

# FOTENN

## 100 NEW ORCHARD AVENUE ZONING BY-LAW AMENDMENT



June 15, 2018

Planning Rationale



Prepared for:

New Orchard Investment Ltd.

Prepared by:

**FOTENN** Planning  
+ Design

Fotenn Planning + Design  
223 McLeod Street  
Ottawa, ON K2P 0Z8  
fotenn.com

June 2018

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# 1.0 INTRODUCTION

This Planning Rationale has been prepared by Fotenn Consultants on behalf of New Orchard Investments Ltd., in support of Zoning By-law Amendment application. The purpose of the following document is to assess the appropriateness of the proposed residential high-rise development and the requested Zoning By-law Amendment in the context of the surrounding community and the applicable policy and regulatory framework.

## 1.1 Overview

The site is legally described as Part of Lot 24, Concession 1 in the City of Ottawa (referred to herein as “the site”). The site comprises one parcel and forms a generally square shaped corner lot development site with a total area of approximately 743.2 m<sup>2</sup>. The site has approximately 28.96 metres of frontage on New Orchard Avenue. The site consists of one (1) existing building, a 1 ½ storey semi-detached residential property as shown in Figure 1.



Figure 1: Subject Site



### 2.1 Site Location

The site is located in the Woodroffe-Lincoln Heights community of Ottawa, and is bound by New Orchard Avenue to the east, NCC owned parklands to the north, a surface parking lot to the west and a mid-rise residential property to the south as shown in Figure 2. The site is located in an evolving neighborhood which has a broad mix of uses including employment, recreation, retail, institutional, and neighbourhood services and facilities. The site is approximately 200 metres north of Richmond Road and the planned New Orchard LRT transit station. The area is characterized by an eclectic mix of buildings, uses, densities, heights and architectural styles. Gradual infilling has occurred on small, medium and large sized lots over the last decade. These changes have resulted in filling void gaps within the streetscape as well as the development of underutilized lots.



Figure 2: Subject Lands in Local Context

### 2.2 Surrounding Area

The surrounding uses vary and can be described as follows:

#### *North*

North of the subject site lie NCC owned parklands providing a soft buffer between the Ottawa River and the property. The Trans Canada Trail to the north of the site provides scenic views of the Ottawa River and a connection to several parks including the Britannia Conservation Area and Deschenes Rapids. Moreover, the Sir

John A. MacDonald Parkway is also found north of the site and runs east-west providing a scenic vehicular connection to the central area.

#### *East*

East of the subject site, across New Orchard Avenue lies a one-storey, 64 room, nursing home known as the New Orchard Lodge. Further still is a twenty-eight (28) storey residential tower as shown in Figure 3.



Figure 3: View to the East of subject property.

#### *West*

Directly west of the subject site, lies the Parkway Tower, a thirteen (13) storey residential apartment building. The tower has frontage along Ambleside Drive and features a large surface parking area which directly abuts the rear yard of the subject property as shown in Figure 4. A total of four (4) additional high-rise condos are located on the same block. This includes the Ambleside One and Two, which are both twenty-five stories in height and have frontage along Ambleside Drive and the McEwen Tower which is twelve (12) storeys in height and has frontage along the east side of McEwen Avenue. Further west of the site, along the west side of McEwen Avenue lies the Park West high-rise residential tower which is twenty-three (23) stories in height and the River Park Terrace residential tower which is twelve (12) stories in height. Further west of the site is the Britannia Conservation Area providing active and passive recreation opportunities.





Figure 4: Towers to the West of the subject property.

### *South*

Directly south of the subject site, lies a six (6) storey residential building that faces New Orchard Avenue and features an underground parking garage. A three (3) storey residential property that faces onto New Orchard Avenue is also found directly south of the site. The neighbouring block to the south also features the Tungasuvvingat Inuit, which is a four (4) storey corporate office and community centre offering services to the Inuit population. This facility has frontage on the north side of Richmond Road. On the south side of Richmond Road, the Byron Linear Park, which runs east-west along Byron Avenue showcases a collection of mature trees and a designated pathway for pedestrians and cyclists. Local bus stops to the south of the site are located on the north and south side of Richmond Road and service routes that provide local transit service to the surrounding area. Moreover, the future New Orchard LRT Station is planned to open and operate in 2023 approximately 200 metres south of the site.

## **2.3 Community Amenities**

The site is located in an established neighbourhood with a wide range of residential and commercial uses. As the site is in close proximity to Richmond Road which is designated as an Arterial Mainstreet in Schedule B of the City of Ottawa Official Plan, there are a number of community amenities located in close proximity to the site. Some of the community amenities (Figure 5) include:

- / Ambleside Park;
- / Tungasuvvingat Inuit Community Centre;
- / Our Lady of Fatima School;
- / Britannia Conservation Area;
- / Carlingwood YMCA/YWCA;
- / Carlingwood Library;
- / Woodroffe Park;

- / Woodroffe Avenue Public School;
- / Lincoln Fields Shopping Centre;
- / Hulse Playfair & McGarry- West Chapel; and
- / Carlingwood Retirement Community.

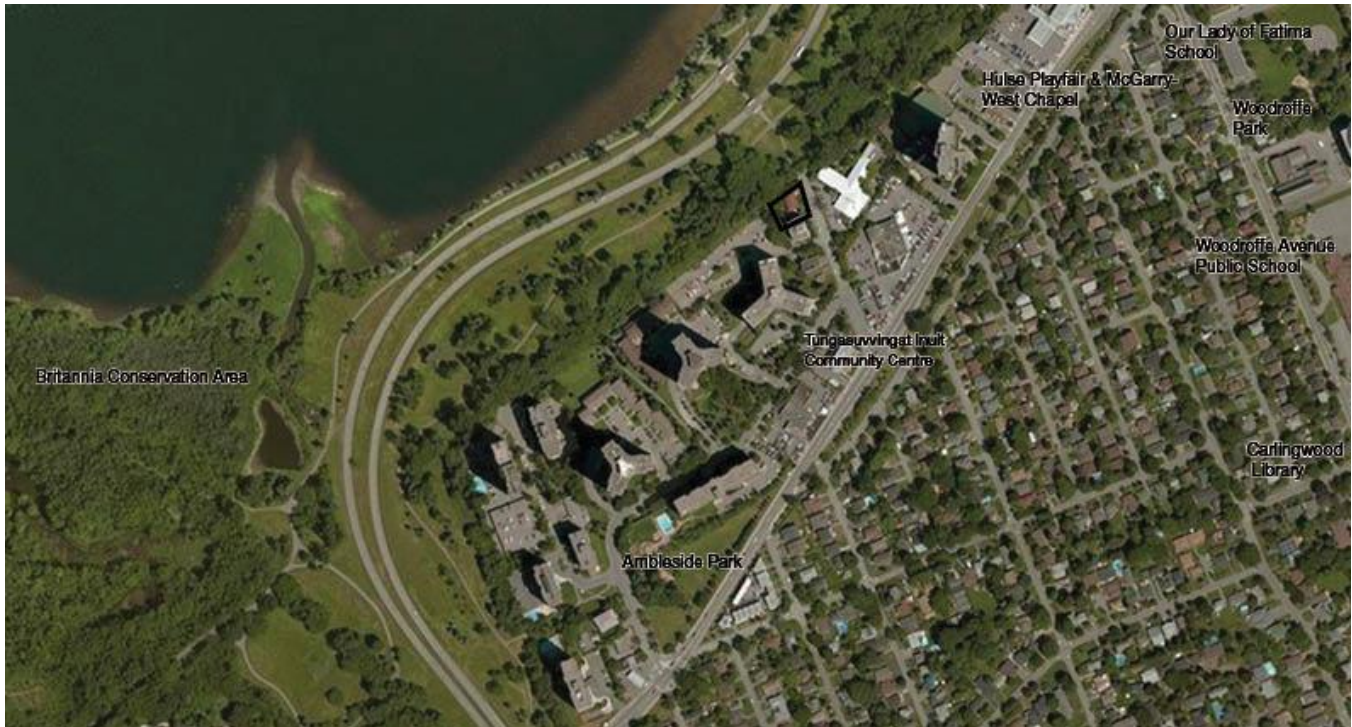


Figure 5: Surrounding Area Amenities

## 2.4 Road Network and Transit

### 2.4.1 Roads

The site is well serviced with respect to the existing road network. The subject lands are located approximately 200 metres north of Richmond Road, an Existing Arterial Road as shown in Figure 6. The site is also located in close proximity to Sir John A. MacDonald Parkway which is identified as a Federally Owned Road on Schedule E of the City of Ottawa Official Plan. The parkway provides a scenic connection to the City's central area and can be accessed by heading south on New Orchard Avenue and west on Richmond Road. Moreover, the site is located approximately 2 km north of the Highway 417 which can be accessed by heading south on Richardson Avenue and Woodroffe Avenue.



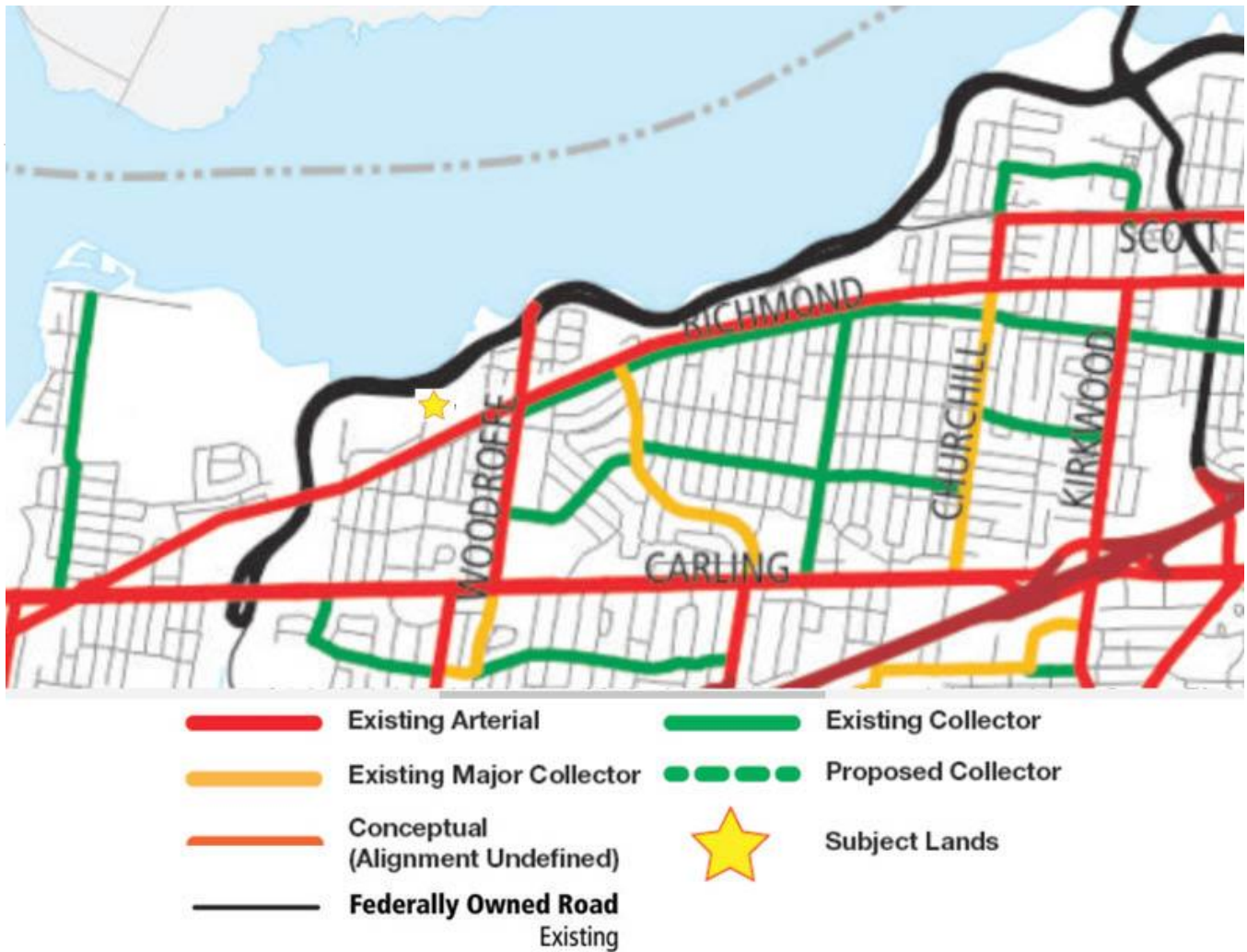


Figure 6: Excerpt from Schedule E: Urban Road Network in the City of Ottawa Official Plan

#### 2.4.2 Active Transportation

The site is ideally situated with respect to proximity to transit. As shown on Schedule D of the City of Ottawa Official Plan, a portion of Richmond Road will service the forthcoming LRT corridor as shown in Figure 7. The site is located approximately 200 metres north of the planned New Orchard LRT station offering efficient access to downtown. As mentioned, the site is also located approximately 200 metres north of several OC transportation bus stops servicing routes 11 and 153. Both bus lines offer access to the downtown. The site is also well serviced by city-wide and community-level multi-use pathways along the Sir John A. MacDonald parkway and along the Ottawa River, as identified on Schedule I of the City of Ottawa Official Plan.

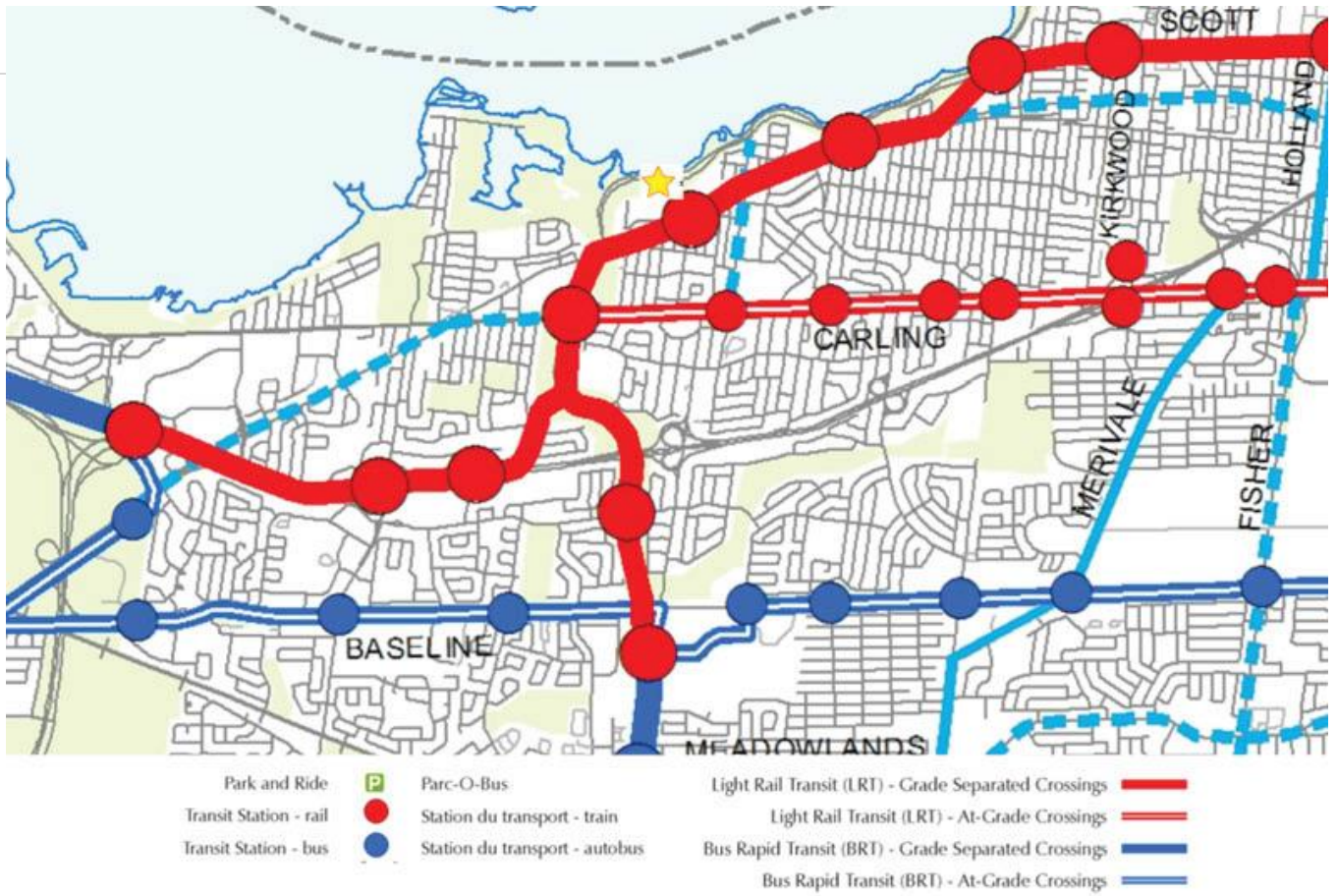


Figure 7: Excerpt from Schedule D: Rapid Transit Network City of Ottawa Official Plan

# 3.0 PROPOSED DEVELOPMENT

New Orchard Investment Ltd. is proposing to demolish the existing 1 1/2 storey residential property and construct a high-rise residential development that is fourteen (14) storeys to a maximum height of 44 metres. The proposed development is to include one (1) level of underground parking and two (2) levels of above ground parking. The third floor will consist of nine (9) affordable housing units, while the ten (10) floors above will consist of market value residential units. The fourteenth (14) storey penthouse will be attributed exclusively to indoor and outdoor amenity spaces. With a total of 84 residential units, the building is planned to include studios and one-bedroom units as shown in Figure 8.

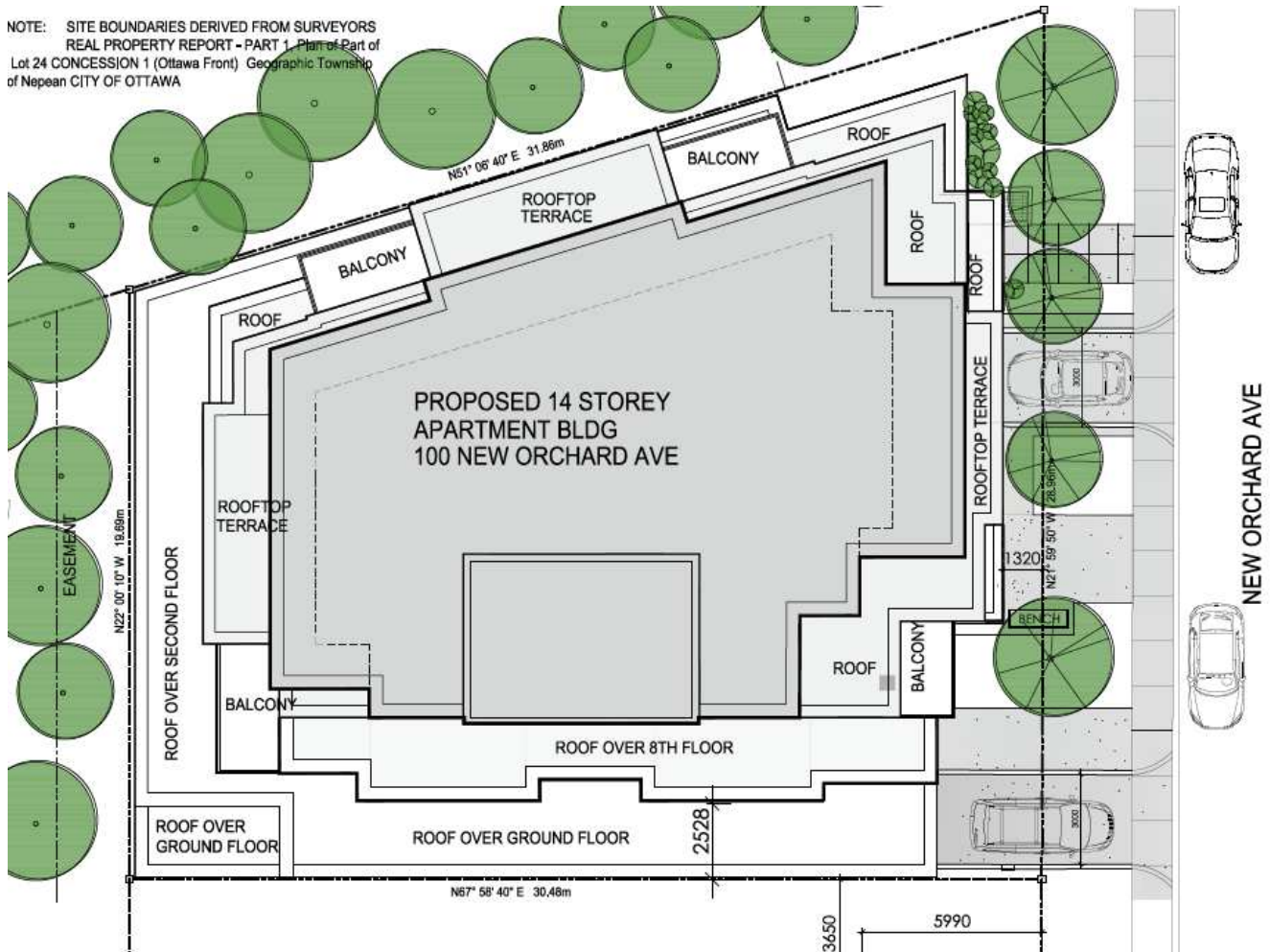


Figure 8: Proposed Site Plan

An entrance to the residential property is proposed along New Orchard Avenue. Vehicular entrance to the underground parking garage is also proposed from New Orchard Avenue in two separate three metre wide locations. Storage, including waste removal storage for the proposed development, will be contained within the building to minimize any disruption to adjacent properties.

The proposed development will have several landscaped areas and outdoor spaces, to provide future users and passers-by with high-quality amenity space. Landscaping is proposed in the form of new street trees and shrubs along the New Orchard Avenue frontage to create visual interest, a neighbourhood appearance, and to break-up the percentage of coverage from hardscape materials. An outdoor seating area along the northeastern portion of



the lot on New Orchard Avenue also contributes to a convivial streetscape and capitalize on the view to the NCC owned parklands as shown in Figure 9.



Figure 9: View of proposed development and outdoor patio space.

The proposed development also features several outdoor communal amenity spaces and balconies for residents. In total, 115m<sup>2</sup> of communal outdoor amenity space is proposed on the three (3) outdoor rooftop terraces, 243m<sup>2</sup> of communal indoor amenity space is proposed in the penthouse of the building; and a total of 50 balconies are proposed on the fourth to thirteenth floors. The proposed development includes a total amenity area of 678m<sup>2</sup> which exceeds zoning requirements.

A three-level parking garage (one level underground and two levels above ground) provides a total of thirty-five (35) parking spaces. The underground parking garage will be accessed through a proposed one-way ramp that will be located on the southern portion of the lot along New Orchard Avenue. A one-way ramp along the northern portion of the lot provides access to the above grade levels. The two above grade floors containing the parking garage have been intentionally designed with active uses such as the entrance lobby and recessed patio as well as offset windows, glazing and varied materials thereby creating visual interest. A total of forty-two (42) bicycle parking spaces are proposed. A bicycle parking rack containing eight (8) spaces is located adjacent to the outdoor patio space, while the remaining spaces are proposed within the parking garage.



Figure 10: View of the western façade of the proposed development.



Figure 11: View of the proposed development from the parkway.

In response to the neighborhood context, the massing of the building has been broken up with the use of a variety of materials. The building façade along New Orchard Avenue includes ample glazing, offset window designs, articulated entrances, varied setbacks and an outdoor patio. This is further supported by providing a distinct separation between the podium and the tower. A setback of the first two floors along the east face of the proposed development has been provided thereby maximizing on surrounding ground views of the parklands. Significant landscaping is also provided to enhance the streetscape along the eastern portion of the proposed development. These features include the introduction of trees, shrubs and benches. Lastly, a maximum building height of fourteen (14) storeys represents a transition between the mid-rise residential units to the south and the high-rise residential towers to the west and east (Figures 9, 10 & 11).



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## 4.0 POLICY AND REGULATORY CONTEXT

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### 4.1 Provincial Policy Statement

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

- a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b) Accommodating an appropriate range and mix of residential, employment, institutional (including places of worship, cemeteries, and long-term care homes), recreation, park and open space, and other uses to meet long-term needs; and
- c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- e) Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;
- f) Improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;
- g) Promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

Policy 1.1.3.1 requires that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted. Policy 1.1.3.2 states that land use patterns within settlement areas shall be based on:

- a) Densities and a mix of land uses which:
  - 1. Efficiently use land and resources;
  - 2. Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and / or uneconomical expansion;
  - 3. Minimize negative impacts to air quality and climate change, and promote energy efficiency;
  - 4. Support active transportation;
  - 5. Are transit-supportive, where transit is planned, exists or may be developed.

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

Policy 1.1.3.6 requires that new development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Policy 1.4.3 requires that planning authorities provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents, in part by permitting and facilitating all forms of housing required to meet the social, health and well-being requirements of current and future residents, as well as all forms of residential intensification and redevelopment. Additionally, the policy requires 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.

Section 1.6.6 of the PPS contains policies for sewage, water, and stormwater services. Policy 1.6.6.2 states that municipal sewage services and municipal water services are the preferred form of servicing for settlement areas.

Policy 1.6.7.2 of the PPS requires that efficient use of existing and planned infrastructure shall be made. Policy 1.6.7.4 further specifies that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Policy 1.8.1 of the 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 PPS. The subject property is located within a settlement area with access to existing services and community amenities and therefore constitutes an appropriate location for growth. The development is intended to support the use of public transit and will be oriented to pedestrians in order to encourage active transportation. The development proposed will make efficient use of the land, infrastructure and community amenities in the area.**

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

The City of Ottawa Official Plan is composed of eight sections, each addressing a different aspect of the planned function of the City as a whole. Section 2 of the Official Plan provides Strategic Directions for growth and development within the City.

Ottawa's population is projected to grow by up to thirty (30) percent by 2031. At the same time, it is anticipated that the number of people per household will decline resulting in the need for approximately 145,000 new homes in Ottawa by 2031. One third of housing growth is anticipated to occur within the Greenbelt with much of the demand for new housing being 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. In other words, the City is striving to create 'complete' communities in which residents do not need to drive for everyday activities and where jobs, shopping, recreation and social activities lie within walking or cycling distance.

In order to meet these and other objectives of the Official Plan, the City has committed to pursuing strategic directions in four (4) key areas, two (2) of which are applicable and relevant to this proposal.

#### 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.

#### 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.
- / Attention to design will help create attractive communities where buildings, open space and transportation work well together.

#### 4.2.1 Section 2.2.2 - Managing Growth within the Urban Area

The policy direction of the City's Official Plan is to promote an efficient land-use pattern through intensification of locations that are strategically aligned with the transportation network and in particular the rapid transit network. This section discusses the opportunities that exist for intensification and generally that the City will support such intensification, although such opportunities generally occur at a much smaller scale in the General Urban Area.

The scale of intensification in the **General Urban Area** will depend on factors such as existing built context and proximity to major roads and transit, although much of the major intensification will happen along Mainstreets, and within Mixed-Use Centres and Town Centres. To achieve compatibility between existing and planned built form, emphasis will be placed on good urban design and architecture.

#### 4.2.2 Section 2.5.2 - Affordable Housing

The City of Ottawa Official Plan highlights that affordable and appropriate housing for all residents is the fundamental building block of a healthy, liveable community. In order to effectively address the shortage of affordable rental housing in the City, policy direction encourages the production of affordable housing in new residential development and redevelopment to meet an annual target of:

- / 25% of all new rental housing is to be affordable to households up to the 30th income percentile; and
- / 25% of all new ownership housing is to be affordable to households up to the 40th income percentile.

The Plan specifies that diversity in the housing supply can be best achieved through a mix of multiple and single-detached housing, provision of ownership and rental housing, housing affordable to low- and moderate-income groups, and housing appropriate to households with special needs.

#### 4.2.3 Section 3.6.1 – General Urban Area

The property is designated **General Urban Area** on Schedule B – Urban Policy Plan in the City of Ottawa Official Plan as shown in Figure 12. The General Urban Area designation permits the development of a range and choice of housing types to meet the need of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The purpose of this designation is to facilitate the development of complete and sustainable communities.

The proposed policies of the **General Urban Area** seek to support building heights that are compatible with the existing or planned context. The City supports infill development and other intensification within the General Urban Area in a manner that enhances and complements the desirable characteristics and ensures the long-term vitality



of the many existing communities that make up the city. The policies maintain the low-rise limit within the general urban area with permitting multiple housing forms, such as duplexes, triplexes and fourplexes as a means of intensifying within established low-rise residential communities. Heights and uses within this range will be evaluated based on compatibility with the existing context and the planned function of the area. Policies within the Official Plan also indicate that the City will promote opportunities for intensification in areas that are within 600 metres of future or existing rapid-transit stations.



Figure 12: Excerpt from Schedule B: Urban Policy Plan in the City of Ottawa Official Plan.

Intensification in the **General Urban Area** is still encouraged where it will complement the existing pattern and scale of development planned function of the area. The predominant form of development and intensification will ensure 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.

The proposed development conforms to the policies of City of Ottawa Official Plan as:

- / **The proposal achieves development that takes advantage of existing infrastructure and is situated in an area that promotes a complete community with a good balance of facilities and services.**
- / **The proposal builds upon desirable established patterns and built form while contributing to the variety of housing options available in the neighbourhood. Although the built form immediately**

east of the site displays a one (1) storey building. It is important to consider that the as-of-right zoning on this lot permits a height of six (6) storeys and Official Plan policies would allow for greater height to be contemplated. Furthermore, it is important to consider that the greater community has a wide range of uses and housing forms, including a six (6) storey building immediately south of the subject property and an apartment neighbourhood displaying towers of up to twenty-five (25) stories immediately west of the site.

- / The proposal contributes to a gradual transition between the high-rise development currently located in the neighbouring tower park directly west of the site and the mid-rise building immediately south of the site.
- / The proposed development intends to respond to the shortage of affordable housing supply in the City by dedicating one floor (approximately 9 units) at below market rent rates.
- / Neighbouring a Traditional Maintreet, the proposed development provides an ideal location for intensification that will support existing and future services in the neighbourhood.
- / The proposal is conveniently located with respect to concentrations of residential development and popular pedestrian and cyclist routes.
- / The proposed development is ideally located (within 200 metres) with respect to the planned New Orchard LRT Station connecting users to the Central Area.

#### 4.2.4 Section 2.5.1 – Building Liveable Communities

In support of lively and complete mixed-use communities, the City's growth management strategy includes intensification of development in the urban area over the next 20 years. The Plan recognizes that introducing new development in existing areas that have developed over a long period of time requires a sensitive approach and a respect for a communities established characteristics.

Compatible developments are developments that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhance the established character of a community and coexist with existing development without causing undue adverse impact on surrounding properties.

The City influences the built environment through the use of design objectives set out in Section 2.5.1 that are broadly stated and intended to apply to new development.

The evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11 of the Official Plan. Section 2.5.1 of the Official Plan contains a set of Design Objectives and Principles for development across the City. The proposed development meets the objectives as follows:

##### 1. It enhances the sense of community and creates a sense of identity:

- / The architectural design of the proposed building exhibits high quality materials and interesting architecture at the intersection and terminus of a public street and a pedestrian gateway into the NCC parkway.
- / The proposed development will enhance the sense of community by locating an attractive building façade along the street edge.

##### 2. It defines quality public and private spaces through development

- / The development proposal orientates the principal façade and main entrance of the building to the street with a slightly reduced setback.
- / The development proposal uses architectural elements such as building massing, varied setbacks as well as landscape features such as planters to accentuate the main building entrance.
- / The development proposal connects the entrance to the sidewalk with a well-defined pedestrian walkway.

- / The proposed parking area is concealed underground and within the building.
- / The proposed building provides occupants with quality amenity space in the front yard, rooftop terraces and private areas on the balconies.
- / The proposed building provides a stepback above the first and second floor along the eastern façade of the building thereby capitalizing on views of the parklands directly adjacent of the development and decreasing the massing of the building at the pedestrian level.
- / Undesirable overlook and sun-shadowing impacts on existing properties are minimized by stepping back the third and ninth floors along the southern and western facades of the proposed building. Communal and private balconies have been strategically located such that there are no overlook impacts on the adjacent residential properties to the south.

### **3. It creates places that are safe, accessible, and are easy to get to, and move through**

- / The proposed building has been designed to be universally accessible.
- / The proposed building has been designed with active spaces such as the lobby and at-grade patio area at-grade adjacent to New Orchard as well as with significant glazing into the living areas of units that will maximize overlook into the surrounding public spaces supporting the notion of 'eyes on the street'.
- / Lighting for the proposed building will be strategically located and oriented to ensure safety for building residents at all points of ingress and egress.
- / The proposal makes efficient use of the existing and planned public transportation on Richmond Road to encourage active transportation and transit use.

### **4. It respects the character of existing areas**

- / The development proposal creates a sense of human scale through architectural massing and detailing on the main level of the building to provide greater visual interest in the pedestrian realm. This is achieved through the use of an outdoor patio, and a variety of material finishes.
- / The proposed development integrates street tree planting to create a uniform and improved streetscape.
- / The building design, with a recessed/reduced third and ninth storey, provides an excellent transition from the low- and mid-rise residential buildings to the south and east to the neighbouring twenty-five (25) storey high-rise buildings to the west.

### **5. The proposal considers adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice**

- / The proposed development helps to achieve a more compact urban form by developing within the built-up area.
- / The development accommodates the needs of people within a broad range of income brackets and life stages.
- / The above grade parking levels are intended to be designed with the potential to either be ultimately built as residential floors when the building construction advances or even converted to residential, should the market demand for parking decline as hoped and predicted following the completion of the New Orchard LRT station.

#### **4.2.5 Section 4.11 – Urban Design and Compatibility**

Compatibility of scale and use requires a careful design response that appropriately addresses impacts generated by infill or intensification. Section 4.11 provides criteria that can be used to objectively evaluate the compatibility of infill or intensification.

The proposed development meets the compatibility objectives established in Section 4.11 in the following ways:

- / **Vehicular Access:** Vehicular Access to thirty-five (35) indoor parking spaces is provided from New Orchard Avenue. Parking is internal to the building to address any possible issues related to noise and the lack of on-street parking.
- / **Amenity Areas:** Various amenity areas will be provided in excess of the zoning requirement. Deciduous trees and shrubs will be introduced in the front yard of the proposed development.
- / **Service Areas:** Services and storage, including waste removal storage for the proposed development, will be contained in the building and are designed to minimize any disruption to adjacent properties.
- / **Parking:** The proposed development provides sufficient parking to serve the development. Sufficient bicycle parking is also provided. The provision of an internal parking will ensure that the overall public realm is improved.
- / **Microclimate:** No significant microclimate impacts are anticipated as a result of the proposed development. Wind studies will be provided to confirm this.
- / **Lighting:** Lighting will be designed and installed to provide a safe and secure environment while meeting the City's requirements and ensuring no significant impacts on adjacent properties.
- / **Noise and Air Quality:** A Noise and Vibration Study has been prepared and any potential issues will be mitigated.
- / **Sunlight:** The proposed development is not anticipated to have significant shadow impacts on surrounding properties as the majority of shadowing will be cast to NCC lands to the north and paved surface areas to the east and west of the building. The narrow footprint of the building will also result in fast moving shadows that will likely pass abutting private lands within an hour.
- / **Supporting Neighbourhood Services:** The multi-use pathway along the Ottawa River provides support for cycling access to and from the site. The existing and planned transit along Richmond Road provides convenient access to Ottawa's Central Area. There are two (2) secondary schools, one (1) elementary school within approximately one (1) kilometre of the proposed development. The area is well served by parks, including the Ottawa River Parkway directly to the north and the Byron Linear Park to the south.

Policy 8, 9 and 10 in Section 4.11 states that high-rise buildings may be in the following locations, provided all other policies of this Plan have been met:

- / Within areas characterized by high-rise buildings that have direct access to an arterial road, or;
- / Within 600 metres of a rapid transit station as identified on Schedule D; or
- / Within areas identified for high-rise buildings where these building profiles are already permitted in the Zoning By-law approved by Council, or;
- / Within areas where a built form transition is appropriate [Policy 12].

As depicted, the proposed development will enhance the streetscape on New Orchard Avenue, while supporting the planned function of the neighbourhood which is defined by a variety of uses, and architectural styles. The building height, though higher than its immediate neighbouring properties to the south, is generally lower than the properties to the west and towers to the east. The appropriateness of this height transition is particularly obvious when one considers the twenty-five (25) storey buildings to the west and the twenty-eight storey tower to the east. Moreover, although not immediately adjacent to the site, the surrounding landscape is punctuated with high-rise buildings. Through the stepping back of the 3<sup>rd</sup> and 9<sup>th</sup> storeys, the design effectively respects and incrementally transitions between the adjacent properties, particularly the planned function in the area. The proximity to high rise buildings, corner lot location and natural buffer to the north make the subject lands relatively unique within this neighbourhood as lands further south would not be able to respond as easily to the height exceptions in the policy framework noted above.



As highlighted above, the subject property is also located in close proximity to an Existing Arterial Road as identified in Schedule E of the City of Ottawa Official Plan and approximately 200 metres from a planned transit station, thereby rendering it an ideal location for intensification.

**The proposed Zoning By-law Amendment application is consistent with the policies of the Official Plan.**

### 4.3 Official Plan Amendment (OPA) 150

In 2013, the City of Ottawa reviewed its Official Plan which resulted in numerous changes to policy references and to land use designations. Ottawa City Council adopted Official Plan Amendment (OPA) 150 to implement the changes in December 2013. The amendment was approved by the Ministry of Municipal Affairs and Housing (MMAH) in April 2014, with appeals. For the purposes of this Planning Rationale, the policies of the City of Ottawa Official Plan (2003, as amended) have been reviewed and analyzed for the proposed development, as discussed above. In addition, the new policies of OPA 150 which are relevant to the proposed development have been taken into consideration, although they remain under appeal and not in full force and effect.

Section 2.2.2 was substantially revised through OPA 150. The section incorporates Minimum Density Requirements, as well as additional built form provisions for high-rise development. The density requirements have not been converted in the Zoning By-law to apply to specific properties.

While Section 2.5.1 remains relatively unchanged in OPA 150 except to provide more flexibility in how its objectives are addressed, Section 4.11 has been significantly modified with revised compatibility criteria. The development is generally consistent with the compatibility criteria in the following ways:

- / The front building wall will promote positive interaction with the street through landscaping, glazing and entrances.
- / Service areas have been located underground to minimize impacts to the public realm.
- / The building height is generally lower than those to the west, reflecting the built form of adjacent development.

OPA 150 introduced more specific policies for high-rise buildings, including the following:

- / Policy 13 requires that buildings be designed with a stepback between the second and sixth storeys in order to achieve a podium and tower form.
- / Policy 14 recommends a tower separation of 23 metres unless certain objectives are met. The policy further specifies that high-rise buildings shall have limited floor plates of 750 square metres for residential use buildings.

The proposed development consists of fourteen (14) storeys and does not propose a conventional podium and tower form. The proposal involves a reversal of stepback requirements. Instead of proposing a stepback between the second and sixth storey in order to achieve a podium tower form, the first two floors of the building have been stepped back and in. This ensures that podium and tower are distinct, while allowing for the views of the adjacent parklands experienced by pedestrians to be maximized.

Although towers do not exist within 23 metres of the proposed tower, the equitable share of this separation cannot be accommodated on the site. Currently, the proposal includes a 2.5 metre separation between the proposed building and the south and west property lines above the second floor with additional separation within the notches at the building corners. Above the 8<sup>th</sup> storey the tower steps in again to provide a 5.2 m stepback from the south lot line.

The subject property's unique location is an important consideration in the reduced tower separation distance. Firstly, the location of the NCC lands to the north and the New Orchard right of way to the east dictate that towers cannot be located on these adjacent lands. In considering the adjacencies to the west and south, step backs at the third and ninth floors and notches at the building corners will mitigate associated impacts. In

addition, it is important to consider that such separation distances are typically recommended for high rise towers that have much larger floorplate sizes. Buildings that are nine-stories or less are considered mid-rise buildings and do not require such separation distances. The proposed building is only residential up to 13 storeys and the 9-13<sup>th</sup> floors have a footprint of 431 sm with only 1-2 units per floor that could face the property lines in question.

Finally, directly west of the subject property, a large parking lot serves the tower located on 1071 Ambleside Drive. The parking lot displays a depth of approximately 135 metres thereby providing ample space to strategically locate a future high-rise building. However, the location of the existing tower on 1071 Ambleside Drive provides restrictions on the placement of a future high-rise directly west of the subject property. Given the above constraints and opportunities, it can be deduced that the likelihood of locating a possible high-rise building directly to the west of the site is low. To maximize development potential of a future high-rise building as well as satisfy an acceptable tower separation distance from the existing tower and the proposed development, it can be deduced that a logical location for a possible high-rise building would be to the far west of the parking lot. As OPA 150 is currently under appeal, the current Official Plan policies prevail for the applications.

#### **4.4 Richmond Road/Westboro Community Design Plan (CDP)**

The Richmond Road/Westboro Community Design Plan (CDP), approved by Council in 2007, is a plan for Richmond Road and Westboro Village. The area is bounded to the north by the Ottawa River, to the east by Island Park Drive, to the west by the Ottawa River Parkway, and to the south by Byron Avenue. The property, is located within the Ambleside Area of the CDP as shown in Figure 13. The CDP's key objectives are to:

- / Identify appropriate locations for intensification and infill that will be compatible with adjacent land uses;
- / Ensure that infill development is well-integrated and compatible in scale and character with existing neighbourhoods;
- / Create an attractive, pedestrian-friendly built environment;
- / Create a well-designed and vital pedestrian streetscape along the designated Traditional Mainstreets, and;
- / Balance the transportation needs among pedestrians, cyclists, transit users and motorists.

The first objective of the CDP is to encourage intensification compatible with existing adjacent communities on key redevelopment sites. The proposed development focuses intensification in a location where it will fill in the emerging fabric of high-rise buildings, while having minimal adverse impact on nearby residential communities.



Figure 13: Map 1 of the Community Design Plan - Planning Area Sectors

The CDP identifies that the Ambleside area should gradually redevelop from automobile-oriented land uses to a residential community. Although the existing eight-storey height limit of all the potential development sites fronting Richmond Road is sufficient, the CDP encourages to allow appropriately scaled intensification that provides a south to north transition from the low-rise residential neighbourhoods south of Richmond to the existing high-rise apartment buildings of the Ambleside community. The CDP also highlights that 99 New Orchard, the neighbouring one (1) storey nursing home directly to the east of the site should have its existing height limit increased from six to eight storeys. The CDP identifies the subject property and the property immediately to the south as R6B (High-Rise Apartment) zone. A specific maximum building height is not identified for this zone in the CDP.

The proposed development will contribute to the evolution of a more coherent, visually-pleasing and pedestrian-oriented environment while capitalizing and maintaining views of the Ottawa River. It will also soften the stark contrast between the low- to mid-rise buildings to the east and south with the high-rise towers to the west. The building proposes ground floor glazing, a pedestrian entrance to the street and will locate an outdoor amenity space on the ground floor providing an improved street definition and alignment. The design of the ground floor and stepbacks also creates an engaging environment for pedestrians and improves upon pedestrian pathways and the connection to the Ottawa River.

It is important to note that this area is proposed to be removed from the Richmond/Westboro CDP and replaced with the site-specific zoning policies of the Cleary and New Orchard Study as a result of the proposed Cleary and New Orchard LRT stations. At this time, the Cleary and New Orchard Study has not yet been Council approved.

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**The proposed development is consistent with the CDP's objectives to enable appropriate and compatible intensification and a built environment that provides a south-north transition is aesthetically-pleasing and pedestrian-friendly. The development proposes to intensify an underutilized lot in a location which is already zoned for high-rise residential development.**

#### **4.5 Richmond Road/Westboro Secondary Plan (CDP)**

The Richmond Road/Westboro Secondary Plan is a guide to the long-term design and development of the larger portion of Richmond Road and Westboro, and provides direction on land use, built form, design, parking, circulation and modes of transportation.

A wide range of land uses including residential, office, institutional, employment, community and open space are permitted. Like the CDP, the Secondary Plan is divided into six sectors, which further define the permitted land uses, built form and design within the planning area. The proposed development is located in the Ambleside Area as previously identified above. Along this section of Richmond Road, redevelopment of automobile-oriented and strip mall land uses for the purposes of residential development is encouraged. Active and animated ground floor uses are also encouraged.

In the Secondary Plan, high-rise residential development of ten or more storeys may be permitted internal to this sector provided that it can be integrated with the existing built form scale and that no adverse impacts for any adjacent low-rise areas will result. Schedule C of the Secondary Plan does not specify a building height for the subject property. The plan allows consideration of greater building heights under a number of circumstances. As mentioned above, the proposed building height provides a key transition point between the building height to the west and the building heights to the east and south. Building setbacks are also strategically located on different floors of the proposed building in order to mitigate any adverse impacts on the adjacent low- and mid-rise areas.

It is important to note that this area is proposed to be removed from the Richmond/Westboro Secondary Plan as well and replaced with the site-specific zoning policies of the Cleary and New Orchard Study as a result of the proposed Cleary and New Orchard LRT stations. At this time, the Cleary and New Orchard Study has not yet been Council approved.

**The proposed development is consistent with the plan's objectives for redevelopment and infill along this section of Richmond Road and consistent with the contemplation of building heights of ten or more stories.**

#### **4.6 Cleary New Orchard Study**

As a result of the future Cleary and New Orchard Light Rail Transit Stations, a planning study of particular areas within the Richmond Road/Westboro Secondary Plan and Community Design Plan is underway. The purpose of the study is to undertake a review of the lands in the vicinity of the stations to determine appropriate redevelopment. The area is bounded by the Ottawa River to the north, the properties adjacent to Byron Avenue to the south; Cleary Avenue to the east and the Sir John A MacDonald Parkway to the west. As mentioned, the study will result in updates to the Secondary Plan and Community Design Plan for Sectors 1 (Ambleside Area) and 2 (Woodroffe North Area). The subject property is included in the study area, given its proximity to New Orchard station. The property's proximity to transit makes it an ideal candidate for compatible intensification.

The study's guiding principles include intensification along Richmond Road and in close proximity to the transit stations, human scale redevelopment, a preservation and increase in usable public greenspace and an emphasis on ensuring that new development supports Light Rail Transit over individual automobile transportation.



A wide range of land uses including residential, office, institutional, employment, community and open space are permitted. Like the CDP, and Secondary Plan is divided into six sectors, which further define the permitted land uses, built form and design within the planning area. The proposed development is located in the Apartment Neighbourhood sector as shown in Figure 14.

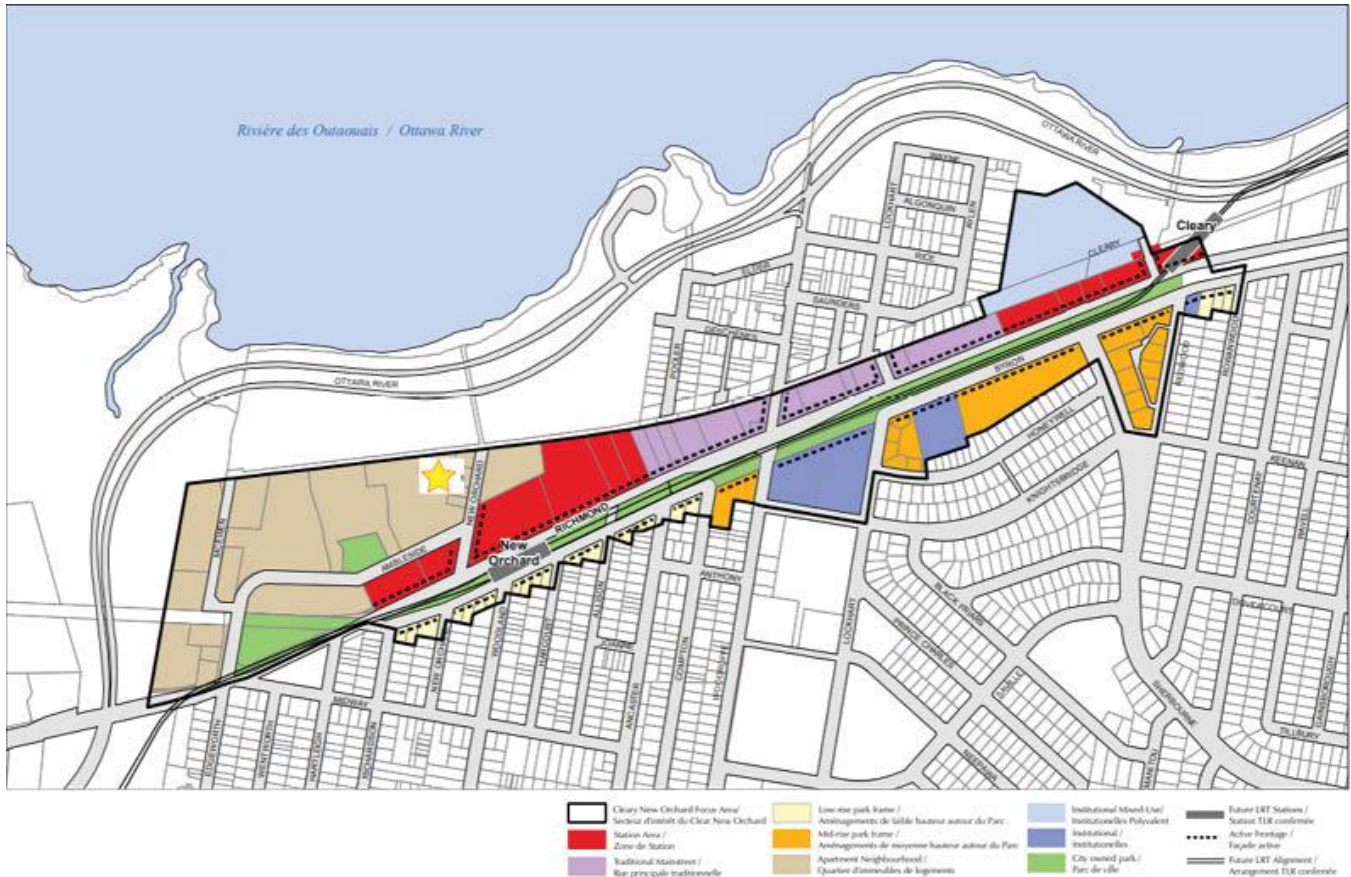


Figure 14: Cleary and New Orchard Planning Study Area and Land Use Designations

The Cleary New Orchard Study specifies that high-rise buildings will be considered through a rezoning application on a case by case basis on lots smaller than 1000 m<sup>2</sup>.

The following considerations will be reviewed for these requests:

- / The provision of parking and the manner in which parking is proposed to be provided, with a preference for no parking spaces being provided for the number of units or uses within the additional gross floor area measured from the pre-zoning as-of-right permitted height and with preference to parking being located within the building and located below grade;
- / The provision of affordable housing;
- / Options to achieve acceptable separation distances between existing and/or possible future high-rise buildings which could include matters such as varied heights, off-sets, or limiting distance agreements; and

- / A setback along the front lot line above the 4th storey that results in a clear demarcation of the lower and upper sections of the building and results in reducing wind velocity at ground level.

The as-of-right permitted height on the subject property is six (6) storeys. An average of eight (8) units are proposed on each floor of the building. As it is our interpretation of the guidelines that each unit would be permitted to have at least one parking space, this would translate into a total of 48 parking spaces. Considering that the development proposes only 35 parking spaces, the development therefore complies with the first guideline as the additional gross floor area has not resulted in the provision of extra parking spaces. Given that market demands may change once the New Orchard Station has been built, the location and number of parking spaces have been purposely designed to allow for flexibility. By locating some of the parking above grade, the design has been predicated on the ability to convert or construct these spaces as residential units should the future demand for parking decline once the LRT station is operational. As the proposal involves rental units and not condos, the owner has the flexibility to adapt to the market over time. This prudent approach has worked successfully in several developments in the GTA and would serve to meet every aspect of the applicable guideline.

The proposal satisfies the second guideline by proposing approximately nine (9) affordable housing units in the building. A collection of one-bedroom units and studios are proposed.

As the site is bound by New Orchard Avenue to the east and the NCC owned parklands to the north, possible future high-rise buildings can only be proposed to the south and west. As discussed above in section 4.3, the unique location and design of the subject building, particularly in comparison to the realities of a mid-rise built form alternative, serve to rationalize the reduced separation distance of the tower.

As mentioned, the proposed development, includes a differentiation between the lower and upper sections of the building. This has been achieved by stepping back the first two floors of the proposed building. A purposeful reversal of the setback requirements has been incorporated in order to maximize pedestrian view of the existing parklands to the north of the subject property. A Wind Study completed by Gradient Wind Engineering confirms that the proposed design will not result in the increase of wind velocity and that all grade level areas within and surrounding the development will experience acceptable wind conditions for pedestrians throughout the year.

## 4.7 Urban Design Guidelines

The development is subject to the following Council-approved Urban Design Guidelines:

- / Urban Design Guidelines for High-Rise Housing; and
- / Transit-Oriented Development Guidelines.

The design guidelines are intended to provide urban design guidance at the planning application stage. A discussion of how the guidelines have been applied to the proposed development is provided below.

- / The building height creates a transition from the low- to mid-rise developments to the south and east to the high-rise residential towers to the west.
- / The use proposed is supportive of transit and is located within walking distance of a proposed LRT station.
- / Bicycle parking spaces will be offered to residents to encourage active transportation.
- / The design of the building enriches the urban fabric.
- / The facades of the podium and tower have been articulated to vertically to break up the overall mass.
- / Although the building separation is reduced, balconies have not been located along the side façades to avoid close balcony-to-balcony contact.
- / The top of the building has been designed with communal outdoor amenity space.

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- / The building is oriented to the street
  - / The first two floors of the building have been set back along the eastern façade of the building in order to provide additional space adjacent the pedestrian-environment.
  - / Stepbacks of the third and ninth floor along the southern and western facades have been provided in order to create an appropriate transition with the neighbouring mid-rise building to the south and the high-rise towers to the west.
  - / Walls enclosing the parking garage have been articulated with active spaces, materials, rhythm and high-quality design.
  - / Minimum separation between existing towers to the west has been provided and the opportunity for construction of a closer tower is limited and if possible mitigated through the design of the subject building
  - / Roof-top mechanical or telecommunications equipment, signage, and amenity spaces have been integrated into the design and massing of the upper floors.
  - / Landscaping and/or residential patios have been introduced between the sidewalk and the building face to allow for public- private transition
  - / A canopy has been provided at the front entrance to protect pedestrians from wind, rain, snow and intense sun and to moderate the microclimate and facilitate year-round use.
  - / Street trees have been located adjacent to the 2-metre-wide sidewalk.
  - / The majority of the ground floor façade is comprised of glazing. The indoor amenity space has been located along the front building wall with views to the street to maximize glazing potential.
  - / The main pedestrian access to the building faces New Orchard Avenue and is directly accessible from the public sidewalk. The entrance is clear and inviting.
  - / The new parking spaces are enclosed in the first two floors of the building and underground.
  - / Utility equipment is located out of view.
  - / Garbage enclosures are located away from the public street.

#### 4.8 Comprehensive Zoning By-law 2008-250

The property is zoned Residential Fifth Density (R5C) with a site-specific maximum building height of 18 metres as shown in Figure 15. The proposed development requires a Zoning By-Law amendment from R5C H(18) to R5C [XX] H(44) with site specific exceptions. The purpose of the R5 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;
- / allow a number of other residential uses to provide additional housing choices within the fifth density residential areas;
- / permit ancillary uses to the principal residential use to allow residents to work at home and to accommodate convenience retail and service uses of limited size;
- / ensure that residential uses predominate in selected areas of the Central Area, while allowing limited commercial uses; and
- / regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced.

The R5C Subzone permits **high-rise apartment dwellings**.





Figure 15: Excerpt from GeoOttawa demonstrating the site's existing R5 H(18) zoning.

The following table summarizes the proposal's compliance with the current zoning. Areas of non-compliance are noted with an '✘'.

Zoning Mechanism	Zoning Provision	Proposed	Zoning Conformity
Minimum Lot Area	675 m <sup>2</sup>	742.3 m <sup>2</sup>	✓
Minimum Lot Width	22.5		✓
Minimum Front Yard Setback	3 m	1.32 m	✘
Minimum Interior Side Yard Setback	For the first 21 m from the street – 1.5 m	0 metres (increasing to 5.2 m at higher points)	✘
	If located further than 21 metres from the front lot line: 6m	0 metres (increasing to 5.2 m at higher points)	✘



Zoning Mechanism	Zoning Provision	Proposed	Zoning Conformity
Rear Yard Setback	25% of the lot depth but need not exceed 7.5 m	0 metres (increasing to 2.4 m at higher points)	✘
Landscaped Area	30% of the lot area must be provided as landscaped area	11.9%	✘
Maximum Building Height	18 metres	44 metres	✘
Amenity Area	6 m <sup>2</sup> per dwelling unit = 504m <sup>2</sup> , a minimum of 50% of the required total amenity area (252 m <sup>2</sup> ) must be communal and aggregated into areas up to 54 m <sup>2</sup>	678 m <sup>2</sup> ; 358 m <sup>2</sup> communal	✓ ✓
Parking Space Provisions	Minimum width of 2.6 metres Minimum length of 5.2 metres	Width of spaces is 2.6 metres and length is 5.2 metres.	✓
Aisle and Driveway Provisions	Minimum width of a driveway providing access to a parking lot or parking garage is 3.0 metres for a single traffic lane for a parking garage.  Minimum width of aisles providing access to parking spaces in a parking garage is 6.0 metres for parking oriented at 90°.	Single traffic lane providing access to parking garage is 3.0 metres wide.  Width of aisles is 6.0 metres.	✓  ✓

The property is considered as within Area X in terms of calculating the required parking. As the New Orchard Station is not yet shown on Schedule 2A, the reduction in parking for proximity to rapid transit is not applicable. The maximum limit on number of parking spaces near rapid transit stations is also not applicable for this reason. The calculated number of spaces is based on the proposed 84 units.

Zoning Mechanism	Zoning Provision	Proposed	Zoning Conformity
Vehicle Parking Spaces (min)	0.5 spaces per unit and none required for first 12 units: 36	29	✘
Visitor Parking Spaces	0.1 spaces per unit and none required for the first 12 units and no more than 30 visitor parking spaces required per building: 7.2	6	✘

Bicycle Parking Spaces	0.5 spaces per unit = 42	42	✓
Loading Spaces	None required	0	✓

Generally, relief from the By-law is being requested due to the constrained nature of the site.

The requested relief from the front yard setback on New Orchard Avenue is relatively minor. As shown above, the By-law requires a minimum front yard setback of 3 metres, whereas 1.3 metres is provided. Efforts have been taken to reduce impacts on adjacent properties through the notching of the building corners, the introduction of deciduous trees and shrubs, ground floor glazing, and a pedestrian entrance to the street providing an improved street definition and alignment. Additionally, portions of the building exceed the front yard setback requirements, providing sufficient space for a convivial seating area.

The requested relief from the required minimum interior side yard setback is relatively minor. The By-law requires a 1.5 metre setback between the front lot line and a point 21 metres back, and a 6 metre setback after 21 metres. Given that the NCC owned parklands frame the northern portion of the site and are undevelopable, the reduced side yard setback will only have a limited impact on the property to the south. Efforts have been taken to reduce impacts on this adjacent property to the south by providing stepbacks at the third and ninth levels and limiting proposed balconies and rooftop terraces to other faces of the proposed development. It is important to note that overlook impacts will not be experienced on the first two levels as a result of the proposed indoor parking garage. Additionally, the proposed stepback at the third floor results in a setback of 2.5 metres from the property line, while the proposed stepback at the ninth floor results in a 5.2 setback from the property line. Essentially, these provided stepbacks offset reductions at the lower levels meeting the overall intent of the Zoning By-law and significantly reducing overlook impacts.

Given the location of the subject property, the reduced rear yard setback will have limited impact on the existing property to the south and the existing parking lot to the west. As noted above, efforts have been taken to reduce impacts on the existing property to the south and by providing stepbacks of the third and ninth levels and limiting proposed balconies and rooftop terraces to other faces of the proposed development. The west face of the building also experiences a stepback on the third and portions of the ninth floors thereby reducing impacts on the existing parking lot or any future developments to the west.

The requested relief from the required landscaped area is relatively minor. Efforts have been taken to ensure that the proposed landscaped areas play a role in animating the streetscape and creating a visually-pleasing environment for pedestrians. Efforts have also been taken to ensure that required indoor and outdoor amenity spaces exceed zoning requirements. Furthermore, the NCC owned parklands and the New Orchard right of way which border the subject property to the north and east provide significant landscape buffers and ample opportunities for active or passive recreation.

The requested relief from the required minimum parking spaces is also relatively minor. As shown above, the By-law requires that thirty-six (36) parking spaces for residents and seven (7) parking spaces for visitors be provided, while the proposed building provides a total of thirty-five (35). As the New Orchard LRT station is planned less than 200 metres away from the site, the proposed design anticipates a change in vehicle parking demands. Moreover, by providing a limited amount of parking spaces, the proposed development attempts to better align with the guidelines stipulated in the Cleary New Orchard Study. Efforts have also been taken to satisfy this provision by ensuring that proposed bicycle parking spaces meet zoning requirements. Additionally, ample vehicle parking spaces for visitors are provided along additional parking opportunities on New Orchard Avenue.

Finally, the as-of-right zoning permits a maximum building height of six (6) storeys while the proposal seeks to increase the permitted height to fourteen (14) storeys. The envelope is what truly dictates number of people within the building and what has the greatest potential to generate impacts such as privacy overlook and sunshading and loss of greenspace. It is significant to note that a total of three (3) storeys are attributed to uses other than residential units thereby reducing the number of people within the building. It therefore important to note that a mid-rise building with a 9-storey height and parking entirely below grade would likely be located closer to the south property-line. While the west or rear setback would need to have a greater setback, the proximity of that property line to an obliquely angled surface parking area is such that a setback reduction could be rationalized.

#### 4.9 Cleary New Orchard Study Zoning Amendments

In addition to the above-noted performance standards, the Cleary New Orchard study includes site-specific zoning amendments. Although the report has not been Council-approved at the time of this report, staff direction is to rezone the subject property to R5C H(18) [xxx4] F(3.0).

Exception xxx4 involves the allowance for additional uses including:

- / animal care establishment;
- / animal hospital;
- / artist studio;
- / bank;
- / catering establishment;
- / convenience store;
- / instructional facility;
- / personal service business;
- / post office;
- / restaurant;
- / retail store;
- / retail food store; and
- / service and repair shop.

The uses listed in column III are subject to the following:

- / (i) not exceed 300 square metres of gross floor area each;
- / (ii) be located on the ground floor of a building; and,
- / (iii) not exceed a cumulative total gross floor area of 600m.

Once the Cleary New Orchard Study is Council-approved, the proposed development will require relief from the following provision which requires:

- / A total FSI of 3.0; whereas an FSI of 5.83 is proposed

The requested relief from the required FSI is relatively minor. Efforts have been taken to ensure that impacts are reduced by providing stepbacks at strategic locations thereby reducing the impact of the proposed FSI. Furthermore, the policy and regulatory framework noted above identifies the importance and potential of appropriately scaled intensification of underutilized sites. It is highlighted that the neighbourhood surrounding the subject property should continue to gradually redevelop. The proposed development provides an ideal opportunity for appropriately scaled intensification that provides a south to north transition from the low-rise residential neighbourhoods south of Richmond to the existing high-rise apartment buildings of the Ambleside community.

## 5.0 SUPPORTING STUDIES

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A number of independent plans and studies (in addition to the Site Plan and Elevations) have been prepared in support of the proposed Zoning By-law Amendment application. Subsequent to our review of these materials and our discussions with these sub-consultants, it is clear to Fotenn Consultants that these studies support the proposed development. Please refer to these plans/studies in the submission package.



## 6.0 CONCLUSIONS

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In considering the proposed development and applicable policy framework, it is our professional opinion that the proposed development represents good planning and is in the public interest for the following reasons:

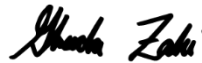
- / The proposed development is consistent with the PPS which promotes efficient development of serviced, underutilized lands located within settlement areas. The redevelopment of the site will add residential density in a location that is well-served with current and proposed transit as well as active transportation networks.
- / The proposed development conforms to the OP in terms of the use proposed. In accordance with the OP, the development proposes to intensify an underutilized site
- / The proposed development conforms to the Richmond Road/Westboro CDP and Secondary Plan and advances objectives for compatible intensification at a key site with redevelopment potential.

Overall, the proposed development advances several key policy objectives at the Provincial and Municipal levels. It optimizes the use of serviced lands within the existing urban boundary by adding significant residential intensification of a site in close proximity to transit, active transportation networks, and other public services.

Based on the above analysis, the proposed development represents good planning and is therefore in the public interest.



Brian Casagrande, MCIP RPP  
Director of Planning and Development



Ghada Zaki  
Planner