PLANNING RATIONALE

Proposal:
Zoning By-law Amendment and Site Plan Control Applications to Permit a Mid-rise Mixed-use Development

Location:
797 Richmond Road

Prepared for:
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May 31, 2021

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1. OVERVIEW

This planning rationale has been prepared in support of applications on behalf of Dentech Holdings Inc. (owner) for a Zoning By-law Amendment and Site Plan Control Approval for the property described municipally as 797 Richmond Road (the site).

The above applications are in support of a proposed mixed-use development consisting of a single mid-rise building and exterior elements of landscaping and site circulation. The majority of the proposed building will be for residential use, with the ground floor to provide three non-residential tenancies, the largest of which will accommodate a new medical facility that will replace the owner's existing dental practice that occupies the site today. The intended full build-out of the site is summarized below:

- Building Height — ± 31.5 m (9 storeys plus rooftop amenity area)
- Land Use(s) — Mixed Use (residential, medical facility, and two non-residential units to be determined through future leasing)
- Residential Units — 60 dwelling units (rental units with varying unit sizes)
- Residential GFA — ± 4,561 m^2
- Non-residential Units — 3 ground floor units (medical facility and others to be determined)
- Non-residential GFA — ± 338 m^2
- Vehicle Parking — 38 stalls (17 regular EV, 1 accessible EV, 14 small vehicle, 5 visitor, 1 temporary)
- Bicycle Parking — 31 stalls



FIGURE 1. ARCHITECTURAL BUILDING RENDER (CHMIEL ARCHITECTS)

The proposed Zoning By-law Amendment (ZBLA) is required in order to permit proposal-specific performance standards. The proposed development also requires Site Plan Control Approval (SPCA), and the intent is to submit concurrent applications for both required planning approvals.

It is our professional opinion that the proposed development represents good land use planning that is in the public interest, is consistent with the policies of the Provincial Policy Statement 2020, and is in conformity and compliance with the general intent and purpose of the City of Ottawa's applicable Official Plan policies and the zoning by-law.

This report and the supporting material included with the application submissions, demonstrate that the proposed development and requested approvals are appropriate for facilitating a desirable and efficient use of underutilized land intended for mixed-use intensification.

2. CONTEXTUAL ANALYSIS

2.1 SURROUNDING CONTEXT

The site is located within Ward 15 – Kitchissippi, which is within the City's Urban Policy Area. More specifically, the site is located in the Laurentian neighbourhood of the City, which is generally bound by the Ottawa River to the north, Carling Avenue to the south, Woodroffe Avenue to the west, and Churchill Avenue North to the east.



FIGURE 2. LOCATION PLAN (GOOGLE EARTH & GEOOTTAWA)

As detailed below, this area of Richmond Road is characterized by a mix of land uses and built-form, a reflection of its continued evolution towards a more complete traditional mainstreet, similar to what exists further east towards Westboro:

a. ***Northwest*** of the site is a parking lot followed by a retirement home (Unitarian House of Ottawa), place of worship (First Unitarian Congregation of Ottawa), and day care (River Parkway Children's Centre).
b. ***Northeast*** of the site is an approximately 16-storey high-rise residential building (The Continental) followed by Cleary Avenue.
c. ***Southeast*** of the site is Richmond Road followed by Byron Linear Tramway Park, Byron Avenue, and low to mid-rise apartment buildings.
d. ***Southwest*** of the site is an automotive service station followed by 809 Richmond Road, a property subject to redevelopment (11-storey high-rise residential building under construction).

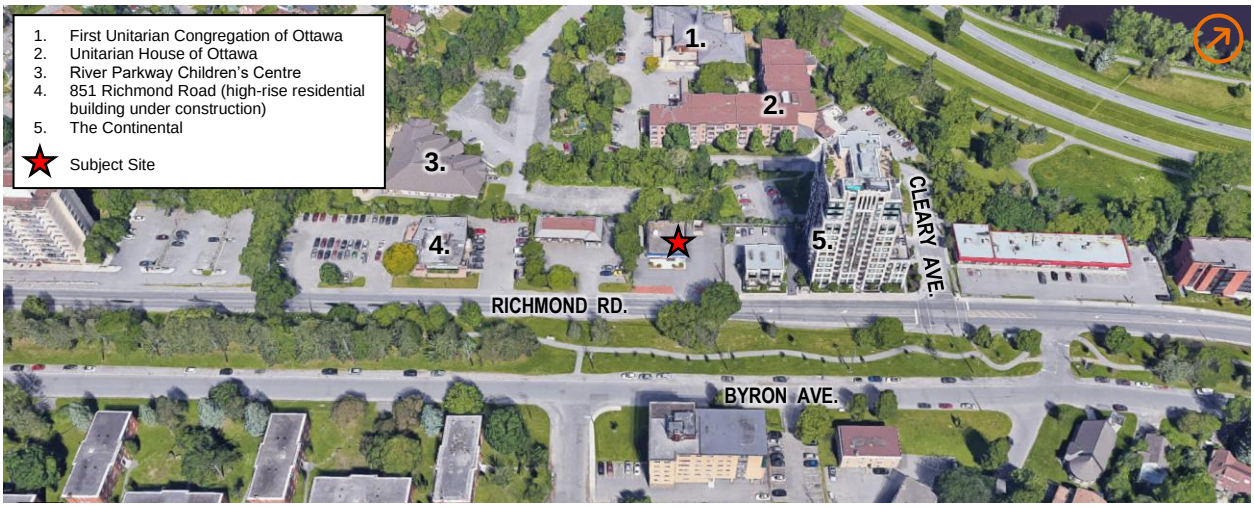


FIGURE 3. SURROUNDING CONTEXT (GOOGLE EARTH)

2.2 SITE CONTEXT

The site is made up of a single parcel with frontage along the north side of Richmond Road. The site consists of asphalt surface parking and a single one-storey building which contains the owner's existing medical facility office (dental clinic). The site consists of the following details:

Area	± 1,165.57 m^2 (0.11 ha / 0.28 ac)
Frontage	± 33.53 m on Richmond Road (Arterial Road subject to unequal ROW protection: north side 7.5 m, south side 18.5 m)
Legal Des.	Part of Lot 26 and 27, Concession 1 (Ottawa Front), Geographic Township of Nepean, City of Ottawa PIN 04751 – 0116

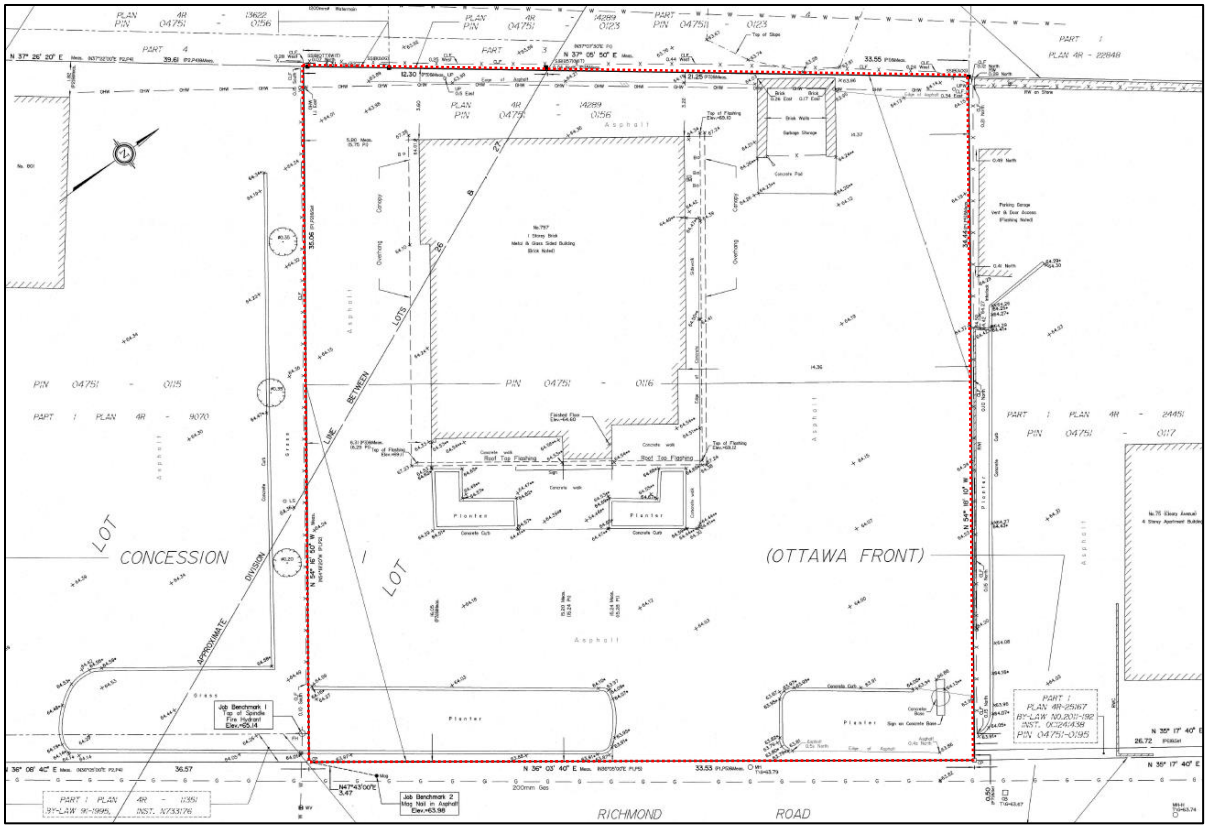


FIGURE 4. SURVEY PLAN EXTRACT (PROPERTY OUTLINED IN RED)



FIGURE 5. SITE CONTEXT (GEOOTTAWA)



FIGURE 6. STREETVIEW OF THE SITE FACING NORTHWEST (GOOGLE STREETVIEW)



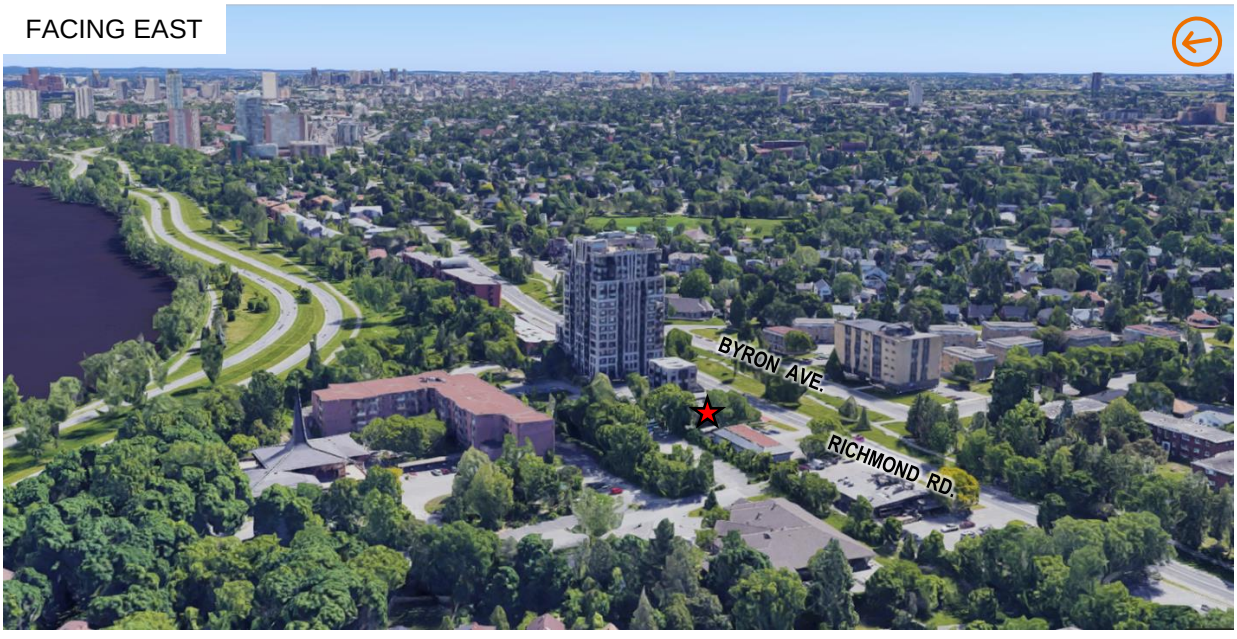


FIGURE 7. GOOGLE EARTH PERSPECTIVES OF THE SITE (GOOGLE EARTH)

3. PROPOSED DEVELOPMENT

The proposal is for a mixed-use development consisting of a single mid-rise building and two levels of underground parking. The proposed building will have three non-residential units on the ground floor, with 60 residential dwelling units dispersed between floors two to nine. The largest of the three ground floor units is reserved for the owner's dental clinic, which is the sole use on the site today. The land use of the other two non-residential units will be determined as part of future leasing, and will consist of permitted uses.

Access to the underground parking garage will be provided by a ramp at the rear of the property which will remain out of sight from the street and will be accessed by a driveway along the site's easterly property line. The underground garage will serve to provide space for vehicle parking, waste storage, tenant storage, bicycle parking, and various mechanical and servicing elements. Of the provided parking stalls, 13 will be capable of charging electric vehicles and 16 will include additional storage space (vestibule rooms at the end of the spaces).

Along the site's frontage will be a lay-by area and a single at-grade vehicle parking space to serve temporary parking needs (i.e., food delivery, mail delivery, small service vehicles, etc.). This layby and temporary parking space area will consist of precast concrete pavers to provide a visual contrast from the abutting sidewalk and hardscape features. The building footprint, driveway to access the garage, and the garage ramp will utilize the majority of the site, with the balance consisting of landscaping (i.e., plantings and benches to animate the public realm), an outdoor communal amenity area at the northwest corner of the rear yard, pathways for pedestrian circulation, and a front and rear yard area providing outdoor bicycle parking. During winter months, on-site snow will be trucked off-site.

The proposed mid-rise building has been designed to exhibit a base, middle, and top section, with floorplates, building materials and colours, and exterior articulations that accentuate this effect. This approach results in a desirable built form that differentiates itself from the mid- to high-rise 1960-80s uniform "tower in the park" developments that frame portions of Richmond Road further east and west of the site. The building has been positioned on the site to frame the public realm and contribute to the intended look and feel for traditional mainstreets.

The rooftop of the building will contain the mechanical penthouse as well as communal amenity space offering views in all directions. Private amenity space will be provided for all residential units in the form of balconies, with a communal gym provided on the 6th storey. In total, the proposal will provide close to three times the amount of required private amenity area and over two times the amount of required communal amenity area. The elevator shafts and stairwells have been located in the centre of the building, which provides aesthetic and functional benefits to both tenants and the character of the building. These benefits include the provision of larger balconies, additional glazing, and added opportunity for building articulation and façade continuity, as none

of the primary facades will be impacted by the presence of elevator shafts, stairwells, or communal hallways.

The proposal has gone through a number of iterations in response to various site constraints and comments from City staff during and following a formal pre-application consultation (held November 16, 2020), and is intended to be presented to the UDRP.

Figures 7 - 9 provide excerpts of the submitted site plan, architectural renderings, and landscape plan, whereas Table 1 details the proposed development statistics. Details regarding the development provisions subject to the proposed zoning by-law amendment are provided in Section 7 of the report.

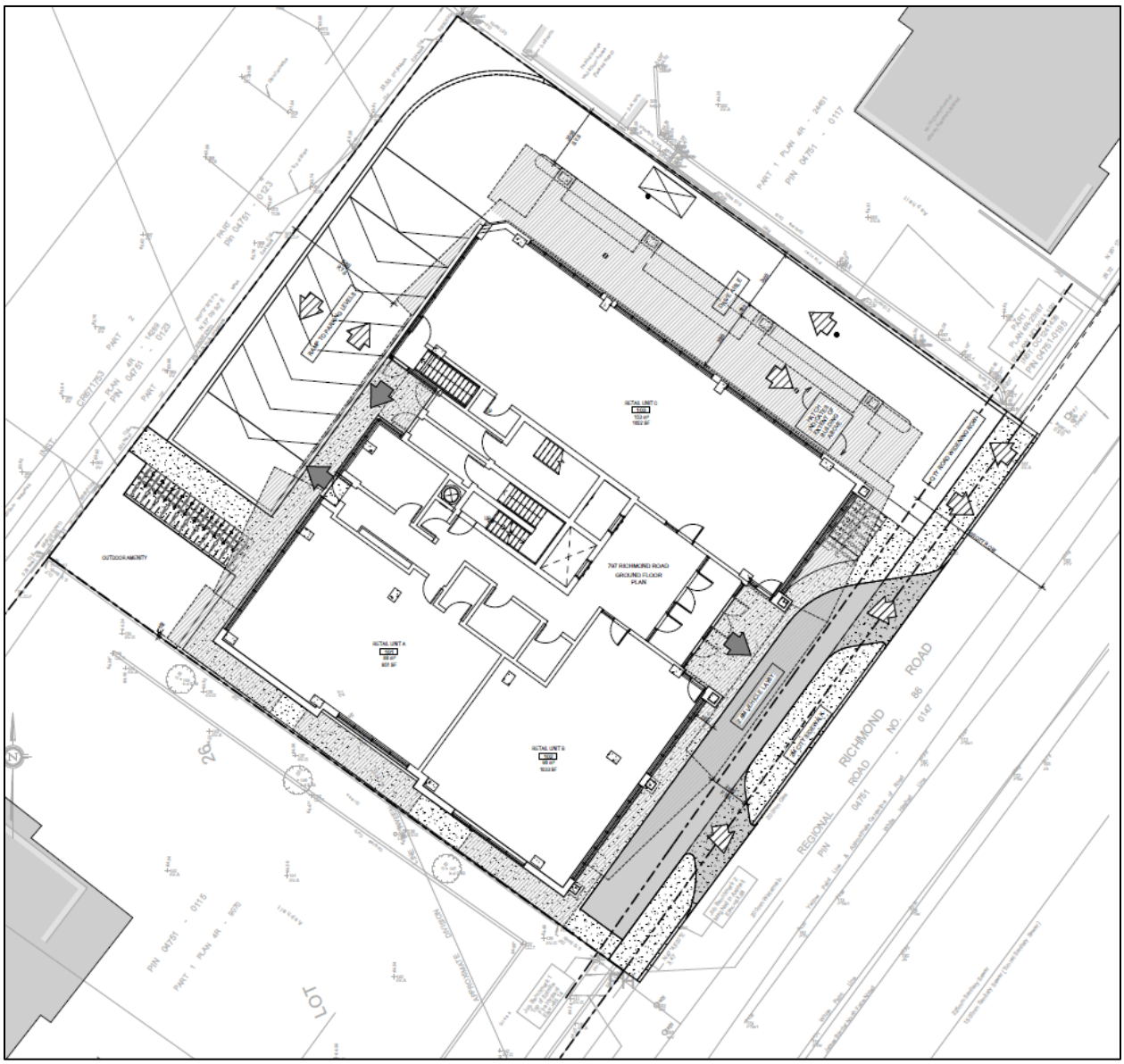


FIGURE 8. SITE PLAN EXTRACT (CHMIEL ARCHITECTS)



FIGURE 9. ARCHITECTURAL BUILDING RENDERING (CHMIEL ARCHITECTS)

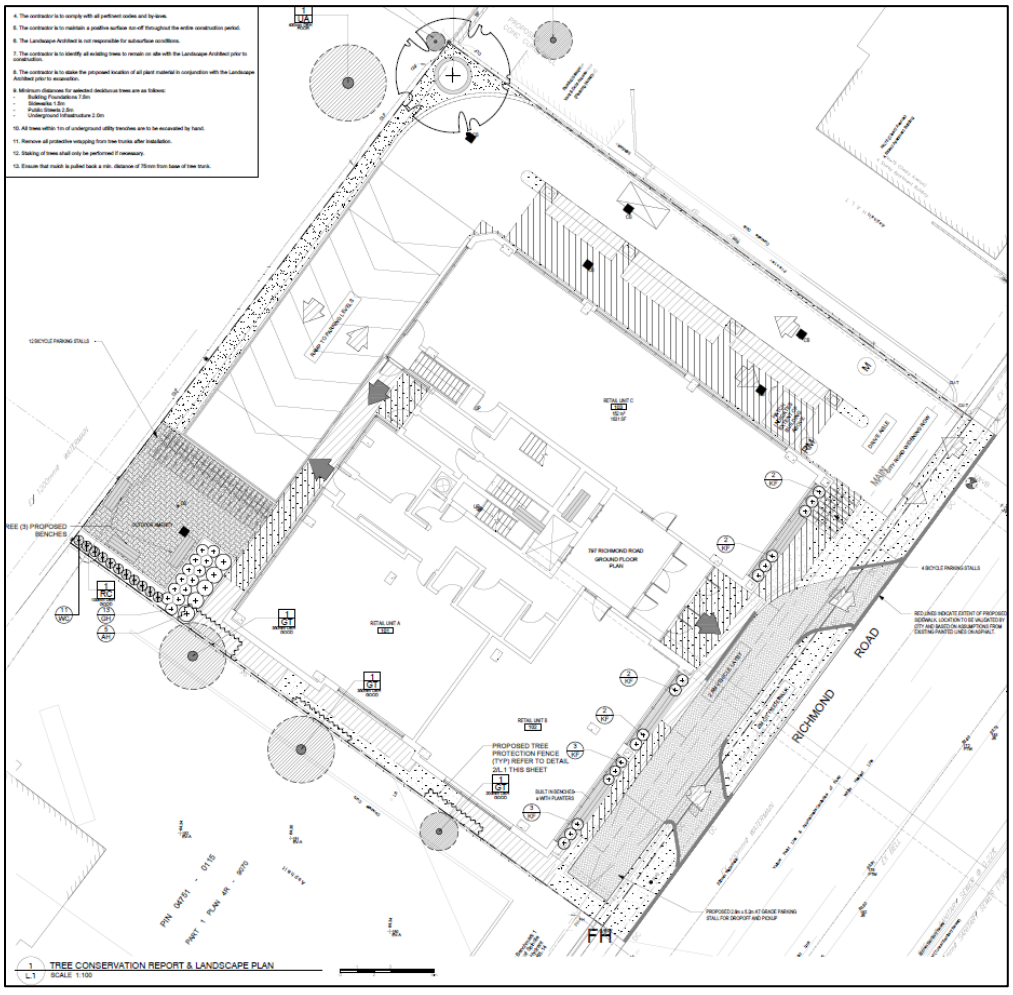


FIGURE 10. LANDSCAPE PLAN EXTRACT (JAMES B. LENNOX & ASSOCIATES INC.)

TABLE 1. DEVELOPMENT STATISTICS

USE	APPROX. GFA	UNITS	PROVIDED PARKING STALLS (detailed parking analysis provided in Section 6)			
			Regular	Accessible	Bicycle	Loading
Apartment, mid-rise	4,549 m^2	60	**37 stalls** • 17 regular (electric vehicle charging capabilities) • 14 small vehicle • 5 visitor • 1 temporary / short-term	**1 stall** (electric vehicle capability)	**31 stalls** • 15 below-grade • 16 outdoor	**0 stalls** (lay-by and temporary space can accommodate small loading vehicles)
Accessory Office (leasing office)	12 m^2	NA				
Medical Facility	153 m^2	1				
Non-residential (i.e., Retail Store, Office, etc.)	97 m^2	1				
Non-residential (i.e., Retail Store, Office, etc.)	88 m^2	1				
TOTAL	• Res.: 4,561 m^2 • Non-res.: 338 m^2	• 60 Dwelling Units • 3 Non-res. Units				

4. POLICY REVIEW AND JUSTIFICATION

The following section consists of a policy review and corresponding rationale in support of the proposed development. The review covers the Provincial Policy Statement 2020, the City of Ottawa Official Plan, Zoning By-law 2008-250, and applicable urban design guidelines.

4.1 PROVINCIAL POLICY STATEMENT 2020

The Provincial Policy Statement 2020 (PPS) provides policy direction on planning matters in the Province of Ontario, and is issued under Section 3 of the Planning Act. This direction is for the planning of strong, sustainable, and resilient communities for all people, for clean and healthy environments, and for strong and competitive economies. Decisions affecting planning matters shall be consistent with the policies of the PPS.

The below review demonstrates that the proposed development and site-specific zoning by-law amendment are consistent with the applicable policies of the PPS.

4.1.1 Section 1.0: Building Strong Healthy Communities

Section 1.1.1 of the PPS sets out the criteria whereby healthy, livable, and safe communities are sustained. In short, these include: promoting efficient development and land use patterns; accommodating an appropriate affordable and market-based range and mix of residential types; avoiding development and land use patterns which may cause environmental or public health and safety concerns; promoting cost-effective development patterns such as transit-supportive intensification; improving accessibility by identifying, preventing, and removing land use barriers; ensuring there is necessary infrastructure; promoting development and land use patterns that conserve biodiversity; and, preparing for the regional and local impacts of a changing climate.

Section 1.1.3.2 of the PPS states that land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources, support active transportation, and are transit-supportive.

Section 1.1.3.3 of the PPS states that Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant

supply and range of housing options through intensification and redevelopment where this can be accommodated […].

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

Section 1.4.1 of the PPS states that planning authorities shall provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, and that such housing types and densities be directed towards lands that are suitably zoned and serviced to accommodate them.

Section 1.4.3 of the PPS states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by: 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; and, promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.

Section 1.5.1 of the PPS states that health, active communities should be promoted by: planning public spaces to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.

Section 1.6.6 of the PPS states that planning for sewage and water services shall direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services.

Section 1.6.7.4 states 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.

Section 1.6.8.3 of the PPS states that Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

Section 1.7.1 of the PPS states that long-term economic prosperity should be supported by: promoting opportunities for economic development and community investment-readiness; and, where possible, enhancing the vitality and viability of downtowns and mainstreets.

The proposed mixed-use development is consistent with and supportive of the above policy statements of Section 1.0, as it will help to support and contribute to the following:

- encourage healthy and efficient modes of transportation, as well as a reduction in personal vehicle trips given the abundance of nearby complementary uses and supportive infrastructure (i.e., existing public transit and cycling network; future Cleary (Sherbourne) LRT Station; Byron Linear Tramway Park; NCC Capital Pathway and Trans Canada Trail; retail, restaurant, and service based businesses; institutional uses; etc.)
- support the viability of surrounding uses by expanding and diversifying the local consumer base with the provision of high-density housing with variety in the range of unit sizes;
- contribute to the supply of rental apartments to address the City's lack of available housing;
- Support the City's substantial investment in rapid transit by proposing high-density mixed use in proximity to a future LRT station; and,
- provide an appropriate and desirable renewal of serviceable land within an area identified for intensification (site is across the road from the future Cleary LRT Station).

4.1.2 Section 2.0: Wise Use and Management of Resources

Section 2.0 of the PPS states that Ontario's long-term prosperity, environmental health, and social well-being depend on conserving biodiversity, protecting the health of the Great Lakes, and protecting natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environmental, and social benefits.

The subject site is not anticipated to contain any of the above noted resources, as it has been fully developed and redeveloped since at least 1958 as shown in City of Ottawa aerial imagery. The site has limited vegetation (i.e., raised planters) and consists of a surface parking lot and single one-storey building. Relevant studies and plans, such as a geotechnical and slope stability study, an erosion and sediment control plan, and a stormwater management study, have been provided in support of the proposed ZBLA and SPCA applications.

4.1.3 Section 3.0: Protecting Public Health and Safety

Section 3.0 of the PPS states that development shall be directed away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property damage, and not create new or aggravate existing hazards.

In accordance with supporting plans and studies, the proposal is not anticipated to result in any unacceptable risk to public health and safety. The required submissions include a stormwater management study and review of potential flood events, and the report findings will be reviewed

and further discussed, if necessary, through consultation with City of Ottawa and Rideau Valley Conservation Authority.

The proposal will introduce a desirable high-density mixed-use development to the site, which among other benefits, will contribute to housing stability, economic vitality, the desired evolution of Richmond Road, and the efficient use of land and public infrastructure. For these reasons, and the ones noted in the above review, the proposal is consistent with the policies of the PPS 2020.

4.2 OFFICIAL PLAN

The City of Ottawa Official Plan is the primary long-term policy document that guides growth and development within the City. The current Official Plan was enacted in 2003 and has since gone through a number of major updates to comply with legislative requirements and to adapt to evolving context at a provincial-wide, city-wide, and community-wide scale. The City is currently in the process of preparing a new Official Plan, with implementation targeted for late 2021.

The proposal does not require an amendment to the Official Plan, with the below policy review demonstrating how it conforms to the general intent and purpose of the in-force Official Plan.

4.2.1 Section 3: Designation and Land Use

The subject site is designated Traditional Mainstreet on Schedule B of the Official Plan.

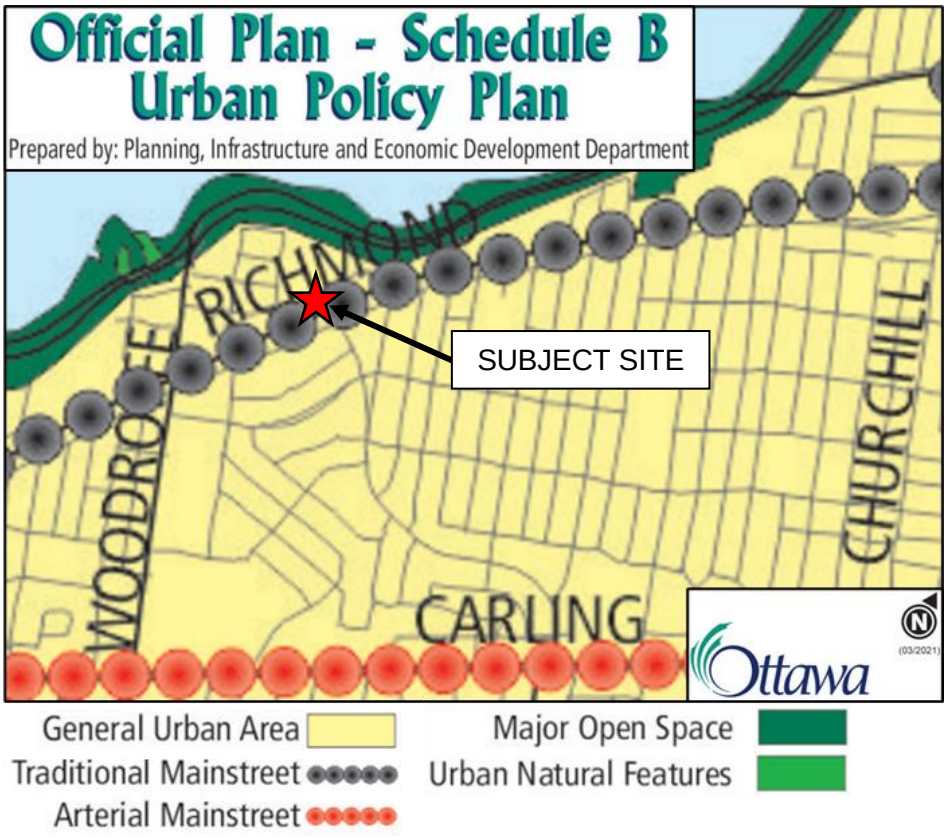


FIGURE 11. EXCERPT OF SCHEDULE B OF THE OFFICIAL PLAN

Section 3.6.3 - Mainstreets of the Official Plan provides the following description for Mainstreets:

"The Mainstreet designations identify streets that offer significant opportunities for intensification through medium-density and mixed-use development, along streets that are Transit Priority Corridors or are well-served by transit. […] The objective of the Mainstreet designation is to encourage more dense and mixed-use development that supports, and is supported by, increased walking, cycling and transit use."

The proposed mid-rise mixed use development conforms to the general intent and purpose of this land use designation, and is appropriately located along the north side of Richmond Road, a Traditional Mainstreet, and directly across from the future Cleary LRT Station.

Section 3.6.3 of the Official Plan provides policy direction for Traditional Mainstreets, with the below policies being relevant to the proposal. Generally, these policies speak to the intent for Traditional Mainstreet developments to support multi-modal connectivity, high-quality urban design (i.e., landscaping, amenities, and the public realm), and appropriate building relationships to the street. These policies are further detailed in Sections 2.5.1 and 4.11 of the Official Plan, which speak to the design quality and compatibility of new development.

"Policies

5. *A broad range of uses is permitted on Traditional and Arterial Mainstreets, including retail and service commercial uses, offices, residential and institutional uses. Uses may be mixed in individual buildings or occur side by side in separate buildings. […]*

   The proposed land uses (i.e., residential, medical facility, and other non-residential uses to be determined) are permitted uses within the Traditional Mainstreet designation, and are encouraged in the mixed-use format being proposed.

9. *On Traditional Mainstreets surface parking will not be permitted between the building and the street. The location of surface parking will avoid interruption of building continuity along the Traditional Mainstreet street frontage and will minimize impacts on pedestrians. However, there may be exceptional circumstances, where locating parking adjacent to the street frontage is unavoidable. In these cases, appropriate means such as coordinated tree planting and landscaping, pedestrian amenities and the dimension, location and number of vehicular access will be used to minimize the interruption of the Traditional Mainstreet street frontage and to ameliorate the impact on the pedestrian environment. […]*

   The proposal provides all parking underground (providing 0.6 per dwelling unit), with the exception of a lay-by area and a single front yard temporary space. The combined temporary parking space (parallel with the street) and lay-by area does not represent the type of parking that is intended to be phased out from Traditional Mainstreets.

The lay-by area and single temporary parking space are critical components for safe and efficient site functionality, as they allow vehicles with temporary parking needs (i.e., pick-up / drop-off, service vehicles, loading vehicles, etc.) to easily locate and utilize parking space, without the need to access the underground garage or obstruct access to the sidewalk or proposed driveway. These types of spaces differ greatly from permanent 90-degree spaces that have a substantial impact on the public realm, as they require deeper space off of the right-of-way (ROW), are often accessed by private drive aisles or driveways, and serve parking needs that go beyond temporary use. In the design of this space, consideration has been made to maintain the general look, feel, and function for a Traditional Mainstreet along this short stretch of the public realm, which helps to ameliorate impact to the pedestrian environment.

10. Redevelopment and infill are encouraged on Traditional and Arterial Mainstreets in order to optimize the use of land through intensification, in a building format that encloses and defines the street edge with active frontages that provide direct pedestrian access to the sidewalk.

The proposal represents a timely and desirable redevelopment of a site, as it will allow for the owner to maintain their dental practice within a new building space, while drawing on the proximity of the future LRT station to optimize the site through appropriately scaled intensification. The proposal will consist of a single mid-rise building that encloses and defines the street edge with active frontage, and provides an appropriately designed public realm which balances pedestrian circulation and site functionality.

11. *This Plan supports mid-rise building heights on Traditional Mainstreets, but secondary plans may identify circumstances where different building heights may be permitted. […]*

The proposed building height is mid-rise (9 storeys).

14. *To achieve the vision for Mainstreets, changes within the public environment as well as within the abutting private property environment may be necessary. The function and design of a road may influence the nature of land use along it and changes to the street may be necessary in order to facilitate a more intense, pedestrian-oriented form of development adjacent to it. Where the City is proposing public works within a Mainstreet's right-of-way, it will consider changes such as the institution of on-street parking, improvements to the pedestrian and cycling environment, streetscape enhancements, lane reductions and measures to enhance transit ridership in the area.*

The proposal contemplates the construction of the Cleary LRT Station, and through the development review process, will be assessed for matters pertaining to the Richmond Road ROW.

The proposal conforms to the applicable policies of Section 3.6.3 of the Official Plan, and will play an important role in supporting the City's objectives for intensification and mainstreet evolution along corridors supported by rapid transit and pedestrian infrastructure.

4.2.2 Section 2.2.2: Managing Intensification within the Urban Area

Section 2.2.2 states that the Official Plan supports intensification throughout the urban area where there are opportunities to accommodate more jobs and housing and increase transit use. Intensification is directed to Target Areas for Intensification which have the potential to develop at moderate to high densities in a compact form. Mainstreets, such as Richmond Road, are included under Policy 3 of Section 2.2.2 of the Official Plan as a Target Area for Intensification, especially when in proximity to the transit priority network, as is the case with the subject site. The following policies of Section 2.2.2 speak to intensification and are relevant to the proposal.

"Policies: Intensification and Building Height

10. Intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. Building heights and densities for different areas may be established through this plan or a secondary plan and will be implemented through zoning. […]

The proposal is for a mixed-use mid-rise development that prioritizes pedestrians and urban design, complements the evolving character of the Traditional Mainstreet, and supports the transit priority network.

11. The distribution of appropriate building heights will be determined by:

a. The location in a Target Area for Intensification identified in policy 4 above or by proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights being located closest to the station or corridor; and

b. The Design and Compatibility of the development with the surrounding existing context and planned function, as detailed in Section 4.11, with buildings clustered with other buildings of similar height

As noted above, the mix of land uses and the design of the proposed development is appropriate for the context of the site and surrounding area, as it represents a compatible and desirable form of mid-rise intensification supportive of the City's transit priority network.

4.2.3 Section 2.5.1: Designing Ottawa

The proposal conforms to the applicable design and compatibility policies of Section 2.5.1 of the Official Plan. This Section of the Official Plan provides general direction, through City-wide objectives and high-level policies, for the implementation of quality urban design within target areas. The intent of these objectives and policies is to ensure that areas targeted for growth can appropriately evolve over time while ensuring a compatible relationship with the established surrounding character. Specifically, this Section states the following with respect to growth and design:

"As the City grows and changes over time, design of these elements should work together to complement or enhance the unique aspects of a community's history, landscape and its culture. Encouraging good urban design and quality and innovative architecture can also stimulate the creation of lively community places with distinctive character that will attract people and investment to the City.

[…] The objectives of this Plan are to direct growth and intensification to identified rapid transit and transit priority locations and to develop those areas with a mix of uses and a greater focus on active transportation. Good urban design is critical in making these places enjoyable places to live, work and socialize. Many of these areas contain existing communities. New development must enhance the existing character and the way they function"

Section 2.5.1 provides the following design objectives:

- *"To enhance the sense of community by creating and maintaining places with their own distinct identity;"*

  The proposed building design consists of unique architectural elements that will contribute to the evolution of this portion of Richmond Road from what was once primarily ground-oriented service businesses with intermittent mid and high-rise uniform towers, to an eclectic and vibrant corridor of quality urban design.

- *"to define quality public and private spaces through development;"*

  The redevelopment of the site will replace surface parking and aged pedestrian infrastructure with a well-defined and designed pedestrian environment that is appropriately compact, landscaped, and animated. The proposal significantly exceeds the required amount of amenity area to provide variety for tenants, and is complemented by the extensive greenspace networks proximate to the site.

- *"to create places that are safe, accessible and are easy to get to, and move through;"*

  The proposal prioritizes pedestrian safety and access to and through the site. With the exception of appropriate space for temporary surface parking to address functions of the proposed land uses, all proposed parking will be located below-grade and will be accessed by a single driveway on the site. The short length of the driveway, the clear sight lines, and the compact form of the proposal helps to mitigate potential safety and access concerns relating to site circulation. Appropriate signage and lighting will further address this.

- *"to ensure that new development respects the character of existing areas;"*

  The existing area, particularly the lands along the north side of Richmond Road, are in transition, as intended for by the Traditional Mainstreet policy directives of the Official Plan. The proposal aligns with the intended direction of this transition, and provides a site and building design, as well as land uses, that respect both the established and transitioning portions of the surrounding character and built form.

- *"to consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice;"*

  Through the proposed redevelopment of the site, the property will evolve from an automobile-centric, 9-5 single-use destination, to a 24/7 mixed-use building providing housing, employment, and services, which aligns it with the vision for Traditional Mainstreets.

- *"to understand and respect natural processes and features in development design; and,"*

  The subject site does not contain any natural features, with the exception of a few raised landscaping planters. The proposal will include landscaping elements within the public realm, as well as a landscaped rear yard communal amenity space.

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

  The proposal will place residential density on an underutilized lot within an area that is designated to accommodate intensification. This will result in an energy efficient redevelopment as it utilizes existing and proposed municipal infrastructure and services (i.e., active transportation network; Clearly LRT Station; mixed-use corridor; etc.).

As demonstrated by the architectural submissions and the contents of this report, the proposal is in general conformity with the design objectives of Section 2.5.1.

4.2.4 Section 4.11: Urban Design and Compatibility

The proposal conforms to the applicable policies of Section 4.11 of the Official Plan. This Section contains a number of design policies that seek to address the matter of compatibility between new and existing development. This relationship is primarily assessed by reviewing design elements relating to built form and functionality.

In the context of the proposal, the purpose of the policies of Section 4.11 are to set the stage for requiring design excellence, as the subject site is located within a Design Priority Area. Accordingly, the design and compatibility of the proposal will be evaluated in the context of the design objectives of Section 2.5.1, which were addressed in the previous section of this report. Section 4.11 lists the following over-arching design themes to be addressed, where applicable, through proposed development:

- Views
- Building design
- Massing and scale
- High-rise buildings
- Outdoor amenity areas
- Public art
- Design priority areas
- First Nations Peoples design interests

As demonstrated by the architectural submissions and the contents of this report, the proposal is in general conformity with the policies of Section 4.11 by contributing to, providing, or maintaining the following:

- contributing a high-density mixed-use development to a Traditional Mainstreet in transition from ground-oriented service businesses to low and mid-rise mixed-use intensification;
- supporting the City's investment in rapid transit by locating housing, employment, and services in proximity to the future Cleary LRT Station;
- supporting the City's investment in infrastructure (i.e., piped services, pedestrian network, mainstreet improvements, etc.) by diversifying and intensifying the use of an underutilized site;
- providing tenant storage and multiple areas and types of amenity space (i.e., communal amenity space at-grade, on the rooftop, and as a fitness room; private balconies);
- provide incentive for reduced automobile use with a parking ratio less than one per dwelling unit, and the provision of bicycle parking space in multiple areas to serve different end-users;
- proposed building location and setbacks that allow it to address the street and contribute to a comfortable public realm that has a well-defined separation of public and private space;
- providing ground floor non-residential units with sizes and layouts that provide opportunity for tenants and their spaces to evolve over time to adjust to market changes;
- working with existing grades and accessibility features to achieve a public realm that is human-scaled, safe, well-animated and landscaped, and accessible for people of all ages and capabilities;
- introducing a building height and massing that is aligned with the mid-rise vision of the Official Plan and Cleary and New Orchard Secondary Plan for this area, and that is sensitive to the surrounding uses and built-form;
- orienting and articulating the building facades to have the effect of reducing visual mass and cumulative sun shadowing, and reducing potential impacts relating to microclimates; and,
- introducing a building form and materiality that will enhance visual interest and positively contribute to the streetscape and skyline.

The proposed development conforms to Section 4.11 of the Official Plan, and will function as an example of a quality mixed-use development that contributes to the evolving character of this portion of Richmond Road towards the Official Plan's vision for a Traditional Mainstreet.

4.3 CLEARY AND NEW ORCHARD SECONDARY PLAN

The site is subject to the Cleary and New Orchard Secondary Plan (SP), which was completed in 2018, and serves to provide strategic planning direction to guide future growth and redevelopment of the lands that are in close proximity to the Cleary and New Orchard light rail transit stations.

Section 2.1 of the SP contains vision statements intended to provide direction for the future of how the area will evolve and how the mainstreet will develop, some of which include:

"The arrival of Light Rail Transit (LRT) service will be leveraged to consolidate Richmond Road, within the Cleary and New Orchard area, as a more populated, more mixed and more active and dynamic Traditional Mainstreet.

The area will continue to evolve into an attractive and liveable urban community, with prominent green space components as well as a wide mix of uses including employment, street front retail, neighbourhood services and community facilities, a range of housing types and excellent transit service.

Intensification will be compatible and compliment adjacent neighbourhoods, with an emphasis on "human scale" pedestrian interaction to foster and support the Cleary and New Orchard LRT stations and the built environment that leads to the stations."

Section 2.2 of the SP contains four guiding principles that proposed development must demonstrate conformity with; these principles are:

1. *"The northern frontage of Richmond Road will be characterized by a mid-rise (either mid-rise buildings or podiums); taller building elements, where permitted, will be set back, and the tallest buildings will be near the two rapid transit stations;*
2. *All usable public greenspace and recreational facilities will be retained and will be increased or expanded where possible;*
3. *All development and redevelopment will be designed with a "human scale" that puts foremost emphasis on pedestrian friendly designs for all ground floors adjacent to any public realm; and*
4. *The scale and character of existing neighbourhoods will be preserved through appropriate height transitions of new development, with an emphasis on ensuring that new development supports Light Rail Transit over individual automobile transportation."*

The proposed mid-rise mixed use development demonstrates conformity with the Guiding Principles of Section 2.2, and will be supportive of the vision statements described within Section 2.1. The proposal introduces an appropriate site design that includes a mid-rise building with articulations that help to break up mass and accentuate a subtle base, middle, and top. Building placement and site layout help to enclose and define the street edge with active frontage, and provides an appropriately designed public realm which balances pedestrian circulation and site functionality.

The subject site is designated as Station Area on Schedule A - Planning Area and Land Use of the SP. Section 3.1 of the SP states that the Station Area, which centres around the Cleary and New Orchard stations, permits a wide range of transit-supportive residential and commercial uses to reinforce these neighbourhood stations.

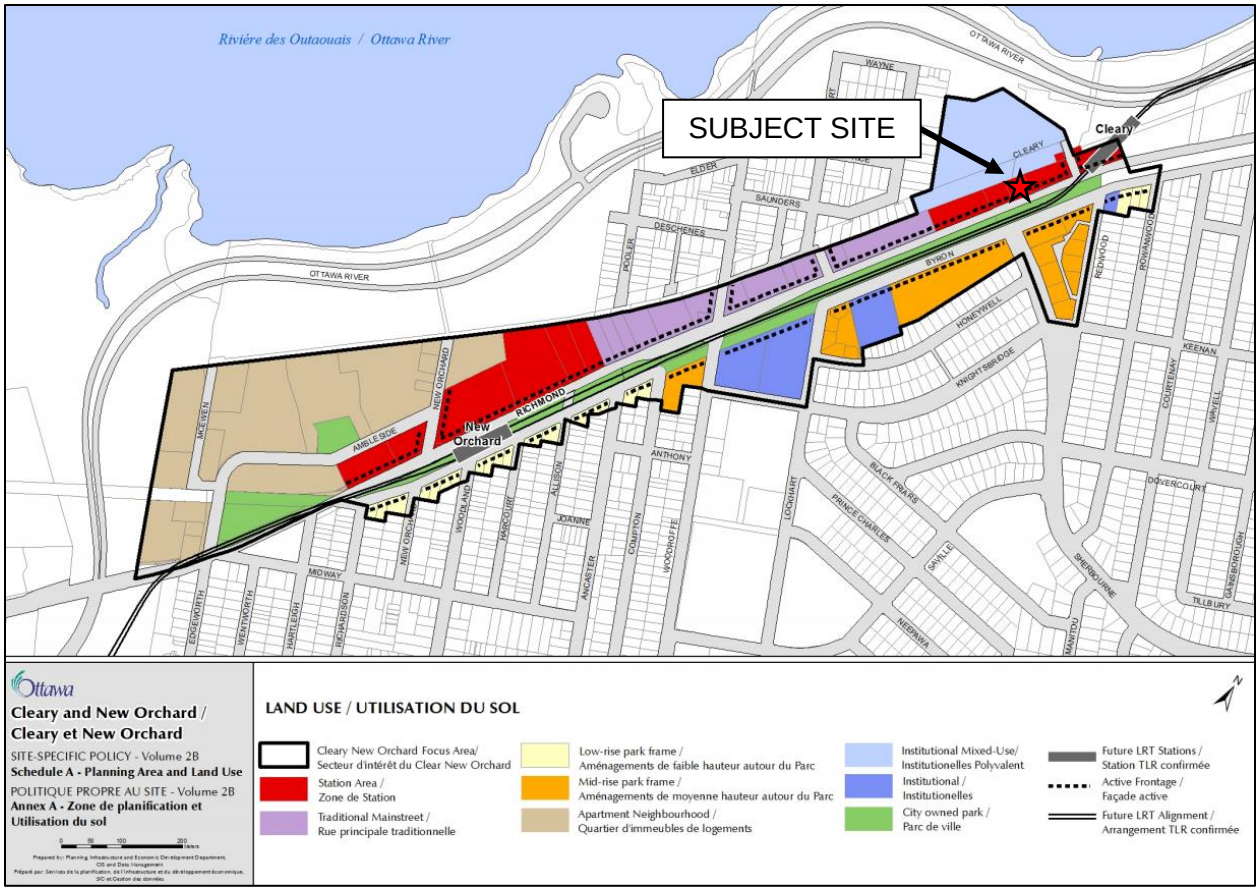


FIGURE 12. EXCERPT OF SCHEDULE A – PLANNING AREA AND LAND USE

Section 3.1 also contains Station Area specific policies, with the below being relevant to the proposal:

1. *Redevelopment of properties designated Station Area must:*
   a. *Contain a mix of land uses with a majority or entirety of ground floor space facing the Traditional Mainstreet occupied by retail or commercial uses directly accessed from the sidewalk;*

      The proposed redevelopment is mixed use, containing all non-residential uses along the ground floor, with the majority of them facing the Traditional Mainstreet and accessed by a common entrance and lobby area.

   b. *Despite 3.1 (1)(a) above, remnant residential is permitted on the ground floor, provided active frontage elements are included;*

      The only residential component on the ground floor is the leasing office and the common entrance and lobby shared between all proposed uses.

   c. *Minimize curb cuts and the interruption of the sidewalk by vehicular traffic to the greatest extent by combining access points, including those leading to loading areas with those*

leading to parking garages, and locate those access points on side streets in the case of corner lots;

The proposal includes a single vehicle access into the site, which is for a driveway that leads to and from the underground parking garage.

d. *Include all required or provided parking internal to the site or underground; and*

All required and provided parking is proposed underground (providing 0.6 per dwelling unit), with the exception of a temporary parallel parking space and lay-by area. This type of temporary parking area does not represent the type of parking that is intended to be phased out from Traditional Mainstreets, especially where no on-street parking is available, as is the case with this stretch of Richmond Road.

The temporary parking area is critical for safe and efficient site functionality, as it allows vehicles with temporary parking needs (i.e., pick-up / drop-off, service vehicles, loading vehicles, etc.) to easily locate and utilize parking space, without the need to access the underground garage or obstruct access to the sidewalk or proposed driveway. These types of spaces differ greatly from permanent 90-degree spaces that have a substantial impact on the public realm, as they require deeper space off of the ROW and are often accessed by private drive aisles or driveways. In the design of this space, consideration has been made to maintain the general look, feel, and function for a Traditional Mainstreet along this short stretch of the public realm.

e. *Allow small-scale office uses on the ground floor and require larger-scale office uses to locate above the ground floor.*

The proposal includes three non-residential uses on the ground floor, one of which will be for a medical facility and the other two to be permitted uses determined as part of future leasing.

2. *The Station Area closest to Cleary Station contains lands that front onto Richmond Road and Cleary Avenue. Redevelopment in this area will:*

a. *Be mid-rise buildings generally between six to nine stories in height;*

The proposed building height is mid-rise (9 storeys).

The proposed mixed-use development conforms to the general intent and purpose of the Cleary and New Orchard Secondary Plan.

5. URBAN DESIGN GUIDELINES

The purpose of the City's Urban Design Guidelines is to provide urban design guidance at the planning application stage in order to assess, promote, and achieve appropriate development within specified areas throughout the City. Where these guidelines apply, their objectives will not necessarily be relevant in all cases or in their entirety. Compliance with the guidelines is not a

statutory requirement, as in the case of policies of the Official Plan or regulations of the zoning by-law, but instead, is encouraged to promote quality design and consistency throughout the City.

There are two specific guidelines that apply to the subject site and proposed development, which include Development Along Traditional Mainstreets and Transit Oriented Development. These guidelines apply to varying degrees, and due to the nature of the proposal, result in overlap in certain design objectives.

5.1 DEVELOPMENT ALONG TRADITIONAL MAINSTREETS

The Urban Design Guidelines for Development along Traditional Mainstreets was completed in 2006. The purpose of these guidelines is to provide urban design guidance at the planning application stage in order to assess, promote, and achieve appropriate development along Traditional Mainstreets. The following points represent the objectives of the guidelines:

- *To promote development that will enhance and reinforce the recognized or planned scale and character of the streets*
- *To promote development that is compatible with, and complements its surroundings*
- *To achieve high-quality built form and strengthen building continuity along Traditional Mainstreets*
- *To foster compact, pedestrian-oriented development linked to street level amenities*
- *To accommodate a broad range of uses including retail, services, commercial uses, offices, residential and institutional uses where one can live, shop and access amenities*

The guidelines are divided into seven design themes, each with its own set of design guidelines. The applicable guidelines, and how the proposal has consideration for them, is detailed below. It is important to note that although this stretch of Richmond Road is designated a Traditional Mainstreet, its historical and existing character and function is far less reflective of that. Although these guidelines help support the evolution of mainstreets, such as this stretch of Richmond Road, much of their language and guidance speaks to streets with character already reflective of traditional mainstreets (i.e., Richmond Road within Westboro, Wellington Street West within Hintonburg, and Bank Street within the Glebe and Old Ottawa South). Unlike this stretch of Richmond Road, those established traditional mainstreets have a compact urban fabric and a rich history of commercial activity, with buildings on both sides of the ROW forming distinct streetwalls, on-street parking, wide boulevards, and a vibrant mix of uses at grade. Despite these significant differences in character and function, the proposed development aims to contribute to the gradual transition in the streetscape towards a context-appropriate traditional mainstreet.

Guideline 1: the proposed front yard setback will be generally aligned with the setbacks of adjacent buildings located at 75 Cleary Avenue and 809 Richmond Road.

Guidelines 3, 7 & 20: a ROW taking has been anticipated, and the proposed streetscape elements along the subject site will include a paved public sidewalk, bicycle parking, and soft landscaping that frames the active frontage of the building. Streetscape elements will be coordinated with utilities.

Guideline 8: proposed building design respects the evolving character of the streetscape by providing a mid-rise height and architectural expression that aligns with and complements existing and proposed development.

Guidelines 9, 10 & 12: proposed building height (mid-rise) and siting (nearest the mainstreet) ensures aspects of compatibility are respected for the properties to the rear. The proposed building achieves an appropriate height to road corridor width ratio (approx. 1:1.5), as the Richmond Road, the Byron Linear Tramway Park, and Byron Avenue ROW combine for a total of approximately 52.5 metres in width.

Guidelines 11, 13 & 19: proposed ground-level glazing and entrances will make up the majority of the building's ground-level expression to address the street with an active frontage.

Guideline 14: the proposed mixed-use development is appropriately located across from a future LRT station.

Guidelines 17 & 18: a colonnade is proposed along the building's front façade, which provides sheltering for proposed bicycle parking proximate to windows and the front entrance.

Guidelines 21: pedestrian walkways and access to bicycle and vehicle parking will be well-lit in accordance with lighting standards..
Guideline 26: the site is an interior lot without available alternatives (i.e., rear lane) to providing a vehicular driveway off the mainstreet. The visual impact of the driveway has been reduced by placing building floorplates overhead, limiting its presence to a colonnade type corridor leading to the rear yard below-grade parking garage.

Guideline 27: proposed vehicle parking is less than one space per dwelling unit (0.6 per unit). Street-parking is not available along this stretch of Richmond Road, and so to achieve the function of on-street parking, a layby area and temporary parallel parking space has been provided, which will serve to address critical site functions relating to loading and servicing, food and parcel delivery, and resident/visitor and patron drop-off / pick-up (i.e., small service and loading vehicles for the residential and ground floor uses; drop-off and pick-up for the medical facility use and other two non-residential tenancies, etc.)

Guideline 28: proposed plantings are of appropriate species and sizes, and in suitable locations, as per the submitted landscape plan.

Guidelines 33-36 & 40-41: site signage and lighting has been designed per applicable standards and by-laws.

Guideline 37-38: service and utility areas within the building will be shared between building uses. Utility/service equipment and functions (i.e., waste storage) have been internalized to minimize their visual impact on the street.

The proposal satisfies the general intent and purpose of the objectives and applicable guidelines of the Urban Design Guidelines for Development along Traditional Mainstreets.

5.2 TRANSIT ORIENTED DEVELOPMENT

The Transit-Oriented Development Guidelines was completed in 2007 with the purpose of providing guidance to assess, promote, and achieve appropriate Transit Oriented Development within the City of Ottawa. These guidelines are to be applied throughout the City for all development within a 600 metre walking distance of a rapid transit stop or station, which includes the subject site, as it is located an approximately 100 metre walking distance from the future Cleary LRT Station.

The Transit-Oriented Development guidelines cater mostly to development within nodes surrounding transit stations, where the built environment and vision of redevelopment typically looks to achieve higher densities and more compact built form than what would be characteristic of redevelopment around corridor stations such as the proposed Cleary LRT Station. The applicable guidelines, and how the proposal has consideration for them, is detailed below.

Guidelines 1-3: the proposed mix of uses is transit supportive (mid-rise apartment and three ground-floor non-residential tenancies).

Guidelines 7, 10 & 16: the proposed building location addresses the street to minimize walking distance to the future Cleary LRT Station and surrounding pedestrian network.

Guideline 8 & 28: the proposed density and mix of land uses (ground floor non-residential) is appropriate for the location of the site with respect to it being one of the nearest parcels to the future Cleary LRT Station.

Guideline 9: the proposed mid-rise building provides a transition in scale in relation to the existing and proposed development flanking it to the east and west (high-rise buildings) as well as the low-mid rise apartment buildings to the south of the future Clearly LRT Station.

Guidelines 14 & 15: the proposed building consists of architectural variety in building materials, window sizes, projections, and façade articulations to enhance visual interest. Substantial glazing along the ground level front façade also helps to enhance security through informal viewing.

Guidelines 29: a colonnade is proposed along the building's front façade, which provides sheltering for proposed bicycle parking proximate to windows and the front entrance.

Guideline 35 & 39: the only proposed parking lot (four or more spaces) is in the form of a below-grade parking garage which is accessed from a ramp at the rear of the site, minimizing its impact on the public realm.

Guidelines 36-38: the proposed layby area and single temporary parking space at the front of the building will utilize the same curb cuts, and help to address site and land use functions typically addressed by on-street parking, which is not available along this stretch of Richmond Road.

Guideline 48: a ROW taking has been anticipated, and the proposed streetscape elements along the subject site will include a paved public sidewalk, bicycle parking, and soft landscaping that frames the active frontage of the building. Streetscape elements will be coordinated with utilities.

Guidelines 51 & 56: site signage and lighting has been designed per applicable standards and by-laws.

Guidelines 54-55: service and utility areas within the building will be shared between building uses. Utility/service equipment and functions (i.e., waste storage) have been internalized to minimize their visual impact on the street.

The proposed development provides balance between the pedestrian environment, built form (i.e., building mass and height), and land use and site functionality. The proposal will provide an appropriate degree of intensification in proximity to the future Cleary LRT Station, and has been demonstrated to have consideration for a number of applicable transit-oriented development design guidelines.

6. ZONING REVIEW

The subject site is zoned TM – Traditional Mainstreet within City of Ottawa Zoning By-law 2008-250. The purpose of the TM Zone is to accommodate a broad range of transit-supportive uses and densities in primarily mixed-use low to mid rise buildings. The development standards for this zone are intended to promote intensification to support the City's applicable Official Plan policies and vision for Traditional Mainstreets.

The proposed mixed-use development complies with the general intent and purpose, as well as the land use permissions of the TM Zone. As detailed in Table 2, the proposal requires zoning relief in the form of a minor zoning by-law amendment to permit proposal-specific performance standards primarily relating to elements of site functionality and building specifications.

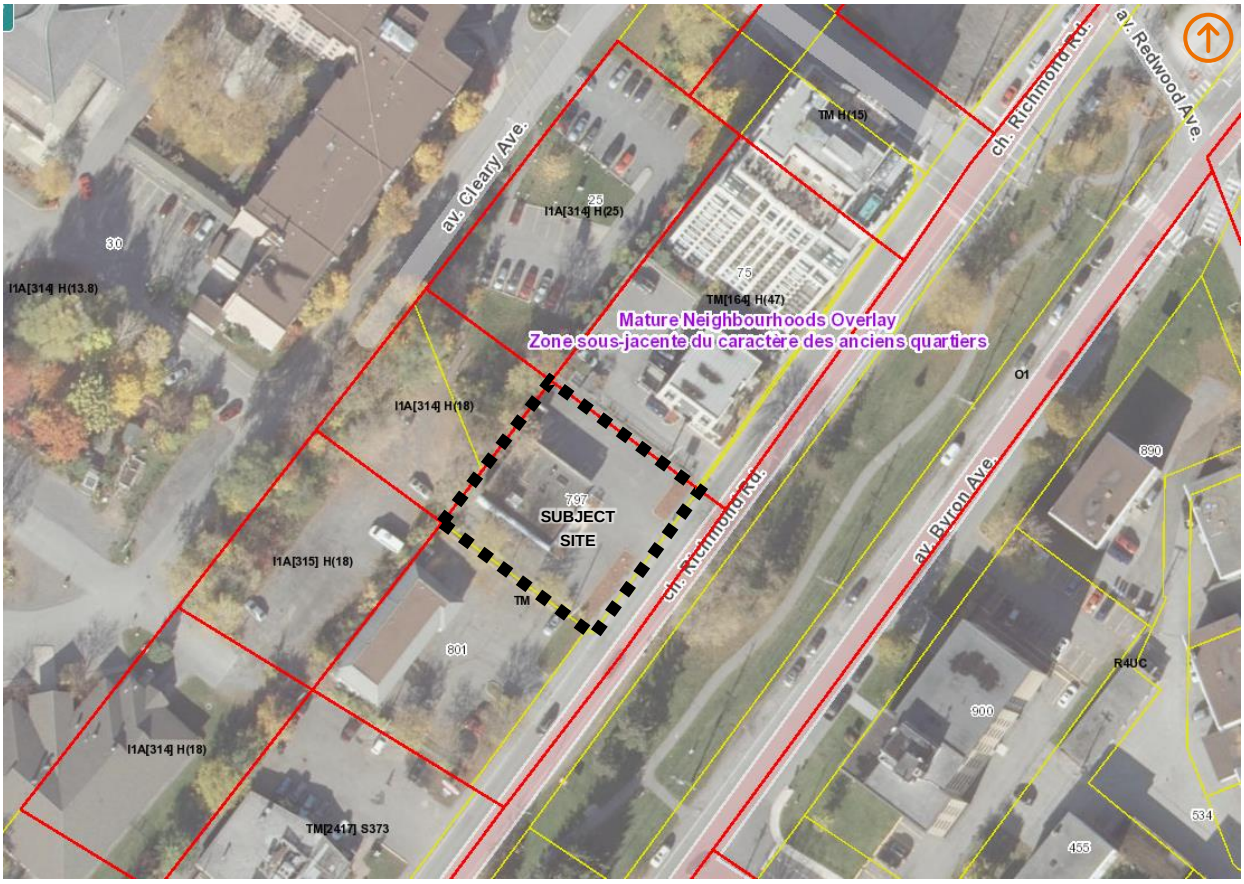


FIGURE 13. ZONING EXTRACT

TABLE 2. TM ZONING MATRIX

PROVISIONS	BY-LAW SECTION	REQUIRED & PERMITTED	PROPOSED	COMPLIANCE NOTES
The following non-residential uses are permitted subject to:	197(1)(b)	where in a commercial or mixed use building and located on the ground floor abutting a street having direct pedestrian access to that street, residential, office and research and development centre uses must not be located within a depth of six metres of the front wall of the main building abutting the street	The ground floor units will not have direct access to the street, and instead, will be accessed from the street via a shared entrance leading to a common lobby area; therefore, this provision does not apply.	NA
	197(1)(c)	a minimum of 50% of the ground floor façade facing the main street, measured from the average grade to a height of 4.5 metres, must comprise transparent windows and active entrances	>50% (see submitted front elevation)	Compliant
Minimum lot area	197(3)(a)	No Minimum	±1,165.57 m^2	Compliant
Minimum lot width	197(3)(b)	No Minimum	±33.53 m (Richmond Road)	Compliant
Maximum front yard setback	197(3)(c)	2 m, subject to the provisions of subsection 197(4)	2.3 m, but will be less than 1 m once an anticipated ROW widening is taken	Compliant (see ROW context under "proposed" column)
Interior side yard setback	197(3)(d)(i)	Maximum: 3 metres between a non-residential use building or a mixed-use building and another non-residential use building or mixed-use building, except where a driveway is provided, in which case the setback must be a maximum of 6 metres where the driveway leads to a parking area of 20 or more spaces	1.227 m from west property line 3 m from east property line	TBD - By-law wording speaks to setbacks between buildings and not between buildings and property lines
	197(3)(d)(ii)	Minimum: All other cases - no minimum (maximum setback provisions of row (d)(i) apply in these cases)	NA	NA
Minimum rear yard setback	197(3)(f)(iv)	Other cases - No Minimum	7.584 m	Compliant
Building height	197(3)(g)(i)	Minimum: 6.7 metres for a distance of 20 metres from the front lot line	31.5 m	Compliant
	197(3)(g)(ii)	Maximum: (1) 20 metres but not more than 6 storeys	31.5 m (9 storeys)	Zoning relief requested

		(2) where the building height is greater than four storeys or 15 metres, at and above the fourth storey or 15 metres whichever is the lesser a building must be setback a minimum of 2 metres more than the provided setback from the front lot line as set out under subsection 197(5)		
Maximum floor space index	197(3)(h)	No maximum	± 4	Compliant
Minimum width of landscaped area	197(3)(i)(ii)	No minimum, except that where a yard is provided and not used for required driveways, aisles, parking or loading spaces, the whole yard must be landscaped	All provided yards consist of landscaping and/or elements of vehicle parking/access	Compliant
Maximum private approach	197(7)	A maximum of one private approach may be provided for each property having a lot frontage of 45 metres or less	3 private approaches	Zoning relief requested
Active entrances	197(13)	The façade facing the main street must include at least one active entrance serving each residential or non-residential use occupying any part of the ground floor	1 active entrance along the front façade serves all ground floor uses	Compliant

TABLE 3. PARKING MATRIX & DRIVE AISLE SUMMARY (SCHEDULE 1A AREA Z & SCHEDULE 1 AREA B)

PARKING TYPE	APARTMENT, MID RISE (60 Dwelling Units) & COMMERCIAL (338 m^2 of GFA)			
	Required		Provided	Compliance
Regular	None *(Sec.101(2))*		38, including the front yard temporary/short-term stall (see additional provisions and notes regarding small vehicles)	Compliant
Visitor	0.1 per DU (first 12 DU excluded) = 4.8 *Sec.102(2)*		5	Compliant
Accessible	For 20-99 provided spaces = 1 *By-law 2017-301: Part C, Sec. 111(2)*		1	Compliant
Bicycle	Residential: 0.5 per DU = 30 *Table 111A(b)(i)*	Commercial: 1 per 250 m^2 of GFA = 1 *Table 111A(e)*	31 (16 outdoor & 15 indoor)	Compliant
Loading	None *Sec. 113(4)*		0 (temporary space can accommodate small loading vehicles)	Compliant

Additional Provisions & Notes

Small Vehicles (By-law Sec. 106(3)(a))

- 14 non-visitor and non-parallel spaces (37%) are proposed as small vehicle spaces sized 2.6 metres by 4.6 metres (Compliant)

Drive aisles have been designed to comply with applicable provisions (By-law Sec. 107)

- Minimum driveway width for a single traffic lane providing access to parking spaces not in a parking lot or garage (i.e., less than 4 spaces): 2.6 m
- Minimum driveway width for a single traffic lane providing access to a parking lot: 3.0 m
- Minimum driveway width for a double traffic lane providing access to a parking lot: 6.7 m
- Minimum driveway width for a double traffic lane providing access to a parking garage: 6 metres
- Minimum aisle width for providing access to parking spaces
  - 56-90 degree parking: 6.0 m

TABLE 4. AMENITY AREA MATRIX

PROVISION	BY-LAW SECTION	REQUIRED		PROPOSED	
		Total Amenity Area	**Communal Amenity Area**	**Total Amenity Area**	**Communal Amenity Area**
Amenity Area	Section 137 (rates are the same for both Mixed-use Buildings of 9 or more dwelling units and for mid rise apartment buildings)	6 m^2 per DU = 6 (60 DU) = 360 m^2	A minimum of 50% of the required total amenity area = 0.5 (360) = 180 m^2	941 m^2 (Compliant)	401 m^2 (Compliant) (133 m^2 indoor, 48 m^2 outdoor, 220 m^2 rooftop)
Additional provisions	i. Amenity area must be provided for a residential use that is a permitted use in the zone in which it is located, in accordance with Table 137. ii. Amenity area must be located on the same lot as the use for which it is provided. iii. Amenity area provided outdoors must not be located in a required front or corner side yard. iv. Where amenity area is located outside at grade, it may be included in the calculation of landscaped area requirements. v. Minimum required communal amenity area may only be included as part of a required landscaped buffer where it is aggregated into areas of 54 m^2 or more. vi. Layout of communal amenity area: aggregated into areas up to 54 m^2, and where more than one aggregated area is provided, at least one must be a minimum of 54 m^2.				

7. SUMMARY OF REQUESTED AMENDMENTS

The proposed development requires a Zoning By-law Amendment (ZBA) and site plan control approval. Table 5 summarizes the details of the requested ZBA, which relates to three proposal-specific performance standards and elements supporting the mixed-use and compact nature of

the site's function. The proposed ZBA will be in the form of a site-specific urban exception that details the permitted exception provisions, which represents an appropriate means for implementing the proposed amendment. The proposed performance standards identified in Table 5 represent minor deviations from the By-law that will allow the site to accommodate a desirable redevelopment that has been carefully planned and designed in accordance with the general intent and purpose of applicable policy and regulations.

TABLE 5. PROPOSED ZONING BY-LAW AMENDMENT

EXCEPTION NUMBER	APPLICABLE ZONE	EXCEPTION PROVISIONS		
		ADDITIONAL LAND USES PERMITTED	LAND USES PROHIBITED	PROVISIONS
XXXX (By-law 20XX-XX)	TM[XXXX]			- Notwithstanding Section 197(3)(g)(ii), maximum building height is 31.5 metres and no higher than 9 storeys, with the exception of a rooftop amenity area - Notwithstanding Section 197(7), three private approaches are permitted, where two of the three are for the ingress and egress portions of a layby, and the third is for driveway access to and from an underground parking garage - Notwithstanding Section 197(3)(d)(i), no maximum interior side yard setbacks apply

In addition to the supportive rationale contained throughout this report and within other technical submissions for the two noted Planning Act applications, the following points summarize the rationale for each proposed performance standard forming part of the zoning amendment.

Maximum permitted building height

- The proposed maximum building height of 9 storeys aligns with the policy direction of the Official Plan and Clearly and New Orchard Secondary Plan for mixed-use redevelopment in proximity to rapid transit stations. Section 3.1.2(a) specifically states the following:

  ***3.1.2** The Station Area closest to Cleary Station contains lands that front onto Richmond Road and Cleary Avenue. Redevelopment in this area will:*
  ***a.** Be mid-rise buildings generally between six to nine stories in height;*
- The proposed building height is not anticipated to result in any adverse negative impacts on surrounding land uses or properties, and is an appropriate design means for achieving desirable mixed-use intensification on a relatively small and underutilized site to support the City's rapid transit investment and policy direction for this stretch of Richmond Road.

Number of permitted private approaches

- The proposed site design consisting of one driveway and a layby area is appropriate for supporting the mixed-use function of the site. The single driveway has been located along the easterly property line to minimize its impact on the siting and distribution of building mass. The layby area serves to provide a drop-off / pick-up zone and access to a single temporary / short-term parking space. These elements are critical for the safe and efficient accommodation of mixed-use building site functions, especially since on-street parking is not available along this stretch of Richmond Road. The relevant site functions to be served by this space include: small loading vehicles; patron, resident, and visitor pick-up / drop-off; parcel and food delivery services; and servicing, utility, and maintenance technicians.

- To minimize undesirable impacts of automobile infrastructure, the proposed layby has been designed to maintain clear sight lines for drivers and pedestrians by reducing the depth of the layby and utilizing contrasting surface materials. Appropriate signage and lighting will help to further enhance safe site circulation, while landscaping and other public realm elements are proposed to further balance and animate the character of the front yard.

Maximum permitted interior side yard setbacks

- The intent of maximum permitted interior side yard setbacks in the TM Zone is to encourage a seemingly continuous streetwall intended to frame the public realm and enhance opportunity for animation and active frontages. The proposed building achieves the desired effect by having building wall that spans almost the entirety of the site's lot width
- The wording of the maximum permitted interior side yard setback provisions for the TM zone suggest that the setbacks are to be measured from building to building, as opposed to the standard of building to property line. This wording applies most appropriately along traditional mainstreets that have a historically established streetwall and compact urban fabric, such as Bank Street within the Glebe and Old Ottawa South, and Richmond Road within Westboro. The stretch of Richmond Road where the site is located does not reflect that character, as it consists of street fronting lots with buildings located toward the rear and that do not span the width of the property.
- Regardless of the existing character of this stretch of Richmond Road, the proposed development achieves the intent of the maximum interior side yard setbacks by providing a building that spans nearly the entire width of the property to form a streetwall that frames the public realm. As the intent of the provision is achieved through the design of the proposal, the requested relief is forming part of the ZBA in an abundance of caution.

These minor deviations will allow for the site to accommodate a desirable redevelopment which addresses a number of provincial and City-wide objectives relating to housing availability, transit supportive development, well-designed spaces and built form, and the revitalization of underutilized lands within an area targeted for intensification.

8. PUBLIC ENGAGEMENT STRATEGY

As part of the due diligence for the project, client and applicant-led consultation was undertaken to explore and evaluate design options and early feedback regarding the proposal. These engagement processes included a formal pre-application consultation with City staff and efforts for informal pre-consultation with the Urban Design Review Panel (UDRP). The design of the current proposal takes into account the comments and recommendations received by City planning staff.

The following consultation processes are expected to take place as part of the application processes for the ZBA and SPCA:

- Statutory Public Notice (mail/newsletter and signage) of the applications

- Statutory Public Hearing for the proposed ZBA
- Public Information Session chaired by the Councillor's Office

9. SUPPORTING DOCUMENTATION

As part of a complete submission for the proposed development and requested planning approvals, and through consultation with City staff, the following plans and reports have been prepared and submitted.

- Site Servicing and Stormwater Management Study
- Watermain Protection and Contingency Plan
- Site Servicing Plan
- Grade Control and Drainage Plan
- Erosion and Sediment Control Plan
- Transportation Impact Assessment
- Geotechnical Study
- LRT Proximity Study
- Noise Study
- Planning Rationale
- Design Brief
- Survey Plan
- Site Plan
- Parking Garage Plan
- Landscape Plan
- Tree Conservation Report
- Architectural Building Elevations (dimensioned)
- Phase 1 Environmental Site Assessment
- Wind Analysis

10. CONCLUSION

The proposed Zoning By-law Amendment and Site Plan Control applications are for the purpose of permitting the redevelopment of 797 Richmond Road. The proposed redevelopment is in the form of a mixed-use mid-rise building that supports provincial and City-wide policies and objectives for well-designed intensification in proximity to rapid transit. The redevelopment of this underutilized site consisting of a single medical facility and surface parking lot, will also allow the owner to maintain the site's current use by moving their dental clinic into one of the groundfloor non-residential units of the proposed new building.

As demonstrated by this report and other technical submissions included with the required applications, the proposal represents a timely, appropriate, and carefully planned development that will fit well and work well on the site and within the surrounding context.

It is our opinion that the proposed development and requested amendment represent good land use planning that is in the public interest, is consistent with the PPS, and is general conformity and compliance with the Official Plan and zoning by-law. As such, we recommend the amendment and site plan for approval.

Respectfully submitted,

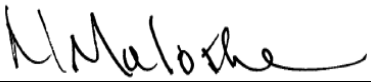
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