



2851 Baycrest Drive - Heron Gate 5

Planning Rationale + Design Brief
Site Plan Control
December 30, 2021



Prepared for Hazelview Investments

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1.0	Introduction	1
1.1	Required Applications	1
1.2	Public Consultation Strategy	1
2.0	Site Context and Surrounding Area	3
2.1	Site Description	3
2.2	Surrounding Area	3
2.3	Road Network	4
2.4	Transit Network	4
3.0	Proposed Development	6
3.1	Building Massing and Scale	7
3.2	Relationship to Surrounding Planned Context	7
3.3	Materials	8
3.4	Amenities	9
4.0	Policy & Regulatory Framework	10
4.1	Provincial Policy Statement	10
4.2	City of Ottawa Official Plan (2003, as amended)	12
4.2.1	Managing Growth	13
4.2.2	Official Plan Designation	14
4.2.3	Designing Ottawa	15
4.2.4	Urban Design and Compatibility	16
4.2.5	Heron Gate Master Plan	17
4.3	New Ottawa Official Plan (Anticipated 2021-2046)	22
4.3.1	Transect Policy Areas	22
4.3.2	Designation	23
4.4	Transit Oriented Development Guidelines	24
4.5	Park-Land Dedication By-law	26
4.6	City of Ottawa Zoning By-law	26
5.0	Supporting Studies	30
5.1	Phase One Environmental Site Assessment	30
5.2	Geotechnical Investigation	30
5.3	Water Taking and Discharge Plans	30
5.4	Environmental Noise Impact Assessment	31
6.0	Conclusion	33

1.0

Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Hazelview Investments to prepare this Planning Rationale and Design Brief in support of a Site Plan Control application to facilitate the proposed development on the lands municipally known as 2851 Baycrest Drive (the “subject property”) in the City of Ottawa.

The proposed development will occupy the northwest corner of the overall property holding. The proposal incorporates three (3) buildings comprising one 6-storey building and two 7-storey buildings. It will be centered upon a coordinated internal pedestrian and vehicle circulation plan. The individual buildings include 105, 109, and 91 units for a total of 305 units.

1.1 Required Applications

To proceed with the development as envisioned, the following planning applications are required:

Site Plan Control Application

The application for Site Plan Control is the subject of this report. The Site Plan Control application is required to formalize the site configuration in terms of building massing, access, driveway layout, refuse collection, landscaping, and other design attributes.

Minor Variance Application

An application for Minor Variance is anticipated to address zoning compliance issues relating to building height and proposed vehicle parking supply. This application will be submitted shortly after that of the Site Plan Control.

Previous Applications

The site was subject to an Official Plan Amendment (‘OPA’) application as part of the broader Heron Gate Master Plan which sought to establish land use policies and standards for the redevelopment of the lands. This application was recommended by Planning Committee and approved by Council in Fall 2021. It was subsequently appealed to the Ontario Land Tribunal (‘OLT’). A hearing date is yet to be announced. This Site Plan Control application has been submitted considering that the OPA was adopted by Council but recognizes that the OPA is not currently in full force and effect and amendments are possible depending on the resolution of the future OLT hearing.

1.2 Public Consultation Strategy

All public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement 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:

- / Notification of Ward Councillor, Councillor Jean Cloutier
 - The Ward Councillor will be notified by the City of Ottawa’s “Heads Up” e-mail once the application is received.
- / Notification to residents and local registered Community Associations
 - Will be completed by the City of Ottawa pursuant to the Planning Act and the City of Ottawa’s Public Notification Policy.
- / 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.

2.0

Site Context and Surrounding Area

2.1 Site Description

The subject property is municipally addressed as 2851 Baycrest Drive. The overall site is an irregularly shaped property with frontage on Heron Road, Sandalwood Drive, and Baycrest Drive. The total site area is roughly 57,190.5 m² (5.72 ha), however the development parcel area subject to this Site Plan Control application is approximately 11,874 m² with a frontage of 139 m on Heron Road and 77 m on Sandalwood Drive.

Most of the site was historically occupied with an array of low-rise, planned unit development apartment complexes. These buildings have since been removed from the property in anticipation of a redevelopment project. Per Figure 1, the site is now primarily vacant and sparsely treed. Two (2) existing high-rise towers and associated surface parking are located on the south portion of the property.

Sidewalks occupy the perimeter of the overall site. A multi-use raised pathway also abuts Heron Road.



Figure 1: Site Context

2.2 Surrounding Area

The site is in an area characterized by a range of low-rise residential development supplemented by an array of mid- and high-rise apartment buildings. The neighbourhood was originally established in the middle of the 20th century and has undergone piecemeal growth and intensification over time. As noted below, the neighbourhood is served by various commercial, institutional, and recreational uses.

North: North of the site is the Heron Road street frontage. On the north side of Heron Road are a range of low-rise residential typologies. Further north is Featherston Drive Public School. Slightly northeast of the sites are the Campanile Complex (a federal study centre); a Buddhist Monastery, and Queen of the Angels Adult School.

East: East of the site is a recently constructed iteration of the Heron Gate redevelopment project (HG7). Southeast is Sandalwood Park, a community recreational space including greenspace and a basketball court. Further east is a low-rise commercial nexus extending to the Heron Road and Walkley Road intersection, incorporating an array of service and retail uses, and a gas station.

South: Immediately south of the subject property are various compact housing typologies ranging from low-rise planned-unit-development to high-rise apartment. South of these is Walkley Road, which incorporates some commercial uses in addition to further compact apartment uses.

West: West of the site are further compact apartment uses at a range of building heights and configurations. Further west are other low-rise housing typologies, and ultimately St. Patrick's and Ridgemont High Schools fronting onto Alta Vista Drive.

2.3 Road Network

The subject property fronts directly onto Heron Road, which is an Arterial Road per both the existing Official Plan (2003) and Draft Approved Official Plan (2021). Baycrest Drive is a Collector Road, and Sandalwood is classified as a Local Road.



Figure 2: Excerpt from Schedule C4 of the Draft Approved Official Plan - Urban Road Network

2.4 Transit Network

The subject property is located within 300 metres walking distance of a planned Bus-Rapid Transit ('BRT') Station on an At-Grade Crossing Transitway per both the existing Official Plan (2003) and Draft Approved Official Plan (2021). Among the options provided by the adjacent Transitway is the ability to connect westward to both the primary grade separated BRT and O-Train (Light Rail) services.

A Transit Priority Corridor is also identified 880 metres walking distance south of the site along Walkley Road.

Official Plan / Plan officiel

Schedule C2 - Transit Network
ULTIMATE



Figure 3: Excerpt from Schedule C2 of the Draft Approved Official Plan – Ultimate Transit Network

3.0

Proposed Development

Hazelview is proposing to redevelop part of the subject property with a 3-building planned unit development. All three (3) buildings will be mid-rise in nature. Building A will front onto Heron Road with a building height of six (6) storeys along Heron Road and transition upward to seven (7) storeys further from the street edge. Building B will be set back from the street edge and incorporate a (7) storey height. Finally, Building C will front the Heron Road street edge and have a height of six (6) storeys.

A total 305 units are proposed. The project will be supported by 298 tenant parking spaces and 58 visitor parking spaces. 153 bicycle parking spaces are proposed.

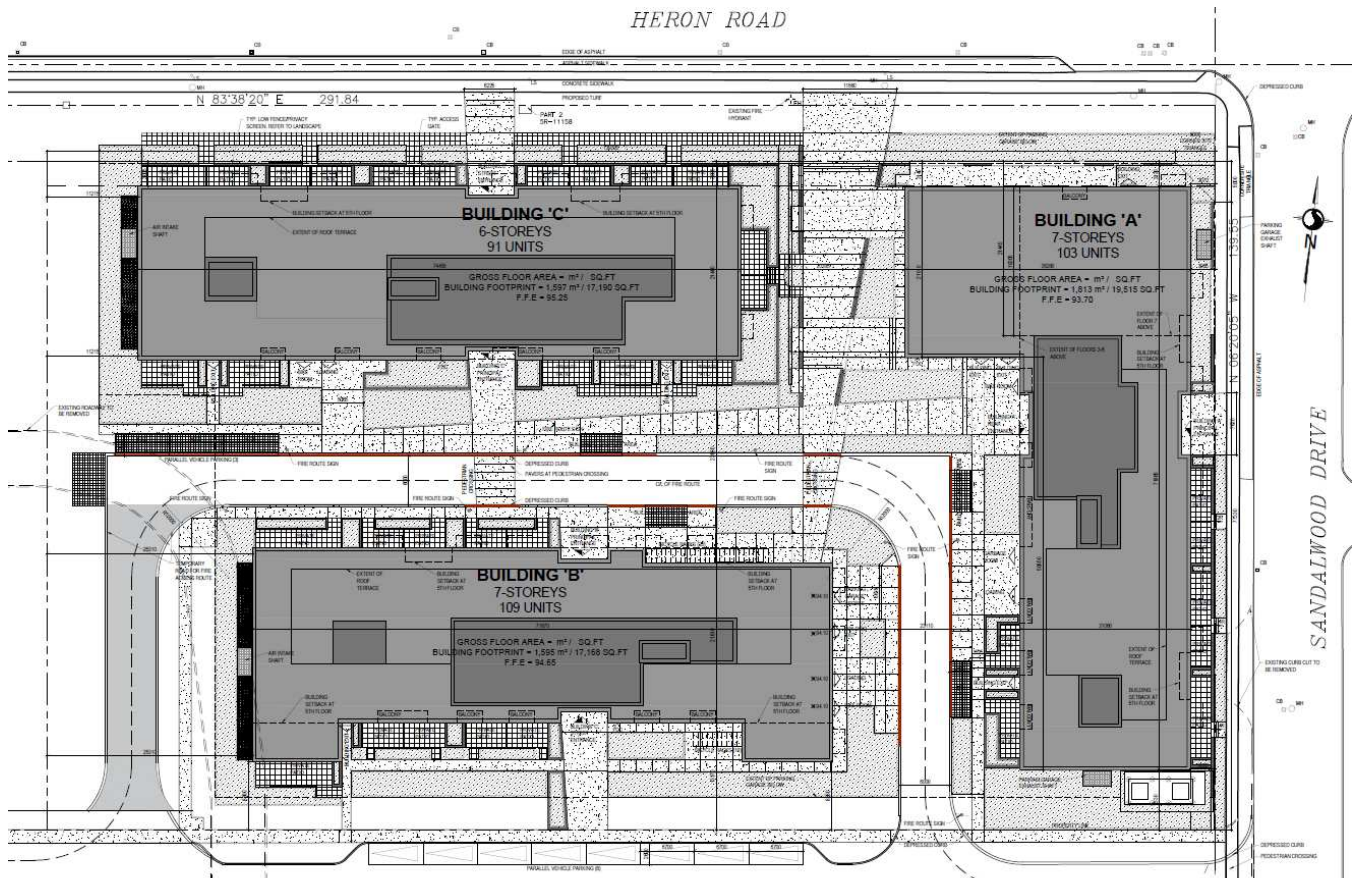


Figure 4: Site plan of proposed development

The proposal will be accessed from a private way which originates from Sandalwood Drive and will ultimately connect to Baycrest Drive. The access route will feed into a parking garage accessed via Building B. The access route proceeds bi-directionally to a secondary access point, eliminating the need for vehicle turnaround on-site.

The site design proposes pedestrian walkways which aim to connect Heron Road to the forthcoming internal pedestrian network. Wide walkways encourage a comfortable pedestrian experience throughout the site. Direct access to Buildings A and C is accomplished through uninterrupted streetscapes along Heron Road and Sandalwood Drive. The entrance to Building B is separated from the vehicle roadway to ensure safe access from a walkability perspective.

In designing the proposed development, numerous components were assessed to respond to the existing and planned context, and to ensure liveability for future residents. The following sections outline and describe these considerations.

3.1 Building Massing and Scale

Given the siting on a Rapid Transit Corridor, the subject property represents an opportunity to support a concentration of density that insulates nearby low-rise forms by locating higher rates of intensification in areas that can support the capacity. In accordance with the planned and existing context for the area, the proposed development meets the design ideals for mid-rise buildings.



Figure 5: Sample Elevations

With consideration for the planned intensification along Corridors, the subject property proposes building heights appropriate for development close to Rapid Transit Stations.

3.2 Relationship to Surrounding Planned Context

The subject property is in an area that is intended to evolve to support additional density, particularly because of the planned Rapid Transit Station. Given the subject property's immediate surrounding context, the proposed mid-rise building massing will not have any undue or adverse impacts on adjacent properties, including their development potential, and existing adjacent uses. Development along the Heron Road Corridor will likely be of a comparable form to that of the subject property, given the direction from both the active and Council-approved Official Plan for development near rapid transit.

3.3 Impact on the Public Realm

The overall design intent is to create strong visual and physical connections through the site and to the surrounding streets. An exaggerated pedestrian connection has been provided from Heron Road between Buildings A and C. This allows for the creation of an inviting space close to the corner of Heron Road and

Sandalwood Drive. This space flows through the development anchoring the buildings and avoiding a “street wall” along Heron Road. Having vehicular access off of Sandalwood Drive, the Heron Road frontage avoids interruptions and conflicts with the existing multi-use raised pathway.



Figure 6 - Pedestrian Connection (Building C)

3.4 Materials

The proposed building makes use of modern, high-quality materials that are resilient to Ottawa’s four-season climate. An inter-play between light and grey masonry provides visual interest from the street level while ensuring a classic and enduring aesthetic. The massing is broken up by a consistent array of windows and balconies. Articulation cuts provide variety to the façade. White panelling is applied along upper segments to establish an improved transition and offer an aesthetic variety.

Cladding panels both vertical and horizontal are proposed, adding to the variety in the elevations. The different colours of these panels were selected to add depth and interest to the facades. While each face of a building is unique, they all try together in harmony.



Figure 7 - Materiality (Building A)

3.5 Amenities

The proposed development will provide a variety of amenities for the building residents. The proposal will add the following amenities to the site:

- / Private balconies and ground-level terraces totalling 1,757 square metres;
- / Roof decks, totalling 1,424 square metres; and
- / Indoor communal amenity area totalling 516 square metres.

The proposed new development is offering residents 3,698 square metres of amenity, which is well over the 1,830 square metres required in the Zoning By-law.

4.0

Policy & Regulatory Framework

4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

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

Section 1.1.1 (Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns) of the PPS identifies the ways in which healthy, liveable, and safe communities are sustained, the proposed development meets the following policies:

- 1.1.1 a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- 1.1.1 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;
- 1.1.1 c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- 1.1.1 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;
- 1.1.1 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;
- 1.1.1 f) Improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society; and
- 1.1.1 g) Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

Section 1.1.3 of the PPS speaks to Settlement Areas, including cities, towns, villages and hamlets, recognizing their vitality and regeneration as critical to the long-term economic prosperity of communities. The proposed development meets the following policies:

- 1.1.3.1 Settlement areas shall be the focus of growth and development;
- 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;

- c) Minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) Prepare for the impact of a changing climate;
- e) Support active transportation;
- f) Are transit-supportive, where transit is planned, exists or may be developed; and
- g) Are freight supportive.

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

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.

Section 1.4 contains policies on Housing. The proposed development meets the following policies:

- 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:
- a) Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate households;
 - b) Permitting and facilitating all types of residential intensification and redevelopment;
 - c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are;
 - d) Promoting densities which efficiently use land, resources, infrastructure and public service facilities and which support the use of active transportation and transit;
 - e) Requiring transit-supportive development and prioritizing intensification in proximity to transit; and
 - f) Establishing development standards for residential intensification and redevelopment which minimizes the cost of housing and facilitate compact form, while maintaining appropriate levels of health and safety.

Section 1.6.7 contains policies on Transportation, the proposed development meets the following policies:

- 1.6.7.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.
- 1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Section 1.7 contains policies on Long Term Economic Prosperity, the proposed development meets the following policy:

- 1.7.1 e) long-term economic prosperity should be supported by encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

Section 1.8 contains policies on Energy Conservation, Air Quality, and Climate Change, the proposed development meets the following policies:

- 1.8.1 PPS requires that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which, among other things:
- a) Promote compact form and a structure of nodes and corridors;
 - b) Promote the use of active transportation and transit in and between residential, employment, and institutional uses and other areas;
 - e) Improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

The proposed development is consistent with the policies of the Provincial Policy Statement. As part of the overall concept, the development proposal represents an efficient, cost-effective pattern of growth, capitalizing on an intensification opportunity within the City's urban area, near significant transit opportunities, important amenities and employment hubs to promote ease of walking and cycling as an alternative to personal vehicle use.

Intensification of the underutilized subject property will make efficient use of existing infrastructure, public service facilities, and will support the City's investment and commitment to public transit.

4.2 City of Ottawa Official Plan (2003, as amended)

The overarching policy document directing development, land use, and growth in the City of Ottawa, the City of Ottawa Official Plan ('Official Plan'), is composed of eight sections. Each of these addresses a different aspect of the planned function of the City as a whole.

A new Official Plan has been developed and approved by the City of Ottawa. Since Council adoption the Plan is now being reviewed by the Ministry of Municipal Affairs and Housing (MMAH). Prior to Ministry endorsement, the Official Plan in force and effect is the 2003 (as amended) version. It is discussed below. The new Official Plan is discussed in a following section of this report.

Section 2 of the Official Plan provides Strategic Directions or growth and development within the City.

The City's population is estimated to grow to 1,136,000 individuals and 489,000 households by 2031. One third of housing growth is anticipated within the greenbelt. At the same time, average household size inside the Greenbelt is expected to decline from approximately 2.18 people in 2021 to approximately 2.12 people in 2031. Therefore, much of the anticipated demand within the Greenbelt will be for new housing in the form of smaller units such as apartments.

The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. More specifically, the Official Plan pursues strategic directions in four key areas, two of which are relevant to the proposal:

1. Managing Growth

- / The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently;
- / Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.

2. Creating Liveable Communities

- / Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing and places to work and shop; and
- / Attention to design will help create attractive communities where buildings, open space, and transportation work well together.

These strategic directions are developed further in the policies of Section 2.2.2 (Managing Growth) and 2.5 (Building Liveable Communities), as discussed below.

4.2.1 Managing Growth

Concentrating growth within the urban area makes efficient use of existing services and infrastructure and allows for a pattern and density of development that supports transit, cycling, and walking as viable and attractive alternatives to private automobiles. Growth will be distributed throughout the urban area to strengthen liveable communities through intensification and infill, and new development on vacant land in designated growth areas.

In all areas, the density, mix of uses, and land use pattern will work together to make the most efficient use of transit. Transit service is to be accessible by other active modes of transportation (i.e. walking and cycling) and densities will be highest adjacent to transit stations. A mix of uses in close proximity to transit routes and stations will also ensure that residents can meet many of their daily needs within the community or nearby.

The proposed development meets the following policies of the Section 2.2.2, among others:

- Policy 1 Residential intensification means the development of a property, building or area that results in a net increase in residential units or accommodation and includes:
- a) Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
 - b) The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification;
 - c) The conversion or expansion of existing industrial, commercial, and institutional buildings for residential use; and,
 - d) The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses.”

The proposed development represents the redevelopment of an underutilized lot within the developed area and represents residential intensification as defined by Section 2.2.2, Policy 1 of the Official Plan.

- Policy 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;
- Policy 11 The distribution of appropriate building heights will be determined by:
- a) The location in a Target Area for Intensification identified in Policy 4 above or by proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights being located closest to the station or corridor; and
 - b) The Design and Compatibility of the development with the surrounding existing context and planned function, as detailed in Section 4.11 (discussed below), with buildings clustered with other buildings of similar height.
- Policy 12 Building heights are classified in Figure 2.4 and will be used for establishing appropriate height limits in community design plans, secondary plans, the Zoning By-law and other policy plans, in land use designations in Section 3 and when considering amendments to this Plan.

Figure 2.4 of Section 2.2.2 defines building heights as follows:

- / Low-Rise: 4 storeys or less
- / Mid-Rise: 5 to 9 storeys
- / High-Rise: 10 to 30 storeys
- / High-Rise 31+: 31 storeys or greater

Policy 14 Building heights are established in Section 3 and in the following policies. However, secondary plans, including site-specific policies in Volume 2 of this Plan may specify greater or lesser building heights than those established in Section 3 where those heights are consistent with the strategic directions of Section 2.

The proposed development seeks to intensify the subject property with three (3) mid-rise buildings with careful attention given to ensuring that the design is compatible with the surrounding context and planned function of the surrounding area, including proximity to future rapid transit stations.

The proposal would work to efficiently intensify a currently under-utilized site in an area well-served by community facilities, commercial services, park spaces, and transportation options. The continued redevelopment and intensification of the subject property will contribute to the creation of a complete community proximity to Rapid Transit Stations. Further discussion of the compatibility and design policies are outlined in the review of Section 4.11 below.

4.2.2 Official Plan Designation

The site is designated General Urban Area in the Official Plan. This designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The aspiration is for development in General Urban Areas to contribute to the establishment of complete communities.

Policy 1 notes that the General Urban Area designation permits housing and retail uses, among an array of other uses which contribute to complete communities.

This supports the proposed development.

Policy 2 notes that new development will have to be in accordance with Section 2.5.1 and Section 4.11 of the Official Plan.

Conformity with these sections is discussed in detail elsewhere in this report. Generally, the proposal's adherence is demonstrated in that it introduces a contemporary design which creates visual interest and contributes to the existing building fabric; maintains a strong street edge with improved streetscape and building frontage; establishes an attractive and comfortable pedestrian environment while maintaining a sense of scale that relates to the street and transitions to lower density buildings in the area.

Policy 3 states that 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.

The site zoning permits mid-rise apartment uses and buildings of up to 18 metres in height. The proposal maintains a mid-rise building height, ranging from 19.7m to 23.3m This is generally anticipated by the Heron Gate Master Plan as discussed further in this document. The proposed heights are therefore supported by the Official Plan as they arise either from the as-of-right zoning or from the Heron Gate Master Plan, pending the outcome of its Ontario Land Tribunal hearing.

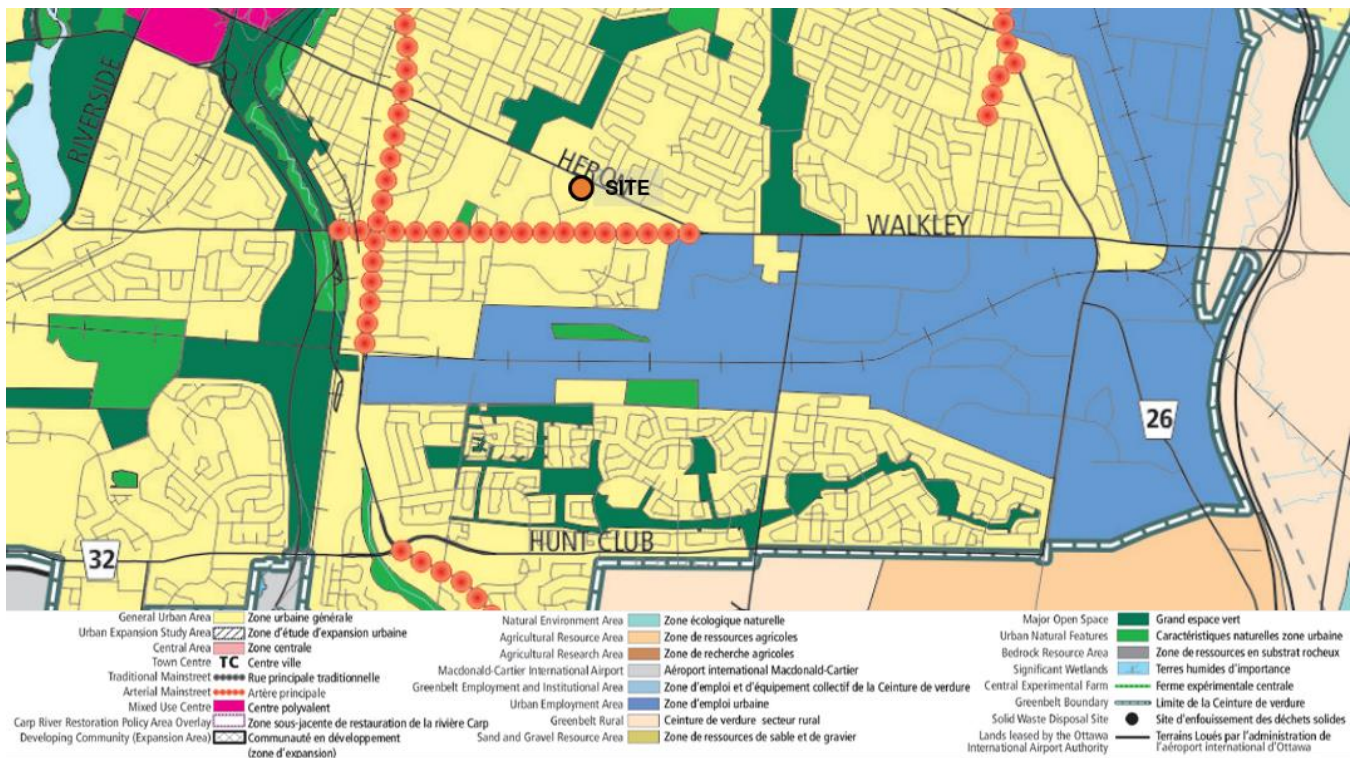


Figure 8: Excerpt from Schedule B of the City of Ottawa Official Plan

4.2.3 Designing Ottawa

Section 2.5.1 of the Official Plan 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:

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

The proposed development seeks to redevelop and intensify an underutilized site, located in close proximity to current and future transit infrastructure, thereby advancing the objectives of the Official Plan and implementing the City’s vision for intensification. The proposed residential use will offer additional housing options in proximity to transit, retail, employment, and other amenities, contributing to the evolution of a more complete community.

Objective 2 To define quality public and private spaces through development

The proposed development will add quality private spaces both to the interior and exterior of the buildings.

Objective 3 To create places that are safe, accessible and are easy to get to.

The proposal creates places that are safe, accessible, and are easy to get to, and move through by proposing residential uses with adequate glazing and balconies that improve passive surveillance along the street. A porous building network is envisioned for the site to ensure it is well-lit and walkable.

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

The site design emphasises a built form that is compatible with existing context. The buildings adhere to design conventions established for mid-rise building heights by ensuring that development adheres to appropriate transitions from the existing community of apartment buildings. The materiality selected is complementary to and indicative of some of the lower-scale development in the area.

Objective 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.

The proposal considers adaptability and diversity by intensifying an existing development lot and providing a range of unit types and accommodations for new residents.

4.2.4 Urban Design and Compatibility

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of intensification. As in Section 2.5.1 of the Official Plan, Section 4.11 describes a set of criteria to be used to measure the compatibility of a proposed development. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, scale, and amenity space, among others, are key factors for assessing the relationship between new and existing development. The following provides an analysis of how the proposed development meets the applicable policies of Section 4.11.

Building Design

Policy 5 New buildings will achieve compatibility with their surroundings in part through the design of the parts of the structure adjacent to existing buildings and facing the public realm.

The proposed development has a mid-rise built form that is compatible with the existing context and planned function of the area. Materials, colours, and architectural elements have been carefully considered as to provide a development which is complementary, yet distinctive from existing conditions on site and surrounding the property.

Policy 8 All servicing, loading and other required mechanical equipment should be internalized and integrated into the design of the base of the building.

The proposed development integrates the garbage rooms and service areas within the ground floor of the buildings, minimizing impacts on the public realm.

Policy 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 for both buildings has been integrated into the upper floors of the building.

Massing and Scale

Policy 10 The appropriateness of the development will be assessed using compatibility criteria set out in the Secondary Plan.

The subject property is assessed in relation to the Heron Gate Master Plan further in this document.

Policy 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 Figurr demonstrates that the majority of the shadows resulting from the proposed buildings are mitigated by an appropriate setback to adjacent uses.

Policy 12 Transition refers to the integration of buildings that have greater height or massing than their surroundings. Proposals for developments that are taller in height than the existing or planned context should demonstrate that an effective transition in height and massing, that respects the

surrounding planned context, such as stepping down or varying the building form has been incorporated into the design.

The proposed development is sufficiently set back from existing buildings, both on the subject property and abutting sites, to avoid any negative impacts on the massing and scale of the proposed apartment buildings. Further, stepbacks above the fifth storey provide an appropriate transition to the surrounding low-rise forms, increasing compatibility and interest.

Outdoor Amenity Areas

Policy 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).

As noted above, the adjacent properties are sufficiently separated from the proposed development to not be impacted by the proposed uses.

Policy 20 Residential buildings incorporating residences will include well-designed, usable amenity areas, including private and communal amenity spaces such as: balconies, terraces, and rooftop patios.

The proposed development will include thoughtfully designed indoor and outdoor amenity spaces for residents.

4.2.5 Heron Gate Master Plan

The Heron Gate Master Plan provides the strategic planning direction to guide future the redevelopment of lands within its planning area. The Master Plan, approved by Council, is currently under appeal at the Ontario Land Tribunal. Accordingly, the Master Plan, while approved, is not under full effect – This proposal was designed to align with the policies of the existing Official Plan. The outcome of the Master Plan should not affect this redevelopment as presented.

Heron Gate will be comprised of approximately 6,400 units and will be a complete, vibrant, and sustainable 15-Minute Neighbourhood that enhances the quality of life for residents, while harmonizing with surrounding communities.

Development of properties within the Heron Gate Planning Area must conform to the following vision:

1. Shape a vibrant community identity that enhances the quality of life for all.
2. Establish facilities to support the provision of basic needs and services to foster the future for Heron Gate as a safe, healthy, and diverse place.
3. Create focal points, places of gathering for the community.
4. Design for flexibility to meet the diverse needs of residents.
5. Embrace environmental sustainability and social responsibility.
6. Prioritize pedestrians and support multimodal transportation options.
7. Strengthen the quality, utility and character of public spaces.
8. Minimize social impacts during development of the lands.
9. Provide a mix of unit types to meet a wide range of household structures and affordability.

The proposal represents a key early step towards the establishment of this vision by creating a high-quality, sustainable range and mix of unit types supported by usable amenity space.

Section 3 of the Master Plan outlines the policy structure based on land use designations. The development area is designated as “Heron Road Corridor” on Schedule A of the Master Plan (Figure 7). Per Section 3.2, the Heron Road Corridor permits mid-rise residential up to a maximum height of 6 storeys, and mid- and high-rise heights up to 18 storeys subject to Conditional Height policies.

The proposal meets this intent by providing mid-rise residential of six and seven storeys. The adherence to the Conditional Height policies will be discussed below.

Section 3.2.2 outlines Built Form policies for the Heron Road Corridor. It states:

- a. In addition to the policies of Section 4.0 Built Form, the height of any building must not project into a 45-degree angular plane along Heron Road, as measured from the opposite side of the right of way;
- b. The first 20 metres back from Heron Road shall be limited to a maximum of 6 storeys. Roof top amenities may be permitted as projections above the height limit, to be specified in the Zoning By-law.

The proposal respects the general intent of a 45-degree angular plane, and accordingly, no heights greater than 6 storeys are proposed for the first 20 metres from Heron Road.

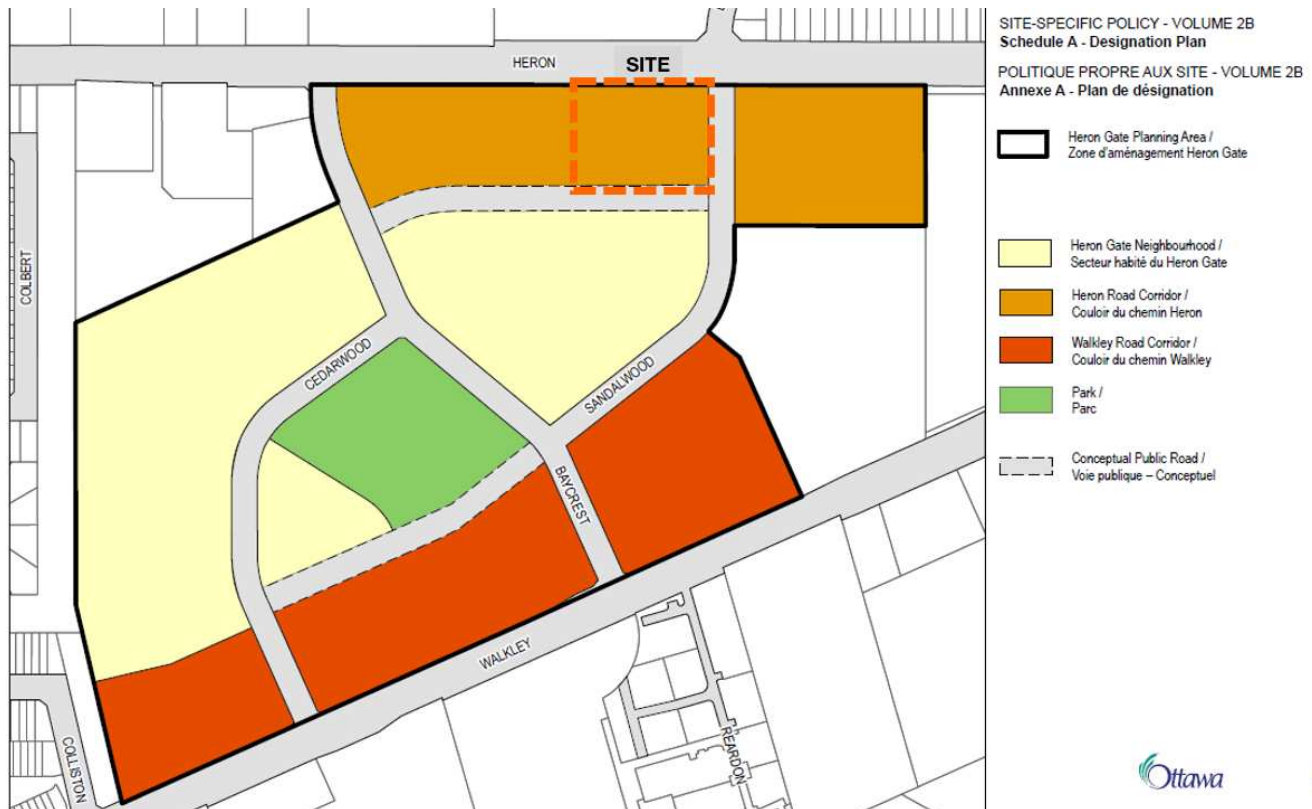


Figure 9: Heron Gate Master Plan - Designation Plan

Section 4 of the Master Plan refers to Built Form policies which apply broadly to the planning area. Applicable policies are noted below:

1. Buildings shall be designed with ground related frontages containing windows and doors (active frontages) facing streets, pathways and open spaces in order to achieve interest and activity.

The proposal would establish ground-related frontages incorporating a logical and generous windowing pattern. Mid-block pathways and courtyards facilitate activity at the ground level.

2. Buildings will incorporate vertical and/or horizontal design elements, such as a mixture of setbacks, projections and articulations, along the façade, to create visual interest and maintain the pedestrian scale.

The building design applies articulation cuts, stepbacks, and a range of complementary material colours to achieve a design that is unique, interesting, and enduring.

3. Building height and massing will avoid or mitigate undue negative shadow or microclimate impacts such as the creation of excessive wind and providing insufficient sunlight in adjacent public spaces and other residential areas.

The mid-rise nature of the buildings eliminate the risk of tower shadowing. The building separation is adequate to avoid the creation of wind tunnels or excessive shadowing.

4. Height and massing transitions shall be achieved through a variety of means, including:
 - a. Incremental changes in building height (e.g. angular planes or stepping building profile up or down); and
 - b. Buildings fronting onto public or private internal streets should be setback and provide a stepback above 4 storeys.

The proposed buildings step upward to the 7th storey as they proceed away from Heron Road, maintaining a 'human scale' and providing diversity in height. The buildings provide partial stepbacks above the fifth storey to increase compatibility and provide interest.

Section 4.2 outlines policies for Conditional Height. The policies state:

1. Where an increase to permitted building height through a Zoning By-law Amendment or a Minor Variance is proposed, the following provisions for building and site design applies:

- a. The height is consistent with the area policies in 3.2, 3.3, or 3.4 of this document; and

The height is consistent with the Heron Road Corridor policies.

- b. The floor plate for towers should generally be a maximum of 750 square metres; and

No towers (9+ storeys) are proposed.

- c. High-rise buildings shall include podiums up to 6 storeys, and incorporate a mixture of setbacks and articulation to define the lower portion, to provide a pedestrian friendly scale and interesting public realm; and

High-rise buildings are not proposed.

- d. Building podiums should relate to adjacent buildings through a mix of massing, height, datum lines, and architectural rhythm; and

High-rise buildings are not proposed.

- e. Separation distance between towers shall generally be 25 metres. Where proposed development includes a variation to this provision, it shall be demonstrated that the proposed towers or future towers can be off-set to allow for enough space between tower units and that undue shadow impacts are not increased as a result of the proposed variation; and

High-rise buildings are not proposed.

- f. The tower portion of a proposed building shall generally be setback a minimum of 12.5 metres from the side and rear property lines or centre line of an abutting public lane; and

High-rise buildings are not proposed.

- g. The Zoning By-law will establish performance measures such as minimum yard setbacks, step backs, maximum and minimum building heights, and minimum lot sizes for High-rise buildings.

High-rise buildings are not proposed.

The forthcoming Minor Variance application to permit a height of 7 storeys meets the policies outlined for Conditional Height as outlined in the Heron Gate Master Plan.

Section 4.3 relates to Active Frontages. The following policies apply to the site, as per the Public Realm and Connectivity Plan of the Heron Gate Master Plan (Figure 8):

All development on the south side of Heron Road and north side of Walkley Road adjacent to an Active Frontage identified in Schedule B - Public Realm and Connectivity, will be designed to animate the public spaces they face through various techniques including incorporating pedestrian-oriented uses and architectural features and details that will enhance pedestrian safety and provide visual interest to enrich the pedestrian experience, including:

- i. Provision of entrance doors at grade to promote active street frontages; and
- ii. Use of high-quality building materials on all elevations facing the public realm; and
- iii. Provision of a continuous built edge along the street or public space, with building breaks for Privately-Owned Public Space (POPS) or pedestrian through-block connections; and
- iv. No exterior surface parking between the building and the street; and
- v. Provision of individual direct pedestrian access to ground level uses; and
- vi. Parking internal to a site being screened from view to any public realm space; and
- vii. The public realm includes existing or new trees; and
- viii. No direct vehicular access.

The proposal incorporates active entrances, ground-level glazing, and street-framing building frontages. The buildings are broken up to facilitate site porosity for pedestrian circulation. Except for a few parallel parking spaces along the private way all parking is proposed underground, limiting the impact of the vehicle parking on the public realm.

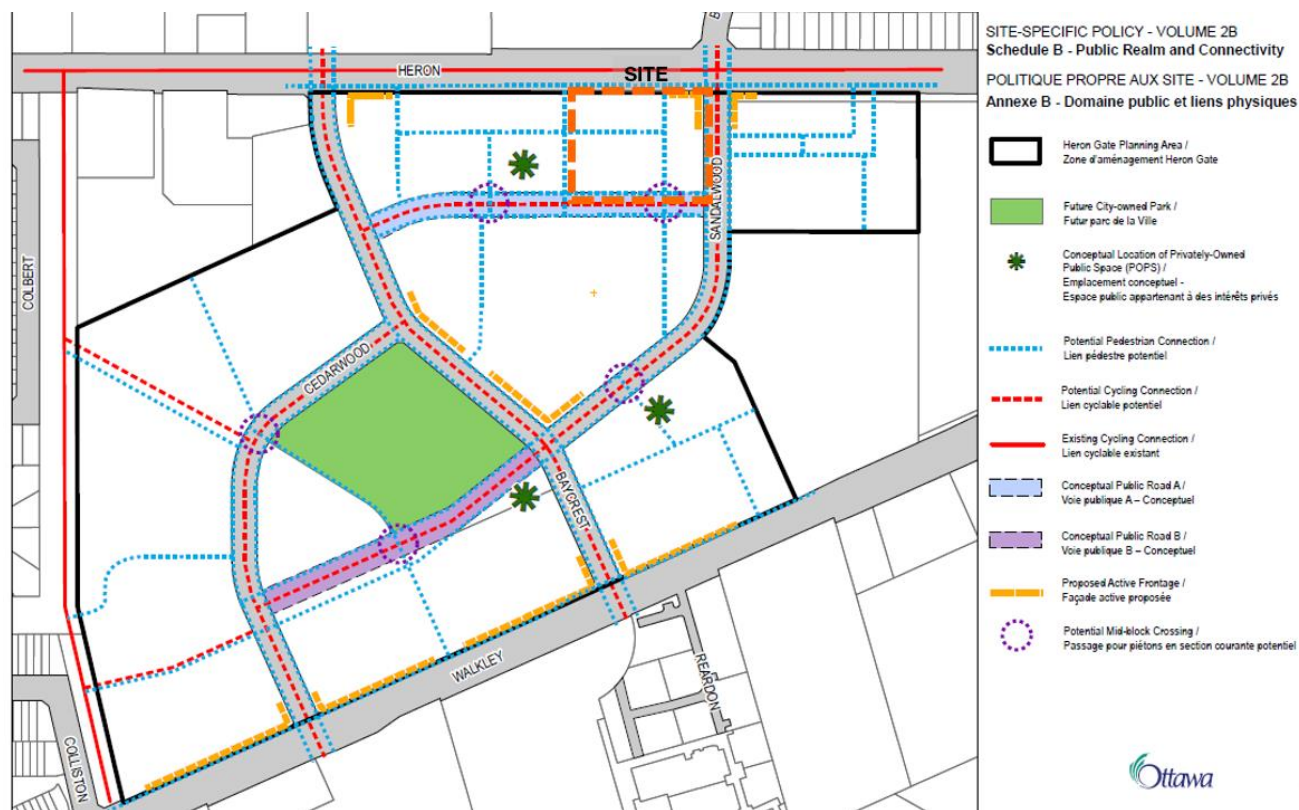


Figure 10: Heron Gate Master Plan - Public Realm and Connectivity

Annex B of the Master Plan offers a Conceptual Phasing Plan. As shown in Figure 9, the proposal represents the first portion of Phase 2 of the overall development plan.

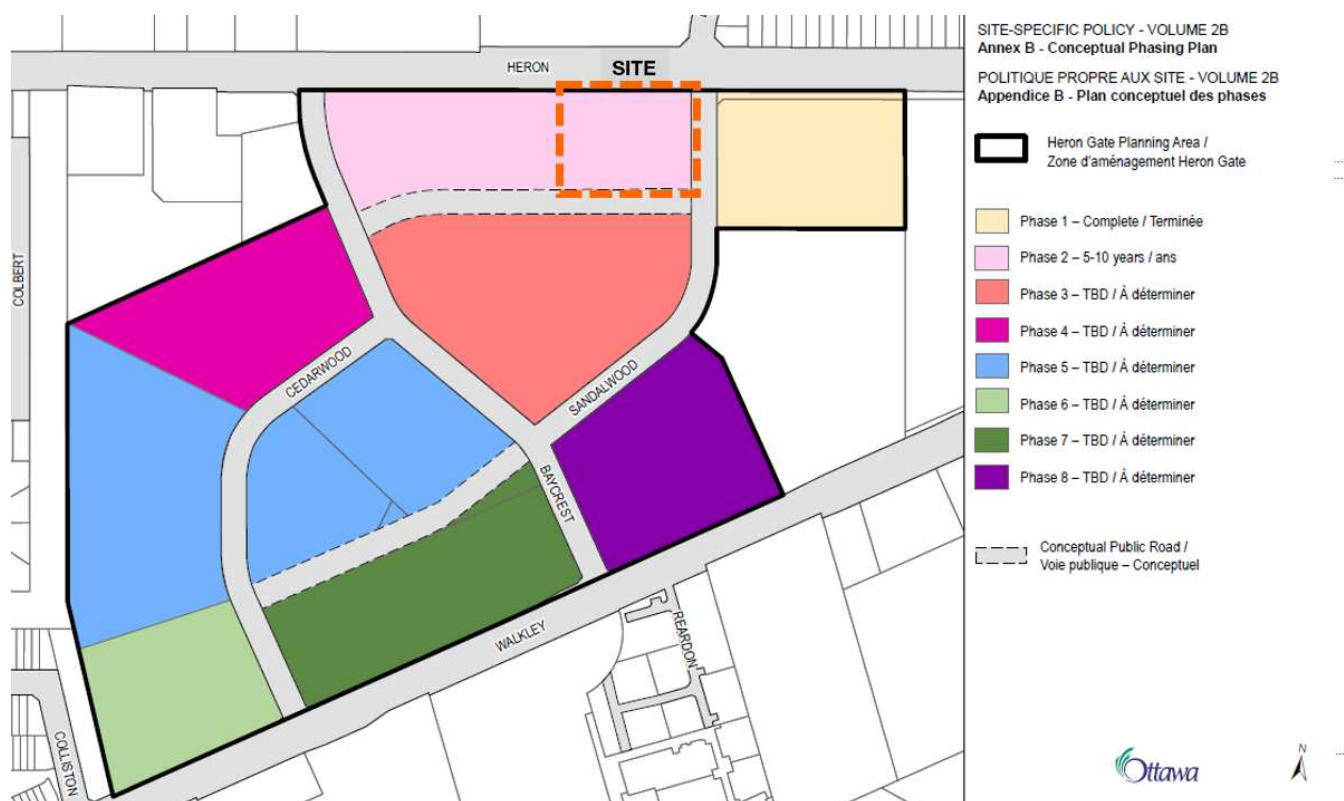


Figure 11: Heron Gate Master Plan - Conceptual Phasing Plan

Annex C of the Master Plan provides a Conceptual Height Plan (Figure 10). The proposal maintains the 6-storey height at the Heron Road street edge but reduces and shifts the density by proposing 7 storeys to the rear rather than an 18-storey tower and a six storey building.

The proposed development is supported by the Heron Gate Master Plan.

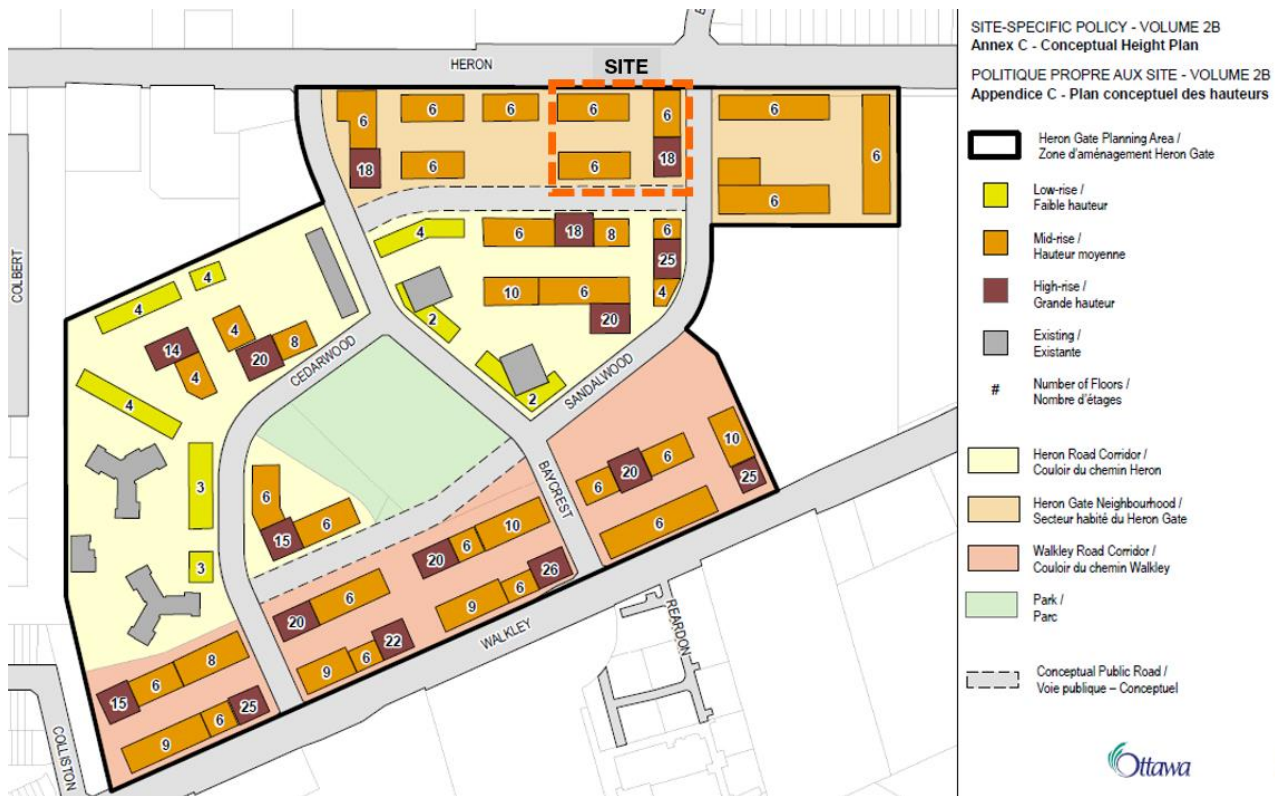


Figure 12: Heron Gate Master Plan - Conceptual Height Plan

4.3 New Ottawa Official Plan (Anticipated 2021-2046)

The New Official Plan was adopted by Council on November 24th, 2021, and is currently under review with the Ministry of Municipal Affairs and Housing (MMAH) for final approval and adoption. While in this transition period it is important to review the New Official Plan as it provides insight on the direction the City of Ottawa has on land use planning and growth management in the future. It should be noted that the New Official Plan version that was reviewed for the purposes of this Report was the one sent to the Ministry at the beginning of December 2021.

The City has the goal of becoming most liveable mid-sized City in North America. By 2046, population is expected to hit 1.4 million. The City has approved an Official Plan that is intended to create a flexible, resilient City where people want to live/work/play. The main thrust of the plan is to achieve more growth by intensification than by greenfield development.

Policy directions include:

- / Achieve an intensification target of 60% by 2046;
- / Orient land use designations around nodes, corridors, and neighbourhoods;
- / Evolve to denser, walkable, 15-minute neighbourhoods;
- / A renewed emphasis on building form; and
- / Establishing minimum densities for new developments in proximity to important rapid transit stations.

4.3.1 Transect Policy Areas

Schedule A of the Draft Official Plan divides the City into six concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural). Throughout the Transect policies, references are made to urban and suburban built form and site design. The Transect Policies provide direction on minimum and maximum height based on context through the type of Transect and designation.

The subject property is in the **Outer Urban Transect** (Figure 11). These communities represent the “classic” suburb, and the goal of the new Official Plan is to introduce sustainable transportation, encourage more diverse housing forms and create functional local hubs and corridors within these areas.

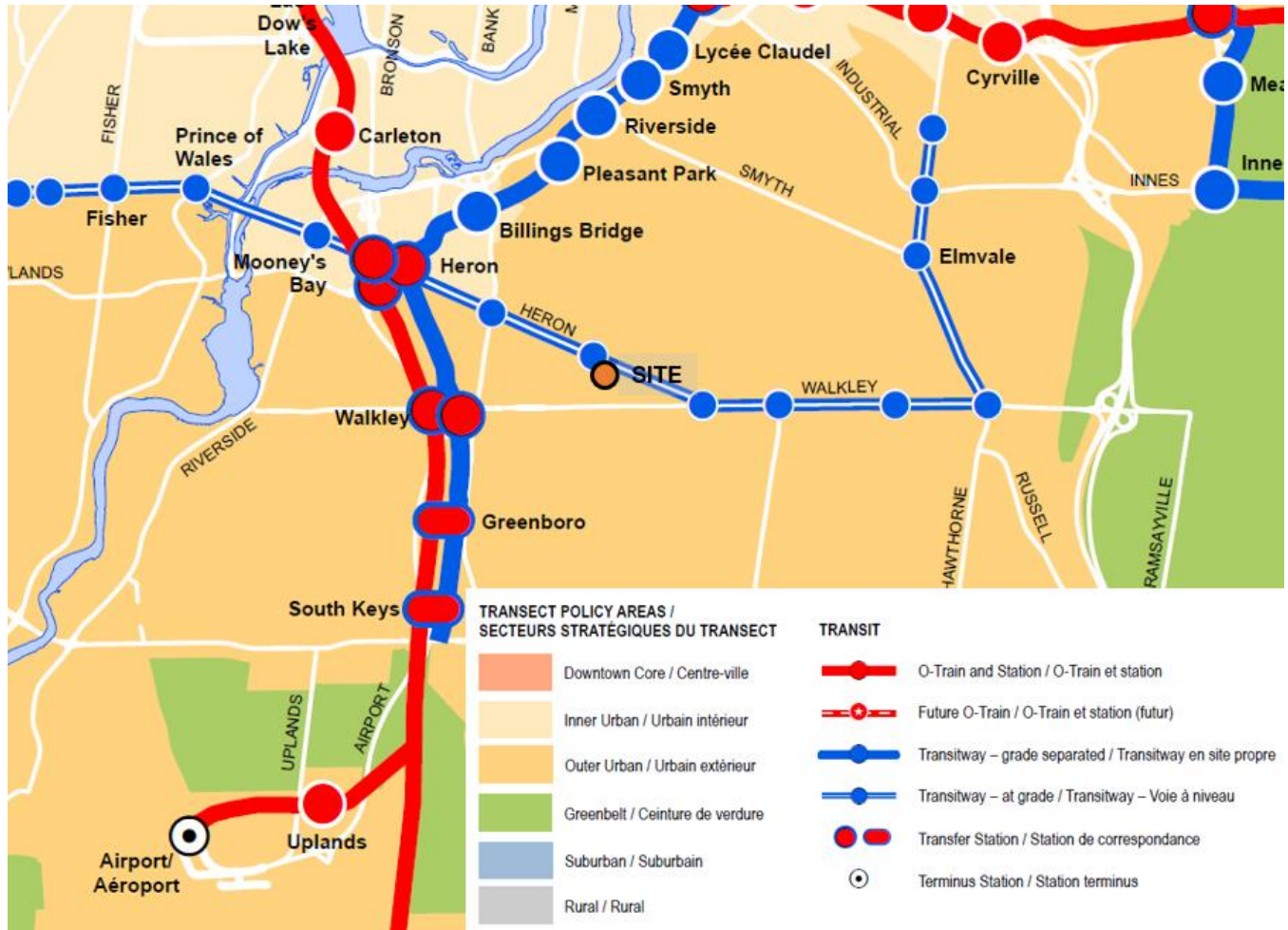


Figure 13: Schedule A – Transect Policy Areas of the New Official Plan

4.3.2 Designation

Within each Transect, designations further articulate maximum building heights and minimum densities. The four designations are Hubs, Mainstreet Corridors, Minor Corridors, and Neighbourhoods. Each designation represents a different progression in the type and evolution of built environment and development heights and densities, from taller and denser (Hubs) to lower and less dense (Neighbourhoods).

Per Schedule B3 – Outer Urban Transect (Figure 12), the subject property is identified as a Corridor – Minor. The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs.

Policy 5.3.3.4 states:

Along Minor Corridors, permitted building heights, subject to appropriate height transitions and stepbacks shall not be less than 2 storeys and up to 4 storeys except where a secondary plan or area specific policy specifies different heights.

The Heron Gate Master Plan represents an area specific policy which identifies different heights than those provided within Outer Urban Transect Minor Corridors.

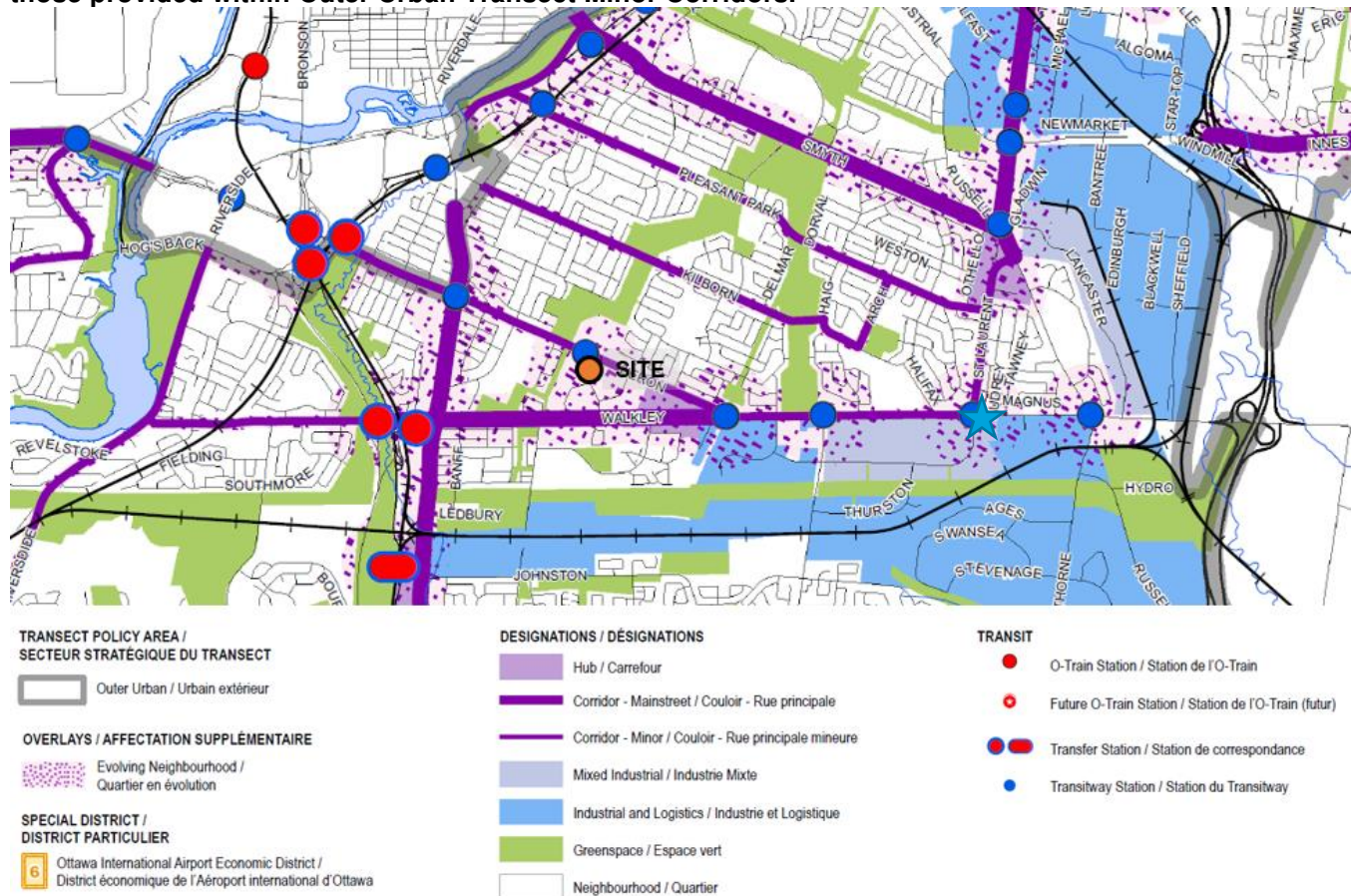


Figure 14 - Schedule B3 - Outer Urban Transect, New Official Plan

The subject property will also be subject to the Evolving Neighbourhood Overlay. Policies provide additional guidance on the desired built-form, and public realm interface for these areas that are well-suited to change more rapidly over the life of the Plan. The Overlay is intended to create opportunities allowing the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law.

The Heron Gate Master Plan OPA will be integrated into the New Official Plan once there is a decision from the Ontario Land Tribunal.

The proposed development supports the intensification target put forward through the new Official Plan. It is in proximity to rapid transit and transit priority corridors. Intensification at this location contributes to a land use pattern that is consistent with the 15-minute neighbourhood and remains compatible with the built form outlined in the future Official Plan.

4.4 Transit Oriented Development Guidelines

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

These guidelines are to be applied to all development throughout the City within a 600 metre walking distance of a rapid transit stop or station to provide guidance to the proper development of these strategically located

properties. Enhanced cycling facilities and cycling infrastructure should be considered within a 1,500 metre cycling distance. Areas served by high-quality transit (frequent service, numerous routes, extended hours of service) rather than rapid transit will also benefit from applying these guidelines.

The proposed development meets the following applicable design guidelines, among others:

Land Use

- Guideline 1 Provide transit supportive land uses within a 600 metre walking distance of a rapid transit stop or station.
- Guideline 3 Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. Elements include a variety of different housing types, employment, local services and amenities that are consistent with the policy framework of the Official Plan and the City's Zoning By-Law. The mix of different uses can all be within one building and/or within different buildings within close proximity of one another.

Layout

- Guideline 6 Create pedestrian and cycling "short cuts" that lead directly to transit.
- Guideline 10 Orient buildings towards transit stations and provide direct pedestrian access that minimizes conflict with vehicles.

Built Form

- Guideline 11 Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street.
- Guideline 14 Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians.
- Guideline 15 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.

Pedestrian and Cyclists

- Guideline 28 Design ground floors to be appealing to pedestrians, with such uses as retail, personal service, restaurants, outdoor cafes, and residences.

Vehicles and Parking

- Guideline 35 Locate parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building. For buildings on corner sites, avoid locating parking lots on an exterior side.
- Guideline 36 Design access driveways to be shared between facilities
- Guideline 39 Encourage underground parking or parking structures over surface parking lots. Locate parking structures so that they do not impede pedestrian flows and design them with active street-level facades, including commercial uses and/or building articulation, non-transparent windows or soft and hard landscaping.

Streetscape and Environment

- Guideline 54 Enclose air conditioner compressors, garbage and recycling containers and other similar equipment within buildings or screen them from public view.

4.5 Park-Land Dedication By-law

The City requires through their Park-Land Dedication By-law that “No person shall develop land within the City unless the owner of the land has either, conveyed or agreed to convey to the City the amount of land that corresponds to the type of development or use identified in Table 1”. For the subject property the parkland requirement calculated will not exceed a maximum of 10% of the land area of the site being developed.

The Heron Gate Master Plan speaks to Park Land dedication in Section 5. It states the following:

1. A central public park of approximately 1.55 hectares will be provided or as according to the City's Parkland Dedication By-law, to the satisfaction of the City.
 - a. The central public park shall be conveyed to the City upon approval of 50 per cent of the planning area.
2. The park shall be designed and constructed according to the City's Park Development Manual, to the satisfaction of the City.
3. The location of the park identified in Section 5.1, Policy 1. shall be located as shown on Schedules A and B, any changes to Schedules A and B shall be in accordance with the City's Park Development Manual, to the satisfaction of the City.
4. The park block shall be conveyed to match elevations of adjacent grades, provide positive surface drainage, provide standard servicing, topsoil and grass.
5. The majority of parkland dedication will be satisfied through land conveyance. If additional parkland dedication is required, as per the Parkland Dedication By-law, the proposed park block may be revised, or an additional park block may be identified for dedication, without an amendment to this area-specific policy. The balance owing shall be paid as cash-in-lieu of parkland as applicable.
6. Parkland may be permitted in any designation.

With consideration to Policy 1(a), the Master Plan has not yet reached 50% buildout approval, however policies are in place to convey a 1.55ha park area as per the above-noted policies and identified in Figure 8 of this report.

4.6 City of Ottawa Zoning By-law

The subject property is zoned Residential Fifth Density, Subzone B, Maximum Height 18 metres (denoted as R5B H[18]) in the City of Ottawa's Comprehensive Zoning By-law (2008-250) (Figure 15).

The primary purpose 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, Mixed Use Centre or Central Area in the Official Plan.

The subject property is currently identified as a “Planned-Unit Development” (PUD) in the Zoning By-law given that it proposes multiple residential buildings on a single lot. The Zoning By-law contains additional provisions for PUDs in Section 131 relating to reduced interior drive aisle width requirements, building separation requirements, and some additional permissions related to parking and landscaping.



Figure 15: Zoning Map

The proposed development is compared to the provisions of the applicable zoning requirements in the table below:

Heron Gate 5 – Zoning Table			
Residential, Fifth Density, Subzone B – R5B Provisions (S. 164)			
Provision	Requirement	Proposed Building	Compliance
Min. Lot Width	n/a	77.3m	Yes
Min. Lot Area	1,400m ² for a Planned Unit Development	11,873.9 m ²	Yes
Max. Building Height	18m (per Zoning Map)	19m to 22.7m	No
Min. Front Yard Setback	3m	3m	Yes
Min. Corner Side Yard Setback	3m	3m	Yes
Min. Rear Yard Setback	Buildings must be set back,	7.5m	Yes
Min. Interior Side Yard Setback	(a) 25% of lot depth but need not exceed 7.5 metres from the rear lot line, (b) 1.5m for the first 21 metres back from the street and 25 percent of	7.33m for first 24m, then 8.36m	No

	the lot depth for the remainder, to a maximum 7.5 metres, (c) in the case of an abutting vacant lot, a minimum required interior side yard of 1.8 metres, and a minimum required rear yard setback based on the minimum rear yard setback applicable to the dwelling type proposed to be located within the PUD adjacent to the rear lot line.		
Min. Vehicle Parking	Residential Area C: 1.2 spaces/unit, less first 12 units = 349 Visitor: 0.2 space/52 units = 58	Residential: 298 spaces (249 regular, 48 small, 1 barrier-free) 12 spaces (exterior), 46 spaces (p1)	No Yes
Parking Space Provisions (Section 106)	A motor vehicle parking space must have a minimum width of 2.6m and a maximum width of 3.1m Parking Spaces must have a min. length of 5.2m; parallel spaces must have a min. length of 6.7m. Parking spaces, other than visitor spaces, may be reduced in size for up to 40% of the required and provided parking spaces and may be reduced to a minimum width of 2.4 metres and a minimum length of 4.6 metres; where the parking spaces are located in a parking lot or parking garage containing more than 20 spaces, and provided any reduced length space is clearly identified for small cars only.	As per Site Plan and Parking Plan	Yes
Aisle and Driveway Provisions (Section 107)	A min. 6m width is required for a double traffic lane leading to a parking garage and for an aisle leading to parking spaces	6.64m	Yes
Min. Bicycle Parking (Section 111)	0.5/unit = 152	Total: 153 spaces (Building A: 55; Building B: 82; Building C: 16)	Yes
Amenity Area (Table 137 – Row 4)	6m² per dwelling unit A minimum of 50% of the required amenity area must be communal. Total amenity area required: 1,818 m² Communal amenity area required: 909 m²	Communal 516m² Interior (Bldg A) 1,424m² Rooftop Private 1,757m² balconies and terraces Total: 3,698m²	Yes

Planned Unit Development Provisions (S. 131)			
Provisions	Requirement	Provided	Compliance
Min. width of private way	6m	6m	Yes
Min. setback for any wall of a residential use to a private way	1.8m	Varies	Yes
Min. separation between buildings within a Planned Unit Development	3m	Varies	Yes
Parking	Parking within a planned unit development may be located anywhere within the development, whether or not the development parcels within the planned unit development are severed		Yes

As demonstrated in the table above the proposed development adheres to the general intent and majority of provisions within the R5B zone. A Minor Variance will be submitted to address minor compliance issues and bring the site zoning into compliance with the Heron Gate Master Plan.

5.0 Supporting Studies

5.1 Phase One Environmental Site Assessment

The applicant retained Pinchin Ltd. to prepare an Environmental Site Assessment relating to the property. The scope of work consisted of a records review; interviews; site reconnaissance; evaluation, reporting, and submission of the report. Based on their findings, nothing was identified that is likely to have resulted in impacts to the soil and/or groundwater at the Phase One Property and would require the completion of a Phase Two ESA. As such, it is Pinchin's opinion that the Phase One Property is suitable for the purpose of filing a Site Plan Approval with the City of Ottawa based only on the completion of this Phase One ESA report.

5.2 Geotechnical Investigation

The applicant retained Pinchin Ltd. to prepare a Geotechnical Investigation for the proposed residential redevelopment. The purpose of the Geotechnical Investigation was to delineate the subsurface conditions and soil engineering characteristics by advancing a total of thirteen (13) sampled boreholes at the Site. Based on a desk top review and the results of the Geotechnical Investigation, the following geotechnical data and engineering design recommendations are provided:

- / A detailed description of the soil and groundwater conditions;
- / Site preparation recommendations;
- / Open cut excavations;
- / Anticipated groundwater management;
- / Site service trench design;
- / Lateral earth pressure coefficients and unit densities;
- / Foundation design recommendations including soil bearing resistances at Ultimate Limit States (ULS) and Serviceability Limit States (SLS) design;
- / Potential total and differential settlements;
- / Foundation frost protection and engineered fill specifications and installation;
- / Seismic Site classification for seismic Site response;
- / Underground parking garage design, including concrete floor slab support recommendations; and
- / Potential construction concerns.

5.3 Water Taking and Discharge Plans

Pinchin Ltd. was retained to complete a Water Taking and Discharge Plan Report for the proposed development. To facilitate the required subgrade construction activities, the contractor will be required to manage surface water and infiltrated groundwater within the excavation, until the subgrade components of the construction activities are completed. The purpose of the Water Taking and Discharge Plans are to:

- / Support the registration of the water taking activity with the Ministry of the Environment Conservation and Parks (MECP) Environmental Activities & Sectors Registry (EASR);
- / Confirm that the takings do not result in unacceptable impacts on the natural environment or on existing water users;
- / Confirm water discharge requirements;
- / Establish a monitoring program for the volume of water taken daily as required by Ontario Regulation 387/04: Water Taking and Transfer;
- / Affirm any significant deviation between actual and predicted impact; and

- / Trigger contingency measures if unacceptable impacts do occur.

To fulfill these objectives, sampling frequency must be adequate, suitable sample locations must be identified, proper parameters must be monitored, and appropriate mitigation measures must be defined. A contingency plan is required to provide recommended mitigation measures that should be implemented to protect the natural environment and existing water users, if potential impacts and/or interference associated with the permitted water-taking is suspected.

5.4 Environmental Noise Impact Assessment

IBI Group prepared an Environmental Noise Impact Assessment for the purpose of this application. The study evaluates the transportation-related noise impacts within the development and recommends warning clauses and associated noise abatement measures required in the Tenancy Agreement for each dwelling unit.

Based on the analysis conducted for this study, it is expected that noise levels will remain within the standards established by the City of Ottawa and Ministry of the Environment (MOE) except for select units identified in the report. For these dwelling units, appropriate warning clauses and associated noise abatement measures must be provided on the Tenancy Agreement. Sound Transmission Class (STC) ratings for windows and glazed doors are provided for dwelling units with the highest exposure to Heron Road.

5.5 Transportation Impact Assessment

CGH Transportation was retained to prepare a Transportation Impact Assessment to support the proposed development as the City's Trip Generation Trigger and Safety Triggers were met. The TIA confirmed the following:

- / The study area intersections operate well during both the AM and PM peak hours;
- / The proposed development is forecasted to produce 121 two-way people trips during the AM peak hour and 120 two-way people trips during the PM peak hour;
- / The study area intersections at both background horizons will operate similar to the existing conditions;
- / The site provides 298 vehicle parking spaces (0.98 spaces/unit);
- / The site will access Sandalwood Drive via a full-movement access and have a stop-control;
- / This proposed access will operate satisfactorily over the time horizon;
- / TDM measures should be included within the proposed development;
- / The volume increase is not considered a significant impact on Sandalwood Drive and does not trigger any traffic management;
- / No transit service changes are anticipated to accommodate this development; and
- / The network intersections operating in the future total horizons will operate similarly to the future background conditions.

It is recommended that, from a transportation perspective, the proposed development application proceed.

5.6 Tree Conservation Report

IFS Associated prepared a Tree Conservation Report for the Heron Gate 5, Phase 1 project. A reconnaissance survey of the property was conducted to determine the species, size (diameter) and general health condition of each tree. Several trees large enough to be considered 'distinctive' were present. The Report indicates that since no trees on private property or City of Ottawa lands are to be retained preservation and protection measures are not necessary.

The Landscape plan prepared for the project indicated numerous new trees will be planted as part of the redevelopment. As the number of new trees proposed will more than make up for the loss of the existing trees, it is not anticipated that further compensation will not be required.

5.7 Site Servicing Report

IBI Group was retained to prepare a report to outline the required municipal services, including water supply, stormwater management and wastewater disposal, needed to support the redevelopment of the subject property. Their report concluded that municipal water, wastewater and stormwater systems required to accommodate the proposed development are available to service the proposed development. They indicated that prior to construction, existing sewers are to be CCTV inspected to assess sewer condition. The report demonstrates that sanitary and storm flows from and water supply to the subject site can be accommodated by the existing infrastructure. Also, the proposed servicing has been designed in accordance with MECP and City of Ottawa current level of service requirements. The use of lot level controls, conveyance controls and end of pipe controls outlined in the report will result in effective treatment of surface stormwater runoff from the site. Adherence to the sediment and erosion control plan during construction will minimize harmful impacts on surface water. Based on the information within the report, the development can be serviced to meet City of Ottawa requirements.

6.0 Conclusion

33

It is our professional opinion that the application for Site Plan Control is appropriate, represents good planning, and in the public interest.

- / The proposed development is **consistent with the Provincial Policy Statement (PPS)** by providing efficient and appropriate development on lands within the urban boundary and in an intensification target area and contributes to the range of housing options available in the community.
- / The proposed development **helps achieve the Official Plan's vision for managing growth** in the urban area. Focusing density in areas close to high order transit, while responding to the existing context by meeting the urban design and compatibility objectives, principles, and policies in Sections 2.5.1 and 4.11 of the Official Plan.
- / The proposed development **upholds the intent and policies of the Heron Gate Master Plan**. It provides a mid-rise form that frames Heron Road, incorporates active frontages, and adds mid-block connections for improved pedestrian circulation.
- / The proposed development **respects the direction of the New Official Plan** by adding appropriately scaled density to a Minor Corridor in the Outer Urban Transect as it relates to the adjacent rapid transit network and with consideration to the area-specific policies for the Heron Gate Master Plan.
- / The proposed development **responds strongly to the Transit-Oriented Development Guidelines** by providing an appropriately scaled, walkable development proposal that optimizes the usage of rapid transit.
- / The proposed development **meets the intent of the Residential Fifth Density zoning by providing mid-rise apartment uses** in a manner that is compatible and appropriately scaled. A Minor Variance will be submitted to address minor compliance issues and bring the site zoning into compliance with the Heron Gate Master Plan.
- / The proposed development **is supported by technical studies** submitted as part of this application.

Sincerely,



Scott Alain, MCIP RPP
Planner



Lisa Dalla Rosa, MCIP RPP
Associate