 600 metres) to the future Teron/March Bus Rapid Transit (BRT) station, with public transit and cycling routes which connect into the greater rapid and multi-modal transit network.
- The subject site is easily accessible by public transportation, cycling routes, and non-motorized transportation.

3.4.2 Site Management

- The majority of parking spaces at the proposed development are located underground, maximizing landscaped areas, public space, and private amenity spaces at-grade.
- The proposed development maintains and improves on the visual aesthetic of the existing trail and green spaces along Varley Drive.
- The proposed development provides soft landscaping elements to animate street edge, including enhanced landscaping and new street trees. Indigenous plants and new trees are proposed as part of the landscape design.
- The proposed development provides communal landscaped rooftop amenity space atop the 9th-storey, which will contribute to stormwater retention. Additional stormwater management elements will be incorporated into the building design to eliminate rainwater runoff.

3.4.3 Materials Selection

- The building design includes a range of materials and colours intended to create a unique and recognizable character for the development. Specifically, the materiality has been chosen to carefully break up the building façade. Ground-level are heavily fenestrated to create a positive relationship and interface between the building and the public realm. The remainder of the building is heavily fenestrated to increase natural light for its residents.
- **Materiality and design are used to articulate the different components of the proposed development while grounding the base of the building within the pedestrian realm. The base of the building incorporates a light-tone stone veneer typically used for residential buildings, while the floors above are cladded with darker materials to achieve a contrast.**
- High-quality aluminum windows will be incorporated into the building design to reduce the heating and cooling load of the structure.

4.0
Policy and Regulatory Framework

4.1 Provincial Policy Statement

The Provincial Planning Statement (PPS) is a policy document issued under the Planning Act and provides direction on matters of provincial interest related to land use planning and development. All decisions on planning matters shall be consistent with the PPS. The PPS recognizes that “land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs while achieving efficient development patterns”. In response to current and future needs, a range of housing options is encouraged through new development and residential intensification.

Policies that support the development and intensification of the subject site include:

- 1.1.1: Healthy, liveable and safe communities are sustained by:
  - Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term (1.1.1a);
  - Accommodating an appropriate affordable and market-based range and mix of residential types, including multi-unit housing (1.1.1.b); and,
  - 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 (1.1.1.e);

- 1.1.3: Identifies settlement areas as the focus of growth and development, where:
  - Land use patterns in settlement areas are to be based on densities and a mix of land uses which:
    - efficiently use land and resources;
    - 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
    - support active transportation; and,
    - are transit-supportive, where transit is planned, exists, or may be developed (1.1.3.2);
  - New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities (1.1.3.6).

- 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 or current and future residents of the regional market area by:
  - Permitting and facilitating:
    - All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities (1.4.3.b.1); and,
    - All types of residential intensification, including additional residential units, and redevelopment (1.4.3.b.2);
  - 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 (1.4.3.c);
  - 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 (1.4.3.d); and,
  - requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations (1.4.3.e).

- 1.6: Policies are described related to infrastructure and public service facilities. Policies require that growth be directed in a manner that optimizes the use of existing infrastructure and public service facilities, including municipal sewage and water services.

- 1.7.1: Long-term economic prosperity should be supported by:
  - Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce (1.7.1.b).

- 1.8.1: Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:
  - promote compact form and a structure of nodes and corridors (1.8.1.a);
  - promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas (1.8.1.b); and
  - encourage transit-supportive development and intensification to improve the mix of housing uses to shorten commute journeys and decrease transportation congestion (1.8.1.e).

The proposed development is consistent with policies and direction of the Provincial Policy Statement, 2020 and achieves its vision in addressing efficient development and land use patterns. Intensification of the subject site will accommodate an appropriate range and mix of residential types to meet long-term needs of the community, promote cost-effective development patterns, and support existing and planned transit and active transportation. Considering its location near Rapid Transit stations and corridors, the proposed redevelopment advances provincial goals of healthy, liveable and safe communities that efficiently utilizes existing infrastructure, improves the range and mix of housing types, and supports transit use.

4.2 City of Ottawa Official Plan

The City of Ottawa Official Plan provides the policy framework for strategic growth and development in the city through to the year 2036. The City plans to meet Ottawa's growth and development by managing it in a way which supports liveable communities and healthy environments. Objectives and policies direct the creation of 'complete' communities where residents can live, work and play.

4.2.1 Managing Growth

Section 2.2 of the Official Plan describes growth management within the City of Ottawa, including growth within the urban area and village boundaries, managing intensification, and employment area policies. This section recognizes residential intensification as the most efficient pattern of development and is broadly defined in Section 2.2.2. as "the intensification of a property, building or area that results in a net increase in residential units or accommodation and includes the development of vacant or underutilized lots within previously developed areas and infill development" (Policy 1). The subject site is located within the General Urban Area, which is anticipated to evolve through intensification and infill at a scale contingent to proximity to major roads, transit, and the area's context and planned function, where consideration is given to the character in the surrounding community to determine compatibility within a community.

Although the predominant form of intensification in the General Urban Area should be low-rise, intensification is permitted to occur through a wide range of built forms, including mid-rise and high-rise buildings, with the greatest density and building heights supported in proximity to Rapid Transit and Transit Priority Corridors (Policy 10). The City is supportive of compatible intensification outside of Target Areas for Intensification, including within the General Urban Area, and supports opportunities for intensification in areas determined by the policies in Section 3.6.1 (Policy 22). Appropriate building heights will be determined by proximity to a Transit Priority Corridor and by the design compatibility of the development within the surrounding existing context and planned function, as detailed in Section 4.11, with buildings clustered with other buildings of similar height (Policy 11).

The proposed development conforms to growth policies in the Official Plan by proposing the residential intensification of a largely underdeveloped site in a developed area. As the subject site is located near rapid transit, existing infrastructure, and neighbourhood amenities, the proposed development is a highly efficient use of land in a developed urban area. The proposed high-rise built form is supported by these policies as the site is located within 600 metres of the future Teron/March BRT Station. In addition, it provides an appropriate built form on a site characterized by a building of similar height, an eight-storey residential building, and incorporates high quality design principles and elements, ensuring compatibility with the surrounding low-rise context. The proposed development provides an appropriate design and built form which complements the surrounding existing land uses and supports the area's planned function.

4.2.2 Land Use Designation

The subject site is designated as General Urban Area, described on Schedule B of the Official Plan (Figure 14). The General Urban Area designation permits a wide range and choice of housing types to meet the needs of all ages, incomes and life circumstances. The City is supportive of infill development and intensification within the General Urban Area which enhances and complements the characteristics of the community and ensures its long-term vitality. A broad scale of uses is permitted within this designation, including low- to high-rise buildings.

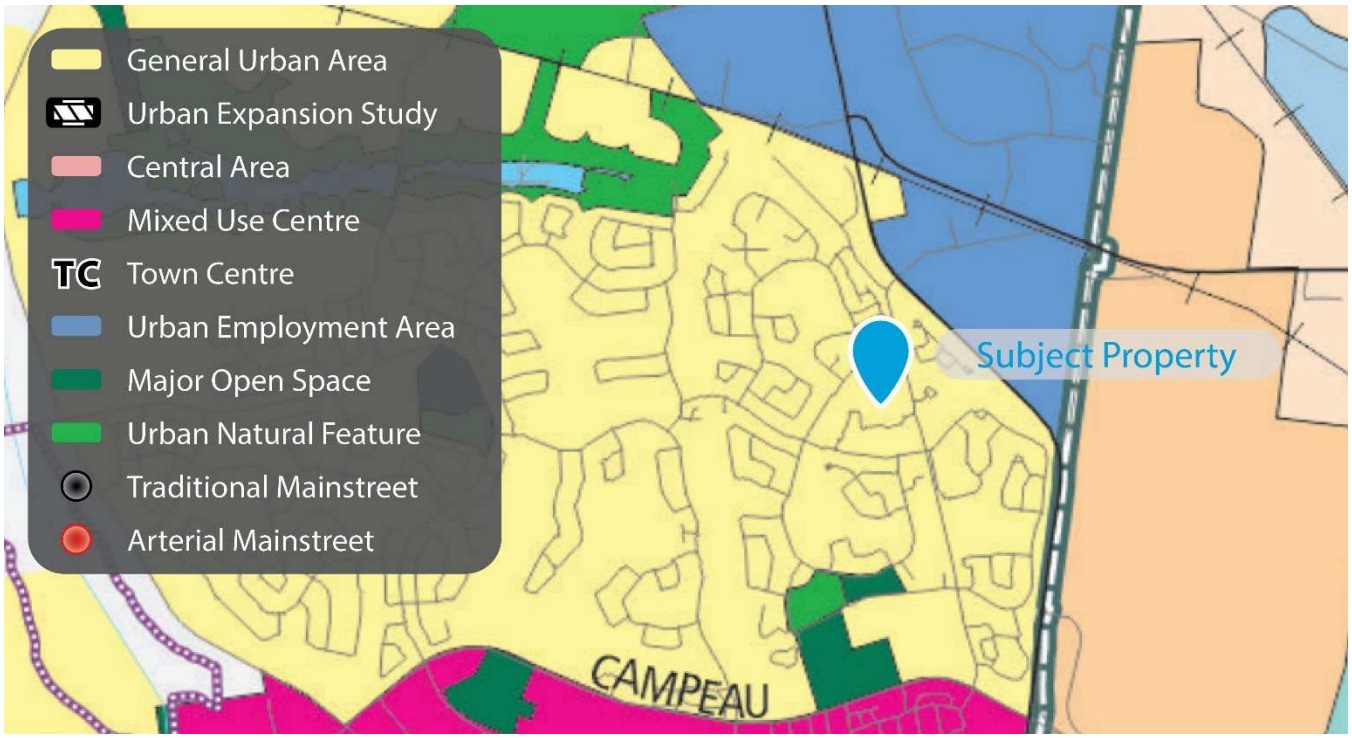


Figure 14: Schedule B, *Urban Policy Plan*, subject site indicated

While building heights in the General Urban Area will continue to be predominantly low-rise (Policy 3), new taller buildings shall be considered for sites which are within 800 metres walking distance of a Rapid Transit Station (as described on Schedule D) or in an area already characterised by taller buildings (Policy 4). The City is supportive of intensification which complements the existing pattern, scale of development, and planned function of the area, and is to 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 (Policy 5).

The proposed development is highly supported by policies for the General Urban Area. The proposed development provides a new range and choice of housing to an underutilized and underdeveloped site which can accommodate a more intensive built form. The high-rise residential building is proposed within 800 metres of two Rapid Transit Stations, including the future Teron/March BRT Station and the future Herzberg/March BRT Station. Further, the site is characterised by an existing taller building, the eight-storey residential building to the east of the proposed development, and other mid-rise buildings along March Road. The proposal provides a more intensive built form along the edge of the neighbourhood, ensuring more housing options are provided in the area while mitigating impacts on low-rise residential buildings within the established neighbourhood. The proposed development is reflective of a built form and pattern which is desirable for the site and complements the existing and planned community character and function of the area.

4.2.3 Building Liveable Communities

Section 2.5.1 of the Official Plan, Designing Ottawa, provides objectives and policies for achieving compatibility between form and function when introducing new development into existing areas. Compatible development means development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists without causing undue adverse impact on surrounding properties; it “fits well” within its physical context and “works well” among those functions that surround it.

The following Design Objectives, which are intended to influence Ottawa’s built environment as it grows, are applicable to the subject site and proposed development:

- Enhances the sense of community by creating and maintaining places with their own identity;
- Defines quality public and private spaces through development;
- Creates places that are safe, accessible and are easy to get to, and move through;
- Ensures that new development respects the character of existing areas; and
- Considers adaptability and diversity by introducing new residential land uses in a compact built form that contributes to the range of housing choices and transportation options in the area.

In the review of development applications, proponents of new development or redevelopment are required to demonstrate how the proposal addresses the above Design Objectives.

Section 2.5.6 contains policies related to Community Building and Secondary Plan processes. Although the subject site is not located within an existing Secondary Plan area, policies within this section contain direction related to high-rise buildings. Policies within this section state that the highest density of development should be located where rapid transit is being provided, with detailed attention paid to urban design and their impacts on the existing communities in which they are located. As such, building design and appropriate transitions should be considered to reduce impacts on existing developed areas (Policy 13).

Design principles for high-rise buildings to consider include:

- A prominent location or locations fronting on streets, lanes, public open space and other public land preferably and good transportation access (Policy 15.a);
- Avoiding or mitigating negative shadow or microclimate impacts such as the creation of excessive wind and providing insufficient sunlight in adjacent public spaces (Policy 15.b); and,
- Building transition and the mitigation of impacts on adjacent low-rise neighbourhoods through building design massing (Policy 15.e).

The proposed development addresses the Design Objectives by providing a design which enhances an underutilized site within the established Beaverbrook community. The proposed development is designed in a manner which enhances the existing community and corner site of Weeping Willow Lane and Varley Drive, contributing new housing options in an area well-served by public transportation,

neighbourhood services, community amenities, and existing municipal infrastructure. The proposed development introduces a more intensive residential form to the site while respecting the existing character and context of the community. The impacts to the surrounding community have been comprehensively evaluated through the studies and reports prepared in support of the current applications. As noted above, policy direction has been carefully considered in the design of the development, where the proposed development provides appropriate transitions, massing, setbacks, and stepbacks to mitigate potential impacts on the surrounding low-rise context.

4.2.4 Urban Design and Compatibility

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of intensification. While Section 2.5.1 describes broader design objectives and goals, Section 4.11 outlines a set of criteria that can be used to objectively measure the compatibility of a development proposal. At the scale of an individual property, consideration for views, design, massing, and amenity space, among others, are key in assessing the relationship between new development and the existing urban fabric. The following table provides an analysis of how the proposed development meets the applicable policies of Section 4.11.

Policy	**Proposed Development**
1. A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development.	A Design Brief as part of this Planning Rationale satisfies the requirement for a Design Brief for the proposed development.
Building Design	
5. Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of: • Setbacks, heights and transition; • Façade and roofline articulation; • Colours and materials; • Architectural elements including windows, doors and projections; • On site grading; and • Elements and details that reference common characteristics of the area.	The proposed development provides a varied and visually interesting street wall condition along all frontages, with careful attention paid to its massing along both Weeping Willow Lane and Varley Drive. The building is setback at all frontages and provides stepbacks to ensure compatible transitions to its surrounding context. Varied colours and materiality create distinct vertical and horizontal rhythms which contribute to the articulation of the development. Window and door patterns and their respective placement contribute to this rhythm and achieve an architectural style suitable with the surrounding area.
6. Orient the principal façade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.	Principal facades and building entrances are oriented towards both Weeping Willow Lane and Varley Drive, where the lobby is located at the corner of the building where these streets intersect. At-grade private balconies and entrances provide an interface with the abutting landscaped area and public street, while the treatment of the lower levels contributes to a human scale design.
8. To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e.	Vehicle parking, drive aisles, pickup and drop off areas are located internally to the rear of site and away from the public realm, while building scale and setbacks along abutting streets provide a high quality, pedestrian friendly environment. Mechanical equipment is located within a rooftop penthouse to avoid disruption with the public realm.

Policy	Proposed Development
trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.	
9. Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building	The rooftop mechanical equipment and amenity spaces have been incorporated into the design and massing of the upper floors of the building.
Massing and Scale	
10. Where there are no established criteria provided in an approved [Secondary] Plan, the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria: / Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting development and development that is across the street; / Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development; / The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section.	The height and scale of the proposed development is designed in a manner consistent with the planned function of the site and surrounding area. The proposed development is located on a site with an existing building of similar height and scale, and is located with 600 metres of the future Teron/March BRT station. The building ensures strong transitions between existing low-rise and mid-rise buildings surrounding the property, mitigating potential impacts through architectural and design responses. Further, outdoor amenity areas, pathways, and landscaped areas are designed in a manner consistent with the existing pattern of development while acting as a buffer to surrounding properties. The transitions as required by policy 12 are achieved and discussed herein.
11. The Shadow Analysis and Wind Analysis will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent of each Analysis is to demonstrate how these impacts have been minimized or avoided.	A shadow analysis prepared by RLA Architecture demonstrates that the majority of the shadows resulting from the proposed building are mitigated by the orientation and stepbacks of the building, with only limited periods where the shadows impact the properties to the west and north.
12. Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in	The proposed development incorporates architectural and design elements which ensure appropriate transitions from the site to nearby low-rise buildings, minimizing the impact of the proposed development. The building is set back from the west and north property lines to ensure appropriate separation from the low-rise neighbourhood. The portion of the building above the 7th-storey and 9th-storey are setback from

Policy	Proposed Development
height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping or variation in building form has been incorporated into the design.	the remainder of the building to minimize any perceived impacts on surrounding properties. The entirety of the building is within the 45 degree angular plane measured from appropriate lot lines. Large portions of open space and landscaped areas are maintained to provide at-grade buffers and separation between buildings.
13. Building height and massing transitions will be accomplished through a variety of means, including: a) Incremental changes in building height (e.g. angular planes or stepping building profile up or down); b) massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet); c) Building setbacks and stepbacks.	The building height and massing transitions are accomplished by adhering to a 45 degree angular plane, and incorporating a building placement, orientation, setback, and stepback elements which transition to the low-rise surrounding properties. The building is setback from both the west and north property lines to allow greater separation and buffer between the proposed development and abutting properties. Ground floor residential uses are provided along all frontages, activating the public realm abutting the property. A varied vertical building articulation is provided along all elevations to minimize the perceived mass of the development, contributing to a consistent vertical rhythm. Changes in materials and colours are provided in horizontal increments above the 2nd-storey, 7th-storey, and 9th-storey to create visual interest and ensure a distinctive built form which contributes to its context.
High-Rise Buildings	
15. High-Rise buildings that consist of an integrated base, middle and top can achieve many of the urban design objectives. The tower should step back from the base and incorporate appropriate separation (generally 23 metres) from existing or future towers adjacent lots. Responsibility for tower separation shall be shared between abutting properties. Floor plates may also vary depending on the uses and context.	The proposed development respects the base-middle-top approach and features s distinguished podium level that is well-proportioned to the context. The building is setback from the abutting streets to ensure appropriate separation from abutting properties. Architectural and design elements have been incorporated to ensure the impacts of a high-rise built form are minimized. A horizontal materiality and colour up to the 2nd -storey is provided to ensure the perception of a base. Above the 2nd storey, the materiality and colour change to a more patterned and vertical rhythm up to the 7th storey, creating a distinct middle portion of the development. Above this, setbacks and a change in materials and colours are provided to ensure the top is distinct and impacts are minimized. The tower portion of a high-rise building is defined as any portion above the 9th-storey. The 10th-storey in this proposal is intended only to accommodate access to the outdoor rooftop amenity area, and provides space

Policy	Proposed Development
	for additional indoor amenities and a rooftop mechanical penthouse. The floorplate of this portion is minimal and appropriately proportioned for its use considering the scale of the building. The building is placed and oriented in a manner which provides an appropriate separation from the existing eight storey building on site.
Outdoor Amenity Areas	
19. Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s). Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or other design measures that achieve the same objective.	Amenity areas for residents are being provided in the form of private balconies, indoor amenity spaces, and outdoor amenity spaces, including an at-grade swimming pool and rooftop terrace. Communal indoor amenity spaces are provided at-grade and within the 10th-storey. Private balconies in the development are incorporated to provide additional outdoor space for residents.
20. Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces.	Amenity space is provided via a combination of private balconies, indoor amenity spaces, and outdoor amenity spaces throughout the site.

The proposed development conforms to the policy direction of Section 4.11. The proposed development positively contributes to the existing neighbourhood character through streetscape improvements and ensures high-quality architectural design. The development has been designed in a manner that will minimize impacts to surrounding properties through enhanced architectural elements and appropriate transitions.

4.3 Transit-Oriented Development Guidelines

In September 2007, City Council approved guidelines to address Transit-Oriented Development. The guidelines apply to all development throughout the city that is within 600 metres walking distance of a rapid transit stop or station and provide guidance for the proper development of these strategically located properties. The guidelines address six elements of urban design including: land use, layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and environment.

The proposed development meets the following applicable design guidelines:

- Provides a transit-supportive land use within a 600-metre walking distance of a rapid transit station (Guideline 1);
- Creates 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 By-law. Locates the proposed building along the front of the street to encourage ease of walking between the building and to public transit (Guideline 3);

- Locate buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit (Guideline 7);
- Locates a high-density residential use close to the transit station (Guideline 8);
- Creates transition in scale between higher-intensity development around the transit station and adjacent lower-intensity communities (Guideline 9);
- Provides stepbacks to maintain the human scale along adjacent rights-of-way and reduce wind and shadow impacts on the public street (Guideline 11);
- Creates a highly visible building through distinctive design features that can be easily identified and located (Guideline 12);
- Sets a larger building back between 3.0 and 6.0 metres from the property line in a manner that is intended to define the street edge and provide space for pedestrian activities (Guideline 13);
- Provides architectural variety 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);
- Provides a ground floor that has been designed to be appealing to pedestrians and includes residential spaces (Guideline 28);
- Provides convenient bicycle parking that is enclosed and protected from the weather for both residents and visitors to the site (Guideline 29);
- Proposes no more than the required number of vehicle parking spaces to minimize surface parking and encourage transit use (Guideline 32);
- Locates parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building (Guideline 35);
- Designs access driveways to be shared between facilities (Guideline 36);
- Designs and locate parking lots and internal roads to minimize the number of vehicle crossings over primary pedestrian routes (Guideline 38);
- Designs parking lots to include direct and safe pedestrian linkages while maintaining pedestrian comfort and access (Guideline 41); and,
- Includes a boulevard or planting strip along internal roadways and parking areas to buffer pedestrians from vehicles (Guideline 42).

The proposed development is consistent with the Transit-Oriented Development Guidelines by providing a high-density transit supportive building within 600 m of the future Teron/March BRT Station. The building is designed to be consistent to the guidelines, ensuring visual interest and human scale along all frontages. The proposed development provides appropriate transitions to both its low-rise and mid-rise contexts, and employs architectural elements including thoughtful orientation, setbacks, and stepbacks to facilitate a greater perceived human scale. The building employs many architectural features which makes it a distinctive and visually interesting contribution to its context. All elevations have incorporated a massing design, articulation, fenestration, materiality, and colours which contribute to the architectural interest of the building. The parking lot is designed in a manner which minimizes conflicts between pedestrians and vehicles, located in the rear and providing a shared access with the existing eight storey residential building on site. Landscaped areas, planting strips, and greenspaces contribute to the vibrance and safety of the parking area and overall site.

4.4 Urban Design Guidelines for High-Rise Buildings

The Urban Design Guidelines for High-Rise Buildings were approved by Ottawa City Council in May 2018, and focus largely on the context for high-rise buildings, appropriate transitions, and compatibility while in relation to their built form. These are general guidelines, not intended to be used as a checklist for evaluating a proposal

as not all of the guidelines are applicable to every site. The relevant guidelines have been reviewed for the purposes of this report.

The proposed development is supportive of the following guidelines:

- The proposed high-rise building is located on a site surrounded by another high-rise building of consistent height and scale (Guideline 1.11);
- The base of the building is designed to directly relate to the existing context (Guideline 1.12);
- An angular plane of 45 degrees is applied to provide transition in scale from the high-rise building to lower scale areas (Guideline 1.13);
- The corner lot has an area greater than 1,350 square metres (Guideline 1.16);
- The lot is of sufficient width and depth to establish a gradual heigh transition on site by following the 45 degree angular plan (Guideline 1.17);
- Enhances and creates the overall pedestrian experience in the immediate surrounding public realm through the design of the lower portion which creates a new urban fabric (Guideline 2.1);
- Enhances and creates the image of a community and a city through the design of the upper portion of the building that respects and enhances the skyline (Guideline 2.2);
- Includes three distinctive and integrated parts – base, middle, and top (Guideline 2.3);
- A 45 degree angular plane is measured from appropriate lot lines to determine the heights of the building (Guideline 2.8);
- The bar building follows the base-middle-top approach in design (Guideline 2.9);
- The base and middle portions of the proposed building contribute to enhancing the existing street wall condition (Guideline 2.10);
- The facades are articulated at the base and middle to break up to overall mass (Guideline 2.11);
- The top portion of the building is stepped back from the middle portion (Guideline 2.12);
- Places the base of the building at the edge of Weeping Willow Lane and Varley Drive to create a new street wall condition (Guideline 2.13);
- The height of the base does not exceed the width of either adjacent right of way (Guideline 2.15);
- Provides a minimum base height of two storeys (Guideline 2.17);
- As the low-rise adjacent context is not proposed to change, the height of the based provides a transition in height through setbacks and architectural articulation (Guideline 2.19);
- Respects the character and vertical rhythm of the adjacent properties and creates a comfortable pedestrian scale by breaking up the long façade vertically through massing and architectural articulation (2.20);
- Uses high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the facade (Guideline 2.21);
- Features an animated and highly transparent ground floor along Weeping Willow Lane and Varley Drive, with active entrances and glazing (Guideline 2.23);
- Ensures appropriate separation distances between adjacent towers (Guideline 2.25);
- Provides stepbacks above the 9th-storey from the base and middle of the building (Guideline 2.29);
- Creates a fenestration pattern and applies colour and texture on the facades that are consistent with and complement the surrounding context (Guideline 2.33);
- Provides a distinct termination at the top of the tower (Guideline 2.35);
- Integrates rooftop mechanical equipment into the architecture (Guideline 2.36);
- Provides appropriate privately owned public space (POPS) at grade (Guideline 3.4);
- Provides a privately owned public space (POPS) which is complimentary and integrated into the existing network of streets, pathways parks and open spaces, and provides direct physical connect to the surrounding streets (Guideline 3.5);
- Locates the main building accesses at the same level as the street (Guideline 3.10);
- Animates the ground floor frontage with greater floor to ceiling height at the ground floor and ensuring transparency (Guideline 3.12);
- Locates parking to the rear of the building (Guideline 3.14);

- Considered wind impacts in the design of the building (Guideline 3.26); and,
- Analyzed shadow impacts resulting from the proposed building (Guideline 3.27).

The proposed development applies many of the City's Urban Design Guidelines for High-Rise Buildings. The placement and orientation of the building is considerate of its context and frames Varley Drive while mitigating impacts on surrounding low-rise land uses. The placement, orientation, stepbacks, and building transitions have been incorporated into the site design, and the proposed development adheres to the 45 degree angular plane guideline, minimizing sun, shadow and wind impacts on surrounding properties. The proposed development employs architectural features and elements, including a distinct articulation and massing, contributing to the overall visual aesthetic of the development. The building is designed in a manner more consistent with a mid-rise built form. For instance, the high-rise portion of the proposed development does not contain residential units, rather contains a mechanical penthouse and interior amenity space with access the outdoor communal rooftop amenity space. The 10th-storey provides a generous setback from the 9th-storey to minimize its sun, shadow, wind, and visual impacts on the surrounding land uses. The base, middle, and top of the building are distinguished using the same methods, which minimize the perceived presence of the upper levels.

4.5 City of Ottawa Comprehensive Zoning By-law 2008-250

The site is currently zoned as Residential Fifth Density, Subzone A where Schedule 331, Urban Exception 1533, and a Floodplain overlay (within the southern portion) apply. The site is split zoned, where the northern central portion of the site has a height limitation of 20 metres while the remainder of the site has a height limitation of 30 metres (Figure 15).

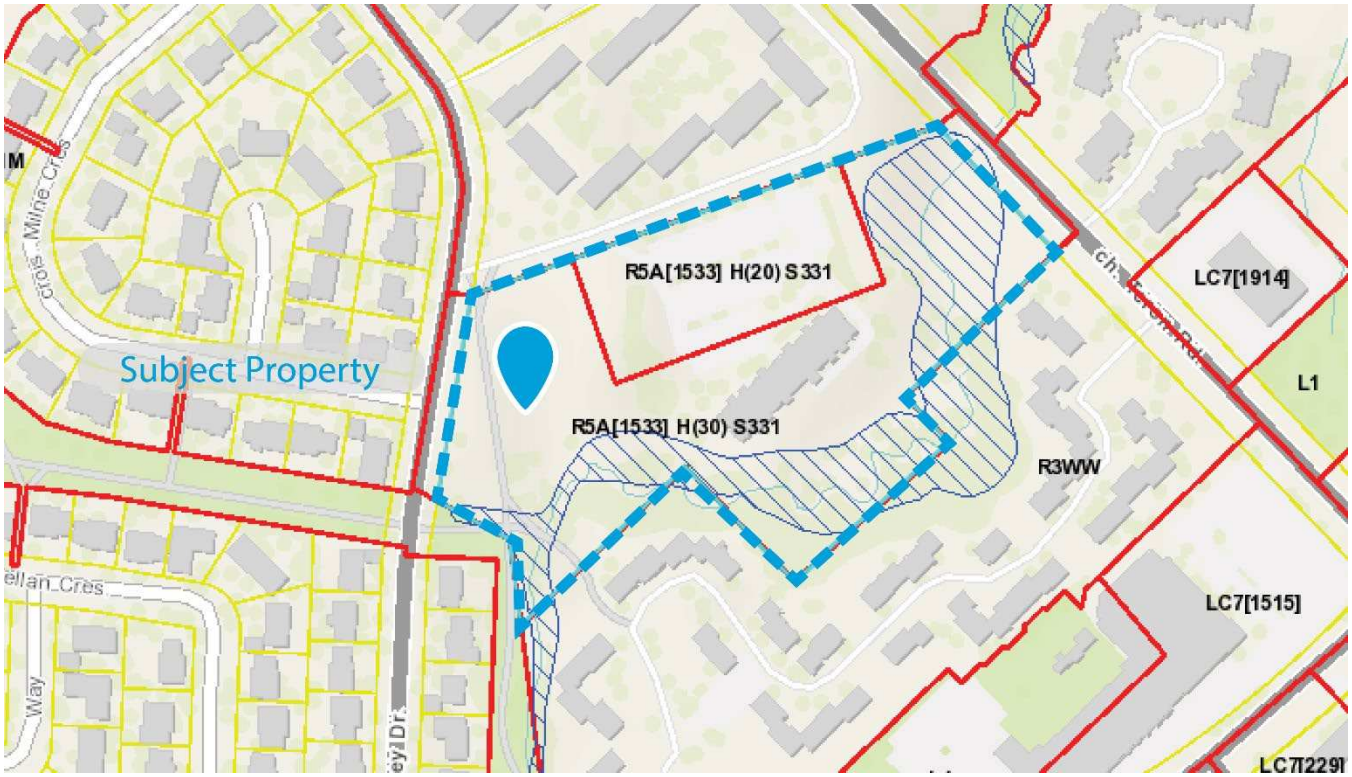


Figure 15: Zoning Map, subject property indicated

The intention of the Residential Fifth Density Zone is to allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings in areas designated as General Urban Area and to allow several other residential uses to provide additional housing choices.

Table 1 demonstrates some of the permitted uses within the Residential Fifth Density zone.

Table 1: Permitted Uses

Permitted Uses
apartment dwelling, low rise, apartment dwelling, mid rise, **apartment dwelling, high rise**, bed and breakfast, detached dwelling, diplomatic mission, duplex dwelling, dwelling unit, group home, home-based business, home-based daycare, linked-detached dwelling, park, **planned unit development**, residential care facility retirement home, converted, retirement home, rooming house, secondary dwelling unit, semi-detached dwelling, shelter, stacked dwelling, three-unit dwelling, townhouse dwelling, urban agriculture.

Table 2 provides a summary of the Residential Fifth Density, Subzone A (R5A) zoning provisions as detailed in Zoning By-law 2008-250 and how the proposed development complies with the provisions.

Table 2: Zoning Provisions, Requirements, and Compliance

Provision	**Required**	**Provided**	**Compliance**
Minimum lot width	18 metres	91.44 metres	**Yes**
Minimum lot area	1,400 m²	32,188.4 m²	**Yes**
Minimum Front Yard Setback	6 metres	Varies, Minimum 9.85 metres	**Yes**
Minimum Corner Yard Setback	4.5 metres	6 metres	**Yes**
Minimum Interior Side Yard Setback	7.5 metres	Varies, Minimum 50.2 metres	**Yes**
Minimum Rear Yard Setback	6 metres	Varies, Minimum 160.9 metres, increases through to Teron Road	**Yes**
Maximum Building Height	30 metres	32 metres	**No**
Permitted Projections above Height Limit	**Mechanical / Service Penthouse** the maximum height limits do not apply to the structures listed below or to any other similar structures that may require a height in excess of maximum height limits in order to serve their intended purpose, unless otherwise specified in the by-law and provided these structures are erected only to such height or area as is necessary to accomplish the purpose they	The mechanical / service penthouse structure complies with this zoning provision.	**Yes**

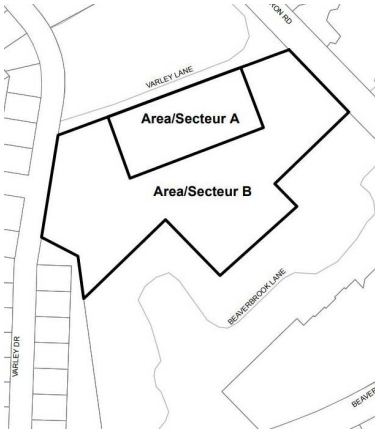
	are to serve and that is necessary to operate effectively and safely		
Minimum Setback of Building from Private Way	1.8 metres	Varies, Minimum 2.7 metres	**Yes**
Minimum separation area between buildings within a Planned Unit Development	3 metres	Varies, Minimum 70 metres	**Yes**
Landscaped Area	30% of lot area	67.6% of lot area	**Yes**
Amenity Area	6.0m² / dwelling unit, where 50% is required as communal 142 units x 6.0m² = 852m² 426m² required as communal	Total: 2,647m² Private: 1,376m² Communal: 1,271m²	**Yes**
Floodplain Overlay (Section 58)	Development is prohibited within any area subject to a floodplain overlay.	Proposed development is not located within the floodplain overlay	**Yes**
Setback from Watercourses (Section 69)	30 m to the normal high-water mark of any watercourse or waterbody or **15 m to the top of the bank of any watercourse or waterbody, whichever is the greater.**	19.6 metres	
Maximum Number of Dwelling Units	Per Schedule 331, Maximum of 85 dwelling units is permitted in Area B of Schedule 331 	142 dwelling units plus 85 existing dwelling units	**No**

Table 3 describes vehicle and bicycle parking requirements, and how the proposed development complies with these provisions.

Table 3: Vehicle and Bicycle Parking Requirements and Compliance

Provision	Required	Provided	Compliance
Required Vehicle Parking Spaces	1.2 spaces / dwelling unit 142 units x 1.2 = 170.4 spaces	171 spaces provided	**Yes**
Visitor Parking	0.2 / dwelling unit 142 units x 0.2 = 28.4 spaces	28 visitor spaces provided	**Yes**
Maximum Vehicle Parking Spaces	1.75 / dwelling units 142 units x 1.75 = 248.5 spaces	199 total parking spaces provided	**Yes**
Minimum Width of Private Way	6.0 metres	6.7 metres	**Yes**
Driveway Aisle Width for a Parking Garage (Double Lane)	Maximum: 6.0 metres	6.7 metres	**Yes**
Bicycle Parking	Residential: 0.5 spaces / dwelling unit 142 units x 0.5 = 71 spaces	103 spaces provided	**Yes**

5.0
Proposed Amendments

The proposal would seek to amend the following provisions of the Zoning By-law:

- **Maximum Unit Count:** Per Schedule 331, a maximum of 85 dwelling units are permitted in Area B of described boundaries. The existing building on site currently contains 85 dwelling units. The new development proposes an additional 142 residential dwelling units on site within Area B. Relief is required from this zoning provision to allow the additional dwelling units.
- **Building Height:** Schedule 331 of the Zoning By-law permits a maximum building height of 30 metres. The proposed development seeks relief from this zoning provision as a building height of 32 metres is proposed. The proposed development is 32 metres in height, including the 10th-storey which is occupied solely by a mechanical penthouse and indoor amenity space accessing the rooftop terrace. Relief from the maximum building height provision to permit this increase is appropriate at the 10th storey, as this storey does not contain residential units. It rather contains a mechanical penthouse and an interior amenity space solely to access the outdoor communal rooftop amenity space, both of which are typically allowed as a permitted projection. Further, the 10th-storey provides a generous setback from the 9th-storey to minimize its sun, shadow, wind, and visual impacts on the surrounding land uses. Overall, the proposed development is designed in a manner more consistent with a mid-rise built form.

It is Fotenn's opinion that the proposed development is highly appropriate for the subject site and its context. Relief from the above noted zoning provision is appropriate considering the scale and context of the subject site. The proposed development provides additional housing options and increased density to an underutilized site in the General Urban Area, achieving both provincial and municipal policy objectives. Further, the subject site is located within 600 metres of the future Teron/March Bus Rapid Transit station. The proposed built form, dwelling type, and increased density is supported by the proximity to the rapid transit network, as well as additional multi-modal means of transportation including several cycling routes and pedestrian connections near the property.

6.0 Supporting Studies

The following plans and reports have been prepared in support of this Zoning By-law Amendment application.

6.1 Geotechnical / Slope Stability Investigation

A Geotechnical / Slope Stability Investigation was prepared by Paterson Group for the subject site, dated July 23, 2021. The investigation was conducted to determine the existing subsoil and groundwater conditions at this site by means of boreholes and provide geotechnical recommendations pertaining to design of the proposed development including construction considerations which may affect the design. Further, this investigation provides mapping of the limit of hazard lands, where the proposed development being located outside of these lands. Based on this investigation, the report confirms the site's suitability for the proposed development and contains recommendations related to the foundation of the proposed development. The report contains analysis related to the site grading and preparation for the site, and provides recommendations related to stripping depth, protection of the subgrade, compacted granular fill working platform (pile foundations), vibration considerations, and fill placement. Further design recommendations are provided related to foundation design, the basement floor slab and walls, and pavement design. The report concludes that from a geotechnical perspective, the subject site is considered suitable for the proposed development.

6.2 Noise Impact Study

A Noise Impact Study was prepared by Pinchin Ltd for the subject site, dated September 14, 2021. The report evaluates the noise impacts from the road traffic on the proposed development and the development on nearby noise sensitive receptors. The noise assessment was completed by modelling the noise impact from the road traffic on the development. The assessment and review indicate that the traffic noise impacts meet the appropriate noise criteria. The report concludes that the traffic noise impacts are in compliance with the applicable noise guidelines, and warning clauses are not required for the proposed development.

6.3 Phase I Environmental Impact Assessment

A Phase I Environmental Impact Assessment (ESA) was prepared by Paterson Group for the subject site, dated June 10, 2021.The purpose of this Phase I ESA is to research the past and current use of the subject site and study area and identify any environmental concerns with the potential to have impacted the subject property. According to the historical research, the ESA indicates that the subject site has never been formally developed and has always been vacant or used for agricultural purposes, therefore no potentially contaminating activities were identified on the subject site. Historical research indicates that surrounding land use has been mainly residential with some commercial properties along Teron Road and that no off-site potentially contaminating activities (PCAs) that would result in areas of potential environmental concern (APECs) were identified. Following the historical research, a site inspection of the subject site and the Phase I ESA study area was conducted, which notes that the subject site exists as landscaped land/green space associated with the residential apartment building immediately east. No PCAs that would have resulted in APECs were identified in the study area. Based on the results of the Phase I ESA, which did not identify any areas of potential environmental concerns with respect to the subject site, the report has determined this evaluation sufficient and that a Phase II Environmental Site Assessment is not required for the subject site.

6.4 Environmental Impact Statement

A Scoped Environmental Impact Statement (EIS) was prepared by Ecological Services for the subject site, dated July 2, 2021. The Scoped EIS was prepared per a pre-application consultation request and addresses any relevant Species at Risk in association with the proposed development and confirms whether the site contains any regulated Blanding's turtle habitats. The Scoped EIS indicates that the proposed development will replace an area of mown lawn that is west of an existing apartment, f31.3south of a townhouse development across Weeping Willow Lane, and east of suburban housing across Varley Drive. In this environment, natural

heritage features would be mostly restricted to urban associated species such as robins, blue jays, song sparrows, and squirrels. Vegetation in this area is predominately non-native landscaping species. As such, the potential for associated Species at Risk is very low. The EIS acknowledges the presence of Blanding's Turtles in the Kizell Drain Wetland Complex however notes that it would be unlikely for them to be present at this site due to the urban barriers and the limited habitat. Other Species at Risk were considered and the EIS notes that risks of a negative impact to these species from the proposed development are very low. The EIS further recommends that silt barriers be constructed between the creek and the construction site, within the existing mowed lawn area, to be maintained throughout the construction period and beyond until any bare ground has revegetated.

6.5 Transportation Impact Assessment

A Transportation Impact Assessment Strategy Report has been prepared by GHD, dated September 13, 2021. The purpose of the report is to forecast the potential impacts of the new development on the existing transportation network and determine any improvements needed to mitigate these impacts. The report describes that given that the site is well served by public transportation and that new transit infrastructure will be put in place to improve transit in the area, the addition of less than 20 new anticipated trips in the transit system at peak hours should not be an issue. The report further contains recommendations related to improvement and modification options and concludes that the operations of intersections and road networks within the study area will remain similar following construction, therefore no mitigation measures or upgrades are required.

6.6 Tree Conservation Report

A Tree Conservation Report was prepared by IFS Associates, dated October 1, 2021. The report includes an inventory and detailed assessment of all individual trees on and directly adjacent to the subject property and identifies 22 trees within the development zone in conflict with the proposed construction which are slated for removal. The report further identifies trees to be retained and protected and describes preservation and protection measures intended to mitigate damage during construction to be applied for the trees to be retained on and adjacent to the subject property.

6.7 Adequacy of Services Report

An Adequacy of Services Report was prepared by Stantec Inc., dated October 12th, 2021 to outline the required services, including water, stormwater, and wastewater needed to support the redevelopment of the subject property. The report identifies that the site will maintain the required potable water and fire flow by two 150mm diameter watermains connecting to the existing 300mm diameter watermain located on Varley Drive. The results demonstrate that there is currently sufficient supply and pressure in the water distribution system to meet the demands expected.

The proposed sanitary sewer network is also sufficiently sized to provide gravity drainage of the site. The 350 mm diameter concrete sanitary sewer on Varley Drive has sufficient capacity to accept the peak sanitary flow of 3.16 L/s.

The report also concluded that the proposed stormwater management plan is in compliance with local and provincial standards. Rooftop storage with controlled roof drains, and subsurface storage via a cistern located in the underground parking area can be used to limit peak storm sewer inflows to the existing 450 mm diameter storm sewers along Varley Drive.

Finally, the report concludes that MECP Environmental Compliance Approval is not expected to be required for the subject site. The Rideau Valley Conservation Authority will need to be consulted in order to obtain

municipal approval for site development and to receive approval for any works in the vicinity of the nearby creek.

7.0
Conclusion

It is our professional opinion that the proposed Zoning By-law Amendment application to permit redevelopment of the subject site constitutes good planning and is in the public interest. As outlined in the preceding sections:

- The proposed development is consistent with the Provincial Policy Statement (2020) by providing efficient use of existing urban land and infrastructure, supporting future rapid transit development, and improving and providing new housing options in the area.

- The proposed development will allow greater intensification and the addition of residential density, which implement the growth management policies of Section 2.2. of the Official Plan while also conforming to the policies for urban design and compatibility within Section 2.5.1 and Section 4.11.

- The proposed development conforms to the policy directions for the General Urban Area, as described in Section 3.6.1 of the Official Plan, in that it proposes the redevelopment of an underutilized property within close proximity to rapid transit, supported by a context containing an existing building of similar scale, form, and massing. The proposed development contributes a new housing type to the neighbourhood, ensuring greater choice and housing options are provided in the area.

- The proposed development responds strongly to Urban Design Guidelines for High-rise Buildings, where placement and orientation of the building mitigate potential impacts on surrounding low-rise residential land uses. The proposed development respects design guidelines by providing a distinct base, middle, and top, ensuring an enhanced public realm and interface with its existing context. The high-rise portion of the proposed development has been designed in a manner more consistent with a mid-rise built form.

- The proposed development responds strongly to the Transit-Oriented Development Guidelines by providing a high-density transit supportive building within close proximity to a future rapid transit station. The building provides a high-quality design to the property and surrounding context, is designed to ensure visual interest and human scale along all frontages, and contributes to the streetscape and public realm encouraging pedestrian activity through the site and into the surrounding neighbourhood.

- The proposed development is supported by technical studies, plans, and reports submitted as part of this application.

Sincerely,

Ghada Zaki, MCIP RPP
Planner

Nathan Petryshyn, M.Pl
Planner