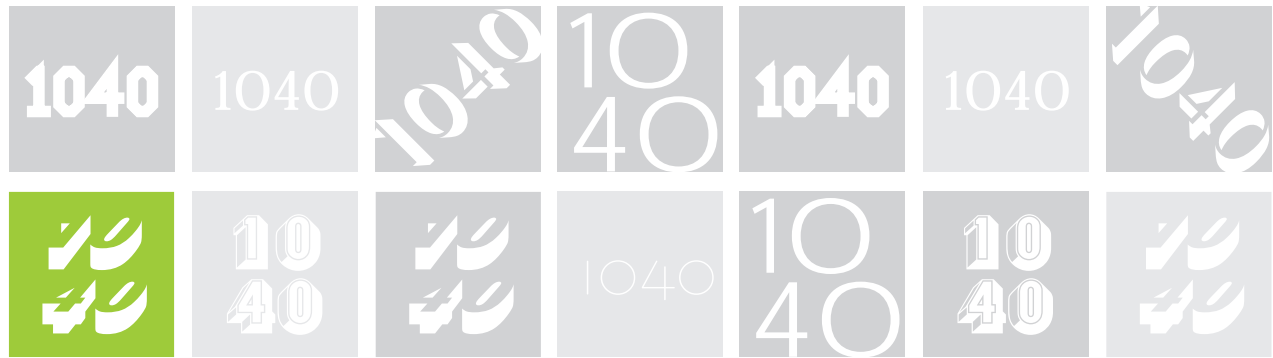




# 1040 SOMERSET STREET WEST

Zoning By-law Amendment Application

MAY 2013



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## 1.0 INTRODUCTION

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FOTENN Consultants Inc. has been engaged by Claridge Homes to prepare a Planning Rationale in support of the Zoning By-law Amendment and Site Plan Control Applications for the lands municipally known as 1040 Somerset Street. The intent of this Rationale is to assess the proposed development against the applicable policy and regulatory framework, and determine if the development is appropriate for the site and compatible with adjacent development and the surrounding community.

## 2.0 PURPOSE OF ZONING BY-LAW AMENDMENT

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The subject property is currently zoned *Traditional Mainstreet Zone with a Height Restriction of 15 metres [TM H(15)]* in the City of Ottawa Comprehensive Zoning By-law (2008-250).

The TM zone permits a broad range of uses including retail, service commercial, office, residential and institutional uses, including mixed-use buildings, all of which contribute to a complete and continuous Traditional Mainstreet environment. Specific uses that are permitted within the parent TM zone which apply to Somerset Street include mid-high rise apartment building, office, restaurant, and retail uses.

The requested *Minor Zoning By-law Amendment* seeks to amend the existing zoning as follows:

- To permit an increase in building height to 119.08 metres whereas the maximum building height is 15 metres in the TM zone;
- To permit a maximum front yard setback of 6.3 metres at grade whereas the maximum front yard setback is 2 metres in the TM zone;
- To permit a corner side yard setback of 1.6 m at grade and 0 metres above grade whereas the minimum corner side yard setback is 3.0 metres in the TM zone;
- To permit a reduction in required number of visitor parking spaces to 10 whereas 65 are required;
- To permit a reduction in the number of required retail parking spaces to 0 whereas 1 space is required; and
- To permit a reduction in drive aisle width to 6.0 metres whereas 6.7 metres are required.





### 3.0 SUBJECT PROPERTY AND SURROUNDING AREA

#### SUBJECT PROPERTY

The subject property is located at the southeast corner of the intersection of Somerset Street and Breezhill Avenue North with approximately 20 metres of frontage along Somerset Street and approximately 46 metres of frontage along Breezhill Avenue. The frontage along Somerset Street is at the western end of the Somerset Street bridge which runs over the O-Train corridor resulting in a raised street frontage along the subject site. The site has a total area of approximately 1,345 square metres (0.13 hectares).

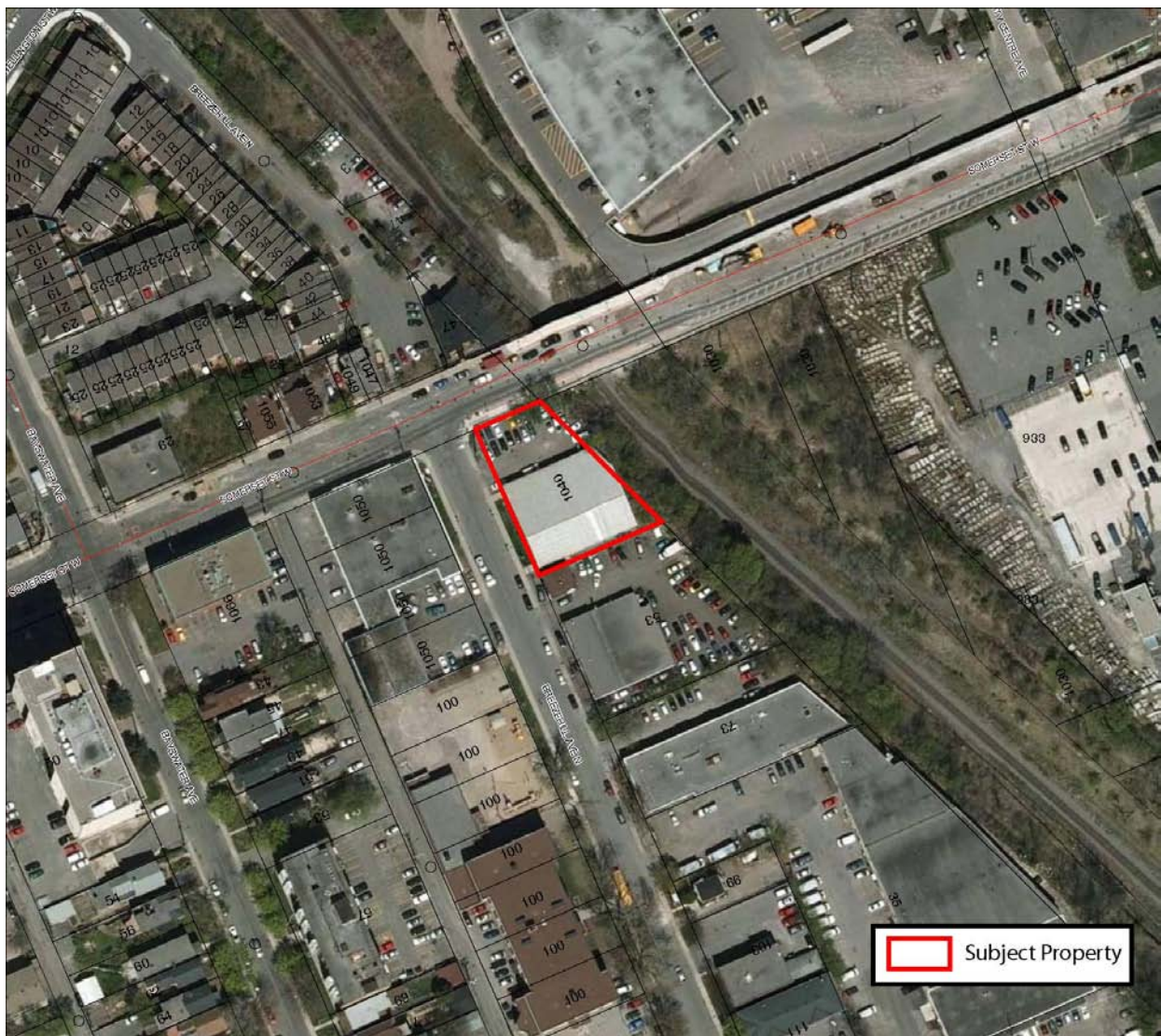


FIGURE 1: AERIAL PHOTO OF SITE



The site is currently occupied by a single-storey light industrial building containing an auto repair shop as well as a technology-based charity.



FIGURE 2: 1040 SOMERSET STREET

## SURROUNDING AREA

The subject site is located at the east end of an area commonly referred to as Hintonburg. This is an eclectic community characterized by a range of land uses including industrial, retail, office and residential uses. Somerset Street and Wellington Street serve as the main commercial corridors with Wellington Street being the more established mainstreet with a more continuous pattern of development and a tightly knit urban fabric. To the west of the site, Wellington Street accommodates a range of neighbourhood amenities including cafes, restaurants and various retail establishments, amongst others.

Somerset Street continues to the east over the bridge where it intersects with Preston Street which serves as the commercial corridor of the Little Italy community. The stretch of Somerset Street east of Preston Street is commonly known as Chinatown and is home to a variety of specialty food retailers and restaurants.





Land uses located in the area surrounding the subject property include:

#### *North*

Immediately north of the subject site is Takaki Automotive Shop, while further north is a portion of the O-Train tracks and the Bayview Station. Northeast of the site is the City Centre complex which contains a variety of light industrial, office and retail/restaurant uses. Northwest of the site are a number of residential buildings as well as converted residential buildings with commercial/retail use at grade and residential above.

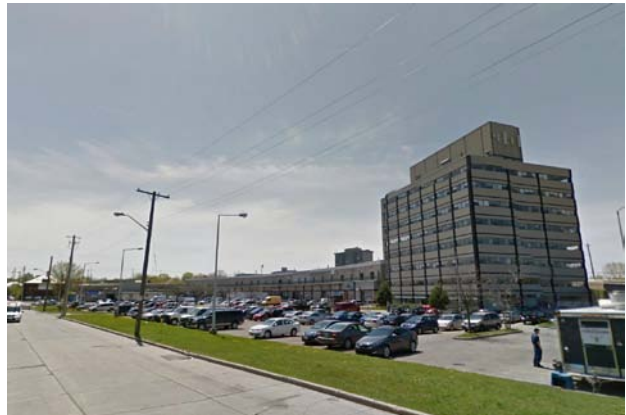


FIGURE 3 & 4: USES ON THE NORTH SIDE OF SOMERSET STREET AND CITY CENTRE

There is a significant grade change between properties that front onto the north side of Somerset Street and those located further to the north. Properties fronting on Somerset Street are higher than uses north of the street.

#### *East*

To the east of the subject property are predominantly industrial uses with limited office space and the O-Train corridor. Further east of the site are residential uses, the Plant Recreation Centre and the Preston Street mixed-use corridor. Lands east of the tracks are also significantly lower than those lands on the west side of the tracks.

#### *West*

Lands to the west of the site are occupied by a single-storey light industrial building occupied by an automotive repair shop as well as a Dollarama fronting onto Somerset Street. Further west of the site are a variety of retail, office, and residential uses along Somerset and a stable, predominantly low-rise residential neighbourhood behind.

Though a predominantly low-rise community, several exceptions do exist including a 16-storey residential building located at the corner of Somerset Street and Bayswater Avenue and a 6-storey residential building further south on Bayswater Avenue.

#### *South*

South of the subject property are additional industrial buildings, while southeast of the site is a portion of the O-Train corridor and additional industrial buildings. Southwest of

the site is the Devonshire Public School as well as the low-rise neighbourhood previously mentioned.

*Community Amenities*

The site is located on the edge of the Little Italy community to the east and the Hintonburg Community to the west. As such there are a number of community amenities located within a kilometre of the site including:

- The Parkdale Market;
- Retail and commercial uses along Wellington Street West;
- The Plant Bath Recreation Centre;
- Retail and commercial uses along Somerset Street across the Somerset bridge;
- The Tom Brown Arena and Park;
- Bayview Park, Armstrong Park and Plouffe Park;
- The Dalhousie Community Centre;
- The Hintonburg Community Centre and Park; and
- A local branch of the Ottawa Public Library.

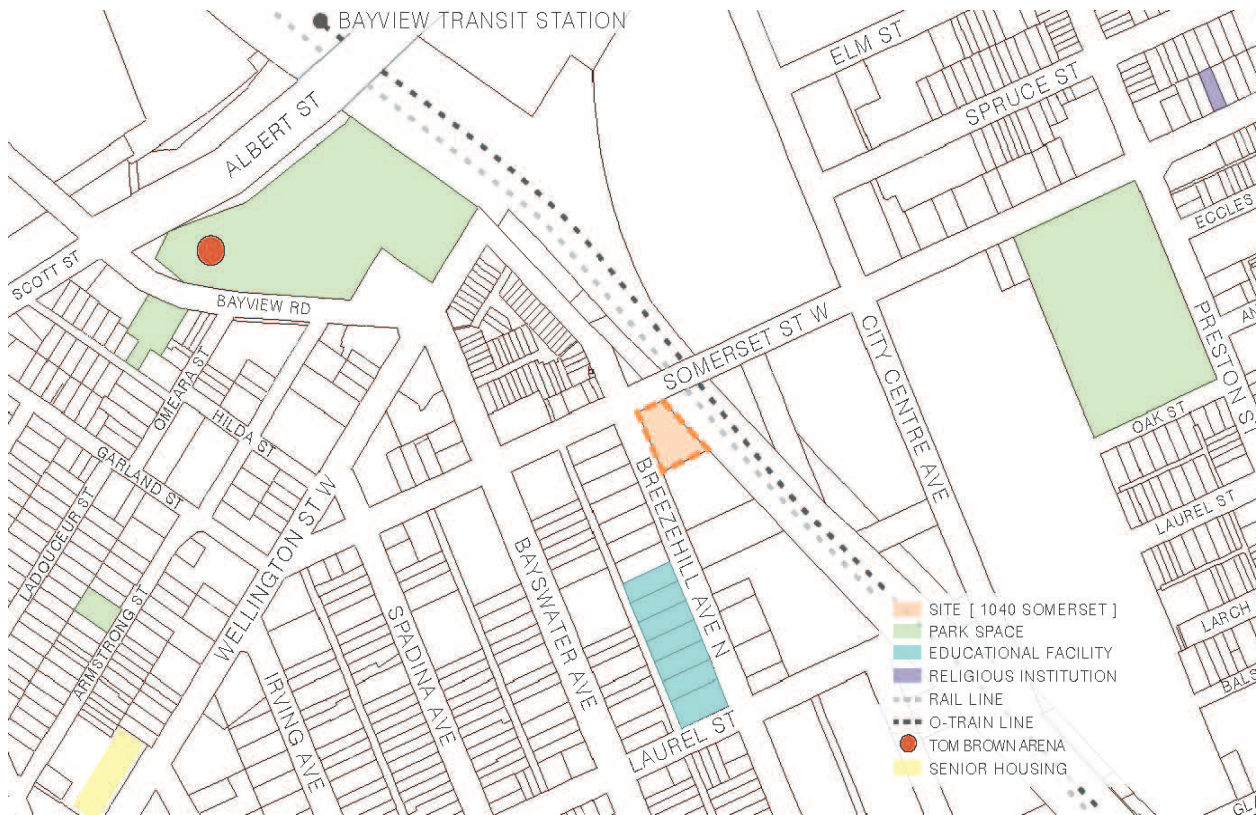


FIGURE 5: AMENITIES MAP

## 4.0 ROAD NETWORK & TRANSIT

### ROADS

The site is well serviced with respect to the existing road network. The site is located along Somerset Street, an east-west arterial that connects to Elgin Street to the east through the southern portion of the downtown core. The site is also located approximately 500 metres from Scott Street/Albert Street, an east-west arterial road that provides direct access into the downtown area. To the east of the site is Preston Street, a north-south arterial road. Further west of the site is Parkdale Avenue, a north-south arterial road that provides access to Highway 417.

Arterial roads are major roads in the City that carry large volumes of traffic over the longest distances. Arterial roads function as major public and infrastructure corridors in the urban communities they traverse. These roads accommodate all forms of traffic including, automotive, transit, cycling and pedestrian movement.

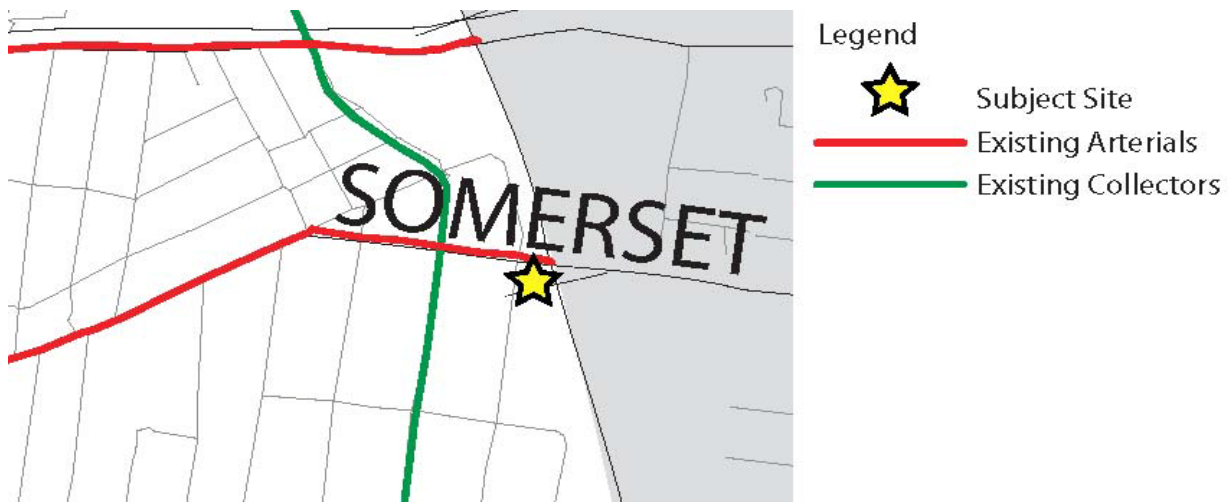


FIGURE 6: EXCERPT OF ROAD NETWORK FROM OFFICIAL PLAN

### TRANSIT

The subject site benefits from proximity to numerous transit routes. The site is located within 600 metres of the Bayview Rapid Transit Station (Bus and Train) and within 600 metres of the future Gladstone Station.

Somerset Street is identified as a Transit Priority corridor. Currently, Somerset Street is served by Bus Route Number 2 providing access to downtown via local streets.



## 5.0 PROPOSED DEVELOPMENT

Claridge Homes is proposing the construction of a 39-storey, 119 metre (excluding mechanical penthouse) residential condominium with ground-floor retail. The development includes 204 square metres of retail space at-grade and 338 residential units above. The 35-storey tower is set upon a 4-storey, 12 metre podium along both Somerset Street and Breezhill Avenue. The residential component will have a gross floor area of approximately 20,886 square metres.

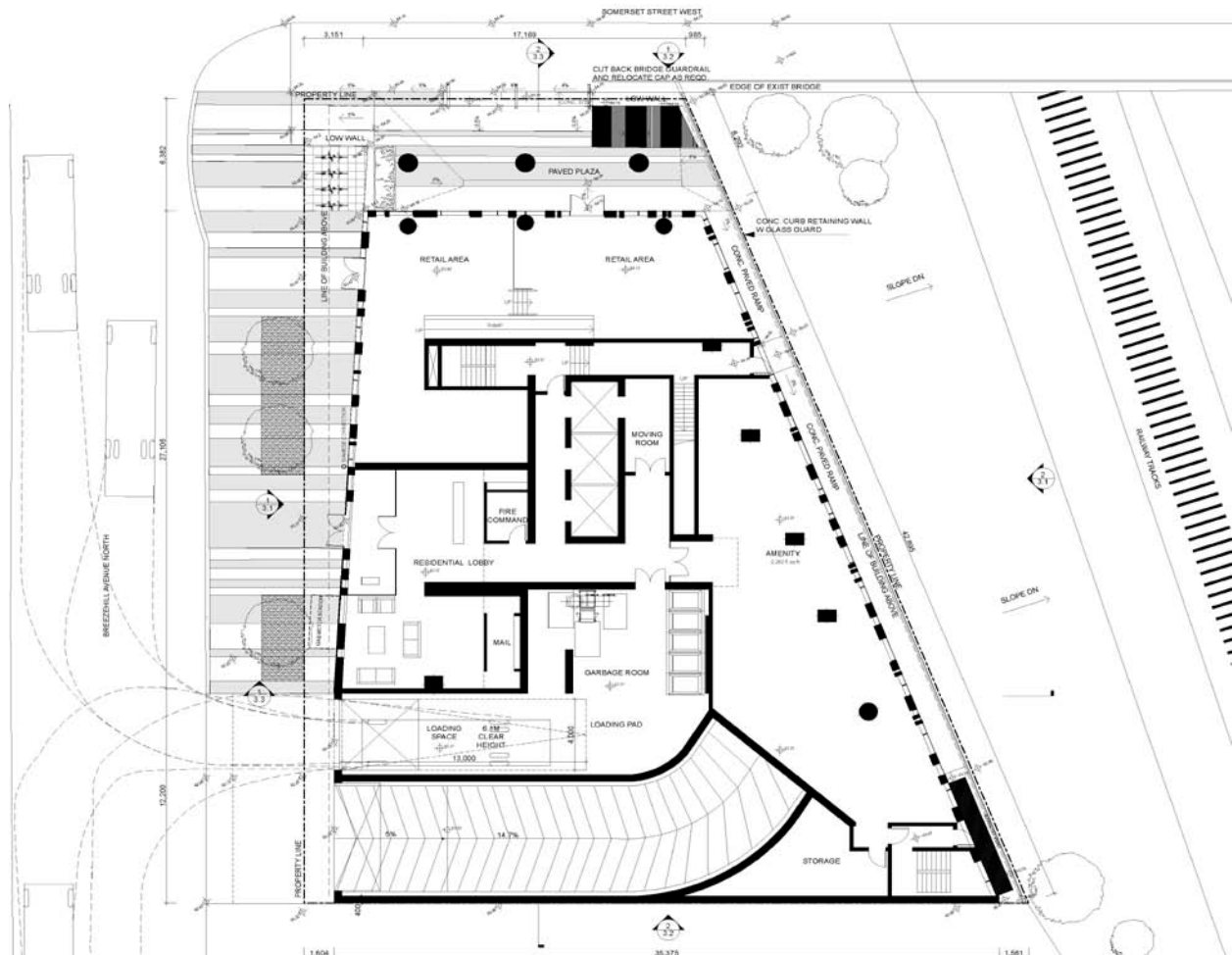


FIGURE 7: CONCEPTUAL SITE PLAN

The podium has been designed to emphasize the low-rise, pedestrian-oriented character typical of the Mainstreet environment wrapping the corner onto Breezhill Avenue. The 4-storey height of the podium and 6 metre setback at grade along Somerset Street allow for a pedestrian plaza and respond to the grade change of the Somerset Street bridge. Vertical architectural elements of varying lengths have been placed along the podium façade to both break up the mass of the building and place visual emphasis on the base of the building. The variation in setbacks, high glazing and the striking design of the



podium help to maintain the low-scale and open feel while the proposed commercial uses will contribute to an active and pedestrian-oriented street front.



PERSPECTIVE VIEW PODIUM COURT



PERSPECTIVE VIEW PODIUM COURT

FIGURE 8: BUILDING RENDERING FROM EAST SIDE AND VIEW OF PODIUM COURT

On the third and fourth storeys of the building (level 2 and 3 of the podium) are townhouse-style units centred on a landscaped ‘podium court’ (Figure 8). The tower is set back from this area to maintain the low-scale residential character of this section of the development.

The recessed building frontage allows for a large open space to be used as an outdoor plaza or patio. This open space will contain both hard and soft landscaping including a combination of trees, shrubs, grass and concrete unit pavers. The outdoor plaza/patio area wraps from Somerset to Breezehill Avenue to maintain an active pedestrian feel of the ground floor (Figure 9).



FIGURE 9: TREATMENT AT GRADE

The primary residential access is located off of Breezehill Avenue, at the west end of the building. The entrance has been located such that an uninterrupted retail façade can be provided along Somerset Street wrapping the corner onto the north end of Breezehill Avenue. The entrance to the residential lobby will be comprised of alternating paver types and benches to frame and emphasize the doorway.

The tower has a very slim building profile and compact floor plate to reduce shadowing impacts. Although the shadow being cast will be longer, the compact design ensures that shadows are narrower and move more quickly. A smaller tower footprint is also considered more desirable from a liveability perspective as it allows for better unit design.

The tower's most distinguishing features are the wrap around balconies proposed along all four façades of the building. The balconies have varying depths creating a slight offset when stacked that brings visual interest and variation to the design and produces an attractive and identifiable landmark within the city landscape. While the balconies are continuous along the east and west elevations, a break has been incorporated in the balconies along the north and south façades. This break serves as both a design and





functional element allowing variation when viewing the building and breaking up the mass of the tower.

A total of 6,396 square metres of amenity space is provided in the podium court, private balconies and the roof of the podium. A total 1,069 square metres is being provided as communal amenity area.

The development will be served by a total of 162 vehicular parking spaces, including 10 visitor parking spaces, all located within the 7 levels of proposed underground parking. Vehicular access to the below-grade parking structure is proposed from Breezehill Avenue and is located a safe and sufficient distance from the intersection with Somerset Street. A total of 174 bicycle parking spaces are provided inside the building.

This is a site with unique circumstances that create both constraints and opportunities and the proposed design responds accordingly. The site is separated from Somerset Street by way of a significant grade change and as a result of the bridge design. While this creates a physical barrier, it also creates the opportunity for a well defined open space directly in front of the building that can bring more activity to this segment of Somerset Street. The grade separated O-Train corridor abuts the site to the east meaning that impacts from sunshading will be cast primarily over the transit corridor rather than existing residential development. Overall, the proposed development will intensify a site located at the edge of an established community with a landmark building marking the entrance into the Hintonburg community. Innovative architectural design coupled with location make this site appropriate for the proposed development.

## 6.0 POLICY AND REGULATORY ENVIRONMENT

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### PROVINCIAL POLICY STATEMENT (2005)

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the *Planning Act* and in effect since March 1, 2005, 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 of 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 [Policy 1.1.3.3]. In addition, the proposed development meets the following Provincial Policy interests:

- Promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term [Policy 1.1.1.a];
- Accommodates an appropriate range and mix of residential, employment, recreational and open space uses to meet long-term needs [Policy 1.1.1.b];



- Ensures that necessary infrastructure and public service facilities are or will be available to meet current and projected needs [Policy 1.1.1.g];
- Promotes cost-effective development standards to minimize land consumption and servicing costs [Policy 1.1.1.e];
- Efficiently uses the infrastructure and public service facilities which are planned or available [Policy 1.1.3.2.a];
- Identifies and promotes opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock and areas [Policy 1.1.3.3];
- Contributes to providing an appropriate range of housing types and densities to meet projected requirements of current and future residents by permitting and facilitating all forms of residential intensification and redevelopment. [Policy 1.4.3.b.2]
- Directs 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 [Policy 1.4.3.c];
- Promotes densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of alternative transportation modes and public transit in areas where it exists or is to be developed [Policy 1.4.3.d];
- Promotes land use patterns, density and mix of uses that minimize the length and number of vehicle trips and support the development of viable choices and plans public transit and other alternative transportation modes, including commuter rail and bus [Policy 1.6.5.4]; and
- Supports energy efficiency and improves air quality through land use and development patterns which promote the use of public transit and other alternative transportation modes and improving the mix of employment and housing uses to decrease transportation congestion [Policy 1.8.1.b through 1.8.1.c].

The proposed 338 unit mixed-use development is consistent with the above noted policies of the Provincial Policy Statement (PPS). The proposal promotes an efficient, cost-effective pattern of development, stimulates economic growth and takes full advantage of existing infrastructure. Further, the proposed development promotes healthy, liveable and complete communities by encouraging a range of choice in housing types and densities within the neighbourhood.

The PPS policies promote intensification and redevelopment opportunities within built-up areas where existing or planned infrastructure can support development. The proposal takes full advantage of an available opportunity to appropriately redevelop



and revitalize lands within an established neighbourhood in the City of Ottawa.

## OFFICIAL PLAN 2003 (CONSOLIDATED)

### *The Challenge Ahead (Section 2.1)*

The City of Ottawa Official Plan (2003, as amended) 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 direction for growth and development within the City. The Plan anticipates that the number of households in Ottawa will increase faster than the rate of population growth and that approximately 145,000 new homes may be needed by 2031. The majority of that demand is expected to be satisfied with smaller units such as apartments.

The City plans to meet the challenge of accommodating this growth by managing it in ways that support liveable communities and healthy environments. This means that growth will be directed towards key locations with a mix of housing, shopping, recreation and employment – locations that are easily accessible by transit and that encourage walking. The City anticipates that by pursuing a mix of land uses and a compact form of development, it will be able to support a high-quality transit service and make better use of existing roads and other infrastructure.

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

### Managing Growth

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

### Creating Liveable Communities

- The City will provide opportunities to increase the supply of affordable housing throughout the rural and urban areas.
- Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing, and places to work and shop.
- Attention to design will help create attractive communities where buildings, open space and transportation work well together.

*Managing Growth within the Urban Area (Section 2.2.2)*

The Official Plan promotes efficient land-use patterns through intensification of locations strategically aligned with the transportation network and in particular the rapid transit network.

Section 2.2.2 identifies target areas for intensification, provides density targets, and establishes policies on how intensification proposals will be evaluated. *Mainstreets* are identified as target areas for intensification; however, have not been assigned minimum density target. Policy 8 of Section 2.2.2 notes that the City will eventually establish minimum residential targets for Traditional Mainstreets that are not currently identified.

To achieve compatibility between existing and planned built form and ensure intensification is successful, emphasis will be placed on good urban design and architecture. Sections 2.5.1 and 4.11 provide policy direction for Urban Design and set out the compatibility criteria intended to guide development.

The subject property is an underutilized site that currently contains a use not in character with the planned function of Mainstreets. Further, Mainstreets are identified as target areas for intensification given their strategic location along the rapid transit network. The site is well suited in this regard to accommodate additional height and density. The site is designated Mainstreet and located in proximity to transit and rapid transit stations, existing and proposed.

*Official Plan Designation*

The subject property is designated *Traditional Mainstreet* on *Schedule B - Urban Policy Plan* of the City of Ottawa Official Plan (OP) (Figure 9). Traditional Mainstreets are characterized in the Official Plan as:

"Set within a tightly knit urban fabric, with buildings that are often small-scale, with narrow frontages and set close to and addressing the street, resulting in a more pedestrian-oriented and transit friendly environment." (Section 3.6.3)



FIGURE 10: SCHEDULE B - URBAN POLICY PLAN OF THE OFFICIAL PLAN



The planned function for *Mainstreets* is as a mixed-use corridor providing a wide range of goods and services for neighbouring communities and beyond. As such, a wide range of uses are permitted within the *Mainstreets* designation including retail and service commercial uses, offices, residential and institutional uses. A mixture of uses is encouraged, either within the same building or side by side in individual buildings.

The *Traditional Mainstreet* policies support building heights up to six (6) storeys. Greater heights may be considered in accordance with the tall buildings policies set out in Section 4.11.

The proposed development will replace the existing light industrial use with a proposal that is more in keeping with the policies of the Traditional Mainstreet designation. The proposed mixed-use building, with ground floor retail and residential units above are permitted uses and in conformity with the TM designation.

### *Urban Design and Compatibility (Section 2.5.1 and 4.11)*

#### Urban Design

Section 2.5.1 of the Official Plan – Urban Design and Compatibility – provides guidance on how to appropriately incorporate infill development into existing built up areas to ensure compatibility. ‘Compatible development’ is defined as development that is not necessarily the same as or similar to existing buildings but that enhances and coexists with existing development without undue adverse impacts. It is development that ‘fits well’ and ‘works well’ with its surroundings.

Section 2.5.1 provides Design Objectives and associated Principles to guide development to achieve a good fit within the existing context. Annex 3 of the OP is a tool that provides additional design guidance on how the Design Objectives and Principles in Section 2.5.1 can be met. New development is evaluated at five scales: City-Wide, Neighbourhood, Street, Site, and Building. The following objectives are considered most applicable to the proposed development:

- The proposal enhances the sense of community by creating and maintaining places with their own distinct identity.

Claridge is proposing to redevelop an underutilized site, currently housing a light industrial building. The proposed development will fill a significant gap along a Traditional Mainstreet (Street and Site) and will introduce a new, attractive, high-quality mixed-use building (Building) which balances the future vision of the area as well as the existing residential community (Neighbourhood). The building will also create a landmark building at the gateway into the Hintonburg community (City-wide, Neighbourhood).



- The proposal defines quality public and private spaces through development.

The proposal helps to establish a continuity of street frontages creating an animated and active pedestrian-oriented realm along Somerset Street. At-grade, street-fronting retail will contribute to establishing semi-public areas (patios, entrances, seating areas, etc.) that invite people onto the site.

- The proposal ensures that new development respects the character of existing areas.

The proposed building brings active uses to an important commercial mainstreet and intersection in the Hintonburg community (Street and Neighbourhood). The design of the building places emphasis on the four (4) storey podium framing the street (Building).

The site is located at the edge of an established community to the west although it does not directly abut any low-rise residential development. There is variation in the built form along this segment of Somerset Street with high to medium profile buildings punctuating the street.

The lands to the south-east and north-east of the site are intended to accommodate a more intensive form of development to support transit.

As such, the site functions as a transition from the intensive form of development proposed for the lands to the east to the high to medium profile lands to the west.

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

The proposed development achieves a more compact urban form than currently exists on the subject property (Site), which is consistent with a number of Provincial Policy Statement policies and conforms to Official Plan policies (City-Wide).

The development also contributes to the variety of housing choices that are available in the Hintonburg area, allowing for the accommodation of a broader range of incomes and lifestyles (City-Wide and Neighbourhood).



### Compatibility

Section 4.11 of the Official Plan – Urban Design and Compatibility – sets out the criteria by which the compatibility of proposed developments is evaluated. The proposed development satisfies these compatibility criteria as follows:

#### *Traffic:*

A traffic study has been prepared by Novatech and is being submitted as part of this application.

The subject property fronts onto an existing arterial road and is located within 600 metres of an existing rapid transit station at Bayview and a future rapid transit station at Gladstone. Regular bus route #2 also runs directly in front of the site.

The site also benefits from proximity to numerous community amenities located within 1 kilometre of the property, thus reducing reliance and need for automobile travel.

#### *Vehicular Access:*

The subject property will be accessed via a vehicular entrance located on the east side of Breezehill Avenue. The entrance to the underground garage will serve as the singular, two-way driveway providing access to the development's parking areas.

With the proposal's parking being located underground and accessed from a single access point, the majority of impacts related to noise, headlight glare, and pedestrian/automotive conflicts are absorbed internally to the site.

The garage access aisle is located approximately 35 metres from the intersection of Somerset and Breezehill, exceeding the City of Ottawa's standard setback requirements set out in the Private Approach By-law, and reducing the possibility of vehicular conflicts.

#### *Parking Requirements:*

The present Zoning By-law Amendment application meets the required parking rate for residential parking at 0.5 spaces per unit while it proposes a reduction in the required visitor parking space rate from 0.2 spaces per unit to 0.033 spaces per unit for the first 312 units (where the first 12 units are exempt) while any units above 312 units require no visitor parking spaces. Retail spaces would also require a parking reduction from 2.5 spaces per 100 square metres (with the first 150 square metres exempt) to 0 spaces per 100 square metres.

The site benefits from availability of on-street parking along Somerset Street, proximity to an existing major rapid transit hub at Bayview Station and a future station at Gladstone, the presence of regular transit service (Regular Route #2), and the local-serving nature of the proposed commercial space. Given these circumstances, the reduction in commercial and visitor parking spaces is appropriate and is not anticipated to result in spillover parking in residential streets or to the broader community.



*Outdoor Amenity Areas:*

The subject property is located at the edge of the community and away from the established low-rise residential dwellings located to the south of the property. Again, the site does not directly abut any low-rise residential properties. The closest low-rise residential development is located on the north side of Somerset Street approximately 50 metres away from the site. It is also separated by a significant grade change with amenity areas oriented internally to the development and buffered by existing development on the north side of Somerset Street. Other residential properties to the south and west of the site are located in excess of 60 metres away. As a result, there are very limited opportunities, if any, for overlook into the residential private amenity areas.

*Loading Areas, Service Areas and Outdoor Storage:*

The loading area has been strategically located immediately north of the garage entrance in order to provide as continuous a frontage as possible. The garbage services will be relegated to an internal storage area located on the ground floor and accessed from the loading driveway.

*Lighting:*

Lighting will be designed and installed to provide a safe and secure environment while meeting the City's requirements and without impacting adjacent properties.

*Noise and Air Quality:*

No noise impacts have been identified. The proposed use is not considered a significant noise generator.

*Sunshading:*

Sunshading studies have been prepared and can be found in Appendix A.

The proposed development will have a longer, slimmer and quicker moving shadow with limited impact on low-rise residential development. The increased sunshading on the low-rise residential development north of Somerset Street is limited to a few morning hours and moves off the properties by noon in both June and March. The remainder of the time, the sunshading is cast on commercial and industrial properties and on lands designated for intensive, high-profile development.

Based on the above, the sunshading resulting from this building is considered acceptable in an urban context.

*Microclimate:*

A wind study will be provided to ensure that any microclimate considerations are appropriately addressed through design.

*Supporting Neighbourhood Services:*

The proposed development is located in close proximity to the Parkdale Market, as well as a variety of retail and commercial uses along Somerset Street and Wellington Street.





The development also supports a variety of community facilities including the Tom Brown Arena, the Plant Bath Recreation Centre and both the Dalhousie and Hintonburg Community Centres. The site is also in close proximity to Plouffe Park and National Capital Commission (NCC)-controlled bike path system located along the O-Train corridor. Additional neighbourhood services in close vicinity to the project site include the Devonshire Community Public School and the Saint Francois-d'Assise primary school. An increase in density helps to support existing neighbourhood services and establish a critical mass that attracts other amenities to the area.

The proposed development will augment neighbourhood services by providing over 200 square metres of additional commercial/retail uses to the Somerset Street corridor intended to serve the immediate community.

*Building Profile (Section 4.11, Policies 8 through 14)*

Section 4.11 of the Official Plan includes policies addressing the location, design and integration of tall buildings into the existing urban fabric. Tall buildings are defined as buildings 10 storeys or greater. Policies 4.11.8 and 4.11.9 allow consideration of building heights greater than 6 storeys on lands designated *Traditional Mainstreet* provided other policies of this Section are also met including the following:

- a. Within areas characterized by high-rise buildings that have direct access to an arterial road, or;
- b. Within 600 metres of a rapid transit station as identified on Schedule D, or;
- c. Where a community design plan, secondary plan, or other similar Council-approved planning document identifies locations suitable for the creation of a community focus on a strategic corner lot, or at a gateway location or on a terminating site to strategic view, or a site that frames important open spaces, or at a location where there are significant opportunities to support transit at a transit stop or station by providing a pedestrian and transit-oriented mix of uses and activities, or;
- d. Within areas identified for high-rise building where these building profiles are already permitted in the Zoning By-law approved by Council, or;
- e. Within areas where a built form transition as described in policy 12 below is appropriate.

The proposed development is located in an area with characterized by a range of building profiles including high-profile buildings (existing and approved) and has direct access onto an arterial road (Somerset Street). The site is located at the entrance to the Hintonburg community making it at a strategic corner lot with potential to create a focal point in the community. The proposed development is also located within 600 metres of an existing Rapid Transit Station (Bayview) and a Future Rapid Transit Station (Gladstone).



### Building Profile and Transition

When considering the proposals “fit” within the existing community, regard must be given to Policy 11 which states that high-rise buildings will be considered as both an example of architecture in its own right and as an element of urban design within a wider context. The following measures will be considered in evaluating high-rise proposals:

- a. How the scale, massing and height of the proposed development relate to adjoining buildings and the existing and planned context for the surrounding area in which it is located;
- b. How the proposal enhances existing or creates new views, vistas and landmarks;
- c. The effect on the skyline of the design of the top of the building;
- d. The quality of architecture and urban design, particularly as expressed in Council-approved design guidelines; and
- e. How the proposal enhances the public realm, including contribution to and interaction with its surroundings at street level (e.g. the provision of publicly accessible landscaped area, amenity space and pedestrian respite areas, street trees public art, active land use frontages, legible entrances and views to the street, canopies, awnings and colonnades for continuous weather protection).

Policy 12 provides direction on how to successfully achieve transition in areas with varying development profiles and built form. Implementing the following design measures will achieve the desired transition and help new development better integrate into the existing urban fabric:

- a. Incremental changes in building height (e.g. angular planes or stepping building profile up or down);
- b. Massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high profile development or incorporating podiums along a Mainstreet);
- c. Character (e.g. scale and rhythm, exterior treatment, use of colour and complementary building finishes);
- d. Architectural design (e.g. the use of angular planes, cornice lines); and
- e. Building setbacks.



FIGURE 11: COLOURED RENDERINGS OF PROPOSED BUILDING

The proposed building incorporates a four-storey podium protecting for a human-scale experience at grade. Heavy fenestration and vertical architectural elements have been incorporated into the podium façade, breaking up the building mass. These design elements emphasize the pedestrian nature of the Mainstreet and create transition to the existing neighbourhood to the south which is predominantly low-profile.

The tower is designed with a very slim profile and compact floorplate and clad with undulating balconies. The balconies will be constructed from light-coloured materials and the design incorporates a break along the southern and northern elevations to break up the tower mass, reduce the heaviness and create visual interest.

The tower is setback from all four edges of the podium, emphasizing the podium as the dominant element. The tower is setback 2.9 metres from Somerset Street, 4.8 metres from Breezhill Avenue, 10 metres from the rear property line and 1.8 metres from the eastern property boundary. These generous setbacks

reduce the visual impact of the tower at grade and help to achieve a better transition specifically between the rear of the site and the adjacent low-profile uses in behind.

The high architectural quality of the proposed building creates a new landmark at Somerset Street punctuating the city's skyline. Further, the building contributes to creating a continuous street front and invites activity and animation to the site through



the provision of a generous open space allowing for the proposed commercial uses to spill onto it.

The development incorporates design elements allowing the building to integrate successfully into the existing urban fabric and achieve appropriate transition. The use of a strong and distinguishable four-storey podium, slim tower floorplate and pulling the tower back from all four edges of the podium allows the building to maintain the Traditional Mainstreet character of Somerset Street and a human-scale at grade. Strong vertical design elements have been incorporated into the podium design to break up its overall mass and echo the rhythm of the street expressed in the relatively narrow street frontages of existing buildings.

The site also benefits from its location at the edge of the community and away from low-profile residential properties. Immediately to the east of the site is the grade separated O-Train corridor creating a physical divide between the Hintonburg community and the City Centre/Little Italy communities to the east. As such, the proposed development marks the arrival at the gateway into Hintonburg and capitalizes on its location to showcase exceptional and innovative architecture making a positive contribution to the city skyline.

### PRESTON-CHAMPAGNE SECONDARY PLAN (2006)

The Site is located within the boundaries of the Preston-Champagne Secondary Plan (2006). The purpose of the Secondary Plan is to provide more detailed policy direction for land uses within the Preston-Champagne area.

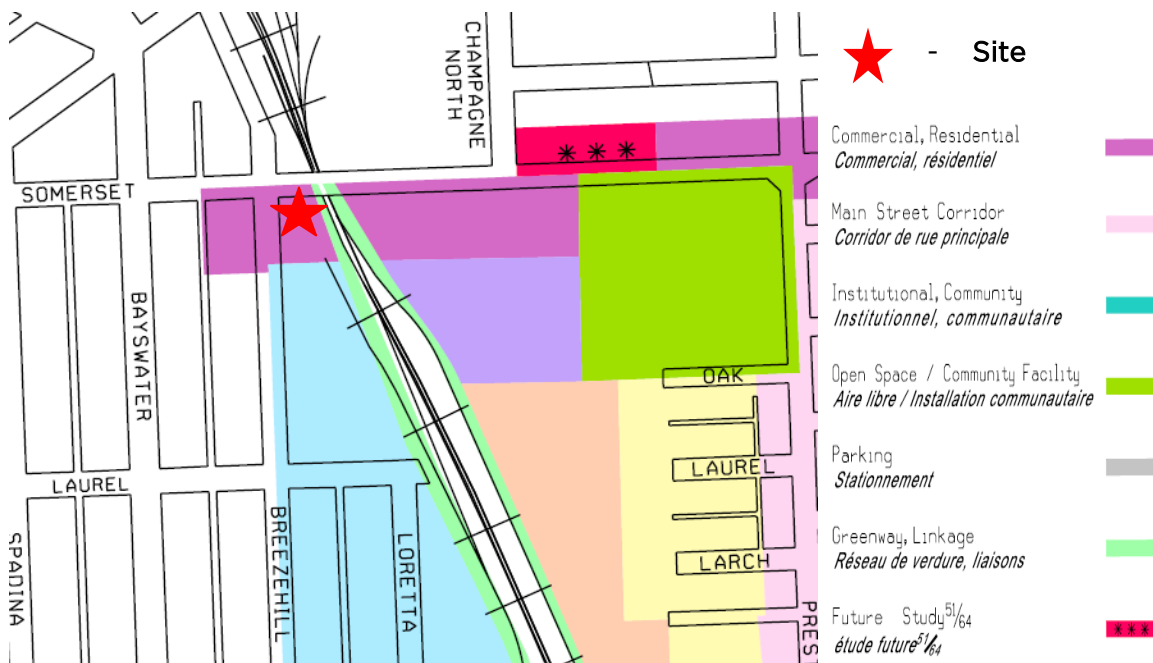


FIGURE 12: EXCERPT OF PRESTON-CHAMPAGNE SECONDARY PLAN LAND USE SCHEDULE



The Preston-Champagne Secondary Plan divides the subject area into four quadrants where the subject site is located within the Northwest Quadrant which is described as the area north of the Queensway and west of the CPR corridor. This area is largely characterized by low-rise light industrial buildings. The Secondary Plan seeks to maintain and enhance this character with the addition of design guidelines to improve the compatibility of these existing uses with the surrounding low-rise residential uses.

The Subject Site is designated *Commercial, Residential* on Schedule L – Preston-Champagne Land Use Plan (Figure 12). The Policies of the *Commercial, Residential* land use designation is limited to permitting the westerly extension from Rochester Street of the Somerset Heights Main Street Commercial/Residential concept along Somerset Street to provide a link to the Preston Street and the Wellington-Somerset commercial areas.

More general policies of the Preston-Champagne Secondary Plan have implications on the proposed development including:

Policy P – City Council shall support the concepts for improved pedestrian/green space linkages focal points at entry nodes (Somerset Street and Carling Avenue), streetscape renewal and expansion of park space.

Policy Y – City Council shall encourage, where appropriate, development adjacent to Carling Avenue, Preston Street and Somerset Street to provide safe, sheltered pedestrian links to points of transit service. One means of achieving this could be reduced on-site parking requirements.

The policies do not provide direction with respect to building heights within the *Commercial, Residential* designation. However, the Secondary Plan states that reference must be made to both the Official Plan for complete guidance on specific sites. As such, the policies of the Traditional Mainstreet designation will provide guidance with respect to appropriate building heights for the subject site.

The proposed development meets the policies of the Preston-Champagne Secondary Plan in that the proposal seeks to establish a high-quality development with retail at grade to continue the Mainstreet character of the Wellington-Somerset commercial area. Furthermore, the proposal establishes a community focal point at an identified entry node. The Secondary Plan refers back to Official Plan and in this instance the policies of Traditional Mainstreet with respect to appropriate building heights on the subject site.

## FINAL DRAFT BAYVIEW STATION DISTRICT COMMUNITY DESIGN PLAN (2013)

The Carling-Bayview Community Design Plan (CDP) has been divided into three independent districts where the first priority area, Bayview Station District, has recently had its final draft plan released. Though the subject site falls outside the limits of the final draft CDP, direction provided within the subject area informs the existing and planned context within which this new development will exist.

Of particular importance to the proposed development is Figure 40 of the Final Draft CDP (Figure 13) which envisions an area of increased density and increased height around the area known as City Centre, located directly northeast of the site. The City Centre lands are envisioned to reach heights of 20 to 30 storeys and will contain a wide range of uses including retail and residential. The increased height is in part to further support the use of transit at the Bayview Rapid Transit Station.

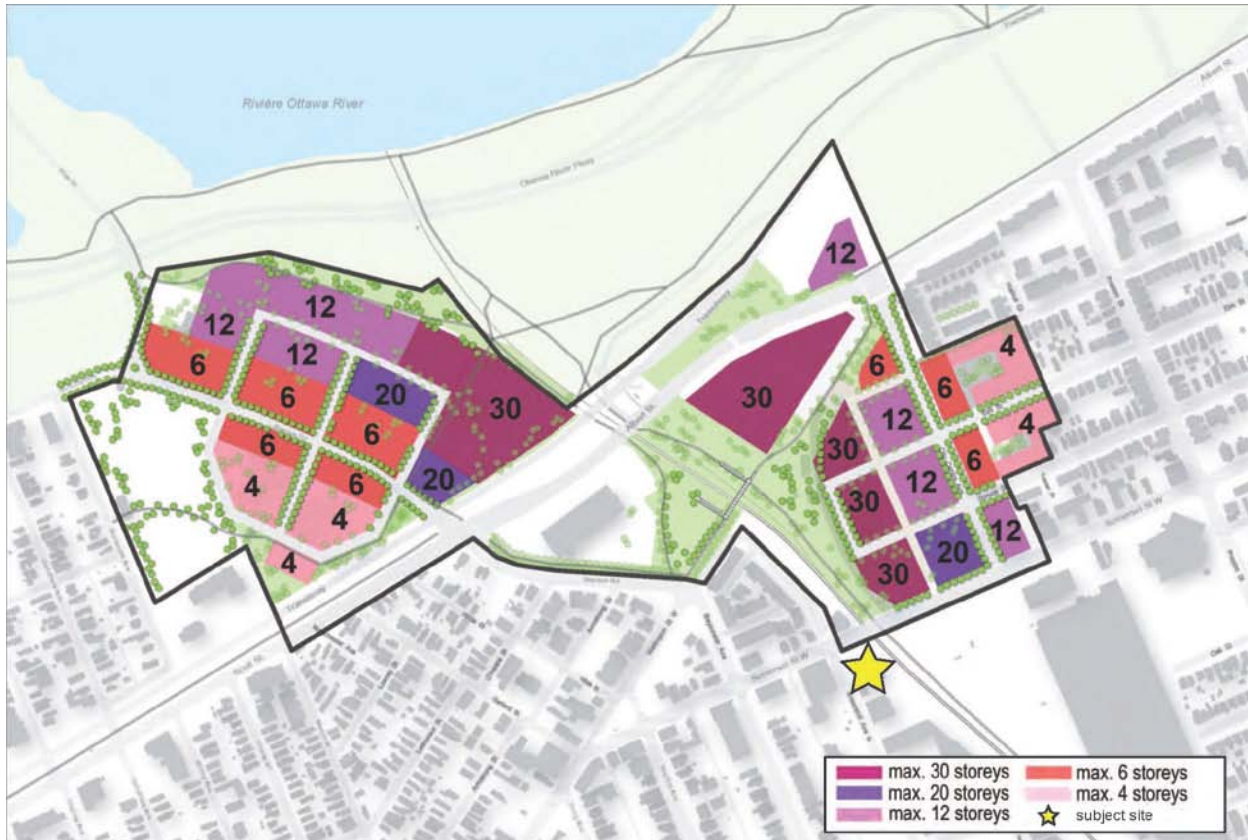


FIGURE 13: HEIGHT STRATEGY FOR THE BAYVIEW STATION DISTRICT (DRAFT BAYVIEW CDP, 2013)

The proposed development is in keeping both in form and function with the vision expressed in the Final Draft CDP for the area immediately adjacent to the subject site. The proposed building profile in the Bayview Station District ranges from 12 to 30 storeys with sites adjacent to transit being assigned the greatest heights. Generally, the lands to the east of the site are envisioned as accommodating a denser and more intensive form of development in the high-profile range. The subject site, being located at the edge of this CDP, is well suited to accommodate a similar built form to provide a transition to existing buildings further west of the site along Somerset Street.

Although the heights being proposed for this property are greater than those





proposed within the Bayview CDP area, this property is unique. While the site is located outside of the Bayview CDP boundary, it is located within the 600 metre radius of both the Bayview Transit Station and future Gladstone station. This overlap of the 600 metre transit radius is limited to a few properties and should be capitalized on for sites such as this one where there is opportunity to accommodate greater densities to support transit ridership at both stations. The site is located at the edge of the community where the additional density and height will not negatively impact on the surrounding community.

### **URBAN DESIGN GUIDELINES FOR DEVELOPMENT ALONG TRADITIONAL MAINSTREETS (2006)**

In May 2006, City Council approved design guidelines which address development along Traditional Mainstreets. The guidelines apply to all streets throughout the City designated *Traditional Mainstreet* on Schedule B of the Official Plan and provide guidance to the proper development of these important streets. The guidelines address seven components including: streetscape, built form, pedestrians and cyclists, vehicles and parking, landscape and environment, signs, and servicing and utilities.

The proposed development meets the following applicable design guidelines:

- Aligns with the setback of the existing buildings along Somerset Street.
- Proposes trees on the flanking residential streets.
- Creates attractive public and semi-public outdoor amenity spaces with outdoor plaza proposed along Somerset Street.
- Uses clear windows and doors to make the pedestrian level façade of walls facing both Somerset and Breezehill highly transparent and locates active pedestrian-oriented uses at-grade (retail/commercial establishments).
- Locates residential units above the level of vehicular traffic in a mixed-use building and provides a shared entrance to residential units, clearly accessible from the street.
- Locates mixed-use development by concentrating height and mass at nodes and gateways.
- Highlights buildings on a corner site, where two public streets intersect, with special treatment and continues the same level of architectural detailing around both sides of the building.
- Designs pedestrian walkways of materials that are easily maintained.

### **URBAN DESIGN GUIDELINES FOR TRANSIT-ORIENTED DEVELOPMENT (2007)**

In September 2007, City Council approved design guidelines which address Transit-Oriented Development. The guidelines apply to all development throughout the City within a 600 metre walking distance of a rapid transit stop or station to provide guidance to the proper development of these strategically located properties. The guidelines



address six components including: land use, layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and environment.

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

- Provides transit supportive land uses within a 600 metres walking distance of rapid transit stop or station.
- Creates a visible landmark through distinctive design features that can be easily identified and located.
- The building has been setback from the front property and side property line for corner sites in order to define the street edge and to provide space for pedestrian activities and landscaping.
- The development incorporates architectural variety on the lower storeys of the building to provide visual interest to pedestrians.
- Uses windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order to provide ease of entrance, visual interest and increased security through informal viewing.
- The design and location of the entrance to the underground parking lot minimizes the number of vehicle crossings over primary pedestrian routes.

#### **URBAN DESIGN GUIDELINES FOR HIGH-RISE HOUSING (2009)**

In October 2009, City Council approved design guidelines which address High-Rise Housing. The guidelines apply to any building 10 storeys or greater in height and are intended to address the fit and compatibility of high-rise buildings. The urban design guidelines address seven components of high-rise development including: context, built form, pedestrian and public realm, open space and amenities, environmental considerations, services and utilities.

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

- The development is in an area with a disconnected or transition fabric and as such, the proposal:
  - Is oriented to establish a pattern of development blocks, street edges, and site circulation that defines a public realm;
  - Uses proportions, rhythm and height of the building base and tower to define relationships to other buildings;
  - Uses distinctive design features, building forms and shapes to contribute to a sense of place;
  - Creates transitions that integrate the new urban fabric with areas of established urban fabric.





- The building is designed as a landmark building as it is distinctive in form and detail when viewed close-up and from a distance, the building is located along an important axis/avenue and located near a major public transit hub.
- Built form will define a human-scaled street space through a three (3) storey podium along Somerset Street and Breezehill Avenue.
- Building components such as the base and tower will be used to create a sense of transition between high-rise buildings and existing, adjacent lower profile areas.
- The building has been designed to have a base, a tower and a top. The lower portion of the building supports a human-scaled streetscape through the use of street trees and architectural design and detailing.
- A high degree of glazing is being incorporated along Somerset Street and Breezehill Avenue to make the pedestrian level façade highly transparent and accessible.
- The proposal incorporates sidewalks and landscaping allowing uninterrupted and unimpeded pedestrian circulation around the development.
- The garage entry is located on Breezehill Avenue at a less prominent location on the block where the entrance will not interfere with pedestrian or vehicular flow and will not be a prominent feature of the streetscape.

The proposed development meets the spirit and intent of the applicable Urban Design Guidelines. Although not identical to the existing adjacent dwellings, the proposed building provides an infill opportunity that respects the pattern of development and character of the neighbourhood and achieves compatibility in terms of form and design.

#### **CITY OF OTTAWA COMPREHENSIVE ZONING BY-LAW (2008-250)**

The site is currently zoned *Traditional Mainstreet with a Building Height of 15 metres [TM H(15)]* in the City of Ottawa Comprehensive Zoning By-law (2008-250) (Figure 14). The purpose of the *Traditional Mainstreet Zone* is to accommodate a broad range of uses and to foster a compact, mixed-use, pedestrian-oriented development that provides for access by foot, bicycle, transit and automobile. A range of residential and non-residential development is permitted within the TM zone including apartment dwelling, mid-high rise, restaurant, retail store and retail food store.

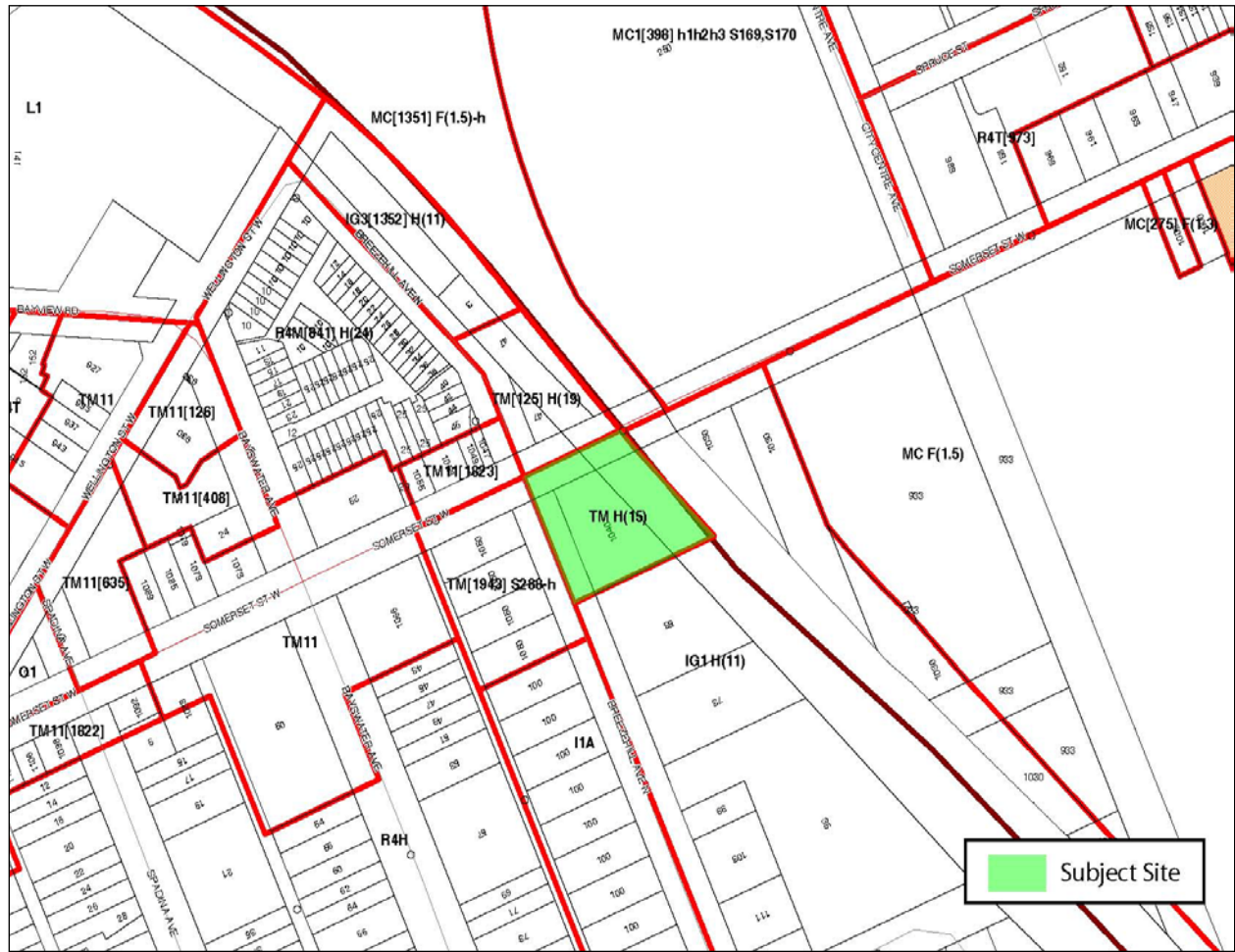


FIGURE 14: ZONING MAP (CITY OF OTTAWA ZONING BY-LAW 2008-250)

### REQUESTED ZONING BY-LAW AMENDMENT

The requested Zoning By-law Amendment seeks to maintain the TM zone but includes several adjustments to performance standards to permit the proposed development.

The table below summarizes the current provisions of the TM zone as well as the requested provisions required as part of this application. Areas of non-compliance are highlighted in red.

PROVISION	REQUIRED	PROPOSED
Minimum Lot Area	No minimum	1345.0m <sup>2</sup>
Minimum Lot Width	No minimum	20.32m



PROVISION	REQUIRED	PROPOSED
Maximum Front Yard Setback	2m  Above 15m a minimum front yard setback is 2m	<b>0m to 6.1m above grade: 6.3m</b> <b>6.1m to 12.06m above grade: 0 metres</b> Above 12.06m: 2.92m
Interior Side Yard Setback	3m maximum between a mixed-use building and another mixed-use building.  1.2m minimum for a residential use building	1.56 m
Minimum Corner Side Yard Setback	3m except for any part of a building above 15m for which an additional 2m setback must be provided	<b>0m to 6.1m above grade: 1.6m</b> <b>6.1m to 12.06m above grade: 0 metres</b> Above 12.06m: 3.77m
Minimum Rear Yard Setback	No minimum	<b>0 m</b>
Building Height	6.7m minimum for a distance of 20m from the front lot line  15m maximum	>6.7m for a distance of 20m from the front lot line  <b>125m</b>
Maximum Floor Space Index	No maximum	15.72
Min. Width of Landscaped Area	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	Where a yard is provided and not used for required driveways, aisles, parking or loading spaces, the whole yard is landscaped
Total Communal Amenity Space	A minimum of 50% of the required total amenity area = 1,014m <sup>2</sup>	1,069m <sup>2</sup>



PROVISION	REQUIRED	PROPOSED
Total Amenity Space	6m <sup>2</sup> per dwelling unit = 2,028m <sup>2</sup>	6,396m <sup>2</sup>
Required Residential Parking	152	152
Required Visitor Parking	65	10
Required Retail Parking	1	0
Bike Parking	170	174
Drive Aisle Widths	6.7m	6.0m

Additional amendments may be identified following staff review, technical circulation and as a result of revisions to the Site Plan.

## 7.0 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:

### *1) Consistent with the Provincial Policy Statement*

The proposed development is consistent with the Provincial Policy Statement (PPS) (2005), which promotes efficient development of serviced, underutilized lands located within settlement areas. The development of the subject property will achieve a greater density and mix of land uses in a pattern that efficiently uses available infrastructure.

### *2) Conforms to the City of Ottawa Official Plan*

The subject site is designated *Traditional Mainstreet* in the City of Ottawa Official Plan (OP) (2003, Consolidated). Both residential and retail/commercial uses are permitted within this designation. The designation encourages infill development, in this case a mid-rise, mixed-use building.

The proposed project fulfills the Official Plan's intent to encourage intensification in areas with existing municipal infrastructure (water, sanitary and storm services and roads) and to allow for the development to access and use existing community facilities and services (parks, schools, retail, etc.).

The proposed units contribute to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the City.



The proposed development will not generate undue adverse impact on the neighbouring properties and fulfills the compatibility objectives and principles outlined in Section 2.5.1 and the compatibility criteria outlined in Section 4.11, including policies related to building height and massing.

The proposed building incorporates a four-storey podium along Somerset Street and Breezehill Avenue as well as a generous open space in order to establish a welcome and active pedestrian realm along the street. The building design incorporates vertical breaks in order to break up the building mass and relate to the traditional character typical of mainstreets.

The proposed development meets the criteria set out in the Official Plan for design and location of tall buildings. The site is designated *Traditional Mainstreet* in the Official Plan and located within 600 metres of an existing and future rapid transit station. The development fronts onto an arterial street characterized by other high-profile buildings. Finally, the combination of distance separation due to the site's physical location and the design elements such as the podium, setbacks, slender tower profile provide an appropriate transition to both Somerset Street and the established residential community.

*3) Meets the policies of the Preston Champagne Secondary Plan and the vision of the Bayview CDP*

The proposed development meets the policies of the Commercial, Residential designation in the Preston-Champagne Secondary Plan in that the proposal seeks to establish a high-quality development with retail at grade to continue the Mainstreet character of the Wellington-Somerset commercial area.

The Commercial, Residential policies do not provide direction on appropriate heights within this designation, however the Secondary Plan refers back to the Official Plan for complete policy guidance. As such, building heights are established in the Official Plan and Traditional Mainstreet policies. The proposal, as demonstrated, meets the applicable Official Plan and Traditional Mainstreet policies with respect to appropriate building height.

The Bayview Draft CDP, though not governing the specific property, envisions increased height and density surrounding the subject property in order to foster a more urban, pedestrian-oriented and transit supportive community. The site is unique in its context in that it falls within 600 metre radius of two transit station, one existing and one future. Given the site's location within the overlap, the increased height and density will support increased transit ridership at both stations.

*4) Meets Applicable Design Guidelines*

The proposed development maintains the spirit of the Urban Design Guidelines for Development along Traditional Mainstreets, Transit-Oriented Development and High-Rise Housing. The proposed building takes advantage of an infill opportunity and achieves a good fit in terms of form and design.



*5) Maintains General Intent of the Zoning By-law*

The subject property is zoned *Traditional Mainstreet Zone* in the City of Ottawa Comprehensive Zoning By-law (2008-250). Both residential and retail/commercial uses are permitted within this zone.

Aside from the provisions which will be amended as part of this application, the proposal will meet the majority of the zoning provisions that apply to the subject lands.

*6) Represents Good Planning*

Overall, the proposed development advances several key policy objectives at the Provincial and Municipal levels including: optimizing the use of serviced lands within the existing urban boundary, encouraging growth within the urban boundary, capitalizing on the proximity of public transit in order to support the City's investment in Light Rail Transit and contributing to the range and availability of housing for all ages and incomes.

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

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Planner

Reviewed by:

Carl Furney, MCIP, RPP  
Senior Planner



## **APPENDIX A: SUNSHADOW STUDY**



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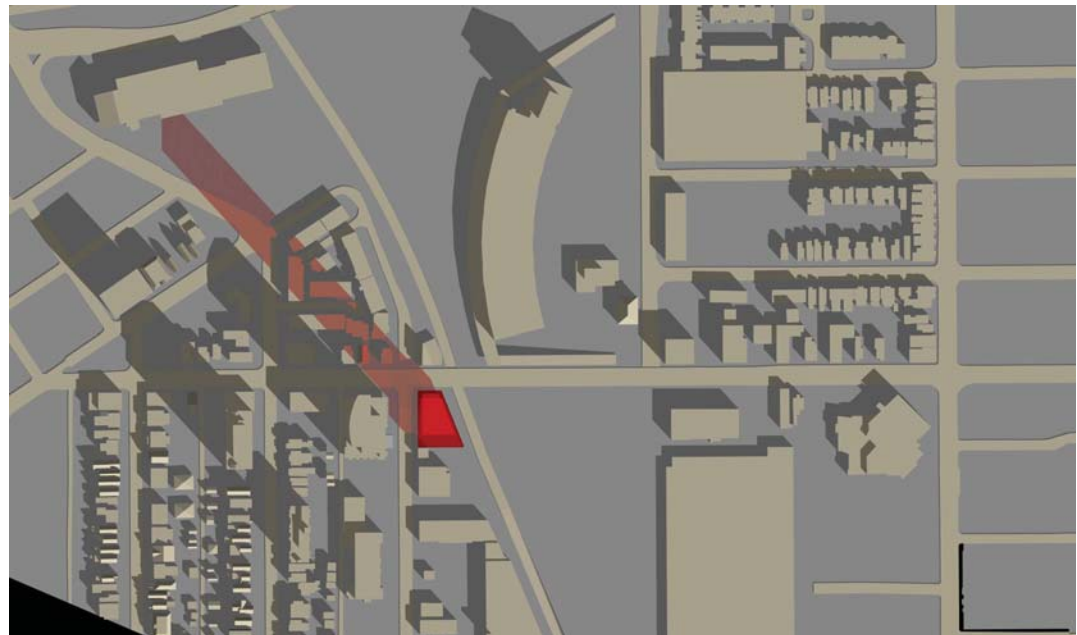
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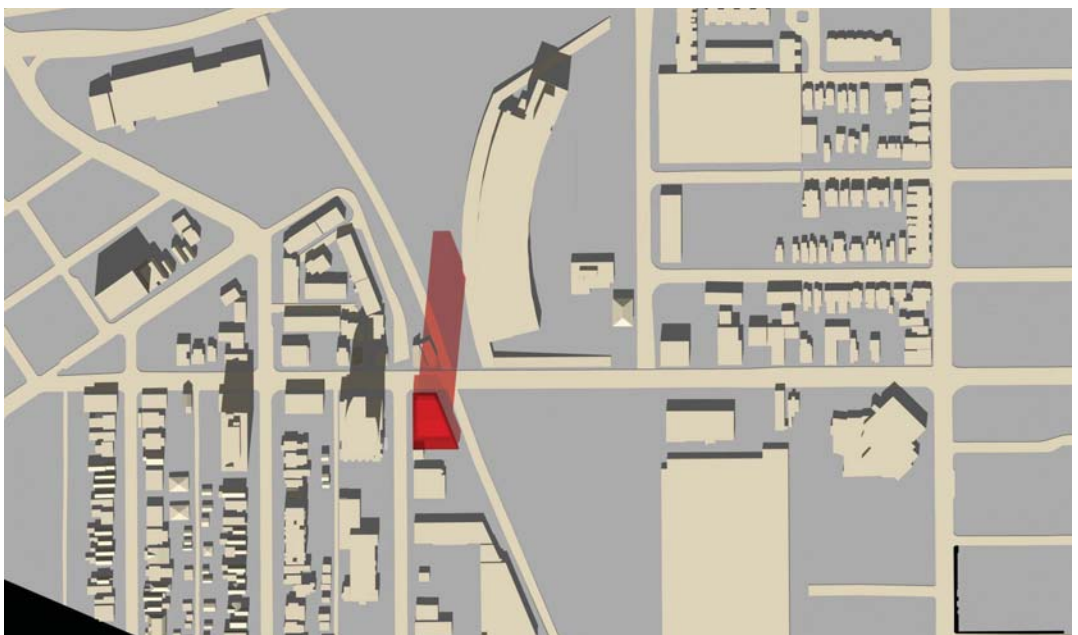
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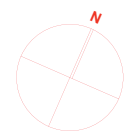
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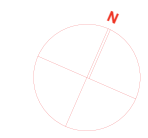
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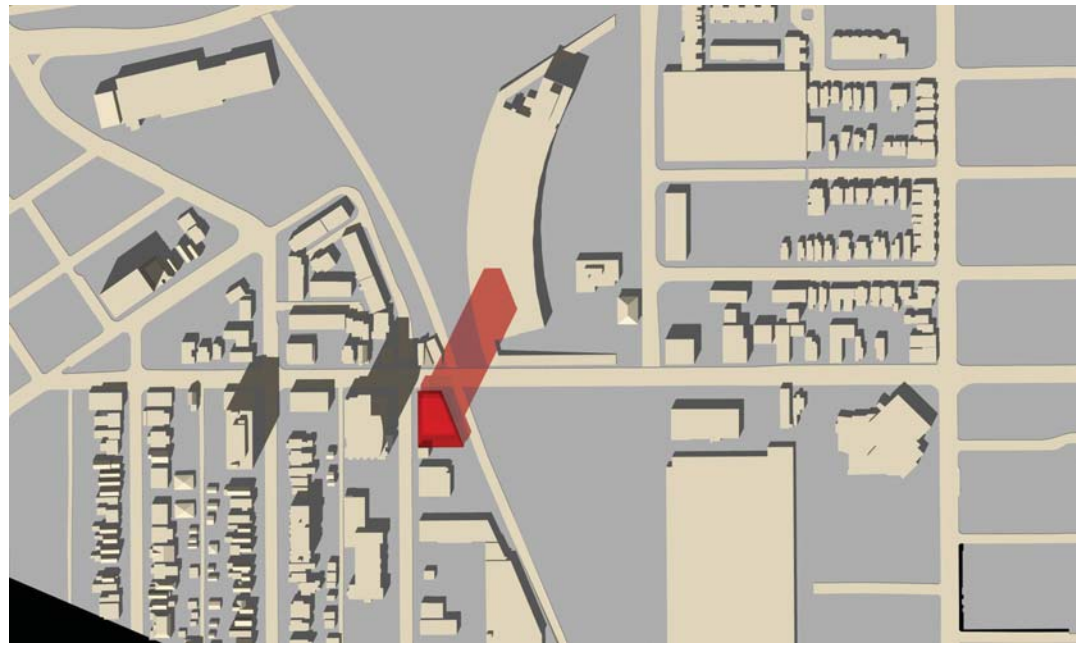
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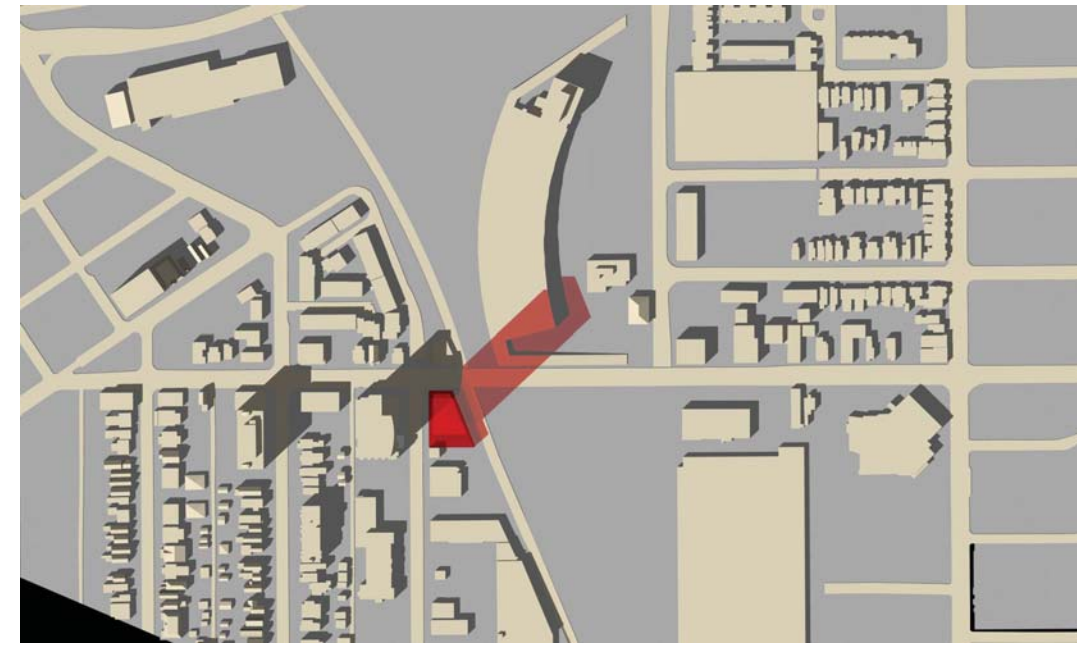
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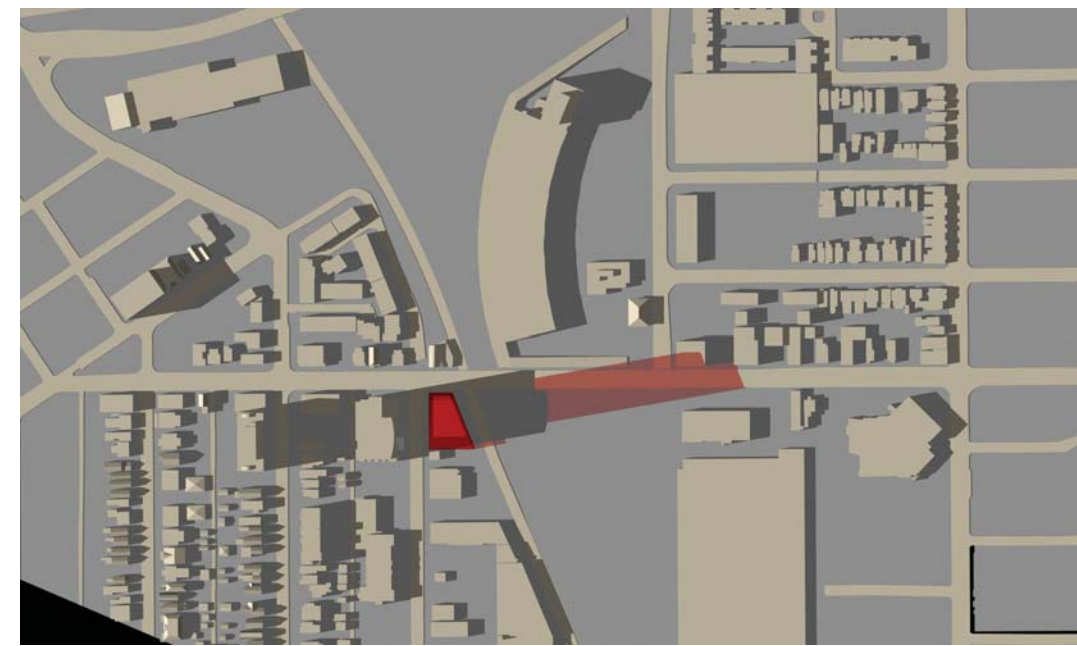
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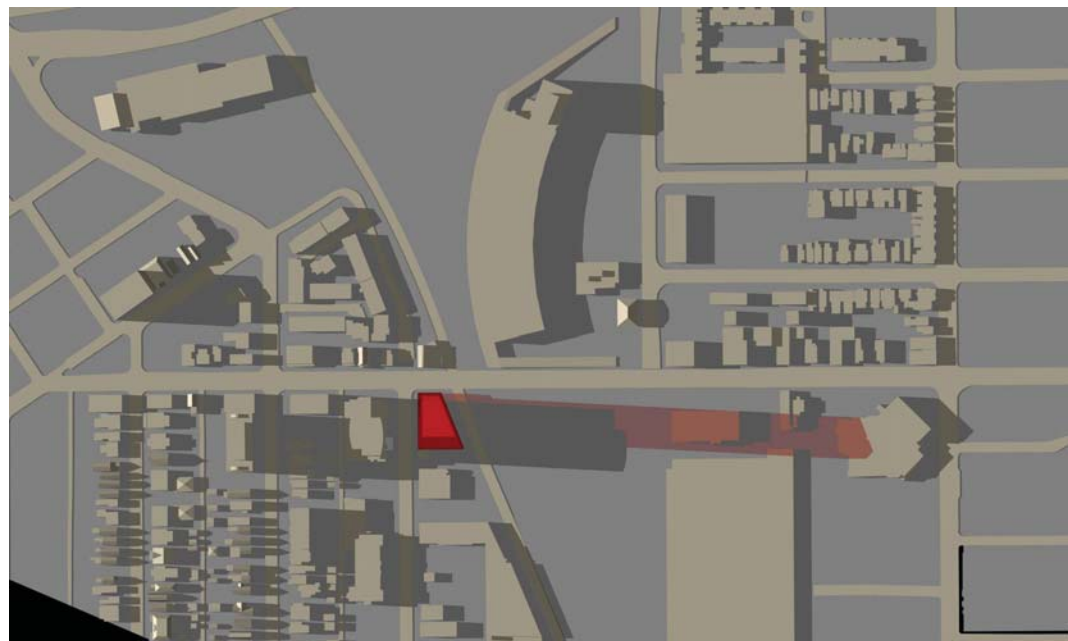
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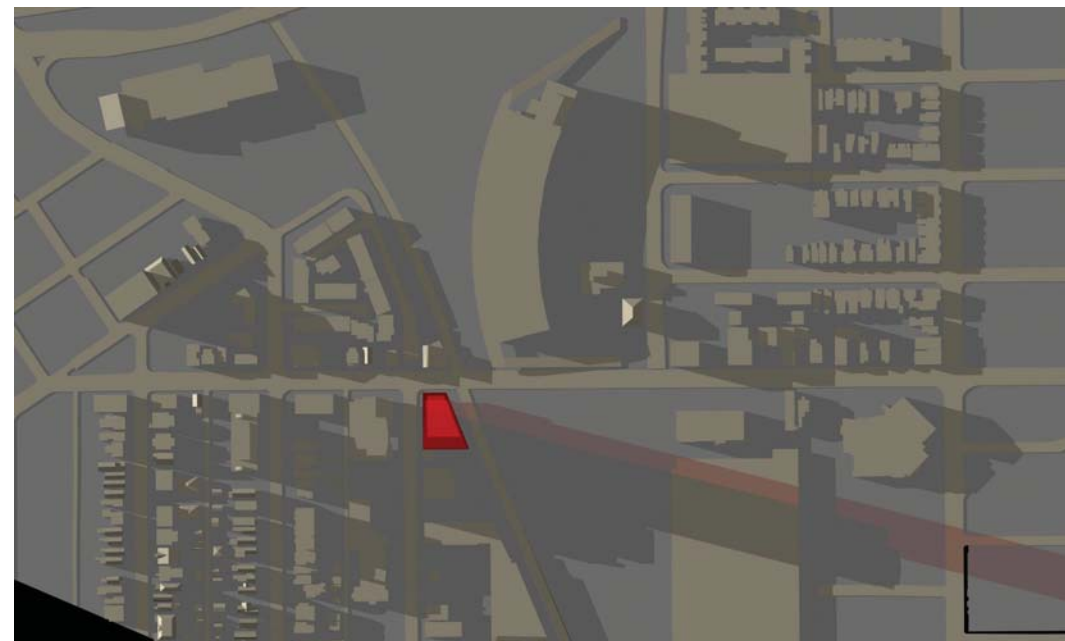
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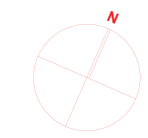
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SHADOW STUDIES

scale  
 03-04-2013 date of issue

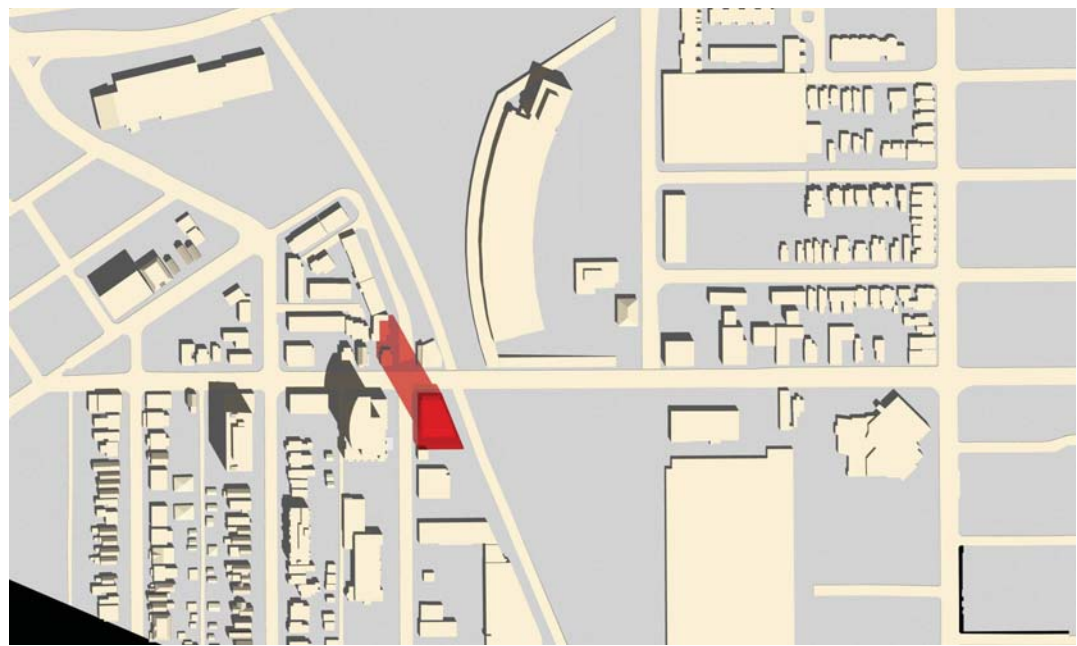
**A4.4**



JUNE 21 9:18



JUNE 21 10:18



JUNE 21 11:18



JUNE 21 12:18



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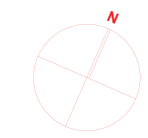
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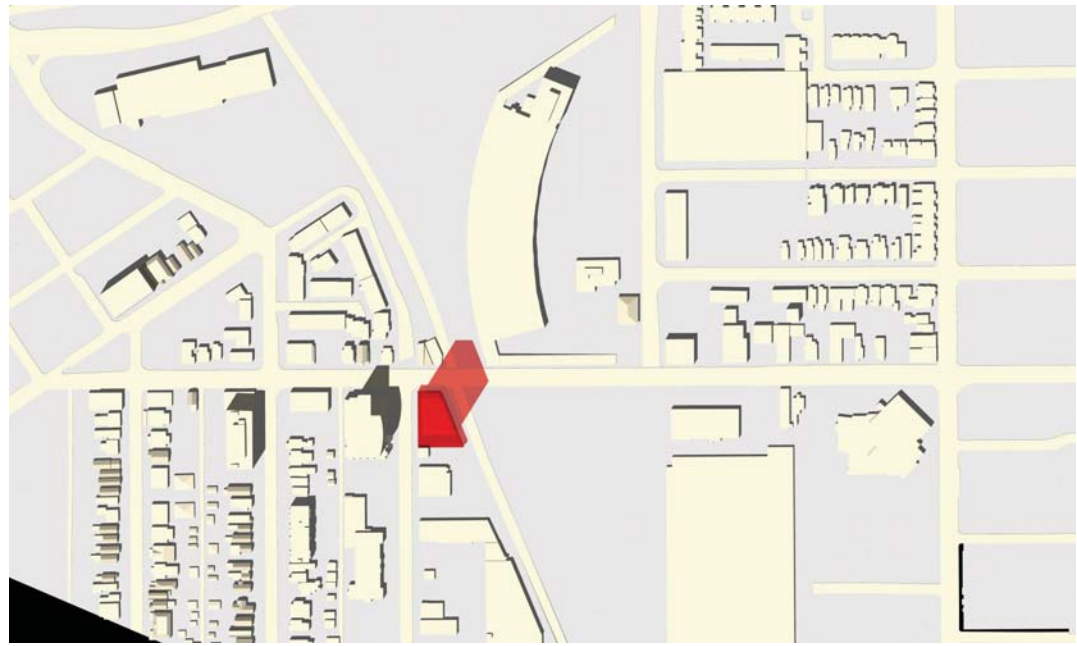
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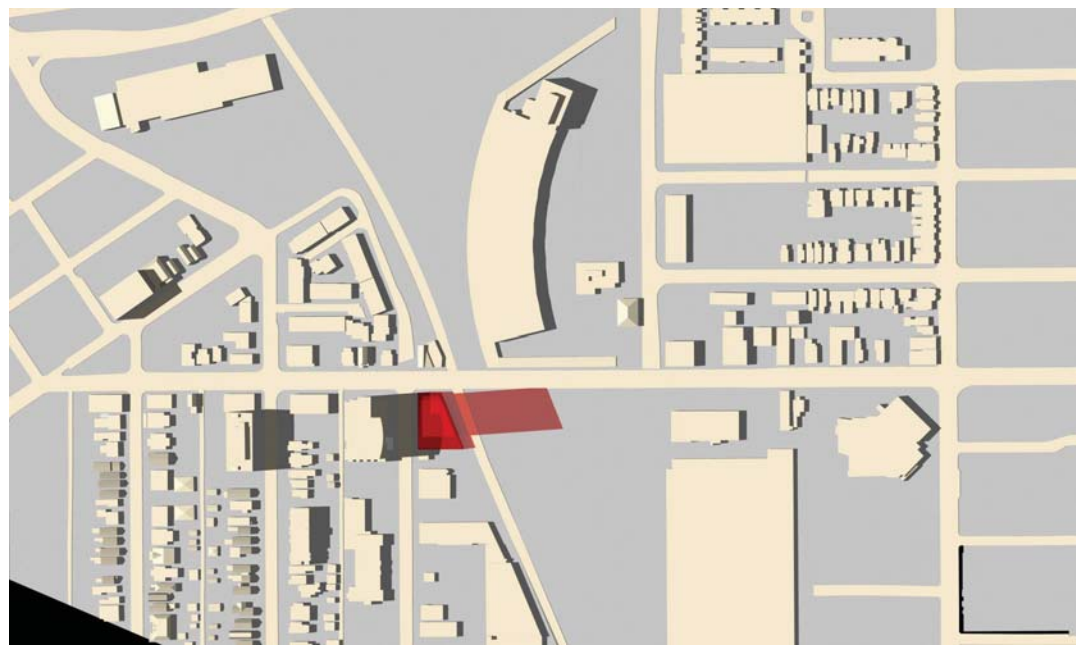
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JUNE 21 13:18



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JUNE 21 15:18



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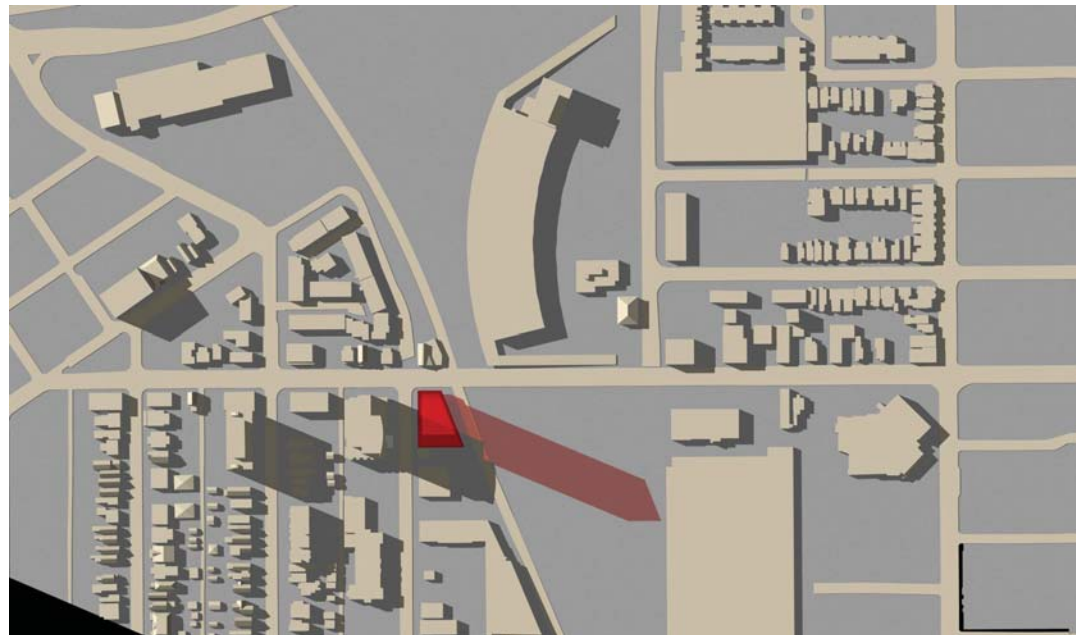
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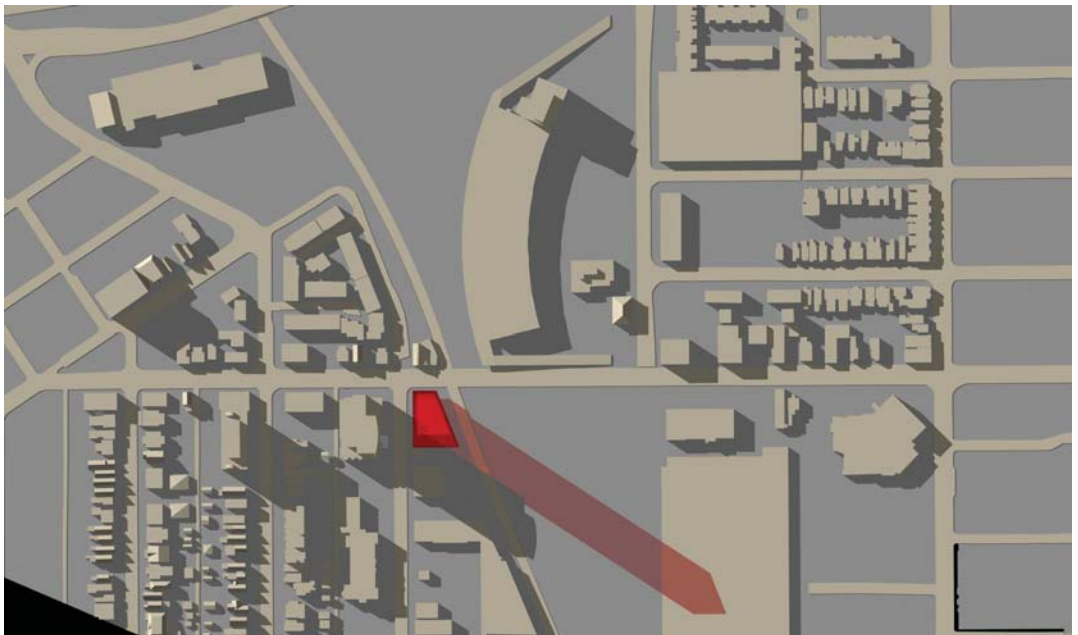
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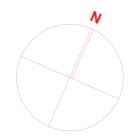
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**SHADOW STUDIES**

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**A4.6**



## **APPENDIX B: BUILDING RENDERINGS**





**1040 SOMERSET ST W, OTTAWA**  
*SITE PLAN APPLICATION & ZONING BY LAW*  
*AMENDMENT*

PERSPECTIVE VIEW SOMERSET ST W



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PERSPECTIVE VIEW NORTH-WEST CONER SOMERSET ST W AND BREEZEHILL AV NORTH



PERSPECTIVE VIEW NORTH-WEST CONER

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RENDERINGS

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**A1.3**



## **APPENDIX C: SITE STATISTICS**





ROOF PLAN



PERSPECTIVE VIEW PODIUM COURT



PERSPECTIVE VIEW PODIUM COURT

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FLOOR AREA										PARKING					RESIDENTIAL UNITS																	
Level	Levels	GCA/level	Total GCA	MECH	Bicycle	Communal	Communal	Private	Residential	Resident	Visitor	Retail	Resident	Retail	Level	BACH per level	BACH Total	BACH %	1B per level	1B Total	1B %	1B&D per level	1B&D Total	1B&D %	2B&D per level	2B&D Total	2B&D %	3B&D per level	3B&D Total	3B&D %	Total Units	
P7	1	1,329	1,329	31					63				24	0	0																	
P6	1	1,329	1,329	31					63				24	0	0																	
P5	1	1,329	1,329	31					63				24	0	0																	
P4	1	1,329	1,329	31					63				24	0	0																	
P3	1	1,329	1,329	31	126				1,070				24	0	0	45																
P2	1	1,329	1,329	31	126				1,070				24	0	0	45																
P1	1	1,329	1,329	184	63				973				8	10	0	17																
Subtotal Below Grade	7		9,303	370	315	0	7,645	0	0	250	250		152	10	0	107																
Ground	1	1,061	1,061	20	0	93			276						0	4																
Mezzanine	1	430	430	20	100	0			141						63																	
Level 2	1	1,162	1,162	20	0	0			43	99	0																					
Level 3	1	1,151	1,151	20	0	0			55																							
Level 4	1	649	649	11	0	0			184	271	164																					
Level 5-38	34	649	22,065	374	0	0			0																							
Mech	1	383	383	383	0	0			0																							
Subtotal Above Grade	40		26,902	848	100	93			699	370	5,327	204	21,334	21,538																		
Indoor Amenity Deductions									699																							
PROJECT TOTALS			36,205						204	20,886	21,090		152	10		170			104	31%	72	21%	46	14%	116	34%	0	0%	0	0%	338	

	PROVIDED	REQUIRED/PERMITTED
Site Area	1,342 sm	
Total Residential Units	338 units	
Floor Area		
GFA Above Grade	21,090 sm	
FSI	15.72	
Communal Indoor Amenity	699 sm	
Communal Outdoor Amenity	370 sm	
TOTAL Communal Amenity	1,069 sm	1,014 sm
Private Amenity (balconies)	5,327 sm	1,014 sm
Total Amenity	6,396 sm	2,028 sm
Parking		
Visitor Vehicle Parking	10 spaces	65 spaces
Resident Vehicle Parking	152 spaces	152 spaces
Retail Vehicle Parking	0 spaces	5 spaces
Resident Bike Parking	170 spaces	169 spaces
Retail Bike Parking	4 spaces	

PROJECT STATISTICS

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STATISTICS & RENDERINGS

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