

FOTENN

**851 RICHMOND
ROAD**



October 16, 2017

Planning Rationale

Site Plan Control



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Figure 1: Site Photo (View looking south-west)

Fotenn Consultants Inc., acting as agents for Homestead, is pleased to submit the enclosed Planning Rationale regarding the Site Plan Control application for the lands municipally known as 851 Richmond Road. The purpose of the application is to permit the construction of an 11-storey residential building on the property. As shown in Figure 1 above, the subject property currently accommodates an existing 11-storey mixed-use building with associated surface parking.

2.0 SURROUNDING AREA AND SITE CONTEXT



Figure 2: Aerial Photo

2.1 Subject Property

The subject property is rectangular in shape with 153 metres of frontage on Richmond Road. The existing 11-storey mixed-use building features commercial uses on the ground floor and residential apartment units above. The commercial uses comprise the majority of the ground floor facing Richmond Road.

The existing development includes two (2) associated surface parking lots on the east and west sides of the building, respectively. Each parking lot has ingress / egress points that provide direct access to Richmond Road. The parking lots are connected by a drive aisle, which separates the building from the street.

A landscaping strip consisting of large deciduous trees encircles the perimeter of the property along the north and east lot lines, buffering the existing development from the low-rise residential neighbourhood to the north.

2.2 Surrounding Context

The property is located along Richmond Road, west of Westboro village and north of Byron Linear Park. This section of Richmond Road consists of an eclectic mix of uses, including high-rise residential buildings, low-density commercial uses and surface parking.

Stage 2 of the City of Ottawa's Light Rail Transit (LRT) plan proposes an LRT station at Cleary Avenue, approximately 250 metres north-east of the Subject Property. The LRT will continue westward to the proposed New Orchard station. For this reason, the area is proposed to evolve to incorporate a mix of uses and transit-supportive densities.

The subject property is surrounded by the following land uses:

- / North: Low-rise residential neighbourhood;

- / East: Kristy's Restaurant. A Zoning By-law Amendment application has been approved to permit a 24-storey mixed-use building on this property;
- / South: Byron Linear Park, low-rise apartment dwellings, and Ukrainian Banquet Hall;
- / West: Ho Ho Restaurant.

2.3 Road, Transit and Cycling Network



Figure 3: Schedule 'E' of the Official Plan, Urban Road Network

As shown in Figure 2 above, the subject property has access to Richmond Road, an Existing Arterial Road. Arterial Roads are designed to carry large volumes of traffic over long distances.

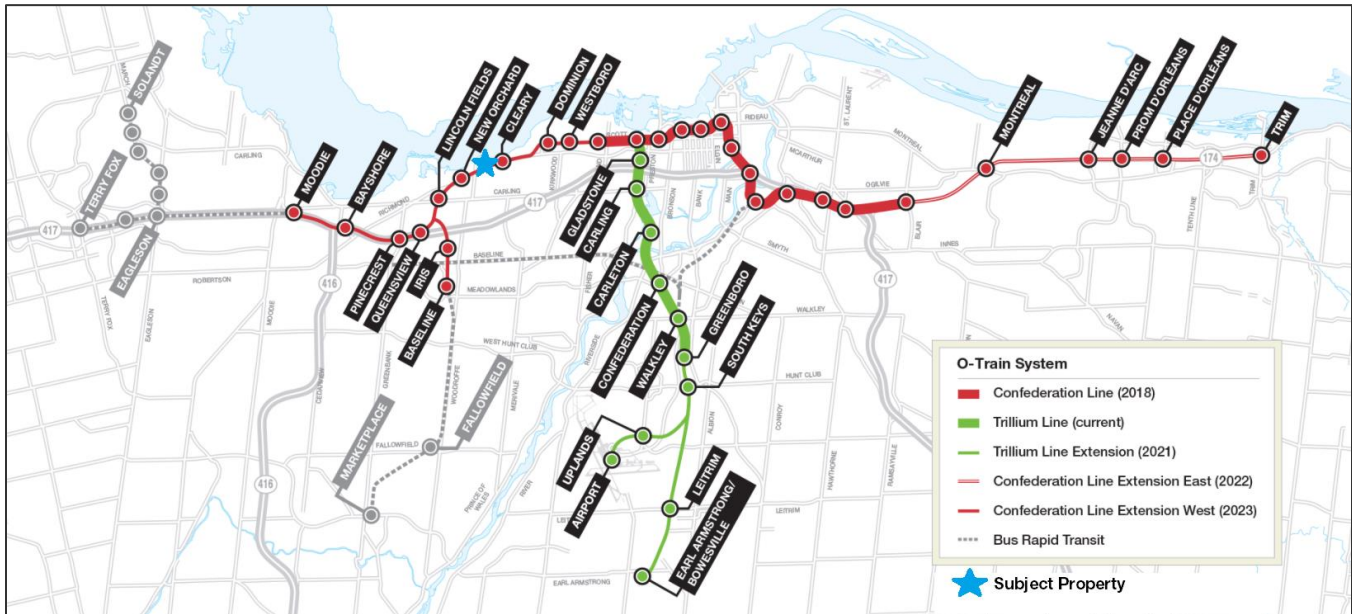


Figure 4: Proposed O-Train System Mapping

As shown in Figure 3 above, the subject property is located in close proximity to the proposed Cleary LRT Station. Cleary Station is a component of the Confederation Line Extension West and is projected to be completed by 2023. Existing bus transit service offers transportation east and west along Richmond Road.

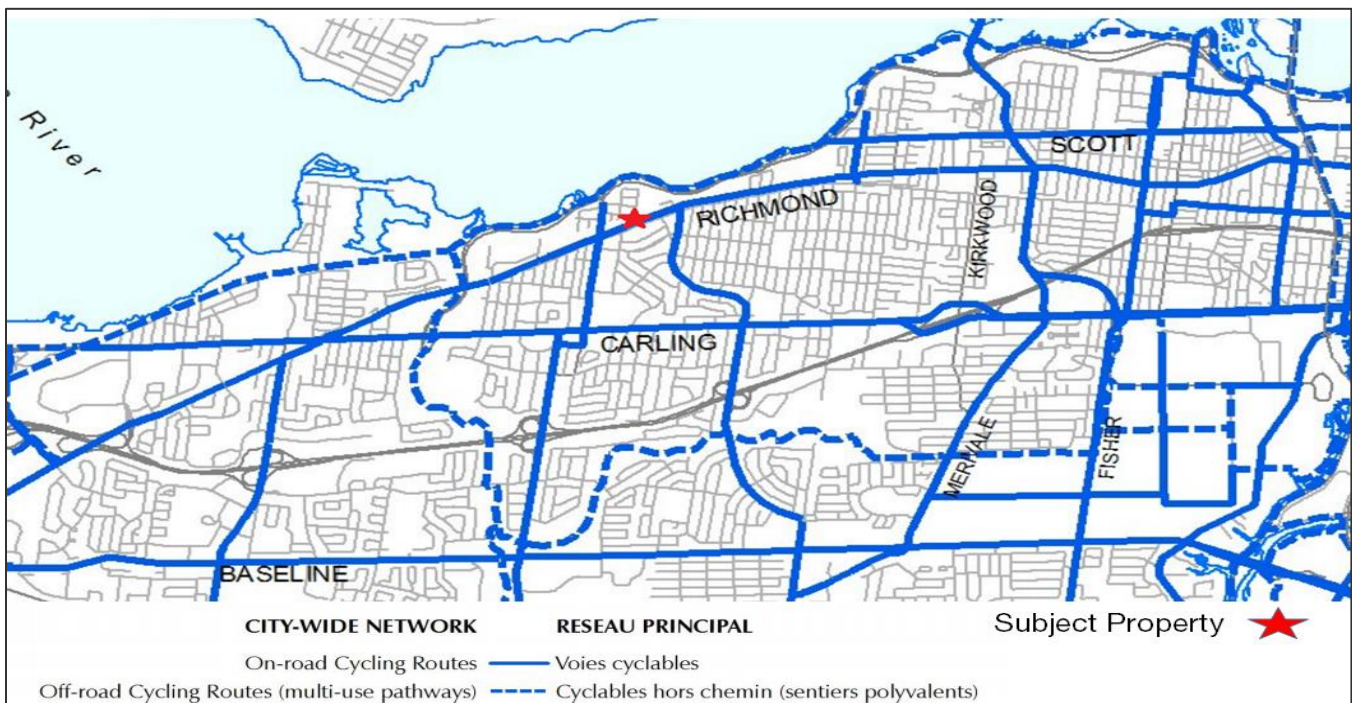


Figure 5: Schedule 'C' of the Official Plan, Primary Urban Cycling Network

As shown in Figure 5 above, the property has access to an on-road cycling route on Richmond Road.



Figure 8: Building Rendering (Street Level)

Through the development, it is intended that the Richmond Road frontage will be improved with street level landscaping along the street edge and the addition of a main pedestrian entrance from the Richmond Road sidewalk.



Figure 9: Building Rendering (View looking East)

The building will provide a transition towards existing and proposed high-rise buildings located closer to the Cleary Light Rail Transit Station.

POLICY AND REGULATORY FRAMEWORK

3.1 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.

3.2 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.

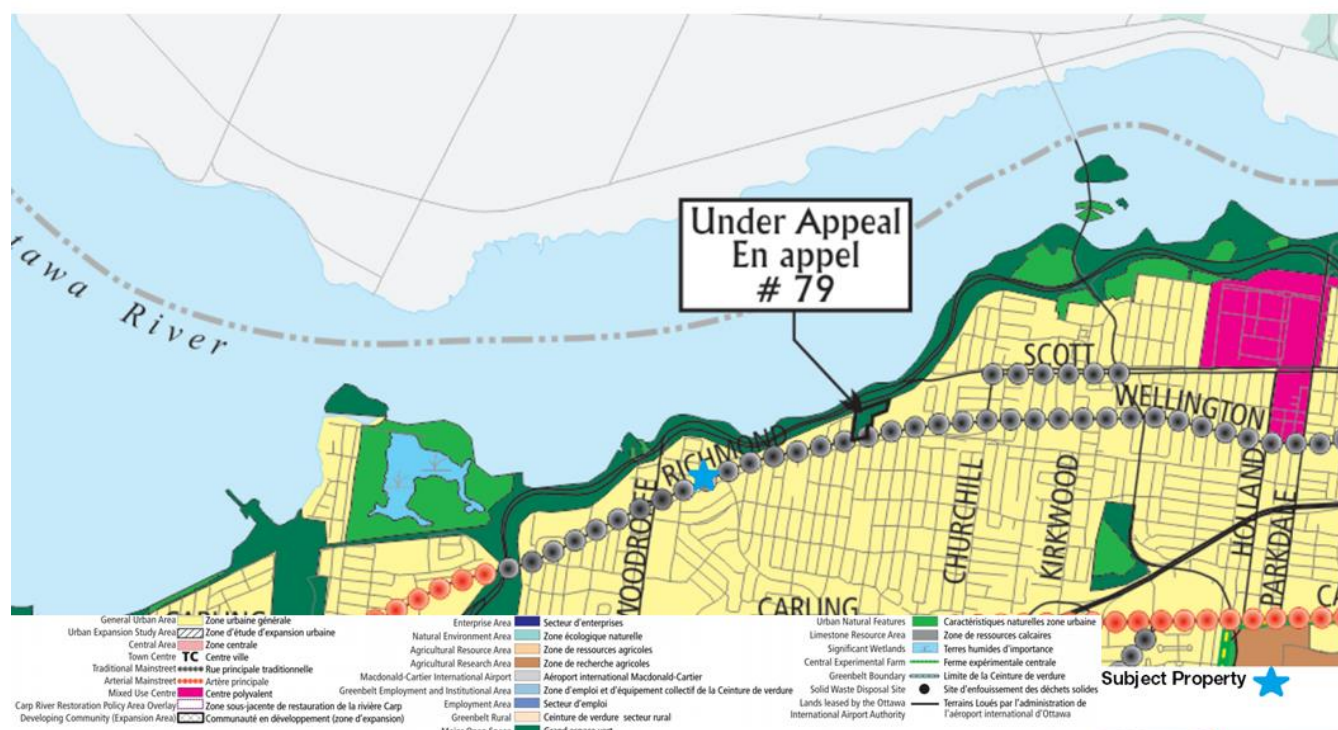


Figure 10: Schedule 'B' of the Official Plan, Urban Policy Plan

As shown in Figure 7 above, the property is designated Traditional Mainstreet on Official Plan Schedule B (Urban Policy Plan).

Section 2.2.2 – Managing Growth

The City anticipates that approximately 90 percent of the growth in population, jobs and housing will be accommodated within the urban area. Concentrating growth within the urban area makes efficient use of

existing services and infrastructure and allows for a pattern and density of development that supports transit, cycling and walking as viable and attractive alternatives to private automobiles.

Section 2.2.2 deals specifically with the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure. Consequently, it is the intent of the Plan that intensification continue to focus on nodes and corridors, including Mainstreets, which are to act as primary service corridors, meeting places, and residences, to support the public transit system, to create an essential community focus, to allow for minimum travel and to minimize disruption in existing stable neighbourhoods.

The proposed development is consistent with the objectives of Section 2.2.2 for managing growth as the property is located within the Traditional Mainstreet designation, which is a designation where intensification is envisioned.

Section 3.6.3 – Mainstreets

Mainstreets are identified as some of the most significant opportunities for intensification in the City. The policies of the designation encourage more compact forms of development, a lively mix of uses and a pedestrian-friendly environment.

In accordance with Policy 3, a broad range of uses are supported on Traditional Mainstreets, including residential uses. Uses may be mixed in individual buildings or occur side by side in separate buildings.

Policy 7 seeks to limit the location of surface parking to avoid interruption of building continuity along the Mainstreet frontage. Where parking is located adjacent to the street frontage, appropriate mitigation measures such as street trees and landscaping, pedestrian amenities and the dimension, location and number of vehicle accesses shall be used in order to minimize disruption of the street frontage and mitigate negative impacts to the pedestrian environment.

Policy 8 encourages redevelopment and infill along Mainstreets in order to optimize the use of the land. The building format should define the street edge and provide direct pedestrian access to the sidewalk. The Plan generally supports building heights of up to six storeys on Traditional Mainstreets. Greater building heights are supported under a number of circumstances, including within areas already characterized by high-rise buildings with direct access to an arterial road, within areas in close proximity to rapid transit, and within areas identified for high-rise buildings where the building profiles are already permitted in the Zoning By-law. The Traditional Mainstreet designation also specifies a minimum building height of two storeys, as stated in Policy 9.

The proposed development is consistent with the policies and permitted uses of the Traditional Mainstreet designation. The proposal seeks to intensify the property and improve the pedestrian environment through the replacement of surface parking with a high-rise apartment dwelling set close to the street, with an active entrance directly to the sidewalk, as well as landscaping and glazing along the building façade. The building height, although higher than six storeys, is permitted by the Official Plan as it is already permitted through the property's zoning. The building height is further supported by the subject property's location on an arterial road and in close proximity to proposed rapid transit.

Section 2.5.1 – Building Liveable Communities

Various design objectives are outlined in Section 2.5.1 to guide development. The following objectives and principles are considered the most applicable to the proposed development.

- / Enhances the sense of community by creating and maintaining places with their own distinct identity

- / Defines quality public and private spaces through development
- / Creates places that are safe, accessible and area easy to get to, and move through
- / Ensures that new development respects the character of existing areas
- / Considers adaptability and diversity by creating places that can adapt and evolve easily over time and are characterized by variety and choice

The subject property is located along a section of Richmond Road that is characterized by auto-oriented and strip commercial uses, punctuated by the occasional high-rise building and by its twinning with Byron Avenue and the resultant linear park. Given the subject property's location along a Traditional Mainstreet, which is considered a Design Priority Area, it is subject to the review of the Urban Design Review Panel (UDRP).

The proposed development will enhance the sense of community by locating an attractive building façade along the street edge, which will replace surface parking on an underutilized site. The development will better define and enhance the public street with street frontage continuity, a street-level inset for additional sidewalk width and weather protection, landscaping and a pedestrian access. The street-level improvements will facilitate a more attractive pedestrian environment. The development makes use of the substantial width of the Richmond / Byron corridor for locating height and density in a manner that is also permitted by the Zoning By-law. The proposed density on the site will support investments in transit and encourage use of transit by the new residents.

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:

- / **Traffic:** The Subject Property is located on an Arterial Road with sufficient capacity for the increase in dwelling units on the property. A Transportation Impact Brief has been conducted to review the impacts of the development on the surrounding transportation context. The report concludes that surrounding roads are projected to operate at acceptable levels following development.
- / **Vehicular Access:** Vehicular access to the underground parking is provided by way of a single garage entrance from Richmond Road. The vehicular access to the existing surface parking adjacent to the current building will be maintained.
- / **Parking:** The proposed development provides sufficient parking to serve the increase in dwelling units on the property. Bicycle parking is to be provided in excess of the number required by the Zoning By-law.
- / **Outdoor Amenity Areas:** The proposed building is setback in accordance with the By-law requirements and proposes landscaping along the rear lot line in order to minimize impacts to the outdoor amenity areas of the properties in the low-rise residential neighbourhood to the north.
- / **Loading and Service Areas, Outdoor Storage:** The residential uses proposed do not require dedicated loading facilities. However, the site has been designed with a one-way service access to the rear of the property for convenient access for moving. Garbage has also been located to the rear, with a substantial setback from the rear lot line.
- / **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:** A Sun-Shadow Analysis has been prepared which indicates minimal adverse impacts to adjacent properties. The impacts are anticipated to be similar to the existing building to the west.
- / **Microclimate:** No significant microclimate impacts are anticipated as a result of the proposed development.
- / **Supporting Neighbourhood Services:** The bicycle lanes on Richmond Road and the Ottawa River Pathway provide support for cycling access to and from the site. The existing transit along Richmond Road provides convenient access to Ottawa's Central Area. There are three (3) elementary schools and one (1) secondary school located within approximately one (1) kilometre of the proposed development. The area is well served by parks, including the Ottawa River Parkway to the north and the Byron Linear Park to the south.

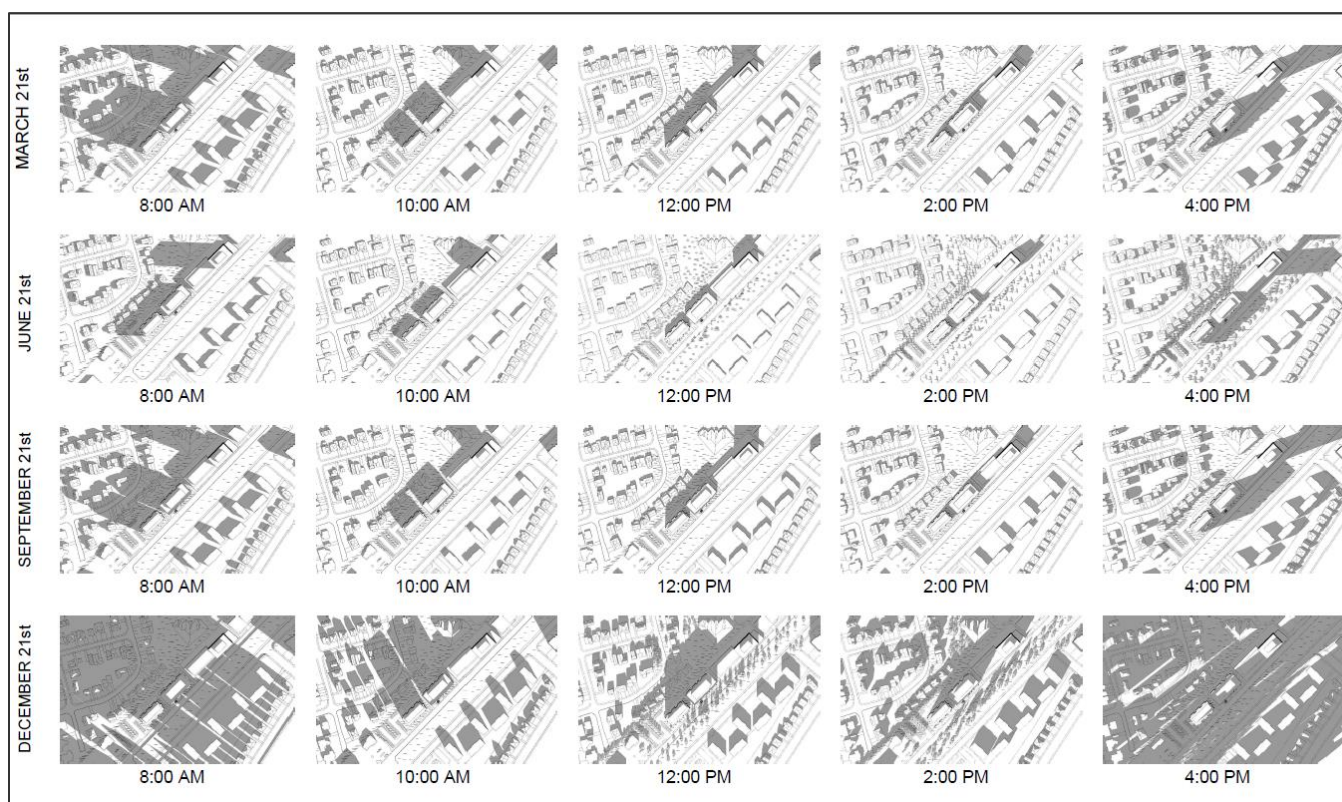


Figure 11: Sun Shadow Study for the Proposed Development

3.3 City of Ottawa Official Plan Amendment 150 (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.

Revisions to Section 3.6.3 state that the Official Plan supports mid-rise building heights of up to six storeys on Traditional Mainstreets, unless a Secondary Plan states otherwise. The revisions further specify that building

heights greater than six storeys will only be permitted through a Secondary Plan. In the case of the proposed development, the Secondary Plan does not actually specify a maximum building height. Guidance is therefore taken from the current zoning, which permits the building height proposed.

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 Minimum Density Requirement for Richmond Road, north of Carling, is 200 jobs and people per net hectare. The density requirements have not been converted in the Zoning By-law to apply to specific properties. The additional density proposed will assist in meeting the density objective for the Richmond Road corridor.

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.
- / Loading and service areas have been located to the rear of the building to minimize impacts to the public realm, while also being separated from residential areas to the north by a substantial setback and landscaping.
- / The building height is identical to the building to the west, reflecting the built form of adjacent development.
- / The building is located close to the street in order to maintain an adequate rear yard setback and separation from the neighbourhood to the north.

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 requires 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 eleven (11) storeys and does not propose a podium and tower form. Additional building height is not being requested and the development will comply with the building and setback requirements of the Zoning By-law. Nonetheless, the proposed development will advance the City's objectives for Traditional Mainstreets by replacing surface parking with a building that interacts well with the street.

A tower separation distance of 23 metres cannot be accommodated on the site. As such, an eight (8) metre separation has been provided between the proposed building and the existing building. Although the proposed building does provide windows on the westerly façade, the windows are off-set from the existing stairwell windows on the easterly façade of the existing building, which constitute the only windows provided on that side of the current building. Furthermore, the concept plan provided for the zoning of the property located immediately east (809 Richmond) proposes a five (5) storey podium component on the west side of the property, with the 24-storey tower located a substantial distance (over 23 metres) from the proposed eleven (11) storey building. A zoning schedule was adopted by Council in order to restrict the tower to the location proposed on the concept plan.

As OPA 150 is currently under appeal, the current Official Plan policies prevail for the applications.

3.4 Richmond Road/Westboro Community Design Plan (CDP)



Figure 12: Map 1 of the Community Design Plan - Planning Area Sectors

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, which fronts on Richmond Road and backs onto the Low-Rise Woodroffe North residential area, is located within the Woodroffe North Area of the CDP (as shown in Figure 8 above). 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.

The CDP identifies Richmond Road as a Traditional Mainstreet. The CDP echoes the characteristics of Traditional Mainstreets in the Official Plan, being areas that typically developed prior to 1945 within a tightly knit urban fabric. Nevertheless, the CDP recognizes that some Traditional Mainstreets, particularly those built after 1945, display a blend of Traditional Mainstreet and Arterial Mainstreet (i.e. larger lots and buildings, auto orientation) characteristics. This is particularly evident for the section of Richmond Road west of Golden Avenue and within the Woodroffe North Area where the subject property is located. The proposed development will contribute to the evolution of a more coherent, visually-pleasing and pedestrian-oriented Richmond Road by replacing surface parking with a well-design building oriented close to the street. Although ground floor

commercial uses are not proposed, the building proposes ground floor glazing, a pedestrian entrance to the street and will locate the indoor amenity areas on the ground floor.

The CDP identifies the property as a High-Rise Apartment Zone but does not assign a specific maximum building height.

The proposed development is consistent with the CDP's objectives to enable appropriate and compatible intensification and a built environment that is aesthetically-pleasing and pedestrian-friendly. The development proposes to "fill in" a location which is already zoned for high-rise residential development.

3.5 Richmond Road/Westboro Secondary Plan

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 Woodroffe North Area as previously identified in Figure 10 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.

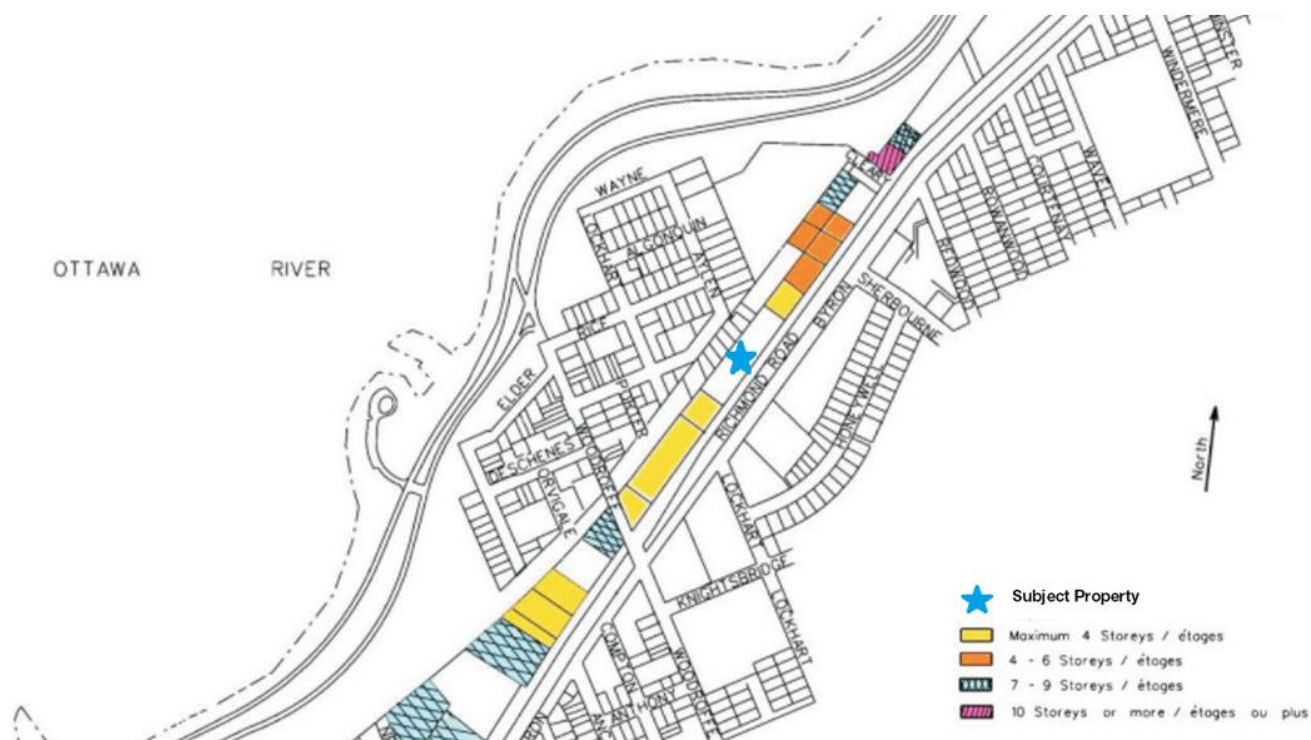


Figure 13: Schedule C of the Secondary Plan

In the Secondary Plan, redevelopment and infill are encouraged on Richmond Road and Scott Street Traditional Mainstreets "in order to optimize the use of land through increased building height and density". Schedule C of

the Secondary Plan does not specify a building height for the subject property. The plan generally supports building heights in the range of four to six storeys, but allows consideration of greater building heights under a number of circumstances, including where the Zoning By-law establishes a specific building height, as is the case with the subject property. Further, the proposed building height is equal to the building height of the building to the west and less than the 24 storeys approved for the proposed development to the east at 809 Richmond Road. High-rise building heights are therefore prevailing along this section of Richmond Road. Transition to the neighbourhood to the north is provided by orienting the building close to the street to provide a more substantial rear yard setback.

The proposed development is consistent with the plan's objectives for redevelopment and infill along this section of Richmond Road.

3.6 Cleary and New Orchard Planning Study

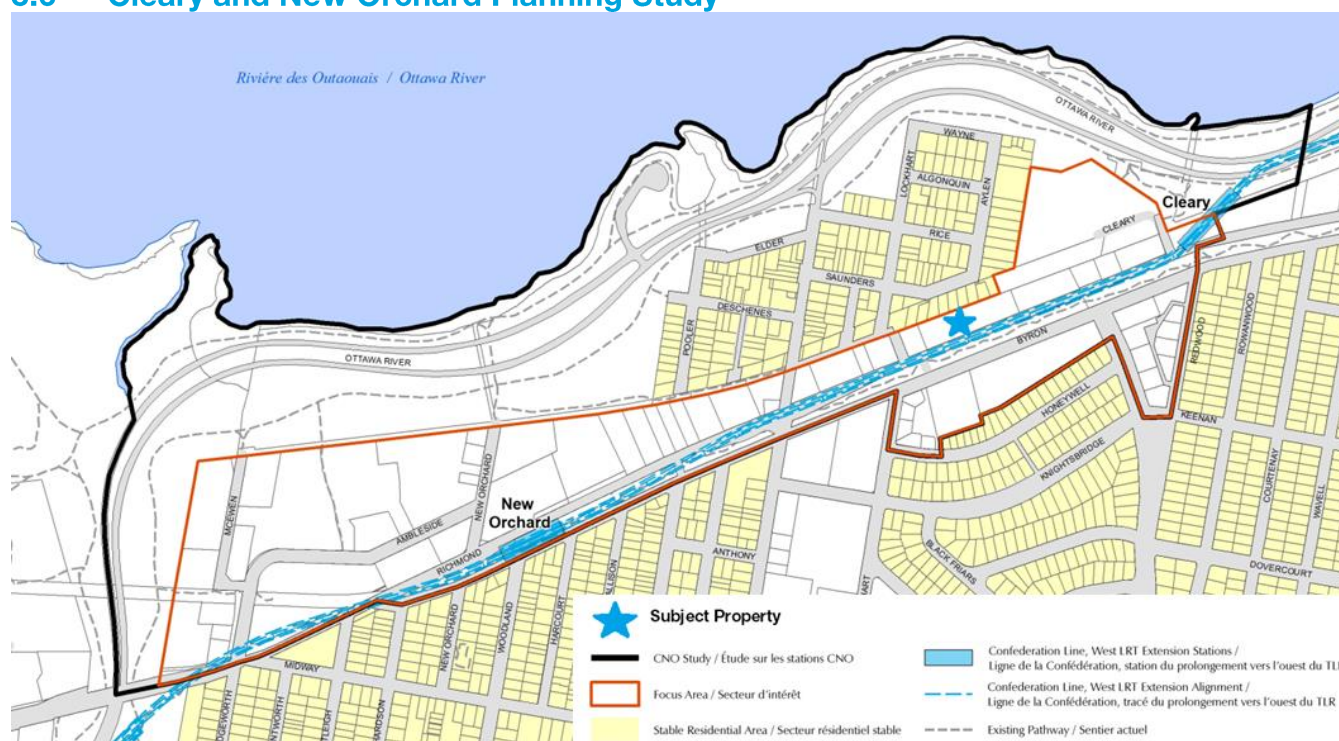


Figure 14: Cleary and New Orchard Planning Study Area

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. It is expected that the study will result in updates to the Secondary Plan and Community Design Plan for Sectors 1 (Ambleside Area) and 2 (Woodroffe North Area). As shown in Figure 12 above, the subject property is included in the study area, given its proximity to the Cleary station. The property's proximity to transit makes it an ideal candidate for compatible intensification, like many of the properties along the Richmond Road corridor.

Although the study has not yet been completed and no amendments have been made to the Secondary Plan, the initial draft recommendations are to maintain this section of Richmond Road as a Traditional Mainstreet with mid-rise building heights. However, the intent at this time is for a varied skyline transition upwards in building

height towards Cleary Station. The proposed development will mirror the building height of the existing building on the property and fit well with the proposed building at 809 Richmond Road for an interesting skyline.

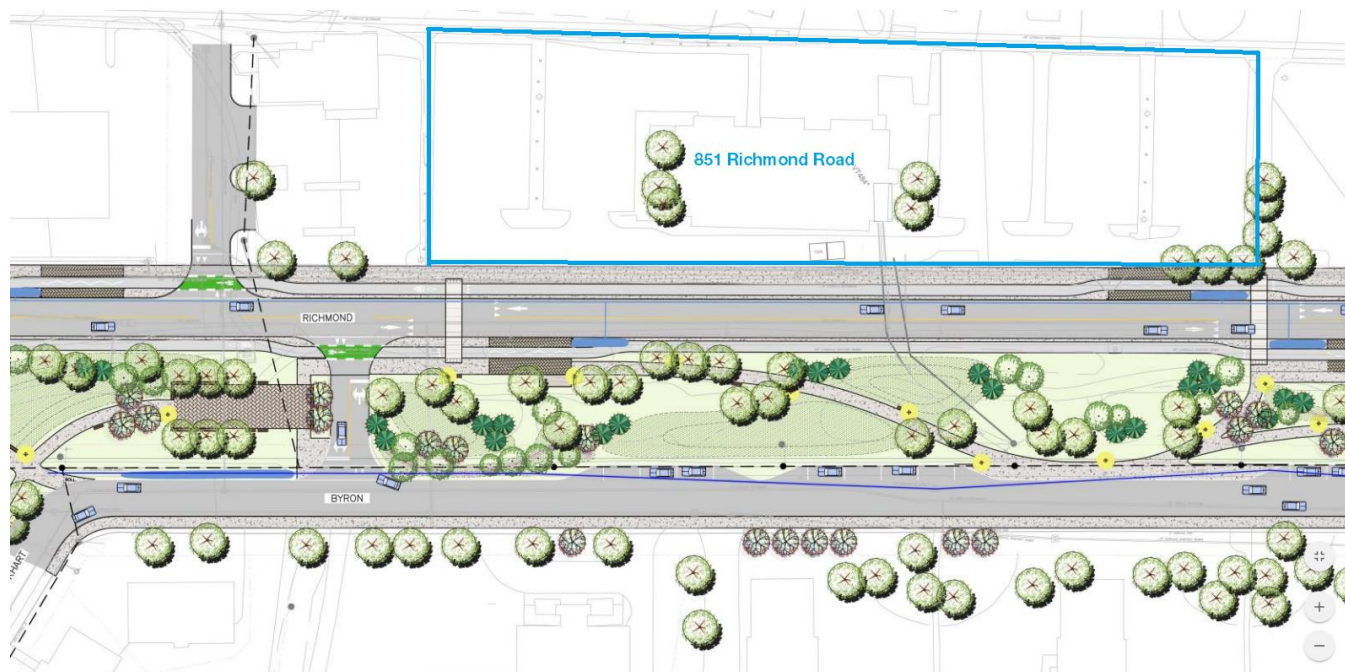


Figure 15: Richmond Road and Byron Corridor Function Design Plans

There are several other ongoing studies of the area, including the Richmond Road and Byron Corridor Studies. As shown in Figure 11 above, pedestrian crosswalks are proposed in order to enable safe pedestrian crossing across Richmond Road to the redeveloped Byron Linear Park. The addition of the building will enable a more complete street frontage in line with the objectives of the study to make Richmond Road more responsive and attractive to pedestrians.

The proposal is consistent with ongoing policy initiatives in the area, arising out of plans for Light Rail Transit.

3.7 Urban Design Guidelines

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

- / Urban Design Guidelines for Development along Traditional Mainstreets;
- / 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. They are not intended to act as a checklist for development and not every guideline is applicable. A discussion of how the guidelines have been applied to the proposed development is provided below.

- / The use proposed is supportive of transit and is located within walking distance of a proposed LRT station.
- / The building is located at a distance from the current building to the west and the proposed high-rise development to the east that will encourage ease of walking between buildings and to public transit.

- / The building will enable a transition in building height and scale towards the transit station to the east.
- / The building is set back from residential areas to the north by approximately 14 metres. Trees are proposed along the northern property line to further buffer existing development to the north.
- / Although the building separation is approximately 8 metres, 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.
- / The building is oriented to the street and complements the setback of the current adjacent building on the property.
- / A substantial number of indoor bicycle parking spaces will be offered to residents to encourage active transportation.
- / The ground floor of the building has been set back in order to provide additional space adjacent the pedestrian-environment.
- / 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 Richmond Road and is directly accessible from the public sidewalk. The entrance is clear and inviting, with a proposed covered entry.
- / The majority of the new parking spaces are located underground.
- / Utility equipment is located out of view.
- / Garbage enclosures are located away from the public street.

3.8 City of Ottawa Zoning By-law 2008-250



Figure 16: Zoning Map (Property Highlighted in Red)

The property is zoned Residential Fifth Density (R5C) with a site-specific maximum building height of 33 metres. 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 the following uses:

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

The development will be considered a Planned Unit Development (PUD), as there will be two residential use buildings on the same lot. As listed above, a PUD is a permitted use.

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

Zoning Mechanism	Zoning Provision	Zoning Conformity
Minimum Lot Area	1,400 m ²	✓
Minimum Lot Width	No Minimum	✓
Minimum Front Yard Setback	3 m	✓
Minimum Interior Side Yard Setback	An amount equal to the minimum required interior side yard setback for the dwelling type proposed for the first 21 m from the street – 1.5 m	✓ ✓

Zoning Mechanism	Zoning Provision	Zoning Conformity
	25% of the lot depth for the remainder, to a maximum of 7.5 m	
Rear Yard Setback	25% of the lot depth but need not exceed 7.5 m	✓
Landscaped Area	30% of the lot area must be provided as landscaped area	✓
Maximum Building Height	33 metres	✓
Amenity Area	6 m ² per dwelling unit = 792 m ² , a minimum of 50% of the required total amenity area (396 m ²) must be communal and aggregated into areas up to 54 m ²	✓ ✓
Parking Space Provisions	Minimum width of 2.6 metres Minimum length of 5.2 metres	✓
Aisle and Driveway Provisions	Minimum width of a driveway providing access to a parking lot or parking garage is 6.7 metres for a double traffic lane for a parking lot and 6.0 metres for a double 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°.	✓ ✓
Outdoor Loading and Refuse	All outdoor loading and refuse collection areas within a parking lot must be: 9 metres from a lot line abutting a public street 3 metres from any other lot line Screened from view by an opaque screen with a minimum height of 2 metres	✓ ✓ ✓
Provisions for Bicycle Parking Spaces	Located to provide convenient access to main entrances or well-used areas.	✓

The property is considered as within Area Y in terms of calculating the required parking. As the Cleary 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 132 units as well as the existing 121 units.

	Required	Provided
Vehicle Parking Spaces	0.5 spaces per unit and none required for first 12 units: / 55 for existing building / 60 for proposed building	182
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: / 11 for existing building / 12 for proposed building	Combined with above
Bicycle Parking Spaces	0.5 spaces per unit = 66 spaces	128
Loading Spaces	None required	0

4.0 SUPPORTING PLANS AND STUDIES

4.1 Phase I Environmental Site Assessment

A Phase I Environmental Site Assessment was prepared in July 2017 by Paterson Group for the portion of the subject property proposed to accommodate the new high-rise building. The report notes historical uses on the property, and also outlines the findings of a site visit and borehole analysis.

Based on the results of the Phase I ESA, the report concludes that no further investigatory work is required in advance of development.

4.2 Transportation Brief

A Transportation Brief was prepared by Parsons in September 2017 in support of the proposed development. The Brief assesses existing transportation conditions around the subject property, as well as projected conditions in 2019 and 2024.

The Brief concludes that the proposed development fits well into the context of the surrounding area, and its location and design serves to promote use of walking, cycling, and transit modes. Study area intersections are anticipated to operate at an acceptable Level of Service (LoS) following development.

4.3 Servicing and Stormwater Management Brief

The Brief was prepared by Stantec Engineering in October 2017 and examines how the new residential dwelling units will be serviced. The study determines that the watermain and sanitary sewer on Richmond Road is sufficient to meet the water and sanitary servicing needs of the development. A stormwater management plan was developed by Stantec in accordance with local standards. Subsurface and rooftop stormwater storage is proposed.

4.4 Noise and Vibration Study

Paterson Group prepared an Environmental Noise Control and Vibration Study for the proposed development in August 2017 to assess the impacts of the proposed LRT Confederation Line extension in proximity to the subject property. The study uses assumptions regarding the proposed LRT, as full details were not yet available.

The study concludes with the recommendation that noise control measures be incorporated into the building design to mitigate against noise impacts on bedrooms in the proposed building. As further setbacks are not possible, the study notes that construction techniques and materials are the most appropriate measures to be employed. Additionally, the inclusion of required warning clauses on property titles is recommended.

4.5 Proximity Study

Paterson Group prepared a Confederation Line Proximity Study in support of the proposed development in September 2017. As specific details about the proposed Confederation Line are unavailable, the study consists of responses to applicable requirements for Level 1 and Level 2 Proximity Study requirements.

5.0 CONCLUSIONS

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 in a manner that enhances the Richmond Road frontage.
- / 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.
- / The development complies with the as-of-right zoning provisions.

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.

Sincerely,



Stephanie Morris, MCIP RPP
Planner
Fotenn Consultants Inc.