

NOVEMBER 2021

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+ design



# PLANNING + DESIGN RATIONALE

MAPLE LEAF CUSTOM HOMES  
1104 HALTON TERRACE  
OTTAWA, ONTARIO

Report Date:  
NOVEMBER, 2021

Report Prepared for:  
MAPLE LEAF CUSTOM  
HOMES

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This Planning + Design Rationale is prepared in support of a Site Plan Control Application and a Zoning By-law Amendment Application for the proposed residential development at 1104 Halton Terrace. This Planning + Design 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 Rational for a four storey, 86-unit rental apartment with tenant-serving amenity areas and 121 parking spaces. The development will contain both one-bedroom and two-bedroom units. Both surface and underground parking will be provided.

The current site has frontage on Halton Terrace and Old Carp Road. It is designated as General Urban Area in Schedule B 'Urban Policy Plan' in the City of Ottawa Official Plan. The property is also designated as a Neighbourhood in the Suburban Transect Policy Area, as indicated in Schedule B5 of the draft new Official Plan. It is zoned R3X S183 in City of Ottawa Zoning By-law 2008-250. The R3X S183 zone currently does not permit low-rise apartment buildings as of right. As such, a Zoning By-law Amendment will be required to rezone the subject site to R4S and describe specific performance standards.

The southern portion of the overall 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 to the west and will be developed separately from the proposed low-rise 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. The reference plan is submitted with this application

The land is currently undeveloped and has no existing infrastructure on the property. The property 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.

Applications submitted:

- [ Zoning Amendment
- [ Site Plan Control

## 2.0 SITE & CONTEXT

### 2.1 SITE

The proposed site is a vacant parcel of land (shown below), located along Halton Terrace and Old Carp Road in the Brookside-Briarbrook-Morgan's Grant neighbourhood. 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.

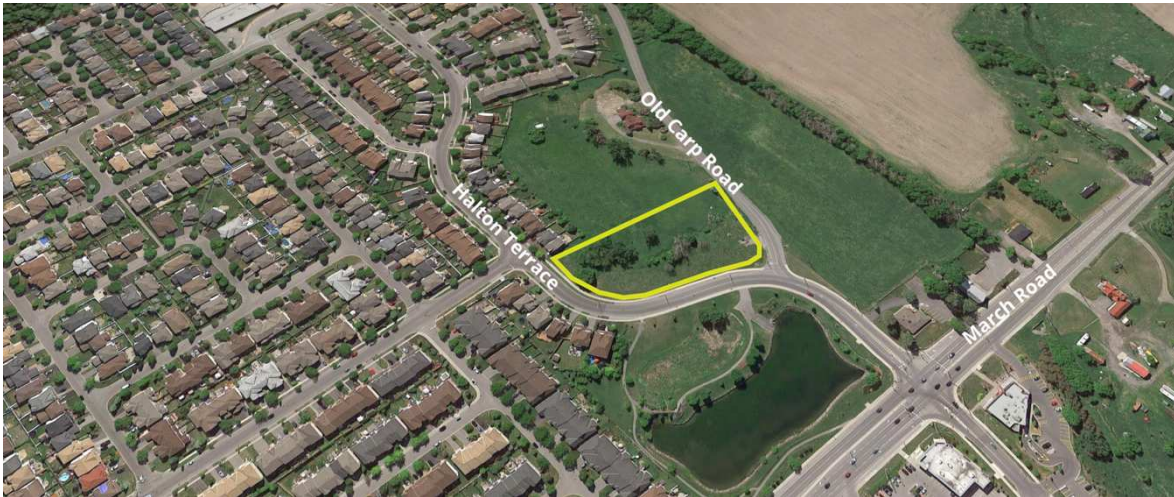


Figure 1: Bird's eye view of site. (Source: Google Maps, marked up by Q9).

The following represents the site's current dimensions:

- [ Lot Area: 7293 m<sup>2</sup>
- [ 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.



## 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 2: Site context. (Source: Google Maps; marked up by Q9).

The property is within 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. Jack Donohue Public School is located near the site.

## **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 fairly strong public transportation access, with Rapid Bus Route 63 and Local Bus Route 64 running to the property along Halton Terrace, and Local Bus Route 165 located within a 15-minute walk from the site. Local Routes 63 and 165 provide weekday trips, with Route 165 connecting with the Kanata Centrum Shopping Centre and the Kanata Highlands Veterinary Hospital. Route 64 provides connection to Tunney's Pasture, which provides O-Train access to the downtown via the Confederation Line. Route 63 provides weekday and weekend connection to Tunney's Pasture as well, operating 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 a higher density development, such as the proposed low-rise apartment, on the property.

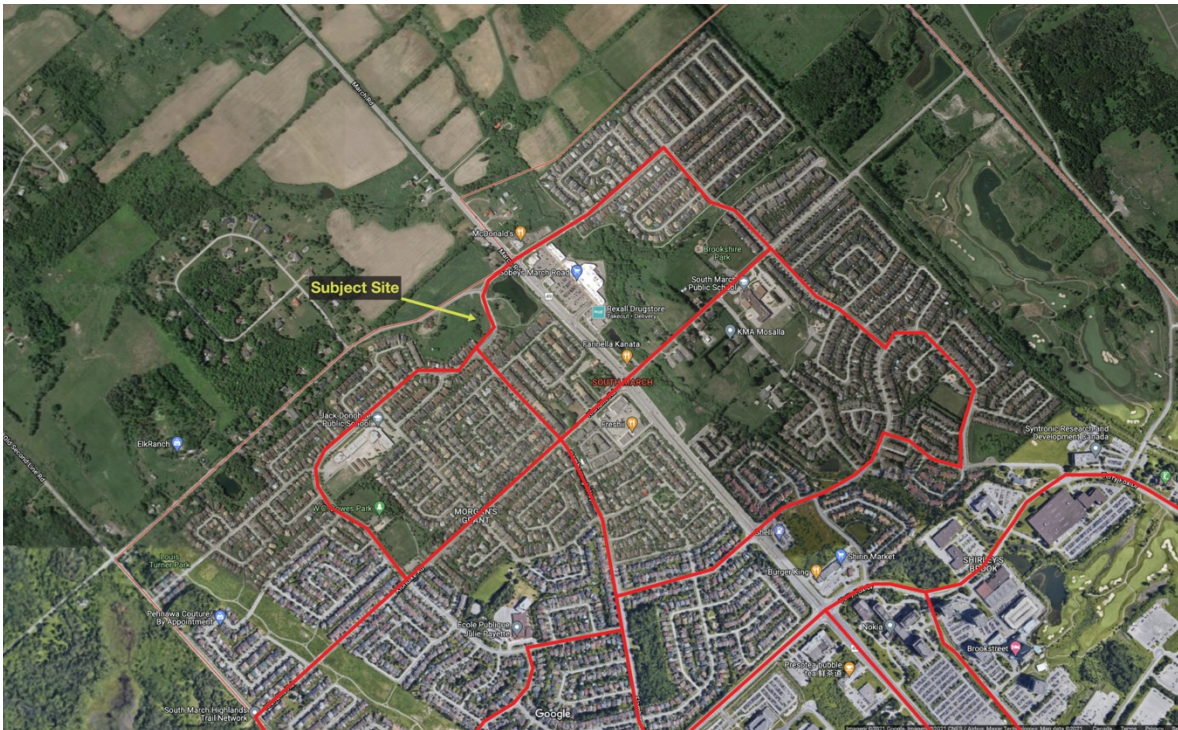


Figure 3: Public transit network map. (Source: Google Maps; marked up by Q9).

### 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 Spine Routes on Schedule C 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.

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, provide access to Jack Donohue Public School, Ecole Publique Julie Payette, 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 supports the development of a low-rise apartment building on the subject site.



Figure 4: Cycling network map. (Source: City of Ottawa; marked up by Q9).



Figure 5: Sidewalk map. Dashed lines indicate single sidewalks. Solid lines indicate sidewalks on both sides. (Source: Google Maps; marked up by Q9)

## 3.0 PROPOSAL

### 3.1 OVERVIEW

The proposed development consists of a four-storey low-rise apartment building, with underground and surface parking. Additionally, five lots are proposed to be created which will be developed with 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 will be from Halton Terrace, which will lead to the surface parking area. A second vehicular entrance off Old Carp Road will lead to the proposed underground parking area. Streetfront 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 will be concentrated towards the northeast corner of the property, minimizing any potential future impacts on neighbours and ensuring a uniform streetscape along Halton Terrace.

The building will contain a Total Gross Floor Area (GFA) of 6,771 m<sup>2</sup>. A total of 86 rental residential units are proposed. Seven different unit configurations will be provided, ranging from 658 ft<sup>2</sup> to 1007 ft<sup>2</sup>, allowing for a variety of residents and price ranges. A total of 121 parking spaces will be provided, with 68 spaces underground and 53 spaces of surface parking. Eighteen spaces will be included for visitors, with the remaining 103 spaces available for residents. In addition to the vehicular parking spaces, 45 bicycle parking spaces will be provided, with 38 spaces located in the underground parking garage and seven spaces at grade near the main pedestrian entrance. A total of 1,091 m<sup>2</sup> of indoor and outdoor amenity space will be provided, including approximately 606 m<sup>2</sup> of communal amenity space.

Tree plantings along the southern, eastern, and northern property lines will provide a natural buffer between neighbouring properties and the street. Shrubs will also be located along the surface parking area in the interior yard.

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

### 3.2 BUILDING FORM AND SETBACKS

The proposed low-rise building will have a height of 13.4 metres comprised of four storeys. The building will have a front yard setback from Old Carp Road of 6.0 metres. A corner side yard setback of at least 4.5 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 15.55 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 13.33 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 apartment building. Tree plantings in the rear yard will also provide a buffer between the abutting rear yards.

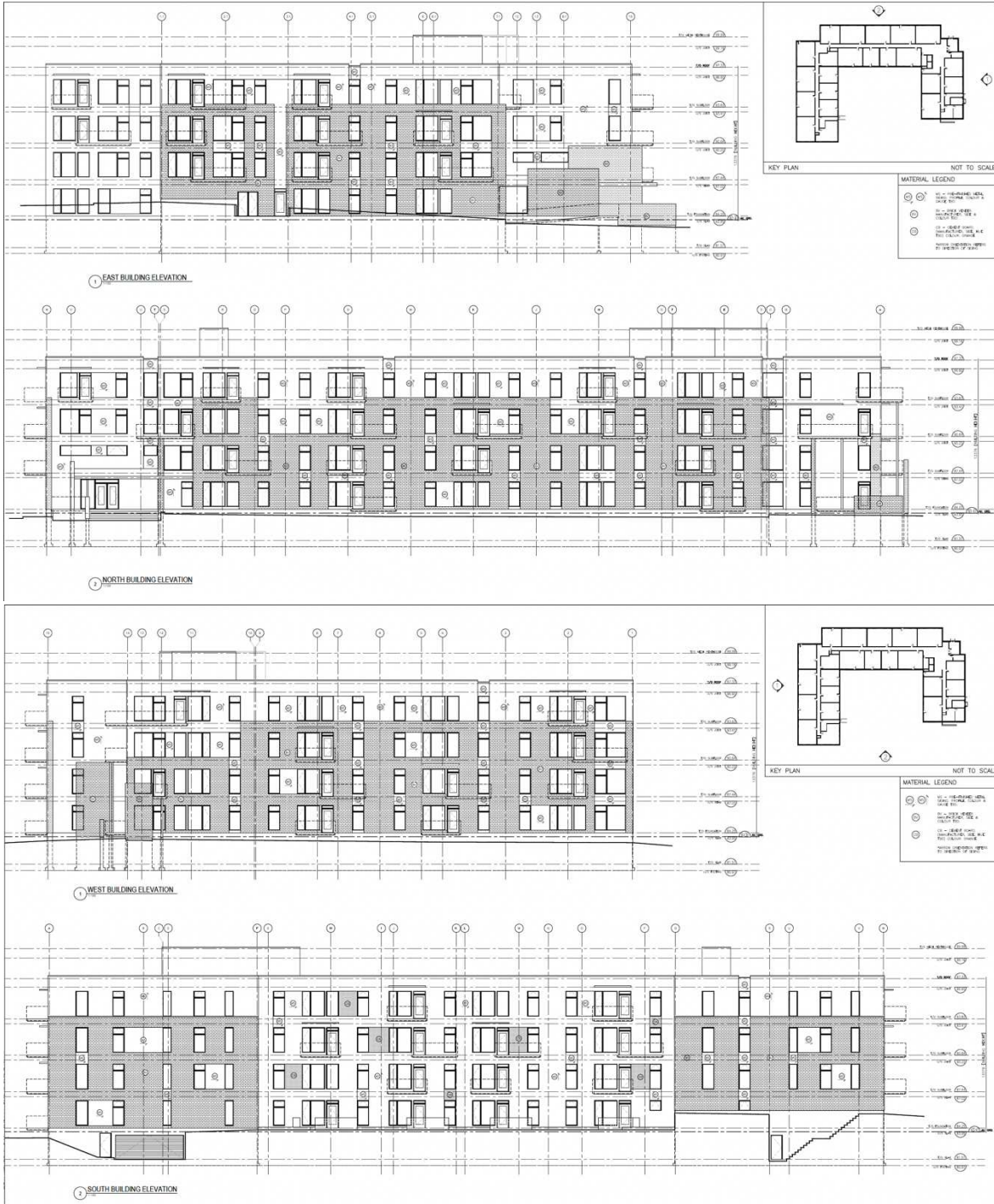
### 3.3 STATISTICS

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

Dimension	Provided
Number of storeys	4
Total units	86
Gross Area (as per zoning by-law)	6,771 m <sup>2</sup> (72,882 ft <sup>2</sup> )
Amenity area	1,091 m <sup>2</sup> : <ul style="list-style-type: none"> <li>[ 539 m<sup>2</sup> (communal outdoor)</li> <li>[ 67 m<sup>2</sup> (communal indoor)</li> </ul>
Residential parking spaces	103 (1.2/unit x 86 units = 103.2)
Visitor parking spaces	18 (0.2/unit x 86 units = 17.2)
Bicycle parking spaces	45 (0.5/unit x 86 units = 43)







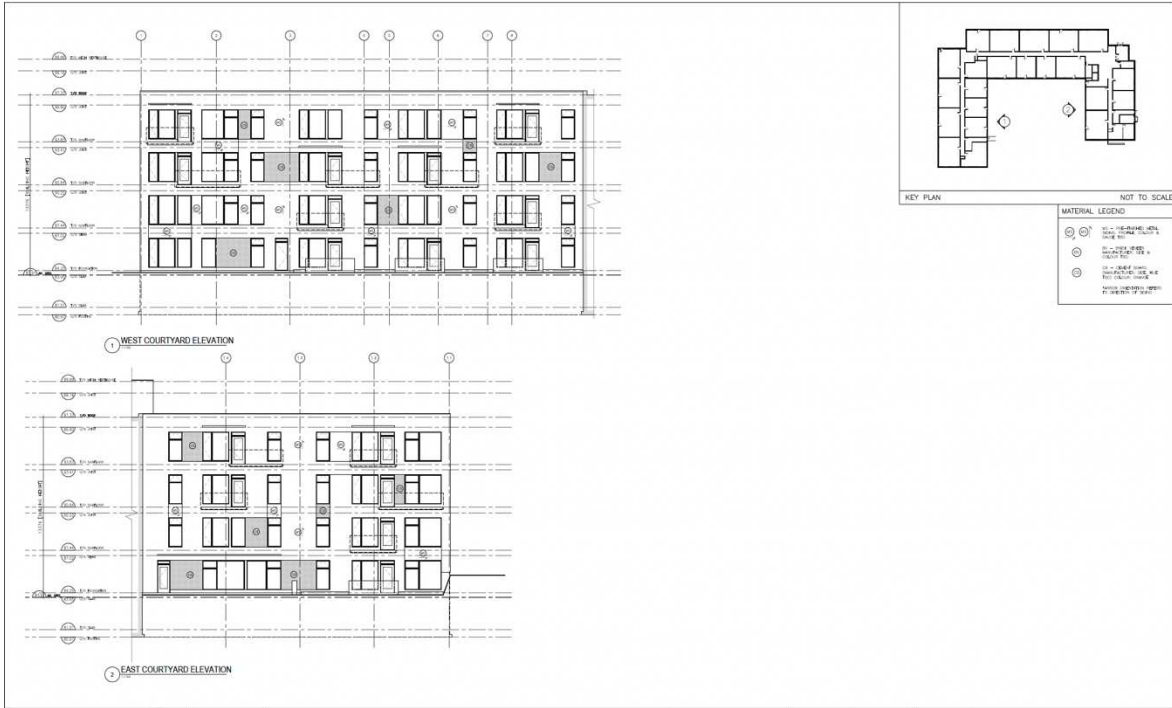


Figure 7: Elevations (Source: Colizza Bruni)

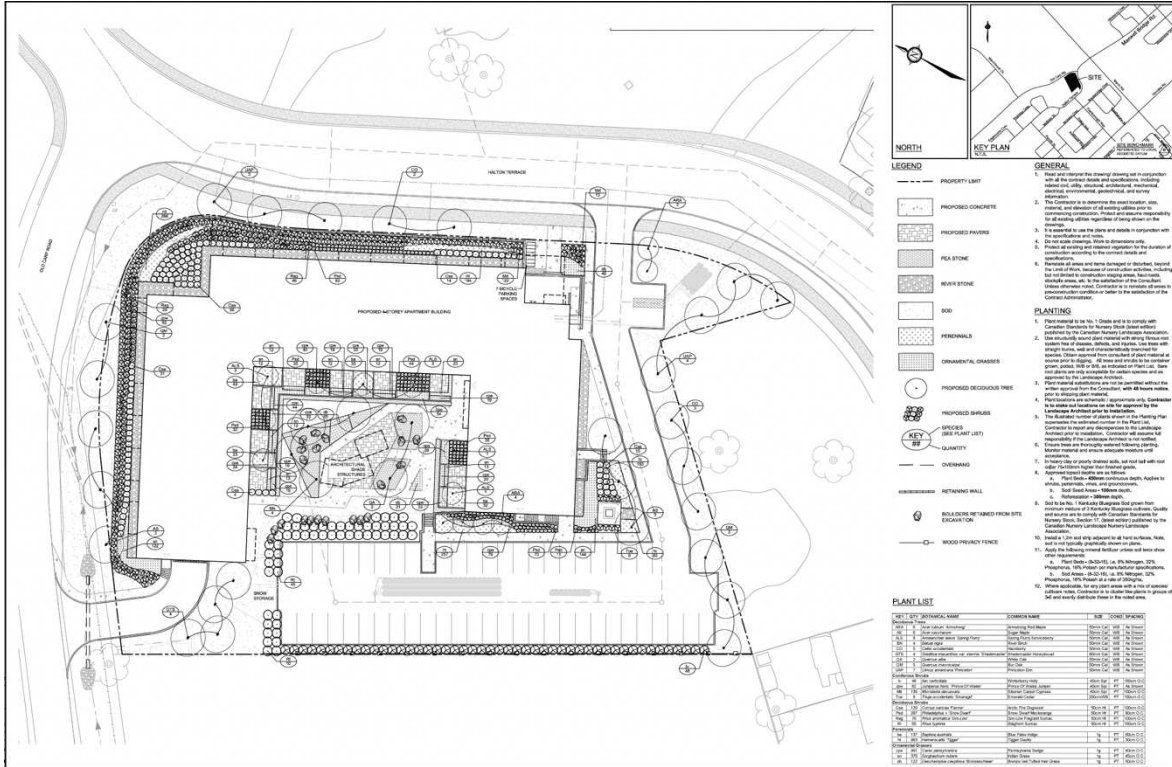


Figure 8: Landscaping Plan (Source: Novatech)





Figure 9: View looking west from Halton (Source: Colizza Bruni)



Figure 10: View looking south from Old Carp (Source: Colizza Bruni)



Figure 11: View looking east from Old Carp (Source: Colizza Bruni)



Figure 12: View looking north into courtyard from parking lot (Source: Colizza Bruni)



Figure 13: Aerial view looking east (Source: Colizza Bruni)

## 4.0 POLICY AND REGULATORY CONTEXT

The proposed development for a four-storey low-rise apartment building requires a Zoning By-law Amendment to rezone the property to R4S from R3X S183. A Zoning By-law Amendment application requires 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 four-storey low-rise apartment building is an efficient use of a vacant, undeveloped parcel within an existing plan of subdivision. The parcel is well located and suited to 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 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 new residential units to the area, contributing to the area's overall rental housing stock. 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. 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 located close to the ramp at the main entrance to improve accessibility on the site.



- 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 transit servicing, reducing reliance on the automobile.

- 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. More bicycle parking spaces than what is required by the zoning by-law will be provided, reducing reliance on the private automobile.

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 a 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 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 low-rise 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 lot, providing a more compact, sustainable form of housing.

- e) *support active transportation;*

**Comment** | The proposed development will provide 45 bicycle parking spaces, which is slightly more than 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. 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 four-storey low-rise apartment building that will result in a total of 86 rental residential units on the site. The building design allows for safe access and circulation through the site along with the significant provision of landscaping and trees. The proposal offers intensification and does not create any impacts to public health of 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 86 rental apartment units, 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 road 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 86 rental apartment units in a four-storey low-rise building, which will provide an appropriate density increase, allowing for efficient, optimal use of existing 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 will result in a four-storey low-rise apartment building with 86 rental units, facilitating 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**

The City of Ottawa Official Plan provides the framework for planning for Ottawa's growth into the year 2036. The Plan's policies are aimed at reinforcing the City's many qualities, including liveable communities, greenspace, and landmarks. The Plan's policies regulate development in order to anticipate and manage change. Relevant policies are included in *italics*. The following relevant sections of the Official Plan will be reviewed:

- [ Section 2: Strategic Directions
- [ Section 3: Designations and Land Use
- [ Section 4: Review of Development Applications
- [ Section 5: Implementation

Section 2 of the Official Plan provides broad policies aimed at governing growth and change over a 20-year horizon. It calls for growth management in a manner that supports liveable communities and healthy environments. The section plans for mixed land uses and compact forms of development in order to make the best use of existing infrastructure. Growth is to occur within the urban area, where servicing already exists and a mix of uses and dwelling types are to be provided.



Section 2.2 provides specific policy direction on growth in the urban boundary. The City projects that 90% of its growth will occur in the urban boundary. It directs growth towards nodes and corridors, where higher densities are planned to be located. Section 2.2 states that growth throughout the urban area will strengthen Ottawa's liveable communities through:

- [ *Intensification and infill; and*
- [ *New development on vacant land in designated growth areas that contributes to the completion of an existing community or builds a new community(ies). [OMB decision February 1, 2018]*

The proposal is to develop a vacant site within an existing community with a four-storey low-rise apartment containing 86 rental residential units. The development will complete an existing community while adding new rental units to the market.

Section 2.2.2 contains policies aimed at supporting and managing intensification in the urban area, locating and directing development to target intensification areas.

*2.2.2.4 The City's target for residential intensification, as defined in Policy 1, is the minimum proportion of new residential dwelling units and accommodation based upon building permit issuance by calendar year in the urban area. The target will be: 38% in 2012-2016; 40% in 2017-2021; 42% in 2022-2026; and 44% in 2027-2031.*

**Comment** | The proposal will result in the development of a vacant lot within a previously developed area, fitting with the Official Plan's definition of intensification. Consequently, the proposed development contributes to the City's target for residential intensification.

*2.2.2.10 Intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. Building heights and densities for different areas may be established through this plan or a secondary plan and will be implemented through zoning. A secondary planning process, identified in Section 2.5.6 and undertaken for a specific area may recommend a new or changes to an existing secondary plan to establish different building heights. Low-rise intensification will be the predominant form of intensification in the General Urban Area. [Amendment #150, LPAT Decision October 22, 2018]*

**Comment** | The subject site is located within the General Urban Area designation, which calls for intensification through a low-rise built form. The proposed development is limited to four-storeys and 13.4 metres, providing a low-rise built form that is contextual with the surrounding height in the area.

*2.2.2.22 The City also supports compatible intensification within the urban boundary, including areas designated General Urban Area. The City will promote opportunities for intensification in areas determined by the policies in Section 3.6.1.*

*2.2.2.23 The interior portions of established low-rise residential neighbourhoods will continue to be characterized by low-rise buildings (as defined in Figure 2.4). The City supports intensification in the General Urban Area where it will enhance and complement its desirable characteristics and long-term renewal. Generally, new development, including redevelopment, proposed within the interior of established neighbourhoods will be designed to complement the area's desirable character reflected in the pattern of built form and open spaces. The character of a community may be expressed in its built environment and features such as building height, massing, the setback of buildings from the property line, the use and treatment of lands abutting the front lot line, amenity area landscaped rear yards, and the location of parking and vehicular access to individual properties. The City will consider these attributes in its assessment of the compatibility of new development within the surrounding community when reviewing development applications or undertaking comprehensive zoning studies. [Amendment #150 LPAT July 18, 2019]*

**Comment** | The proposed development provides a four-storey, low rise building height in a neighbourhood that is predominantly characterized by low-rise development, including single-detached and semi-detached dwelling types. The development is proposed on a vacant, undeveloped parcel within a previously built residential community. The built form contemplated as part of this development aligns with the already established character of the surrounding community. The apartment is an appropriate height and features generous setbacks from the surrounding single-detached dwellings. Five new parcels on the southern side of the site have also been severed through a lifting of part-lot control application, which will be available for future development of single-detached dwellings, further improving compatibility of the proposed built form with the surrounding properties.

Section 2.3 of the Official Plan sets out the provision and planning of infrastructure, including transportation, water, sewer, and stormwater servicing in the City. It plans for efficient development patterns, with the provision of infrastructure functioning as a key lever to make more intensive use of the available land base.

Section 2.3.1 includes policies related to the future of public and active transportation in the City in order to meet the travel needs of residents and businesses in Ottawa. The policies aim to reduce reliance on the automobile and promote cycling, walking, and public transit as trip modes. The subject site is located along a Spine Route which extends along part of Old Carp Road and links to the nearby March Road Spine Route, providing access to major corridors and connecting to Cross-Town Bikeways and Multi-Use Pathways. The property is also close to a planned Bus Rapid Transit (BRT) line along March Road, as identified in Official Plan Schedule D 'Rapid Transit and Transit Priority Networks.'

Section 2.4 of the Official Plan provides policies aimed at protecting and maintaining environmental integrity by governing land development at the site level and developing large scale plans aimed at addressing cumulative impacts. Section 2.4.1 deals with air quality as a critical piece of improved environmental and human health, encouraging compact, energy efficient development patterns. The proposed development aligns with the objectives and policies of this section by providing a more compact urban form, a more efficient use of the available land, and a higher, more transit supportive density. Section 2.4.2 deals important natural features and functions, including physically tangible elements of the environment such as wetlands, forests, ravines, rivers, and valleylands. The proposed development is not located next to significant natural heritage features and is not expected to impact significant wetlands and woodlands.

Section 2.5.1 provides specific urban design policies to manage how buildings, landscapes, and public spaces look and function together. Urban design plays a critical role in the built form, open spaces, and infrastructure aspects of communities. Additionally, the section provides policies intended to regulate community design, focusing on the aesthetics and functions of buildings and spaces. The urban design policies in the section also provide direction on ensuring that new development is compatible with the surrounding context and can enhance an established community without generating adverse effects. The criteria used to evaluate compatibility are found in Section 4.11. The following Design Objectives apply to all development in the City:

1. *To enhance the sense of community by creating and maintain places with their own distinct identity.*

**Comment** | The proposed development creates an articulated built form towards the street with varying architectural details that give it a distinct identity. The grading challenges of the site allow for opportunity with landscaping and form to interact in a way that enhances the relationship with the community.

2. *To define quality public and private spaces through development.*

**Comment** | The proposed development will provide a landscaped courtyard amenity area in the interior yard, along with generous front, side, and rear yard setbacks

containing soft landscaping, shrubs, and trees, providing an enhanced quasi-public realm surrounding the property.

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

**Comment** | The proposed pedestrian connections on the site will include six entrances throughout the building, which will be accessed by pedestrian pathways linking to the existing sidewalks along Halton Terrace and from Old Carp Road. Safe vehicular access will also be provided via the underground parking ramp along Old Carp Road and access to the surface parking area from Halton Terrace.

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

**Comment** | The proposed four-storey low-rise built form corresponds with the prescribed policy direction for properties within the General Urban Area designation. It aligns with the established built form character and low-rise height context of the neighbourhood while contributing new rental housing units to the marketplace.

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

**Comment** | The proposal contributes to housing diversity and choice by providing rental apartment housing units, adding to the mix of tenure types and housing types in the neighbourhood.

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

**Comment** | The proposed development will provide more trees than the existing site condition and contains more landscaped area than what is required by the Zoning By-law.

7. *To maximize energy-efficiency and promote sustainable design to reduce the resource consumptions, energy use, and carbon footprint of the built environment.*

**Comment** | The proposed four-storey low-rise apartment building is designed to maximize site efficiency and density while maintaining and enhancing the overall built form character of the neighbourhood and ensuring the adequate provision of landscaped open space. The development will also be located near the edge of the neighbourhood, providing residents access to public and active transportation infrastructure along March Road and supporting more optimal use of existing municipal infrastructure. The compact and efficient design of the development as well as the provision of bike parking will contribute to a more transit supportive density and help reduce reliance on the car.

Section 3 of the Official Plan sets out detailed policy direction for specific areas of the city, as identified by their land use designation. It provides a framework for land use

decisionmaking within each designation. Specific uses and performance standards are implemented through the zoning by-law. The subject site is designated as General Urban Area in Schedule B: 'Urban Policy Plan' in the City of Ottawa Official Plan.

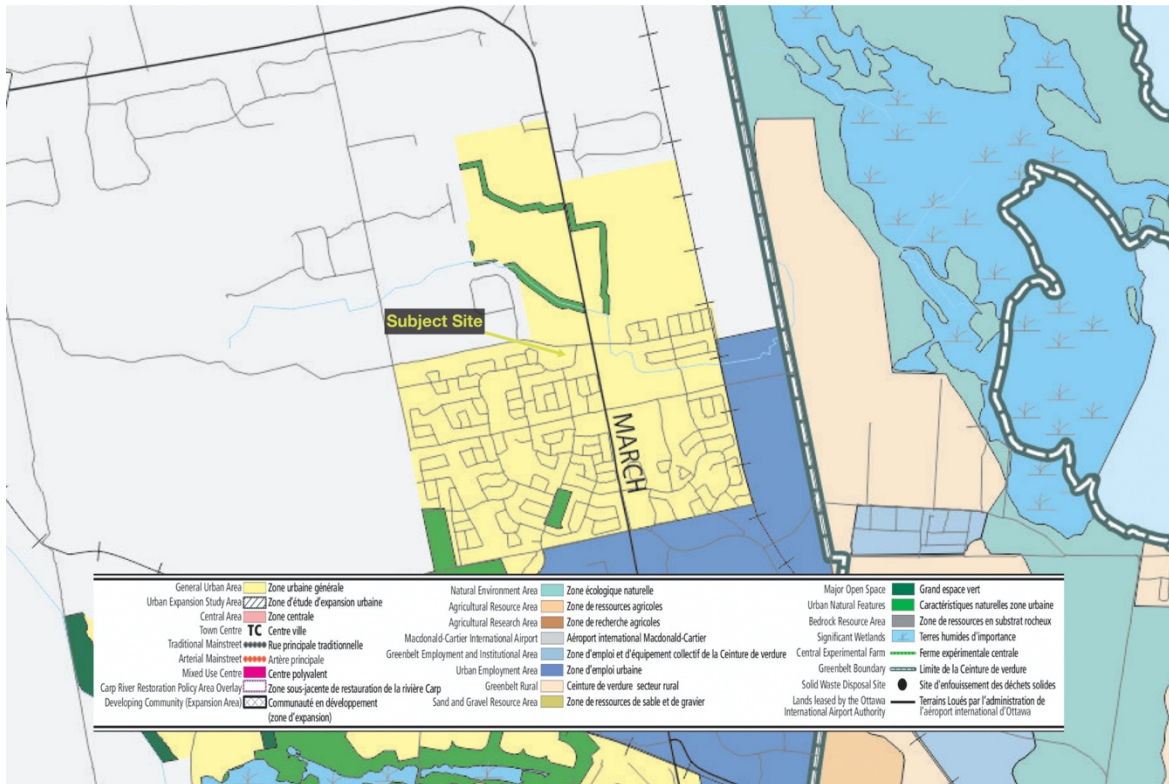


Figure 14: Schedule B: Urban Policy Area

Section 3.6.1 provides policies for properties designated as General Urban Area. The General Urban Area permits a wide range of housing types as well as compatible commercial, employment, and institutional uses in order to facilitate the development of complete and sustainable communities. Intensification that enhances and complements the desirable characteristics of communities is supported within the General Urban Area.

- Building height in the General Urban Area will continue to be predominantly Low-Rise. Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area. Secondary plans or zoning that currently permit building heights greater than four Storeys will remain in effect.

**Comment** | The proposed development, at four-storeys, is consistent with this policy.

- The City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. The predominant form of development and intensification will be semi-detached and other ground-oriented multiple unit



housing. When considering a proposal for residential intensification through infill or redevelopment in the General Urban area, the City will:

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

**Comment** | The built form and scale of the proposed development aligns with the the planned function and character of the neighbourhood. The proposed low-rise apartment building is compatible with the surrounding low-rise context. It is adequately separated and buffered from surrounding detached and semi-detached dwellings and provides a lower profile height, preventing any adverse visual, shadowing, or overlook impacts. The development also contributes to a balance of housing type and tenure in the neighbourhood by providing an apartment building that adds to the available rental housing stock.

Section 4.11 addresses compatibility of scale and uses at the scale of neighbourhoods and individual properties. The policies in Section 4.11 ensure that high quality, contextual urban design is provided in all parts of the City. The following is a review of the relevant policies to the development of 1104 Halton Terrace.

Section	Policy	Conformity
<b>Building Design</b>		
4.11.5	<p>Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing the public realm. Proponents of new development will demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of:</p> <ul style="list-style-type: none"> <li>[ Setbacks, heights and transition</li> <li>[ Façade and roofline articulation</li> <li>[ Colours and materials</li> <li>[ Architectural elements, including windows, doors and projections</li> <li>[ Pre- and post-construction grades on site; and</li> <li>[ Incorporating elements and details of common characteristics of the area.</li> </ul>	<p>The proposed development provides a low-rise built form which is compatible with the prevailing height and built form context of the surrounding area. Generous and appropriate setbacks are provided to mitigate any adverse impact on neighbouring properties. Undulating brick material along street facing facades reflect historic rolling landscape and rock formations of the area, while orange hues selected for the interior facing walls, balconies, and planters add visual interest.</p>
4.11.6	The City will require that all applications for new development:	The proposed development will include four pedestrian

	<ul style="list-style-type: none"> <li>[ Orient the principal façade and entrance(s) of main building(s) to the street.</li> <li>[ Include windows on the building elevations that are adjacent to public spaces;</li> <li>[ Use architectural elements, massing, and landscaping to accentuate main building entrances.</li> </ul>	entrances and two vehicular accesses. The principal building entrance will be oriented towards and accessed from Halton Terrace.
4.11.8	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. 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.	The proposed development will locate garbage areas and utilities internally and will not impact views or compromise a pedestrian friendly environment.
<b>Massing and Scale</b>		
4.11.10	<p>Where there are no established criteria provided in an approved Plan, the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria:</p> <ul style="list-style-type: none"> <li>[ 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;</li> <li>[ 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;</li> <li>[ The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section.</li> </ul>	The prevailing pattern of abutting developments and development across the street consists of two-storey, single-family detached homes on lots greater than or equal to 36 feet wide. There are also two-storey townhouses along the south side of Halton Terrace. The proposed four storey apartment will be consistent with this established low-rise pattern. Appropriate building setbacks and separation will be provided to mitigate any potential adverse impacts on neighbouring properties. The building is appropriately transitioned, with the majority of the massing and height concentrated towards the northeast portion of the site closer to Halton Terrace and Old Carp Road.

Outdoor Amenity Areas		
4.11.19	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.	The orientation of the building on the site closer to the street and the generous setbacks and separation provided minimize undesirable impacts on adjacent yards.
4.11.20	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 (e.g. plazas, courtyards, squares, yards). The specific requirements for the private amenity areas and the communal amenity spaces shall be determined by the City and implemented through the Zoning By-law and site plan agreement.	Appropriate and well-designed amenity areas are included as part of the development. Outdoor communal amenity area will be provided via a courtyard in the interior yard, which will contain landscaping and a gazebo. An indoor communal amenity area will also be provided. Private amenity spaces include balconies for ground floor units facing the street and for second, third, and fourth storey units. A private terrace separated by planters will provide private amenity space for ground floor units facing the internal courtyard.

Based on our review, it is our professional planning opinion that the proposed development conforms with the current City of Ottawa Official Plan.

### 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.*

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 four storeys in height towards the edge of the neighbourhood, which then transitions to two-storey detached dwellings and townhouses.

*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 four storeys 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 NEW OFFICIAL PLAN, FALL 2021**

The new City of Ottawa Official Plan is intended to guide the City's goals, objectives, and policies to guide Ottawa's growth and manage physical change until 2046. The Plan is based on Ottawa's Five Big Policy Moves, which are the foundational strategies intended to help the City achieve its goal of becoming the most liveable mid-sized city in North America. The Plan is expected to come into effect in late 2021.

Section 3 provides policy direction on locating and designating growth to increase transit mode share, utilize existing infrastructure more efficiently, and reduce greenhouse gas emission while providing sufficient development opportunities and housing choices. Section 3 considers urban areas, where most of the growth will be concentrated, and rural areas.

Section 3.2 plans to achieve 40% of dwelling growth in the urban area through intensification between the years 2018 and 2021 and 45% between 2022 and 2026. The subject site is located within the developed urban area as identified in Figure 6 of the

Official Plan. The proposed development will contribute towards the City's intensification goals.

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.*

**Comment** | The proposed development is located near cycling routes along March Road and is connected by sidewalks on both sides of Halton Terrace.

- 9) *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 includes 45 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 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. 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 to minimize visual intrusion on the streetscape.

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. The proposed development adds to the diversity of building types and tenure types in the neighbourhood by providing 81 rental apartment units.

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 to 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. Low-rise buildings should be responsive to the surrounding context and be architecturally integrated with the neighbourhood context. The proposed development provides a four-storey low-rise apartment building that fits with the built form character and established height context of the surrounding neighbourhood.

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

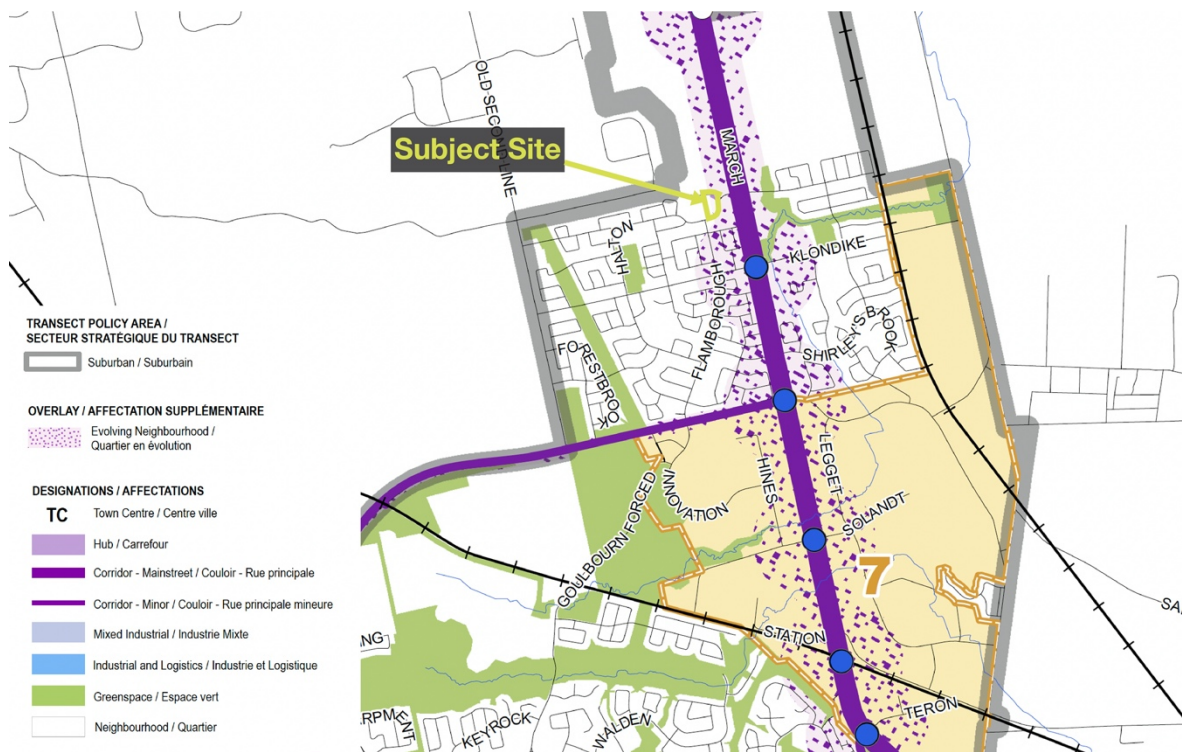


Section 5.4 provides direction for lands within the Suburban Transect. It recognizes the suburban pattern of built form while promoting an evolution towards 15-minute neighbourhoods. This includes enhanced mobility and street connectivity and direction from Neighbourhoods to Hubs and Corridors. Low-rise developments are planned for areas within the Suburban Transect that are designated as Neighbourhoods, with three storeys and up to four storeys generally provided. The proposed development provides for an appropriately scaled four-storey low-rise building that is compatible with the prevailing height and built form context.

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. 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.



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.



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. The proposed development provides a contextual low-rise built form and contributes to providing a full range of housing types and tenure types in the neighbourhood. More soft landscaping and outdoor amenity than required by the zoning by-law is provided.

Based on our review, it is our professional planning opinion that the proposed development conforms with the new City of Ottawa Official Plan.

#### 4.5 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 low-rise apartment building consisting of 86 units over four storeys. In order to permit the development on the site, this application seeks to rezone the subject property as Residential Fourth Density, Subzone S (R4S). The R4S Zone includes low-rise apartment buildings as a permitted use.

The intent of the R4 Zone is also to permit a mix of residential units, ranging from detached dwellings to low-rise apartment buildings. This intent aligns more appropriately with the development proposed.

The table below summarizes the required performance standards for the R4S Zone.

Provision	Requirement	Proposed	Section
Minimum lot width	15.0 m	>100 m (Halton Terrace)	S.162, Table 162A
Minimum lot area	450.0 m <sup>2</sup>	7293 m <sup>2</sup>	S.162, Table 162A
Maximum building height	14.5 m	13.4 m	S.162, Table 162A
Minimum front yard setback	3.0 m	6.0 m	S.162, Table 162A
Minimum corner side yard setback	3.0 m	4.5 m	S.162, Table 162A
Minimum rear yard setback	Where outside Area A on Schedule 342: <ul style="list-style-type: none"> <li>[ 25% of lot depth (~26.9 m)</li> <li>[ Must comprise at least 25% of lot area</li> <li>[ Need not exceed 7.5 m</li> </ul>	13.3 m	S.162, Table 162B
Minimum interior side yard setback	For building within 21.0 m of front setback	15.55 m	S.162, Table 162B

	[ Building wall height is >11 m: 2.5 m		
<b>Parking</b>	1.2 spaces per du (resident) + 0.2 spaces per du (visitor): 121 spaces	103 spaces (resident) + 18 spaces (visitor): 121 spaces	S.101, Table 101A; S.102, Table 102
<b>Aisle and driveway width</b>	Min width for double traffic lane: 6.0 m	6.0 m	S.107
<b>Bicycle parking</b>	0.5 spaces per du (0.5 x 86 du): 43 spaces	45 spaces	S.111, Table 111A
<b>Permitted projections</b>	2.0 m, and no closer than 1.0 m to lot line	2.7 metres from lot line	S.65, Table 65
<b>Amenity area</b>	Low-rise apartment (total): 15 m <sup>2</sup> per du (first 8 units) + 6 m <sup>2</sup> per du (all other units)  [ 120 (15 m <sup>2</sup> x 8) + 468 (6 m <sup>2</sup> x 78): 588 m <sup>2</sup>  Low-rise apartment (communal): 100% of total amenity first 8 units:  [ 120 m <sup>2</sup>	[ 1091 m <sup>2</sup> [ 606 m <sup>2</sup>	S.137, Table 137

The requested amendment to rezone the property from R3X S183 to R4S would include the proposed low-rise apartment use as a permitted use and allow it to be developed on the site as of right. The development is designed to provide adequate setbacks, parking, and amenity and complies with applicable performance standards for the R4S Zone.

## 5.0 DESIGN BRIEF

The development applications being sought for 1104 Halton Terrace are a Site Plan Control Approval and Zoning By-law Amendment to establish one four-storey, low-rise apartment building with 86 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.

The following sets out the detailed design discussion, including design commentary from Colizza Bruni.

### 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 4 storey apartment building so that it comfortably coexists in a 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 86-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-rise apartment building will be situated on the largest parcel on the overall site. 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 four-storey building containing 86 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 playful gazebo.

The development will provide 121 parking spaces, with 53 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 45 bicycle parking spaces, with 7 spaces outside and 38 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 unit space proposed is 7071 m<sup>2</sup> (76,108 ft<sup>2</sup>). In addition to the outdoor amenity

space, common amenity area will be provided in the building. The building will feature four pedestrian entrances for residents including a main entrance from Halton Terrace, a side entrance from the driveway, and two entrances from the interior courtyard and parking area. 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 second, third, and fourth 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-rise apartment building that will contribute new rental units to the area.

## 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 four-storey, 86-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 approximate density of 117 units per hectare, 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, contributing to appropriately transitioned height and built form and framing the neighbourhood. As part of future applications, five lots for single-detached dwellings will be severed from the rear yard, helping to fill out the existing compliment of two-storey buildings along Halton Terrace and further improving the impact of the proposed development on the streetscape. Design and landscaping details for the development will continue to be refined through the Site Plan Control Process and through the Urban Design Review Panel.

## 7.0 PUBLIC CONSULTATION STRATEGY

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

- [ A public information session, coordinated with the Ward Councillor's office following the development application submission
- [ 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 through Planning Committee where the Zoning Amendment will be heard.
- [ 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 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.

### 8.2 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.

### 8.3 SITE SERVICING AND STORMWATER MANAGEMENT REPORT

A Site Servicing Report and Stormwater Management Report was prepared for the site by Novatech on October 19, 2021. 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 150 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 70 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 375 mm storm sewer on Halton Terrace. Both flows will be directed to the Morgan's Grant stormwater management pond. 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. Based on the model's calculations, the proposed storm drainage system will not experience adverse flooding even with a 20% increase to the 100-year flood event.

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

#### **8.4 TRANSPORTATION IMPACT ASSESSMENT**

A Transportation Impact Assessment Addendum was prepared for the site by Novatech on October 19, 2021. The study identifies that 35 person trips (including 17 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 between the proposed access and the proposed middle fire hydrant or between the two northernmost proposed hydrants. 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.

The development will include 121 resident and visitor parking spaces and 45 bicycle parking spaces. 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 the largest parcel of 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 General Urban Area in the Official Plan and as an Evolving Neighbourhood within the Suburban Transect Policy Area. The property is zoned R3X S183 in the City of Ottawa Zoning By-law 2008-250. This application is for Site Plan Control Approval and a Zoning By-law Amendment to rezone the subject site as Residential Fourth Density, Subzone S (R4S).

The proposed development for the site is a four-storey low-rise apartment building with 86 rental units. The surrounding neighbourhood principally consists of other 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 General Urban Area, which promotes a generally low-rise built form with new developments promoting efficient use of land and housing choice. It also aligns with the policies of the Suburban Transect Policy Area and the direction for Evolving Neighbourhoods, which plans a more urban built form 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 complies with the policy context for the site. The proposed rezoning will allow the development of the four-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 to permit the development of a low-rise apartment building on the site constitutes good land use planning.

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