

# 2040 Arrowsmith Drive, Ottawa

Design Brief

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Prepared By:

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## 2.0 Introduction

Wigwamen Incorporated (Wigwamen) was the successful proponent of a Request for Proposals (RFP) process initiated by the City of Ottawa's Housing Services branch in 2021. The RFP required the development of a minimum of 50 units of affordable housing for seniors at 2040 Arrowsmith Drive. Housing Services had previously identified the Site at 2040 Arrowsmith Drive as being underutilized city-owned land suitable for the development of new housing. In early 2022, an agreement was signed with Housing Services for capital funding and eventual transfer of the Site to Wigwamen, dependent on the successful redevelopment of the site.

With the signed agreement, Wigwamen proposes to leverage what is currently an currently underutilized site with access to transit and near a future LRT station to develop a new 6-storey, 50-unit seniors' affordable rental apartment building with 10 fully-accessible units. On the ground floor, the Gloucester Emergency Food Cupboard, which currently occupies the site, will have a new home and base of operations from which to serve the community, as well as future residents of the proposed development.

Situated in an evolving neighbourhood east of Gloucester Centre, near the Queensway (Highway 174), the Site is well-situated with nearby services amenities and transit connections to the rest of the city. The proposed development represents an opportunity to deliver much-needed urban infill intensification, which contributes toward meeting the demand for affordable rental housing for seniors, Indigenous persons, and adults experiencing disabilities and contributes to both Provincial and Municipal policy goals.

Wigwamen met with the City of Ottawa on February 10, 2022, for the Pre-Application Consultation Meeting. City Staff provided feedback during that meeting and confirmed the requirement for a Zoning By-law Amendment, which this Design Brief is intended to support, as well as a Site Plan Control application for technical review by City Staff.

## 3.0 Application Submission

### Legal Description

PART OF BLOCK D  
REGISTERED PLAN 848  
CITY OF OTTAWA

### Municipal Address

2040 Arrowsmith Drive, City of Ottawa

### Legal Owner

The site is currently owned by the City of Ottawa and is planned to be conveyed to the proponent, Wigwamen Incorporated.

### Existing Site Conditions

#### Existing Site Statistics

- Site area: 6,020.1 m<sup>2</sup>
- Existing Building Area: +/- 228.8 m<sup>2</sup>

#### Current Uses

The northern portion of the Site is currently occupied by a 228.8 square metre building which serves as the offices for the Gloucester Emergency Food Cupboard (GEFC), a community food bank. The southern portion of the site is currently vacant and undeveloped and contains a gravel turning circle.

### Planning Applications

#### Zoning By-law Amendment

The current Institutional (I1E) zoning of the Site is incompatible with the proposed development of seniors' affordable rental apartments. Therefore, a Zoning By-law Amendment (ZBA) will be required to permit the proposed development and in a way consistent with the vision of the Official Plan and PPS. This submission proposes to amend Zoning By-law 2008-250 by changing the current zoning of the Site at 2040 Arrowsmith Drive from Institutional (I1E) Residential Fifth Density (R5AA) with Site-specific exceptions, allowing the development of the proposed seniors affordable rental apartment building with Gloucester Emergency Food Cupboard (GEFC) operations on the ground floor.

For the proposal to comply with the regulations and provisions of Zoning By-law 2008-250, site-specific zoning exceptions would be necessary. Specifically, the following exceptions would be required:

- **Permit Community Centre Use on the Site.** Notwithstanding the permitted uses in a Residential Fifth Density zone, subzone AA, Community Centre uses are permitted on the ground floor of the site to facilitate continued operation of the GEFC, a longstanding local food bank serving the community as well as future residents of the affordable rental apartment building proposed for the site.
- **Reduce Minimum Parking Space Rate for Community Centre Use Permitted on the Site.** Notwithstanding the minimum required parking space rate for a Community Centre use specified in row N24, Column IV of Table 101 (4 spaces per 100 square metres of gross floor area), the Community Centre Use (GEFC operations) proposed to continue on the site shall be required to maintain a minimum of 15 parking spaces for clients and staff, calculated based on the proposed programming for the space, at a rate of 2.4 spaces per 100 square metres for the office use and 123 spaces per 100 square metres for the assembly space proposed.
- **Reduce the required resident parking space rate in an Apartment Building Zoned R5AA from 1 space per unit on floors 1-4 and 0.75 spaces per unit on floors 5 and above to 0.88 parking spaces per unit.** Notwithstanding the alternative parking space rate for Apartment Buildings identified in Additional Zoning Provision 34 of Table 164B of the Zoning By-law, permit 0.88 resident parking spaces per unit. The proposed 44 parking spaces are sufficient to satisfy an expected level of demand for seniors affordable rental apartments.
- **Permit the location of required parking spaces within the required minimum front and corner side yards.** Notwithstanding Section 109, more than 1 parking space is required to be located within the required minimum front and corner side yards in order to achieve the minimum parking space rate for the GEFC community centre use proposed to continue on the site. This will also enable enhanced accessibility and convenience for clients and staff of the GEFC. Due to an irregular site shape and limited site area, these parking spaces cannot otherwise be accommodated within the site.
- **Permit the location of 16 Bicycle Parking Spaces within a Landscaped Area.** Whereas Section 111, subsection (7) of the Zoning By-law permits a maximum of either 15 parking spaces or 50% of the required bicycle parking be permitted outside, in a landscaped area on the site, the proposed development would locate 16 bicycle parking spaces within the exterior landscaped area.

By amending Zoning By-Law 2008-250 as described above, the proposal to construct a new 6-storey affordable rental apartment building for Indigenous seniors will comply with regulations.

## **Site Plan Control Application**

The proposal will need to undergo review through the City of Ottawa's Site Plan Control process. A concurrent Site Plan Control application has been made, which will undergo review concurrently with the ZBA application.

# 4.0 Policy Justification

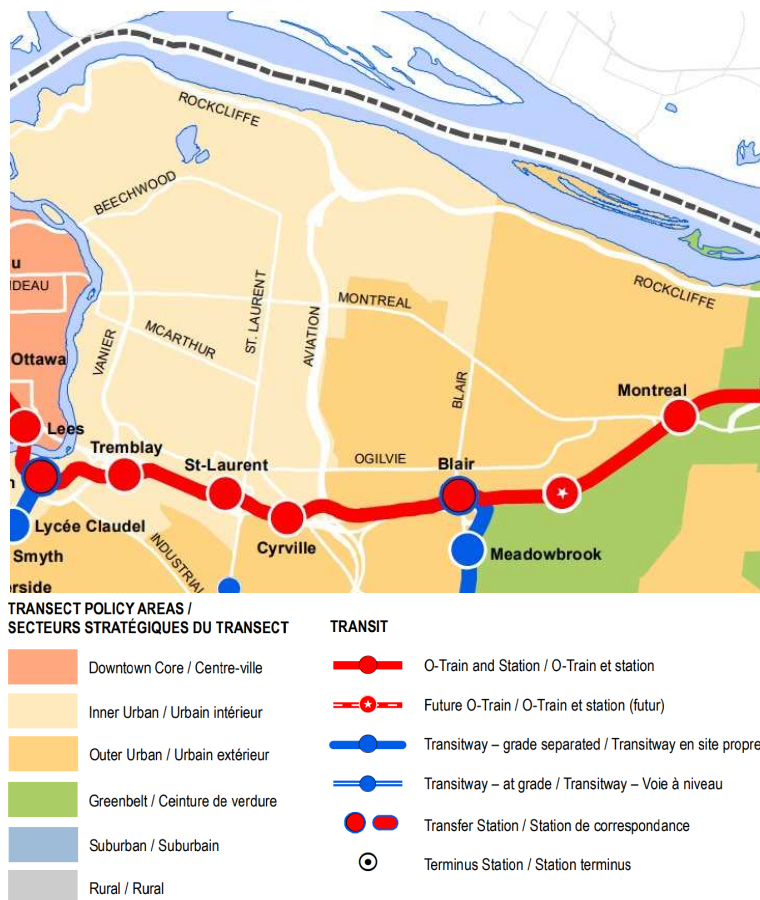
## City of Ottawa Official Plan 2022

The 2022 City of Ottawa Official (OP) was approved by the Ontario Ministry of Municipal Affairs and Housing and is the municipal document guiding land use and planning decisions within the municipality. It must be consistent with the PPS. As such, the OP not only describes the City’s vision for the future and guides development but also reflects the Provincial interest. Policies contained within the Municipality’s OP address: growth management, land use designations, housing, urban design, cultural heritage resources, health and safety, energy and environmental design, among other matters.

### Land Use Designation

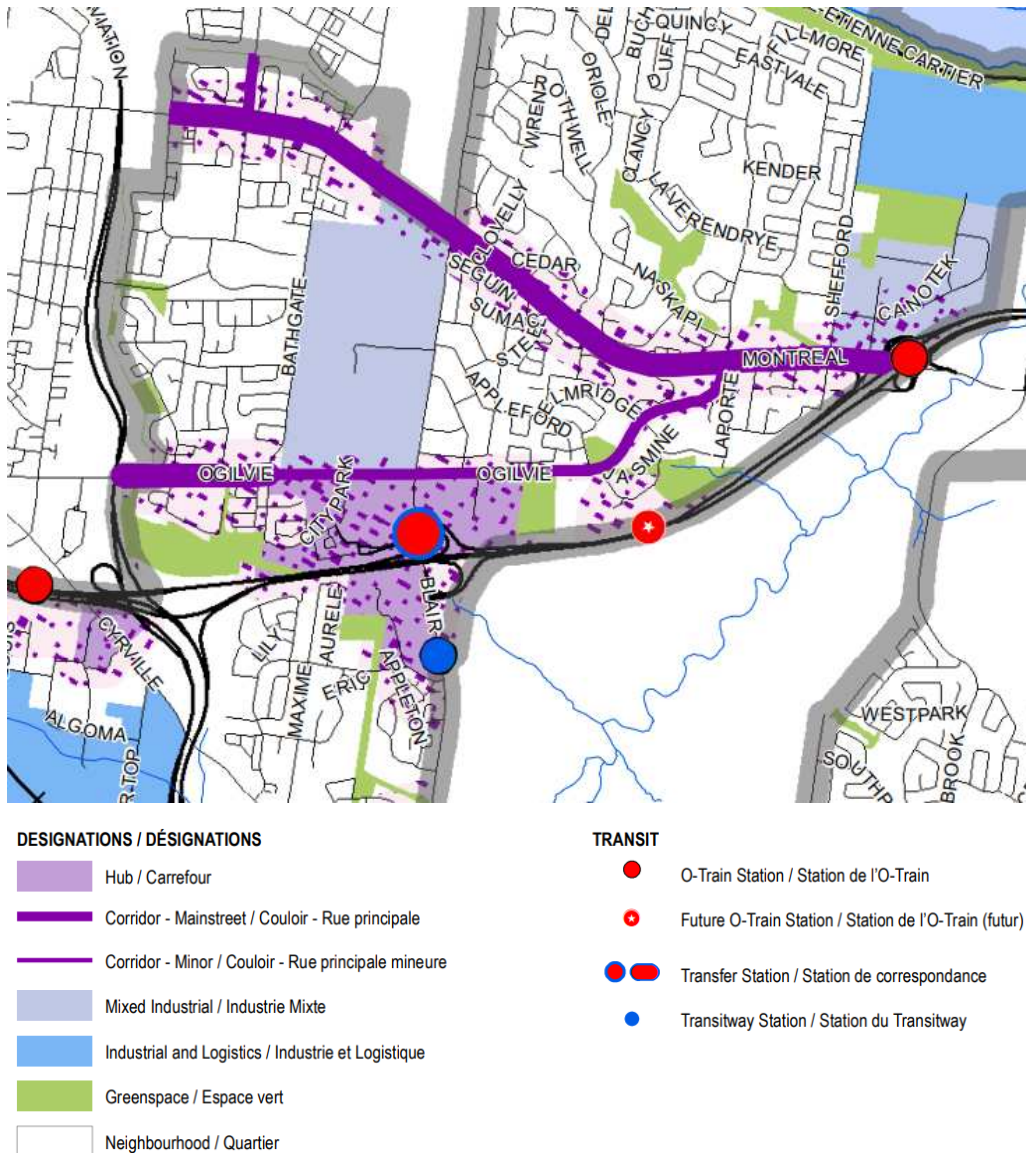
The Site is identified as part of the Outer Urban Area in Schedule A of the Official Plan and is designated as Neighbourhood within Schedule B3 of the Official Plan, as shown below.

Figure 1. Excerpt from City of Ottawa Official Plan Schedule A



Source: The City of Ottawa; 2022

Figure 2. Excerpt from City of Ottawa Official Plan Schedule B3



Source: *The City of Ottawa; 2022*

The Neighbourhood designation permits a mix of building forms and densities, although the Official Plan specifies that building heights in these areas should be Low-rise except where zoning or secondary plans state otherwise, or in areas already characterized by taller building forms. Furthermore, Neighbourhoods will allow a range of built form to support provision of 'missing-middle' housing and provision of services which encourage creation of '15-minute neighbourhoods.'

The proposed development conforms to the Neighbourhood land use designation policies set out in Section 6.3 of the Official Plan, including:

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- 6.3.1.2 The proposed development is a residential infill project which is consistent with the existing surrounding built form, characterized by primarily Mid- and High-Rise residential buildings.
- 6.3.1.3(a) As the proposed 6-storey rental apartment building is within an area already characterized by taller buildings, the development proposal will be evaluated through a Zoning By-law Amendment without the need for an Official Plan Amendment.
- 6.3.1.4(b) and (d) The proposed Mid-rise building is a form of ‘missing middle housing’ in the City of Ottawa, the provision of which, coordinated with a new home for the Gloucester Emergency Food Cupboard (GEFC), a local food bank, furthers the development of a 15-minute neighbourhood.
- 6.3.1.5 The proposed development is in close proximity to a planned LRT rapid-transit station.
- 6.3.2.3(b) *The proposed development is consistent with a more urban form of development appropriate for an area within the Outer Urban Transect.*
- 6.3.2.7 The proposal conforms with policies applying to the conversion of underutilized non-residential sites to residential uses. Deemed to be underutilized by the City of Ottawa, the site will see the redevelopment of the existing GEFC building into a 6-storey affordable rental housing with a non-residential component for the future use of the GEFC to support local residents and contribute to the creation of a 15-minute neighbourhood.

## Outer Urban Transect

- 5.3.1.1 The proposed development is designated within an Evolving Neighbourhood overlay which recognizes the changing nature of this area, and its gradual transformation into a 15-minute neighbourhood typified by a greater proportion of mid- and high-rise buildings near transit, and the integration of multiple uses. Through the integration of the proposed residential and institutional uses (affordable rental housing and the GEFC), and its proximity to transit in a mid-rise built form within walking distance of a future LRT station, the proposed development conforms with the Official Plan.
- 5.3.1.3(a) Due to its proximity to a future LRT station, the proposal is consistent with the objective of introducing mixed-use urban developments at strategic locations close to rapid transit stations.
- 5.3.1.4 The proposed development does not conflict with policies promoting Low-rise multi-unit dwellings near transit routes given the existing built context and the Evolving Neighbourhood Overlay applied to the site.

- 5.3.2.1 The proposed creation of a direct pedestrian and cycling connection to the future LRT station at the south end of the site supports enhanced mobility options and materially reduced active transportation trip distances.
- 5.3.4.1 Given the existing High- and Mid-rise built form context immediately surrounding the site, the proposal does not conflict with policies supporting more urban built forms, notwithstanding the guidance of Table 6.

## Growth Management

- 3.2.1 The proposal contributes directly to the City of Ottawa's target of achieving 45 percent of growth in residential units through intensification between 2022-2026.

## Mobility

- 4.1.2.6 The proposal provides direct connections to the existing network of public sidewalks via Arrowsmith Drive, as well as creating an opportunity for a new pathway to connect with a designated cycling Major Pathway, as well as the future LRT station via the south end of the site.
- 4.1.2.9 The application provides both long- and short-term bicycle parking facilities, which are secure, sheltered and usable, in areas which are safe, accessible and which provide convenient access to the building.
- 4.1.4.1 The proposal includes Transportation Demand Management measures to incentivize sustainable transportation and decrease reliance on private automobile use by future residents of the building, as well as GEFC staff.
- 4.1.4.2.(b) The attached application includes proposed reduced minimum parking requirements for residents of the proposed affordable seniors rental apartment building, consistent with Official Plan policies permitting these reductions for development within a 600 metre radius of a planned rapid transit station.
- 4.1.4.11 The proposed surface parking lot design minimizes the number and width of vehicle entrances so as to avoid disruption of pedestrian movement and includes provision of electric vehicle charging infrastructure.

## Housing

- 4.2.1.1(a) and (c) As an affordable rental apartment building comprised of 1-bedroom and accessible 1-bedroom units in an area typified by market ownership and rental units with predominantly larger unit sizes, the proposed development will contribute to a greater diversity in unit sizes, tenure, and price options within the surrounding neighbourhood.

- 4.2.2.4 With 50 deeply affordable rental units proposed, this application contributes to the City’s target of 20 percent of all new residential units being affordable, in accordance with the 10-Year Housing and Homelessness Plan.
- 4.2.3.2 As a proposal submitted by a non-profit housing provider, the proposed site-specific Zoning By-law Amendment specified in and attached to this report, the proposal at 2040 Arrowsmith Drive qualifies for City support.

## Urban Design

- 4.6.4.2 The proposed development includes energy-efficient design which exceeds the 2017 National Energy Code by at least 25%. This will be achieved through technologies and building methods, including a combination of: LED lights throughout, high efficiency heating and cooling systems, high performing windows, and a thicker exterior building envelope with particular attention given to air tightness.
- 4.6.5.3 The proposed site plan demonstrates a site design which screens servicing, loading areas and mechanical equipment from the public realm, accommodating space for trees, and screening surface parking with grading and new plantings.
- 4.6.5.4 The proposed building design emphasizes universal accessibility and exceeds requirements with 20 percent of units being fully accessible for residents and visitors, and all units being considered ‘visitable’ by those with accessibility challenges.
- 4.6.6.1 The proposed 6-storey building design, including its height and massing, effectively minimizes the impacts on neighbouring properties through a transition from the High-rise condominium apartments to the north and east, the Low-rise townhouse dwellings to the west, and the Low- and Mid-rise apartments to the south. This step-down in height is shown in Section 6.0 of this report, as well as the attached Design Brief.
- 4.6.6.4 The proposed design of amenity areas meets the intent of the Official Plan policies on urban design encouraging these areas to be multi-functional spaces with access to natural light.
- 4.6.6.7 Designed as a Mid-rise building the proposed 6-storey affordable rental apartment building provides an active frontage along Arrowsmith Drive through the location of the proposed GEFC spaces along the west and north sides of the building, and provides sufficient setbacks and stepbacks to enable landscape and tree planting space. The height of the building, at approximately 23 metres is also generally proportional to the width of the right-of-way on Arrowsmith Drive.

## Drinking Water, Wastewater and Stormwater Infrastructure

- 4.7.1 The proposed development does not exceed the capacity of the existing infrastructure system and addresses the impacts of additional runoff through site-specific stormwater management, including the inclusion of a new green roof on a portion of the development.

## Natural Heritage, Greenspace and the Urban Forest

- 4.8.2 The proposed development will require clearing of several existing mature trees from the site to facilitate construction of the proposed affordable rental apartment building but will replace these trees with new plantings which will contribute to an increase in the urban forest canopy.
- 4.8.3.2 As Appleford Park is approximately 250m to the northwest of the site, and Trilium Park is less than 150m to the southwest of the site, future residents of 2040 Arrowsmith Drive will have excellent access to public green spaces for passive or active recreation activities.

## Other Applicable Policies, Standards and Guidelines

### City of Ottawa 10-Year Housing and Homelessness Plan 2020-2030

Ottawa's 10-Year Housing & Homelessness Action Plan was adopted in 2020 to guide the City of Ottawa's decision-making on how to address affordable housing and homelessness issues.

The proposed development would create 50 affordable rental units for Indigenous seniors, 10 of which would be fully accessible. The project contributes to the City's goal of developing 575 to 800 new affordable rental units annually.

It improves equity which is closely associated with housing insecurity and homelessness as seniors experience decreased incomes and greater incidence of experiencing disability.

## 5.0 Contextual Analysis

The Site is bounded by existing residential development to the north, east, and south, and the Regional Road 174 highway to the south. Immediately west of the site is a community complex which includes Gloucester High School, the Ottawa Public Library North Gloucester Branch, Trillium Park, and municipal facilities including the Earl Armstrong Arena and Splash Wave Pool. Beyond this there are retail stores, including pharmacies and a grocery store. Past the immediate surroundings to the north and east there are additional residential dwellings, several parks, and schools, all within 700m of the site. To the south, across Regional Road 174 is the Pine View Golf Course and environmental lands associated with Green's Creek. As such, the Site provides access to a variety of local amenities, including retail, grocery stores, schools, parks, and other public facilities via active transportation along the local road network.

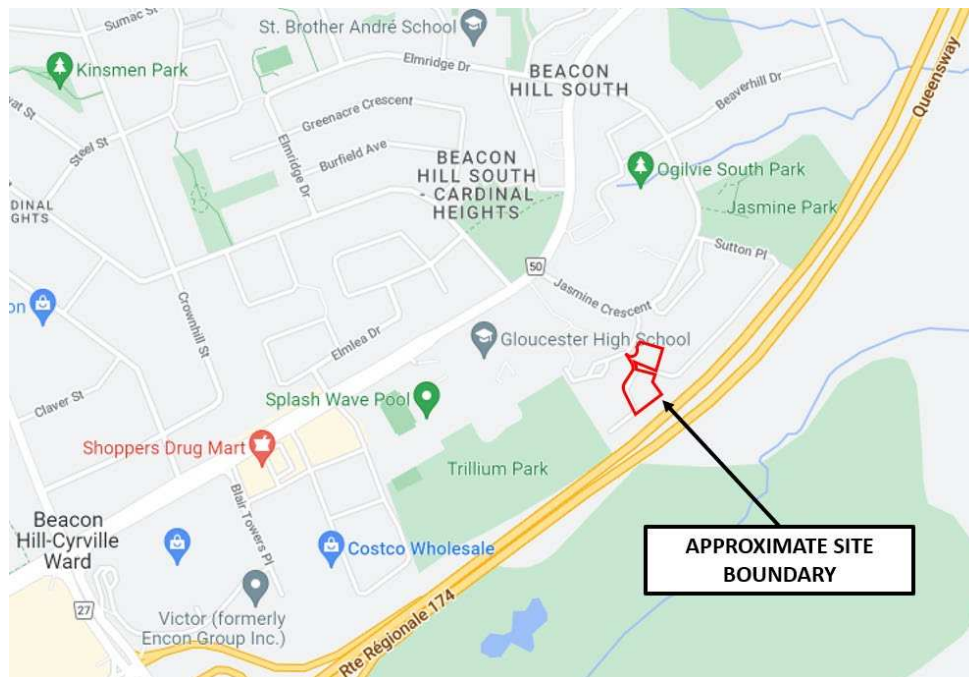
Ogilvie Road is located approximately 250m from the Site along local roads. Ogilvie Road is an arterial road which connects to adjacent neighbourhoods including Cyrville to the west and Beaconwood to the east, as well as to the Regional Road 174 via Blair Road. Regional Road 174 is a City Freeway which provides access to Downtown Ottawa via Highway 417 to the west, and which extends east toward Queenswood Village.

Figure 3. Site Context within the City of Ottawa



Source: Google Maps; 2023

**Figure 4. Site Context within Gloucester**



Source: Google Maps; 2023

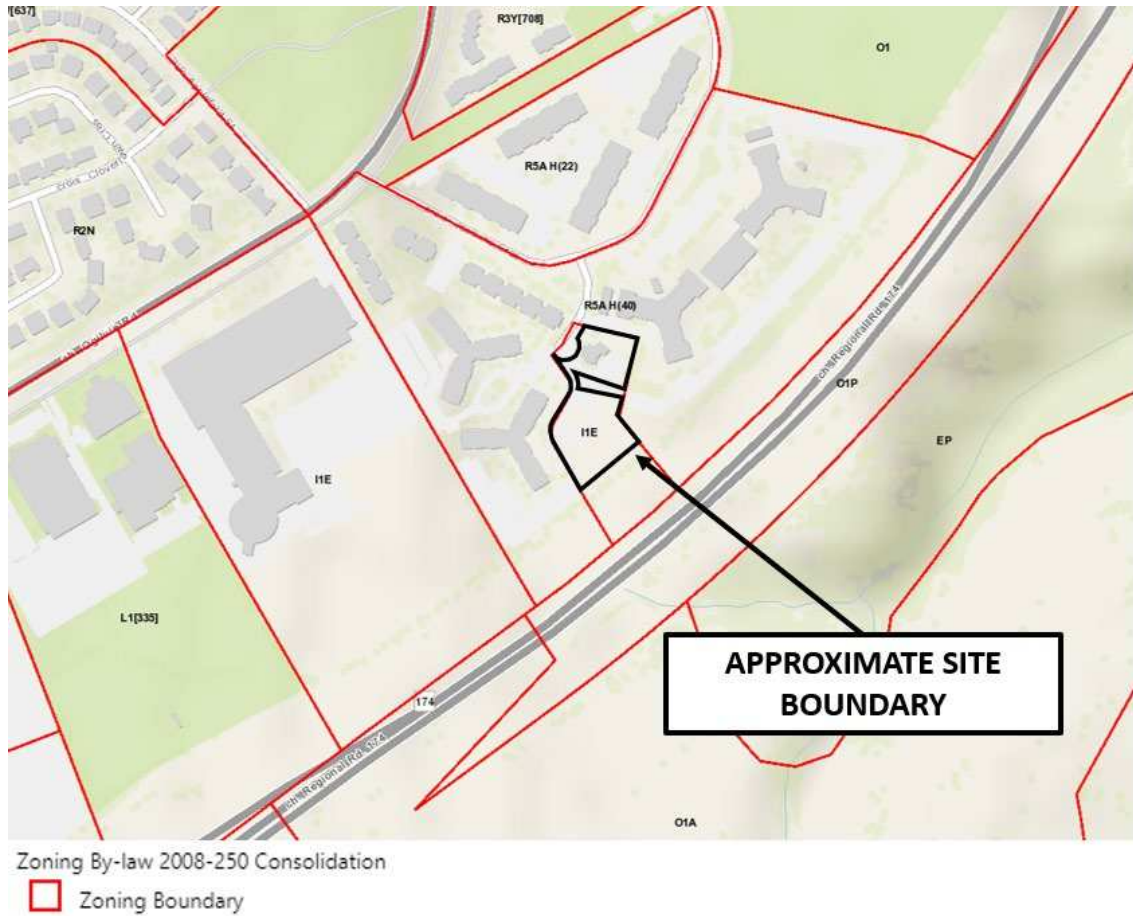
## Surrounding Land Uses

The Site is primarily surrounded to the north, west, and east with lands designated General Urban Area. This area is primarily zoned Residential, Institutional, Leisure, or Open Space, and current uses primarily consist of low-, mid- and high-rise residential uses, community facilities, schools, and parks. Further west, approximately 500m from the site is an area designated Mixed Use Centre and zoned as Mixed-Use Centre or Transit Oriented Development. This area which features a variety of retail stores, restaurants, and other commercial establishments. To the northwest and northeast, uses include government and other offices, automotive services, large-scale retail, and other similar employment or commercial uses.

To the south of the Site, across the highway, are lands within the Greenbelt Boundary which feature Parks and Open Space and Environmental Protection Zones. These lands primarily consist of the Pine View Golf Course, woodlands, Green's Creek, and some agricultural uses further south.



Figure 5. Excerpt from Ottawa’s Interactive Zoning Mapping



Source: geoOttawa; 2023.

## Surrounding Built Form

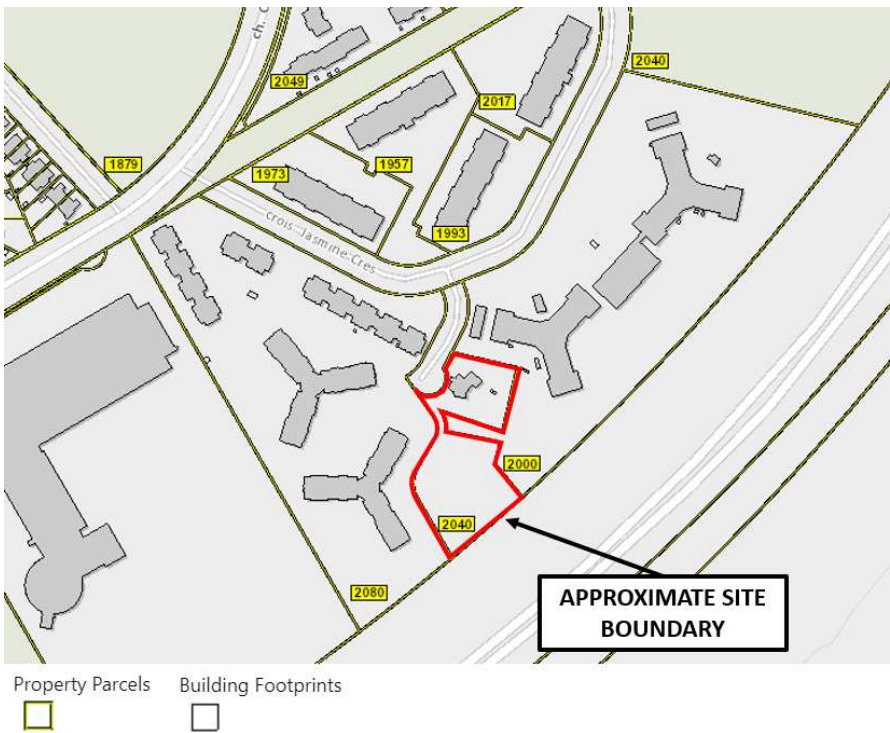
The Site is surrounded by a variety of residential and institutional built forms, open space, and highway lands.

Figure 6. Aerial Imagery of Site and Surroundings



Source: Google Maps; 2023

Figure 7. Parcels and Building Footprints for Site and Surroundings



Source: geoOttawa; 2023

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**Figure 8. Surrounding Built Form: Low-rise Residential North of the Site at 1958 Jasmine Crescent (Looking Northwest)**



*Source: Google Maps; 2023*

There are two-storey residential row dwellings located immediately north of the site. Beyond this, further north, are additional four-storey residential buildings.

**Figure 9. Surrounding Built Form: High-rise Residential East of the Site at 2000 Jasmine Crescent (Looking East)**



*Source: Google Maps; 2023*

To the immediate east of the Site there are two 14-storey residential condominium buildings.

**Figure 10. Surrounding Built Form: Mid-rise Residential Buildings West of the Site at 2041 and 2044 Arrowsmith Drive (Looking West)**



*Source: Google Maps; 2023*

Immediately west of the Site there are two additional four-storey residential buildings.

**Figure 11. Surrounding Built Form: Gloucester High School to the West of the Site (Looking West)**



*Source: Google Maps; 2023*

Beyond the adjacent residential dwellings to the west is a two-storey school building.

**Figure 12. Surrounding Built Form: Highway and Open Space to the South of the Site (Looking Southwest)**

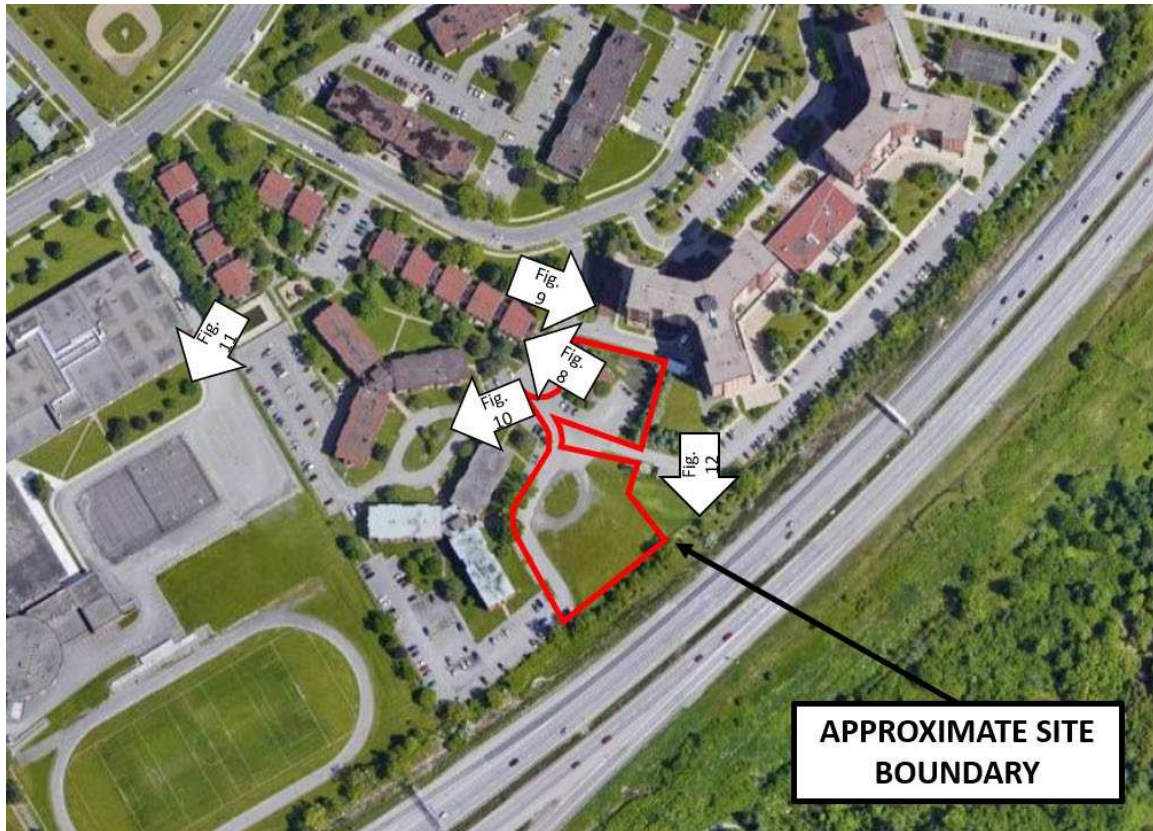


*Source: Google Maps; 2023*



Immediately south of the Site is the Regional Road 174 highway, past which there is open space and environmental lands.

**Figure 13. Context Map Showing Photograph Locations**



*Source: Google Maps; 2023, SHS Consulting; 2023*

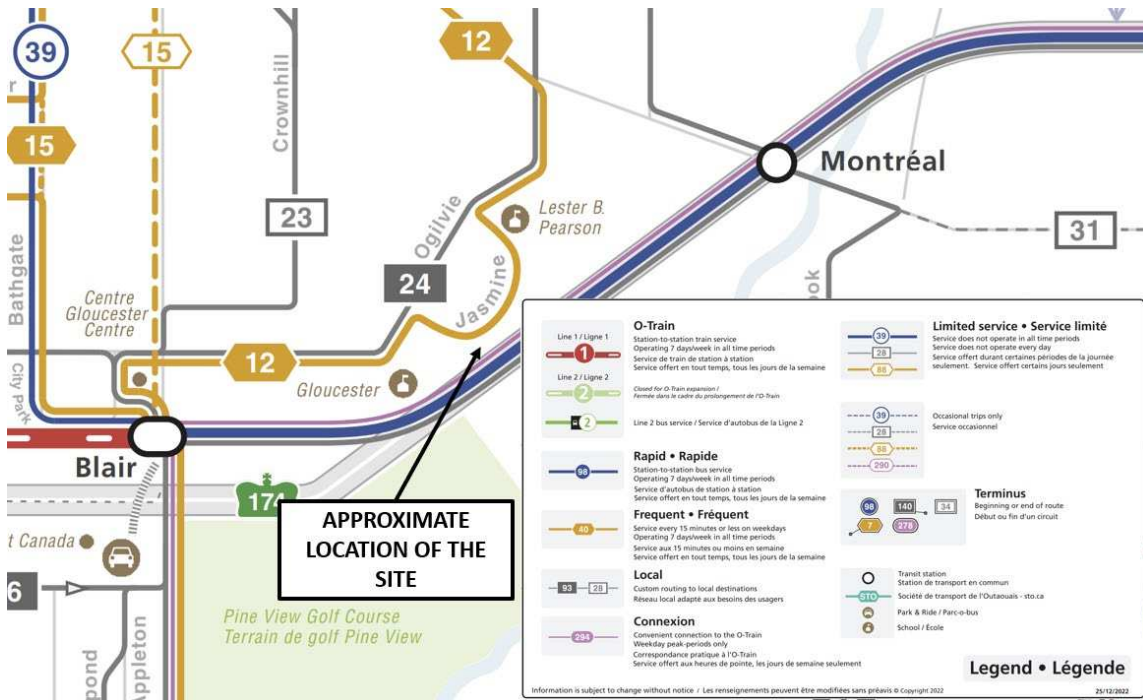
## Nearby Services and Amenities

### Proximity Analysis

The Site is located within 200m of transit stops on Jasmine Crescent. This provides access to the number 12 Frequent bus line, which offers service every 15 minutes or less on weekdays and operates 7 days a week in all time periods. This route, in addition to providing local access along Montreal Road and St Laurent Boulevard, connects to the nearby Blair O-Train station, which provides direct access to downtown Ottawa to the west, and to the 39 Rapid bus line travelling east.

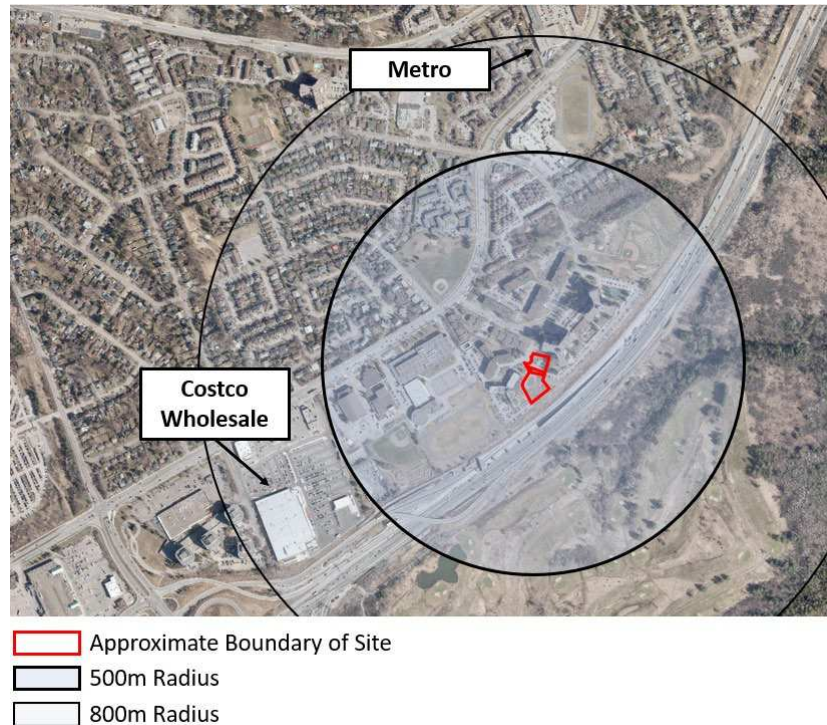
Additionally, the nearby Ogilvie Road is a designated Spine Route within the Primary Urban Cycling Network (Ottawa Official Plan, Schedule C), and a Transit Priority Corridor (Isolated Measures) within the Rapid Transit and Transit Priority Network (Schedule D). As such, the Site provides a variety of transportation options, including through transit and active transportation.

Figure 14. Excerpt from the OC Transpo Transit Map



Source: OC Transpo; 2022

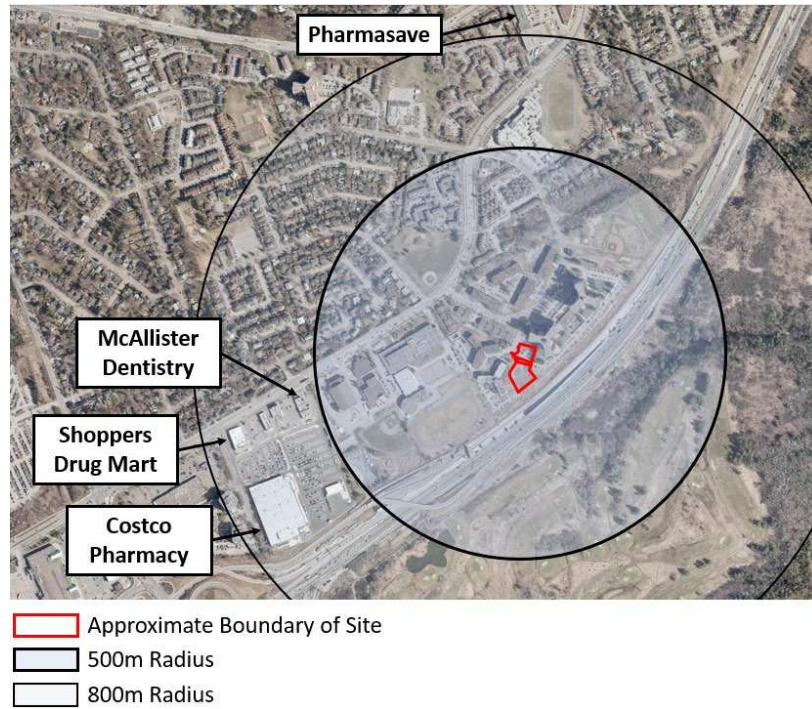
Figure 15. Proximity of Site to Grocery Stores



Source: geoOttawa; 2023

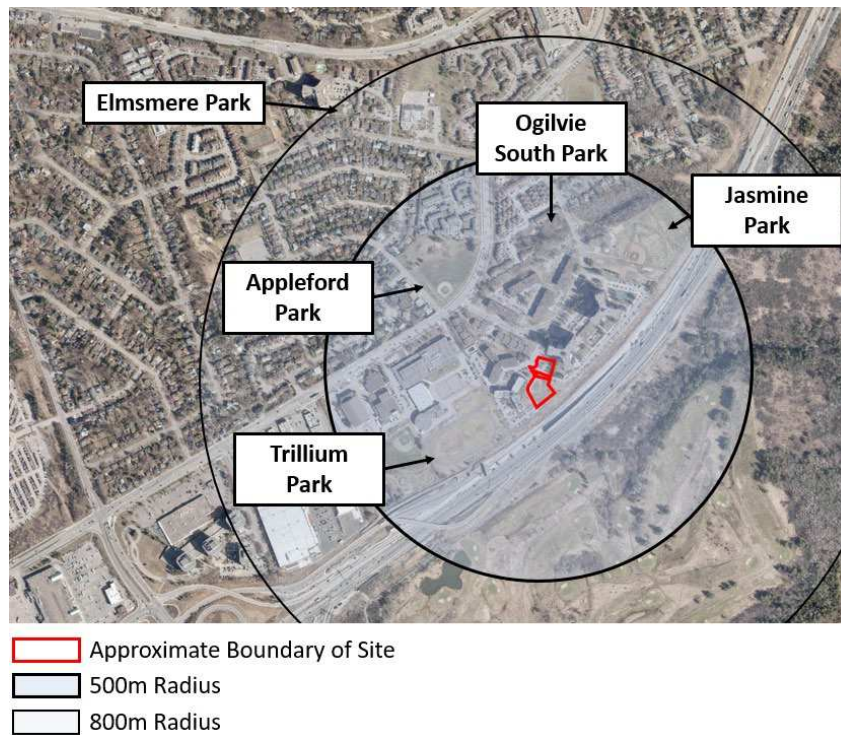


Figure 16. Proximity of Site to Pharmacies and Health Services



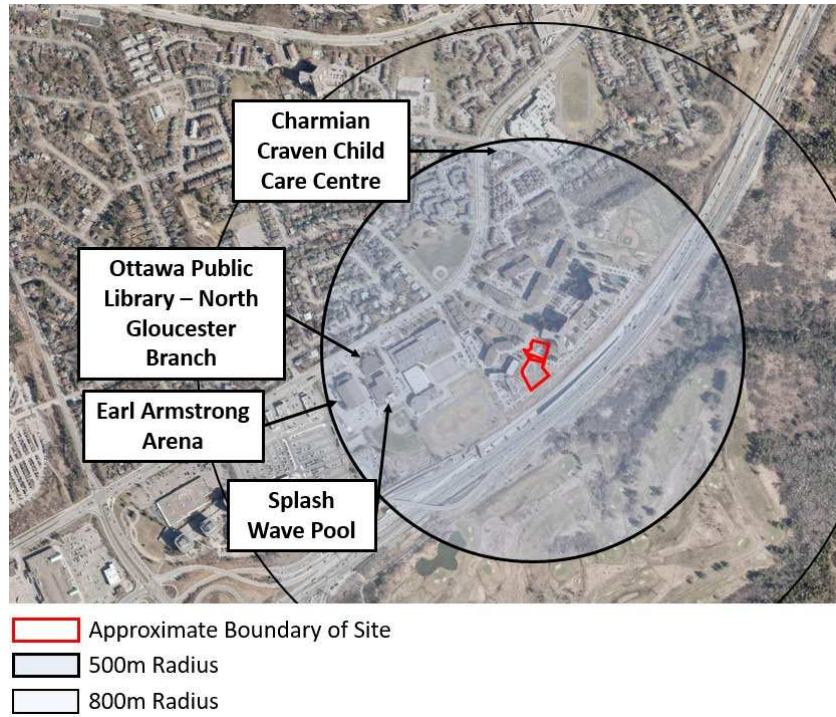
Source: geoOttawa; 2023

Figure 17. Proximity of Site to Parks



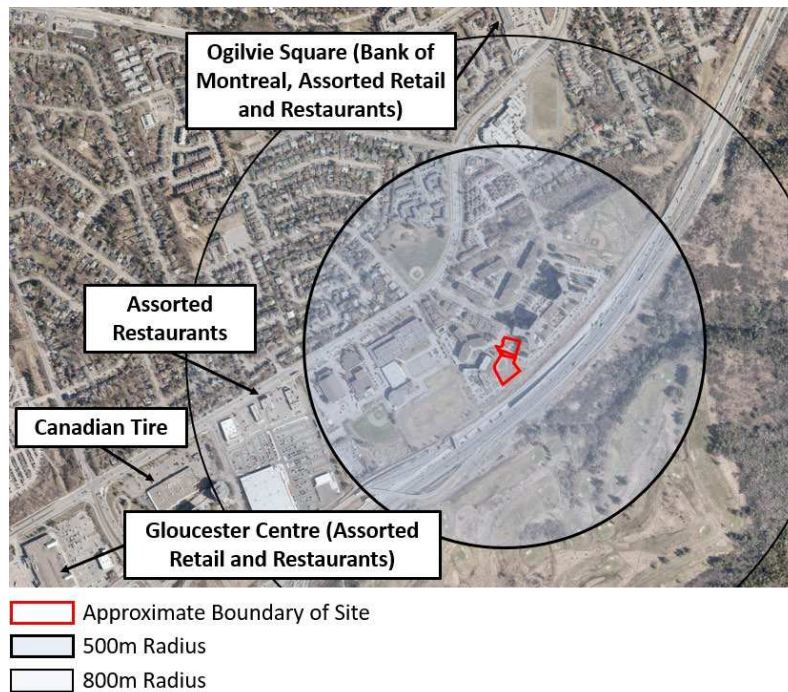
Source: geoOttawa; 2023

Figure 18. Proximity of Site to Libraries and Community Centres



Source: geoOttawa; 2023

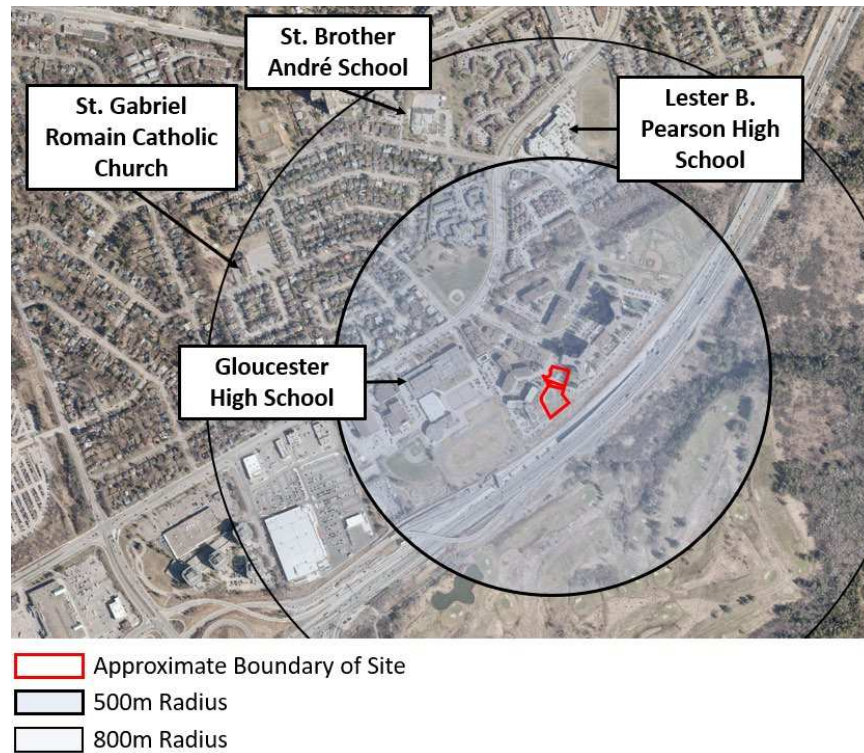
Figure 19. Proximity of Site to Retail Shopping and Financial Institutions



Source: geoOttawa; 2023



Figure 20. Proximity of Site to Places of Worship



Source: geoOttawa; 2023

As Figures 17 to 22 indicate, the Site is located near a variety of services and amenities. Most notably, the site is located within 500m of several parks, recreational facilities, and a local Ottawa Public Library branch. Further, there are two grocery stores, Costco and Metro, within 800m of the site, as well as three pharmacies, and some additional retail and restaurants within or just outside of an 800m radius. There are also nearby schools, a Place of Worship, and a childcare centre.

## Nearby Environmental and Topographic Features

As Figure 23 demonstrates, the Site is not within a Rideau Valley Conservation Authority (RVCA) Regulated Area or Floodplain. The nearest environmental features consist of a Ministry of Natural Resources and Forestry (MNRF) Significant Woodland approximately 115m south of the Site, which is separated by the intervening highway, and an additional Woodland approximately 200m north of the Site. Remaining environmental features, including the 100 Year Floodplain associated with Green's Creek, wetlands, and the nearest Areas of Natural and Scientific Interest (ANSI) fall approximately 500m or more from the Site. There is a water body approximately 380m southwest of the Site that appears to be associated with the Pine View Golf Course.

**Figure 21. Excerpt from Rideau Valley Conservation Authority (RVCA) Regulated Floodplain and Regulated Lands**



Source: Rideau Valley Conservation Authority; 2023; ESRI; 2023

The area surrounding the Site consists primarily of developed lands with minimal changes in grade. There is some sloping associated with the nearby Woodland features to the northeast and south.

**Figure 22. Excerpt from geoOttawa Topography Mapping**



Source: geoOttawa; 2023



## 6.0 Design Proposal

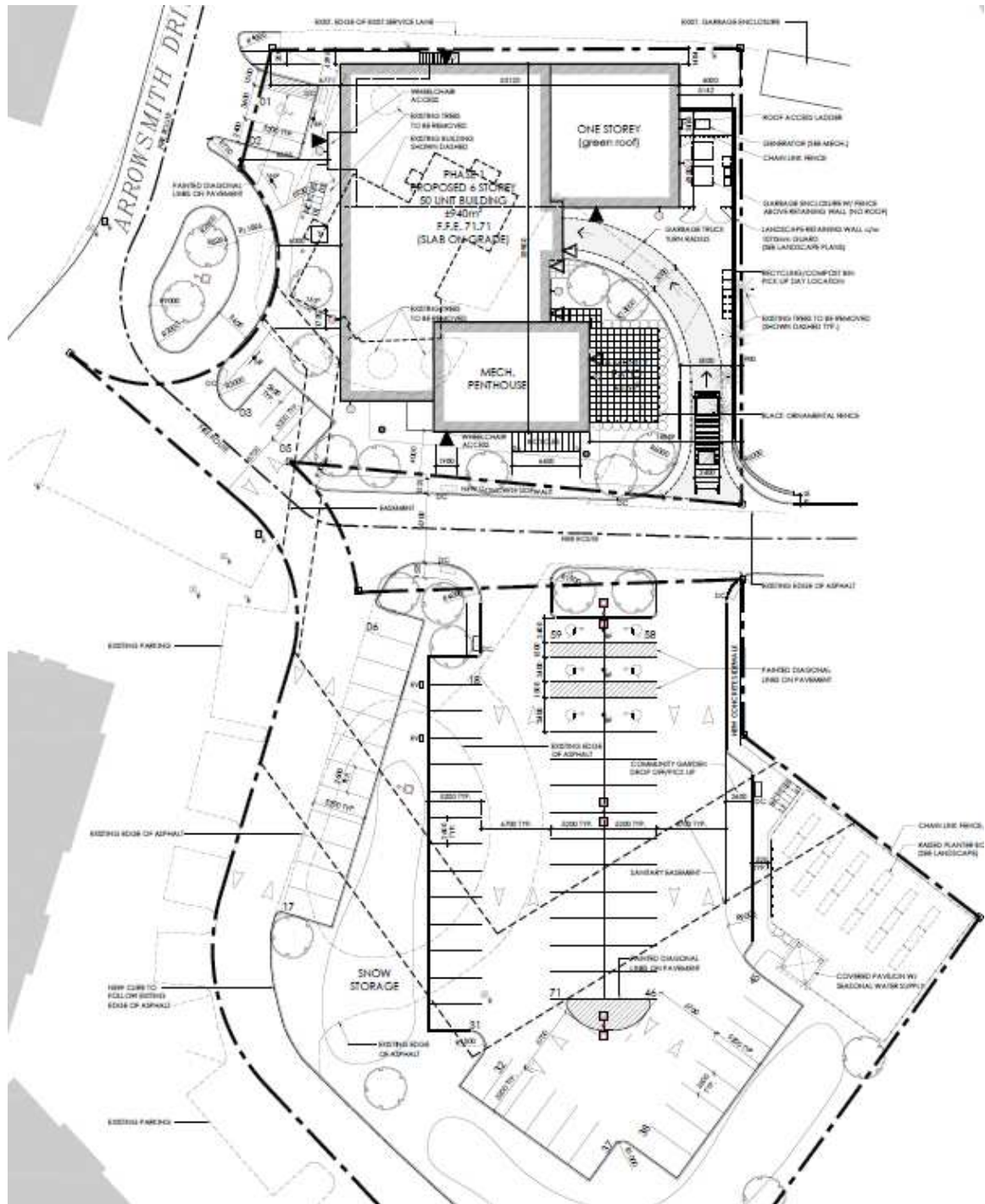
### Proposal Overview

The City of Ottawa's Housing Services branch identified an increased need for additional housing, especially affordable housing for seniors. As part of a strategy to unlock underutilized municipally-owned lands, Housing Services released an Request for Proposals (RFP) in late 2021 for the redevelopment of the Site at 2040 Arrowsmith Drive. Wigwamen Incorporated, an Indigenous housing provider with a presence in both Toronto and Ottawa was the winning proponent to the RFP. The proposal described in this section will create new affordable rental units for Indigenous seniors as well as adults experiencing disabilities.

The Site at 2040 Arrowsmith Drive, is a 0.6-hectare (6,020.1 square metre) block and is currently home to a 1-storey temporary building out of which operates a local food bank, the Gloucester Emergency Food Cupboard (GEFC). The proposal will redevelop and intensify the Site by constructing a new 6-storey rental apartment with 50 affordable units, including 10 fully-accessible units for adults experiencing disabilities. The fully-accessible units will be managed by March of Dimes Canada. The GEFC will occupy a new space on the ground floor from which it will serve the needs of the wider community, as well as the new residents living in the proposed rental apartment building.

As an infill and intensification project within the City of Ottawa, the proposed development will provide high-quality, affordable housing units targeted at Indigenous seniors and adults experiencing disabilities in Gloucester and across the city.

Figure 23. Excerpt from Site Plan for the Proposed Project at 2040 Arrowsmith Drive



Source: Vandenberg & Wildeboer Architects, Inc.; 2022

## Proposed Uses

The breakdown of the Site's uses would be as follows:

- Lot Area: 6,020.1 m<sup>2</sup>
- Building Area: 940 m<sup>2</sup>
- Lot Coverage: 15.6%
- Paved Area: 2,857 m<sup>2</sup> (47.6%)
- Landscaped Area: 2,213 m<sup>2</sup> (36.8%)
- Amenity Area: 399 m<sup>2</sup>
- Total Gross Floor Area (GFA): 3,585 m<sup>2</sup>
- Residential Gross Floor Area (GFA): 3,179 m<sup>2</sup>
- Non-Residential Gross Floor Area (GFA): 406 m<sup>2</sup>
- Building Height Proposed: 20.20 m
- Building Height Stories: 6 storeys
- Number of Residential Units: 50 Units

### Residential Uses

A total of 50 new residential units are proposed to be created as part of the proposed seniors' affordable rental apartment on-site. The proposed units are all 1-bedroom configurations, with 10 fully-accessible 1-bedroom units proposed – 2 on each residential floor. The Gross Floor Area (GFA) of typical 1-bedroom units ranges from 45 square metres to 57 square metres, and the GFA of the accessible 1-bedroom suites ranges from 62 square metres to 64 square metres.

All 50 of the proposed units will be offered at affordable rental levels.

### Community Centre Uses

The proposed development will contain 406 square metres of non-residential GFA on the ground floor for GEFC operations. GEFC programming will include 120 square metres of office space to support GEFC foodbank operations, 123 square metres of assembly space for community events, and 163 square metres of space for storage, food preparation and circulation.

### Ancillary Uses

In addition to the residential and community centre uses in the proposed development, there will be 64 square metres of GFA dedicated to the indoor

Amenity Space, in the form of a large common room located at the southeast corner of the ground floor.

A large laundry room and bicycle and motorized mobility device (scooter) storage room will be located on the ground floor, near the elevators.

Accessory support spaces for residents experiencing disabilities, occupied by March of Dimes Canada will be located on the ground floor.

## **Building Design**

### **Site Layout & Built Form**

The proposed development is a six-storey apartment building with a 940 square-metre building footprint. The proposal strategically places the apartment building at the north end of the Site, framing the public streetscape along Arrowsmith Drive. The building location was selected for design reasons (pedestrian access, transition in built form and scale), as well as practical considerations (the location of underground utilities beneath the southern portion of the site. The northern and southern portions of the site are divided by a private roadway (Sutton Place).

The building massing is roughly rectilinear in shape, oriented along a north-south axis. The ground floor of the proposed building will extend east beyond the building face above at its north end. There will be some articulation to the building façade, adding visual interest from the street and neighbouring properties, as well as mitigating the visual impact of the development.

Within the proposed 6-storey building, circulation is organized along a north-south axis dictated by the building orientation and built form. The proposed building has two distinct occupancies, access to which is clearly separated for functional purposes. The GEFC serves the wider community and as such has its entry from Arrowsmith Drive. Its associated vehicular parking is located directly in front of the building and along the existing private laneway to the south. The entry to the residential units is on the south side of the new building, opposite its associated surface parking which occupies the majority of the southern portion of the Site.

Figure 24. South Elevation of the Proposal



Source: Vandenberg & Wildeboer Architects, Inc.; 2022

Figure 25. West Elevation of the Proposal



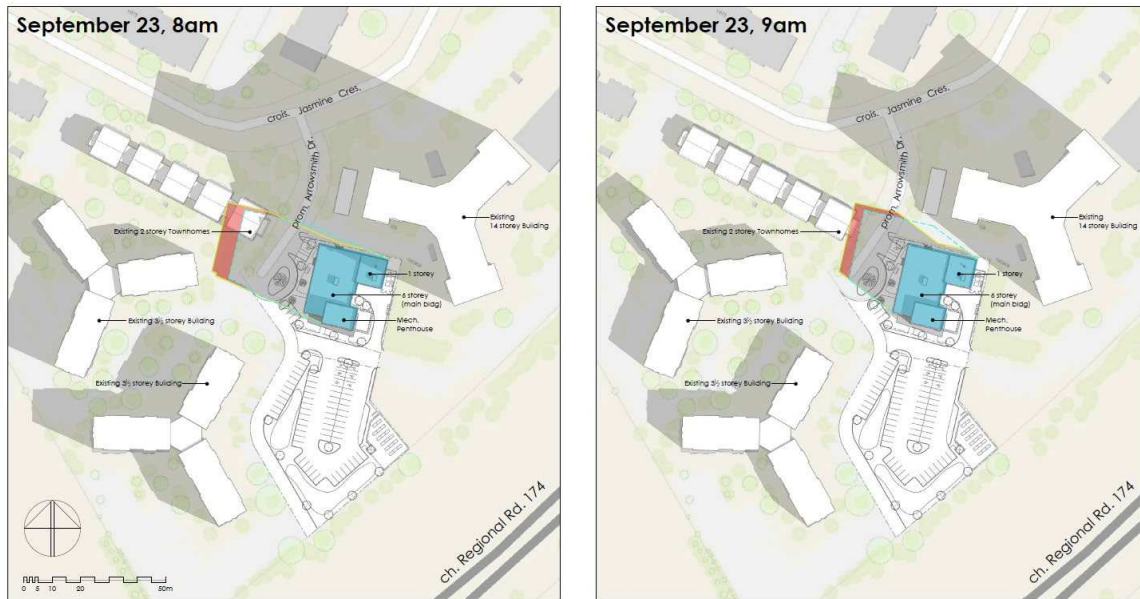
Source: Vandenberg & Wildeboer Architects, Inc.; 2022

The proposed Site Plan maximizes the amount of site area available for automobile parking and green space through a compact building footprint. The height and footprint of the proposed apartment building is complementary to the surrounding built form, creating a transition between the interface of the 14-storey residential condominium apartment building to the north and east, and 3.5 storey residential townhouses to the west.

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Figure 26. Excerpt from Shadow Analysis



Source: Vandenberg & Wildeboer Architects, Inc.; 2022

## Building Access

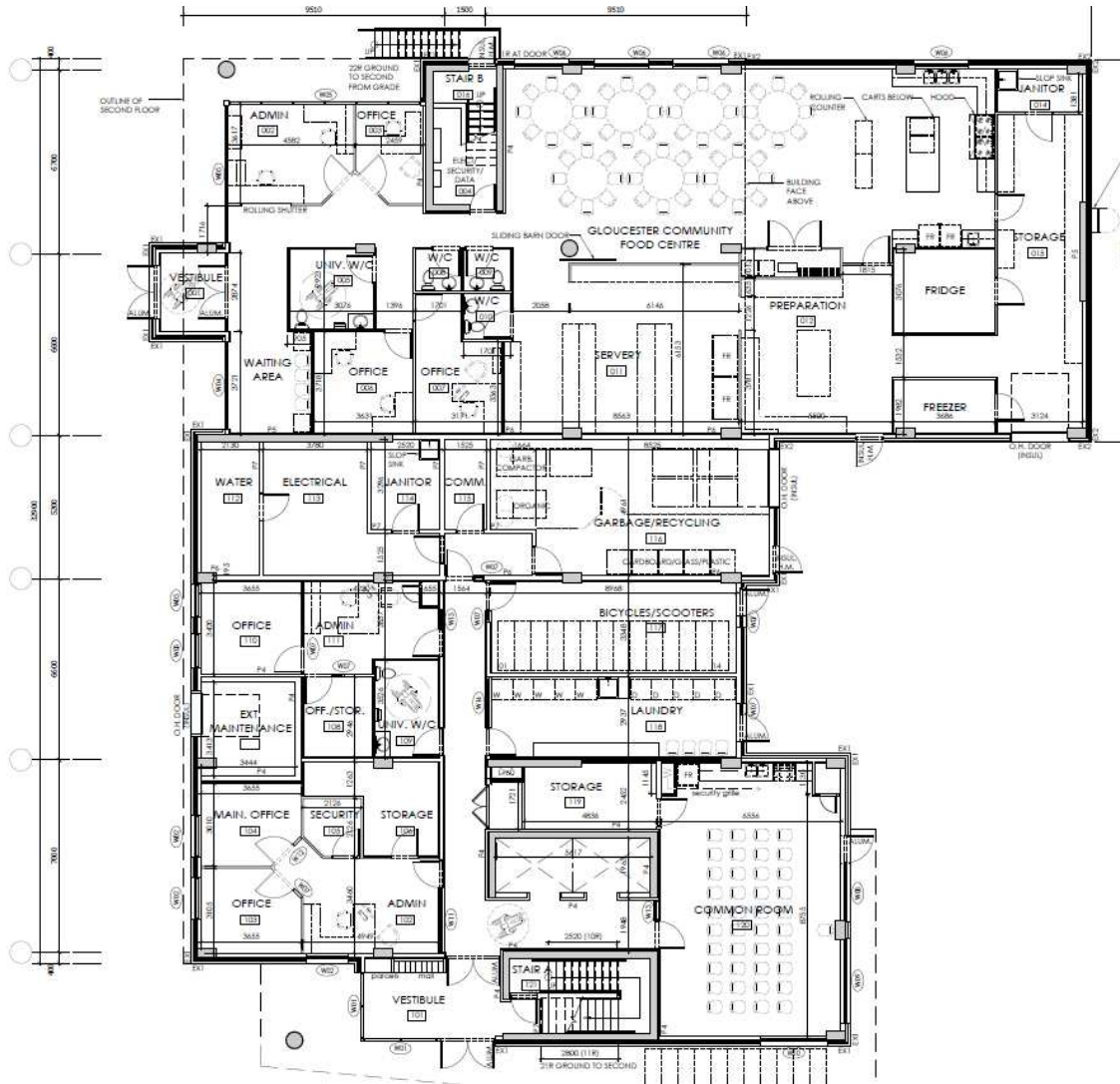
As Figure 29 shows, pedestrian access to the proposed building is separated by use - GEFC clients and staff would enter the ground floor GEFC spaces from the west, along Arrowsmith Drive, while residents, visitors and staff supporting the 50-unit affordable rental apartment building would access the building from the south, along Sutton Place.

The proposed building will be equipped with two (2) staircases, one at the north end, and one at the south end of the building, both adjacent to, or with emergency exits opening from the stairwells on the ground floor.

In addition, (2) elevators, of which two (2) will be located south side of the building, adjacent to the primary residential entrance. The primary entrances for both the GEFC and residential spaces will be barrier-free and accessible to people with physical disabilities. For ease of pick-up and drop-off, the new building would have three (3) drop-off areas, two (2) near the primary entrances for the GEFC and apartment building, and a third near a relocated community garden at the southeastern edge of the site.

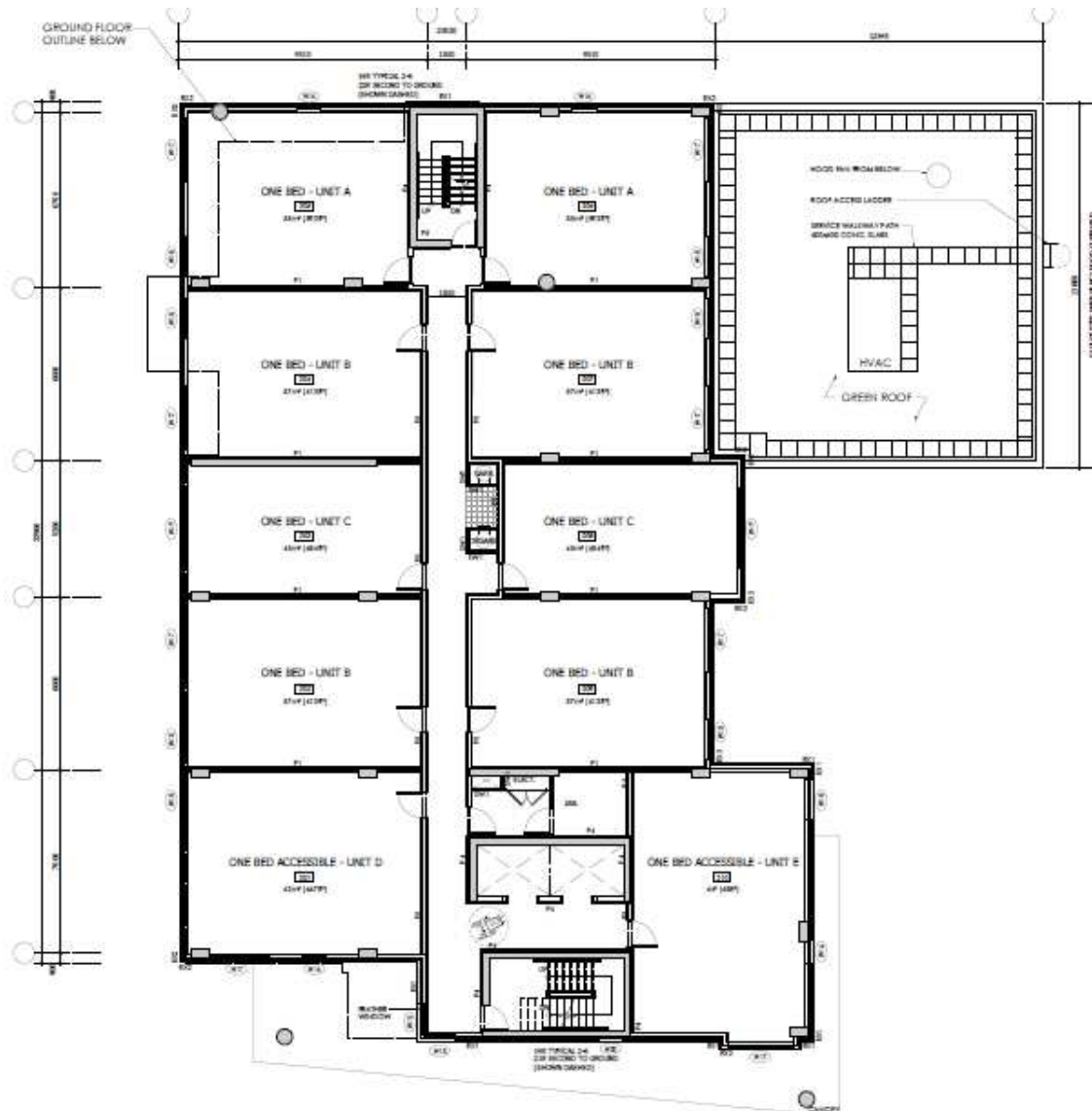


Figure 27. Excerpts from Ground Floor Plan



Source: Vandenberg & Wildeboer Architects, Inc.; 2022

Figure 28. Excerpts from Typical Floor Plan



Source: Vandenberg & Wildeboer Architects, Inc.; 2022

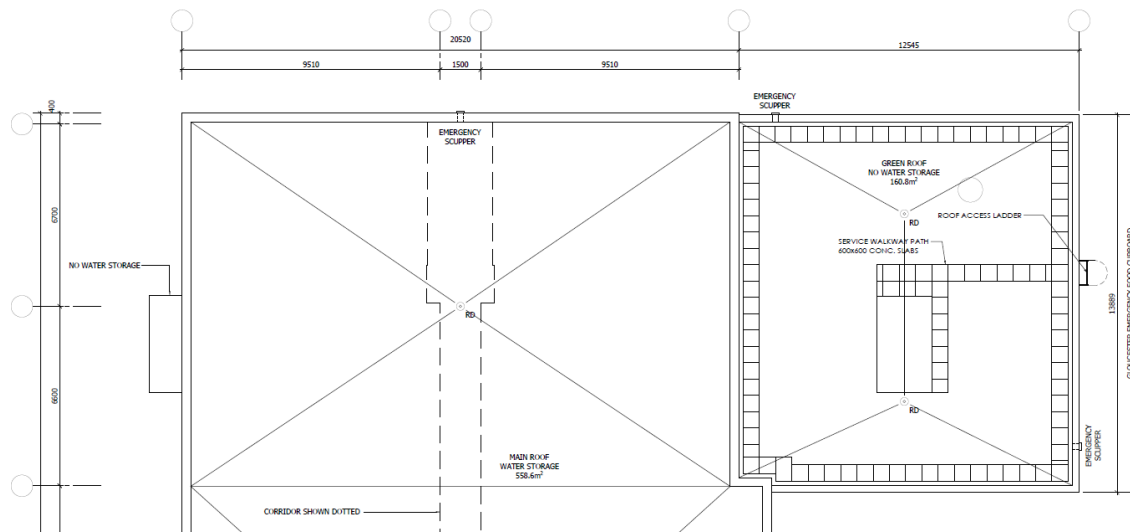
## Sustainability

The proposed site lighting is designed to be ‘full cut-off’ lighting, with minimal spillage off-site, which will reduce the impact on neighbouring property owners and reduce light pollution – an important consideration for a site situated near the Greenbelt.

In addition, the roof of the one-storey wing of the GEFC, located at the northeast corner of the proposed building will be designed as a “green roof.”



Figure 29. Excerpt of Roof Plan Showing Green Roof



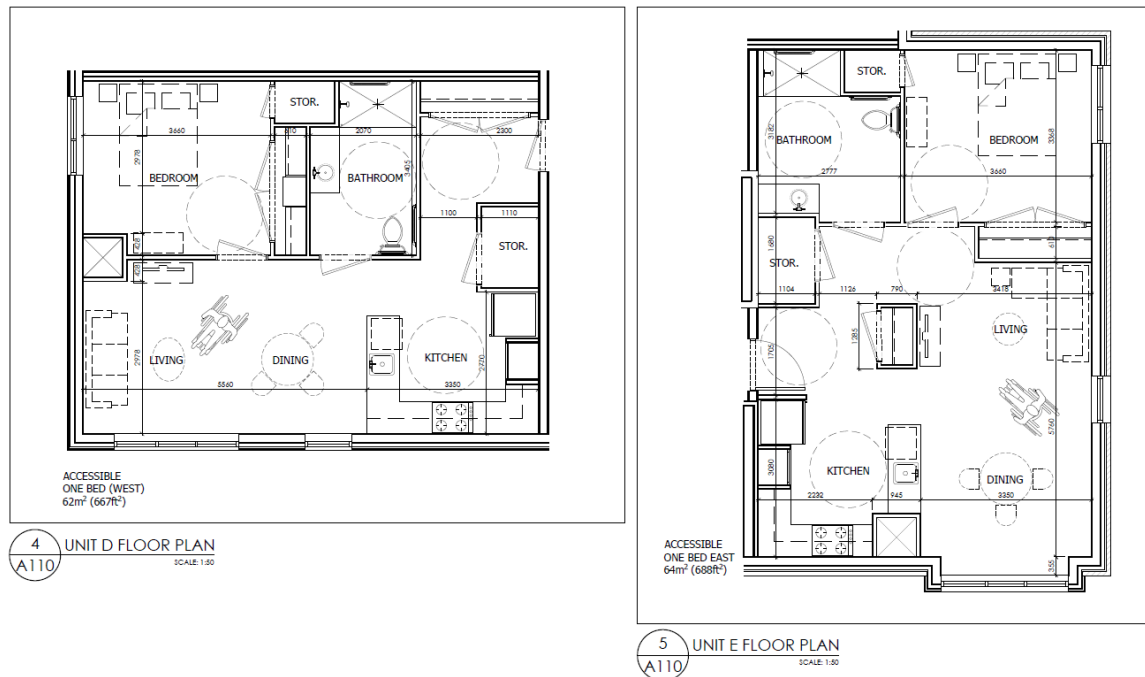
Source: Vandenberg & Wildeboer Architects, Inc.; 2022

The building's mechanical and electrical design, and building envelope will be developed using energy modelling software to ensure a selection of products and measures to achieve that goal. Design features will include the use LED lighting throughout the building and site, high efficiency heating and ventilation systems, high-performing windows, and thicker insulation with particular attention given to air tightness to improve energy efficiency to, at a minimum, a 25 percent decrease in energy and greenhouse gas emissions when compared to the 2017 National Energy Code.

### Accessibility

A total of 10 of the 50 proposed units on the site will be designed to be fully accessible for adults experiencing disabilities and will include design features such as: specialized kitchens (including accessible appliances), washrooms with multiple grab bars, a roll-in shower, transfer spaces, and larger turning radii to accommodate assisted mobility devices such as wheelchairs.

Figure 30. Accessible Unit Plans



Source: Vandenberg & Wildeboer Architects, Inc.; 2022

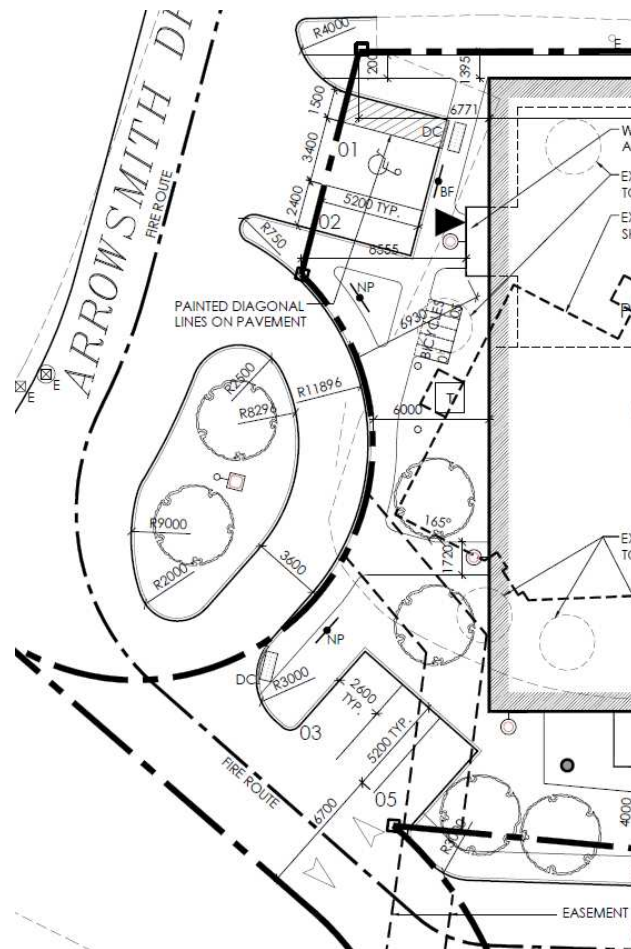
In addition, all 50 residential units will be fully ‘visitable’ under the Ontario Building Code. This is defined as having wheelchair accessibility in the washroom, bedroom, and the Kitchen/Living Dining areas.

All common spaces throughout the building are designed to be wheelchair accessible.

## Parking

The proposed development will have 71 parking spaces. 17 parking spaces will serve clients and staff of the GEFC, and will be located along Arrowsmith Drive and Sutton Place as well as a private laneway to the south. Placement of these parking spaces maximizes ease of access and accessibility for users of the GEFC space.

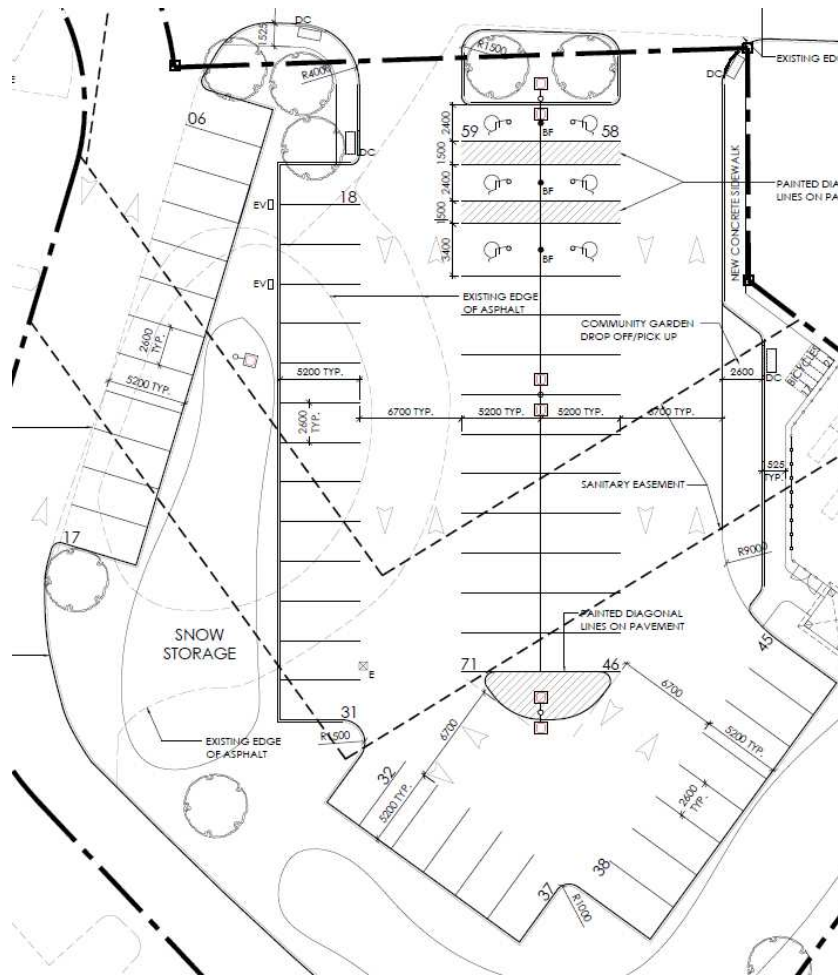
Figure 31. Excerpt from Site Plan Showing Parking Spaces in North Section of Site



Source: Vandenberg & Wildeboer Architects, Inc.; 2022

A further 54 parking spaces will serve residents and visitors of the affordable seniors apartment building. The proposal would meet the Zoning By-law requirement of 10 visitor parking spaces, but would require relief from the By-law to provide a reduced standard of 44 resident parking spaces where the By-law requires 55.

**Figure 32. Excerpt from Site Plan Showing Parking Spaces in South Section of Site**



Source: Vandenberg & Wildeboer Architects, Inc.; 2022

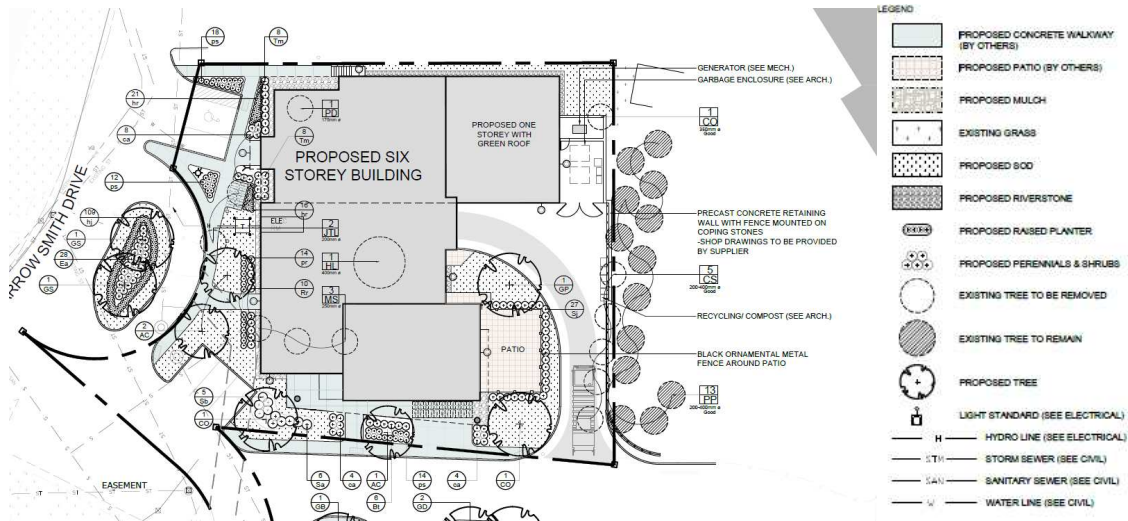
The proposed supply of resident parking spaces is appropriate for the anticipated demand from residents given the target demographic for future residents – low-income senior households and adults experiencing disabilities. Both of these groups typically have lower rates of automobile ownership than the general population.

### **Landscape and Fencing**

Retaining exterior amenity areas and landscaping for the benefit of future residents and GEFC clients were a key design consideration in the proposal. In order to maximize the amount of usable green space available for residents and GEFC clients, the building massing was isolated to the northern portion of the site. By reducing the parking space allocation in the surface parking lot which occupies the majority of the southern portion of the site, the Site Plan maximizes landscaped space available for snow storage, buffering of the parking lot from

neighbouring residential uses, and permits the relocation of a 274 square metre community garden.

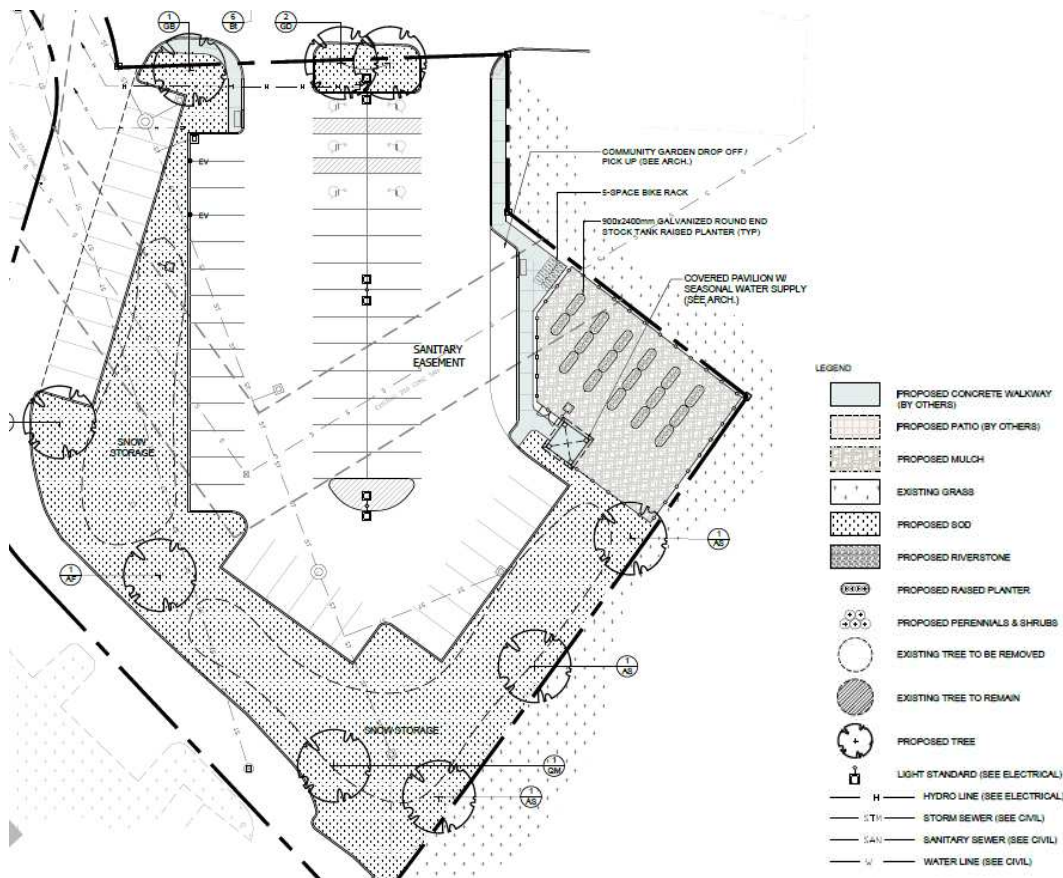
**Figure 33. Excerpt from Landscape Site Plan Showing North Section of Site**



Source: James B. Lennonx & Associates Inc., Landscape Architects; 2022

New plantings are proposed to replace trees which must be removed to facilitate construction and grading of the northern portion of the site, and additional private trees will be planted in the landscaped areas surrounding the parking lot in the southern portion of the site. A new landscaped island is proposed within the Arrowsmith Drive right-of-way at the northwest of the site, which will increase groundwater infiltration and soften the visual impact of the proposed development from the street.

Figure 34. Excerpt from Landscape Site Plan Showing North Section of Site



Source: James B. Lennonx & Associates Inc., Landscape Architects; 2022

Existing fencing surrounding the northern portion of the site will be retained where possible, unless consultation with the neighbouring property owners uncovers a desire for upgrades to fencing which would alleviate concerns regarding noise or privacy.

A private 61 square metre amenity patio at the southeast corner of the proposed building, accessible from the proposed common room, will serve as valuable outdoor space for future residents. The amenity patio will be bordered by a black ornamental fence, as well as new plantings.

## Circulation

### Private Automobile

The principal point of access to the site is from Arrowsmith Drive, which is a public right-of-way. From Arrowsmith Drive, private automobiles can access a proposed drop-off area in front of the GEFC entrance to the building, as well as 5 parking spaces on the west side of the Site which are intended to be allocated to the GEFC. Automobiles can also access Sutton Place, a private roadway owned by the adjacent condominium corporation, from which drivers can enter and exit

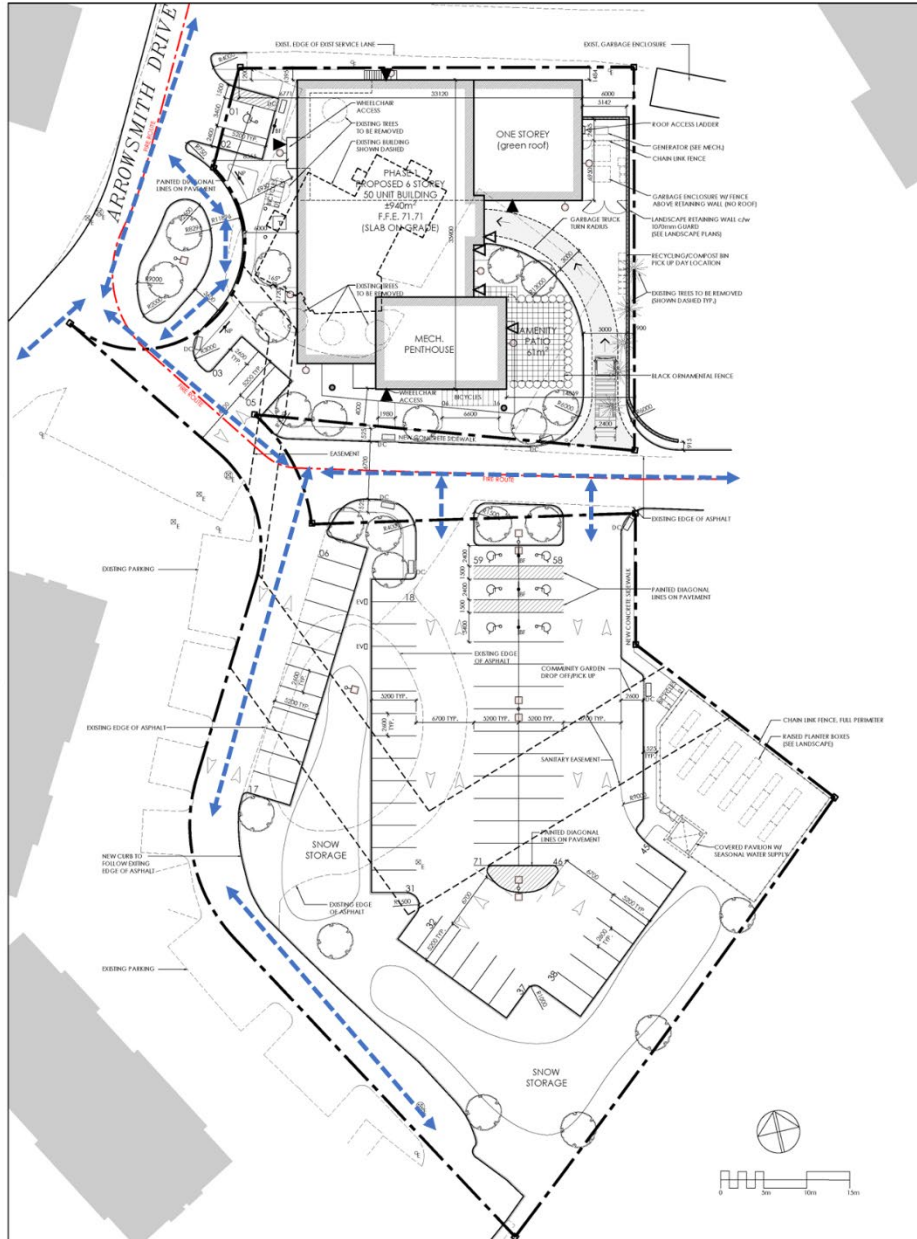
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from the proposed 54 space surface parking lot, via two bidirectional driveways. Drivers would also be able to access an unnamed private roadway and an additional 12 parking spaces located on the west side of the southern portion of the site.

Figure 35. Excerpt from Site Plan Showing Automobile Circulation (Blue)



Source: Vandenberg & Wildeboer Architects, Inc., 2022, SHS Consulting; 2023

## Pedestrian

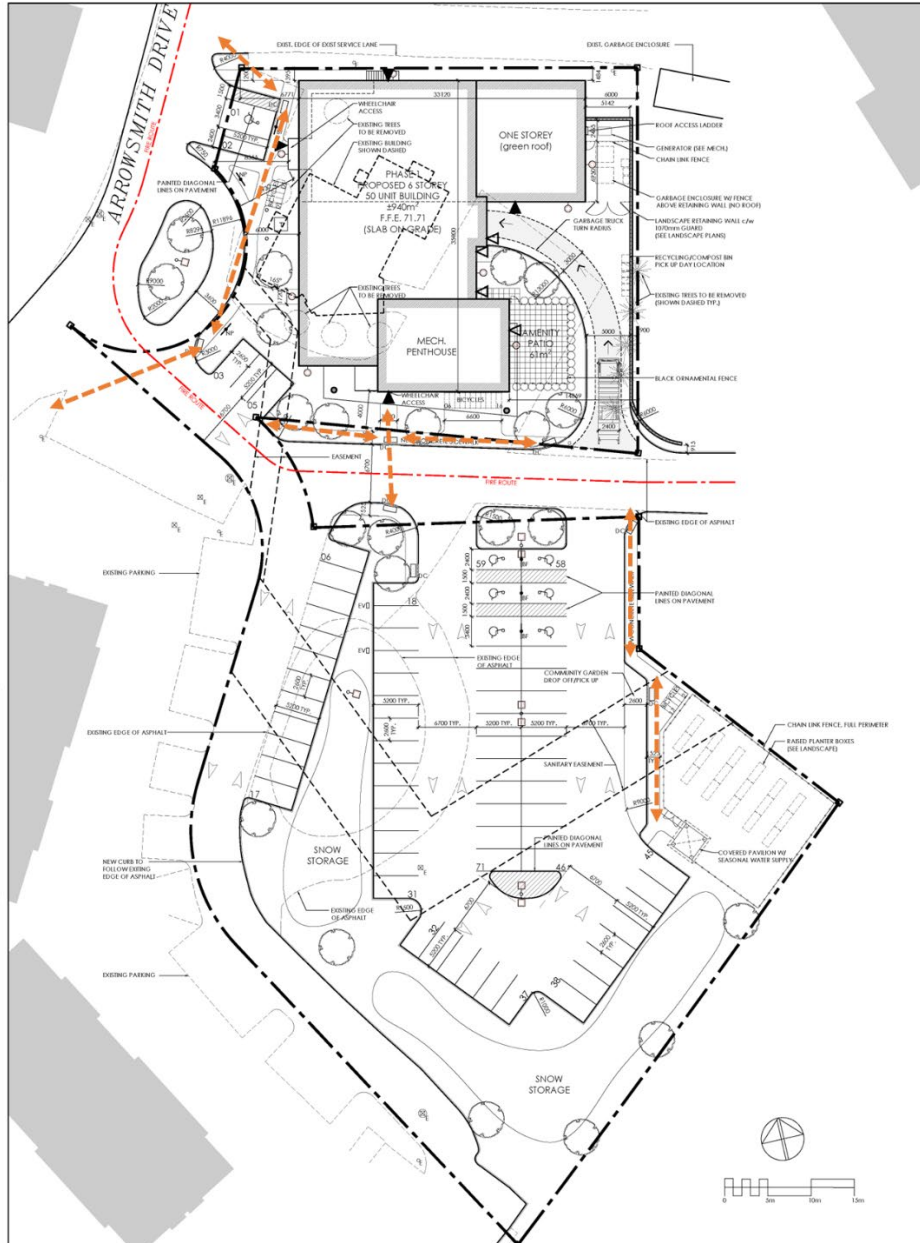
The Site is currently connected to the community via a concrete sidewalk which gives access to Arrowsmith Drive. The proposed development will add a new

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concrete sidewalk from Arrowsmith Drive, east along Sutton Place, around the south side of the building, providing pedestrian access to the primary entrance for the rental apartments. A new north-south oriented sidewalk along the eastern side of the new surface parking lot on the southern portion of the site will provide pedestrian access to the relocated community garden.

Figure 36. Excerpt from Site Plan Showing Pedestrian Circulation (Orange)



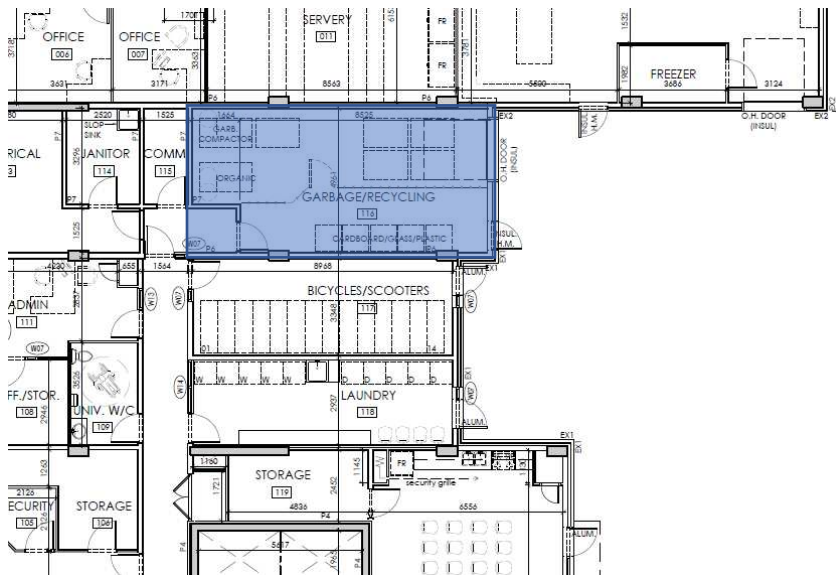
Source: Vandenberg & Wildeboer Architects, Inc.; 2022, SHS Consulting; 2023



## Waste Collection

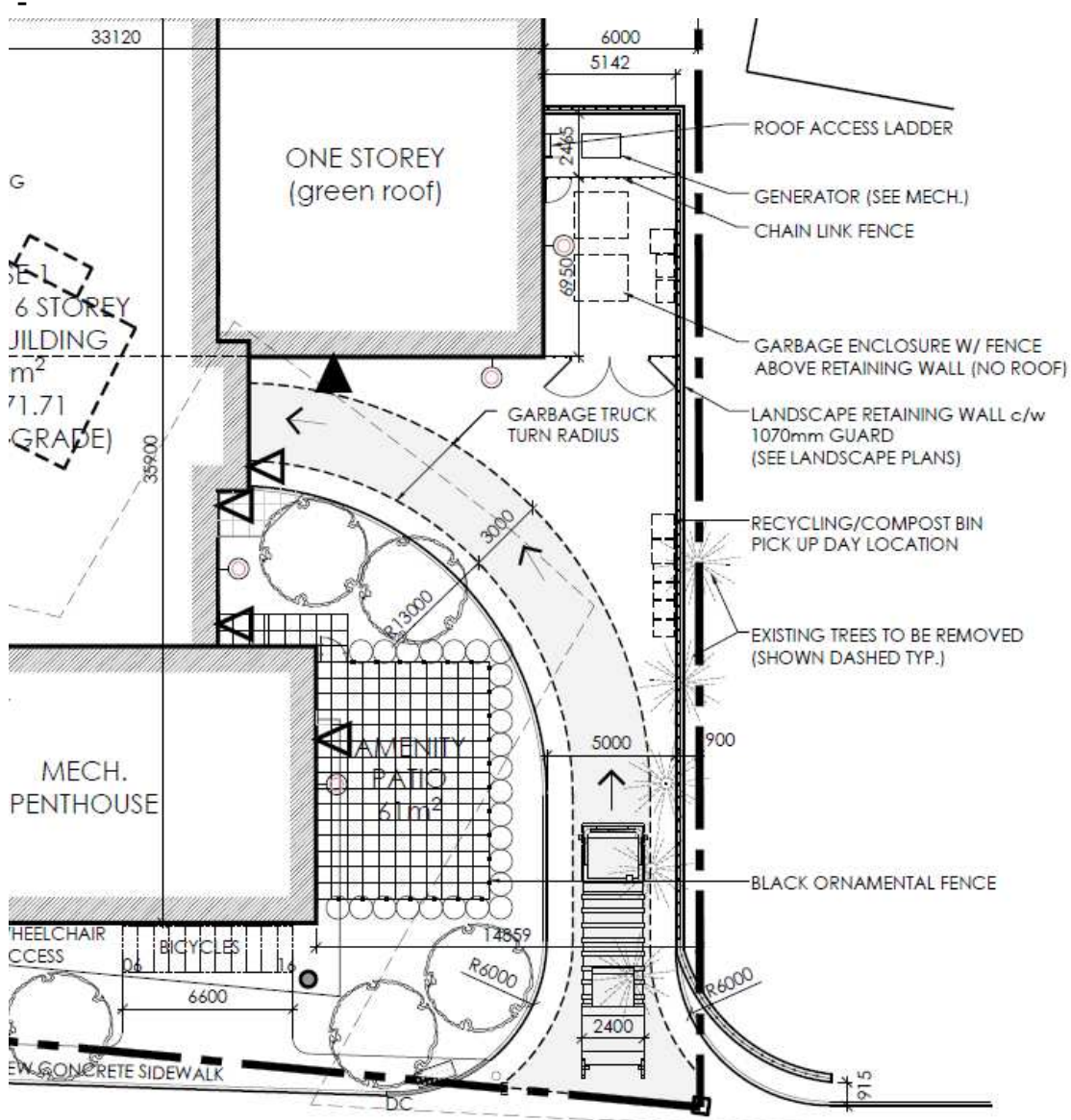
An exterior waste storage area serving the needs of the GEFC is proposed at the northeast corner of the Site. This waste storage area is adjacent to an existing garbage enclosure serving the 14-storey residential condominium apartment building immediately east. In addition, the waste storage area will be screened from view via a new fence and gate. The proposed route for waste collection vehicles is 5 metres wide and is accessed from Sutton Place, which is consistent with existing waste collection for the site. Due to site constraints, waste collection vehicles will not be able to enter and exit the site in a continuous forward movement.

**Figure 37. Excerpt from Ground Floor Plan Showing Interior Residential Waste Storage**



Source: Vandenberg & Wildeboer Architects, Inc.; 2022

Figure 38. Excerpt from Landscape Site Plan Showing Exterior Waste Storage and Collection



Source: Vandenberg & Wildeboer Architects, Inc.; 2022

Within the building, the residents will be able to dispose and recycle their garbage in the dedicated garbage rooms provided near the centre of each residential floor. Chutes will carry waste to a ground floor waste storage room which has dedicated access to the waste loading area immediately to the east.