



404 EDEN

PLANNING RATIONALE

MAY 2016

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INTRODUCTION

This Planning Rationale has been prepared by FOTENN Consultants Inc. on behalf of Mr. Jordan Tannis in support of Zoning By-law Amendment and Site Plan Control applications. The purpose of the following document is to assess the appropriateness of the proposed low-rise residential development and the requested Zoning By-law Amendment in the context of the surrounding community and the applicable policy and regulatory framework.

OVERVIEW

THE SITE

The site is legally described as Part Lot 101 Registered Plan 277, City of Ottawa and is municipally known as 404 Eden Avenue (referred to herein as “the site”). The irregular shaped site has approximately 16.8m of frontage along Eden Avenue, with a depth of 51.28m for a total site area of 656.3m². The site is currently occupied by a two-storey single-detached residential dwelling as shown in **Figure 1**.

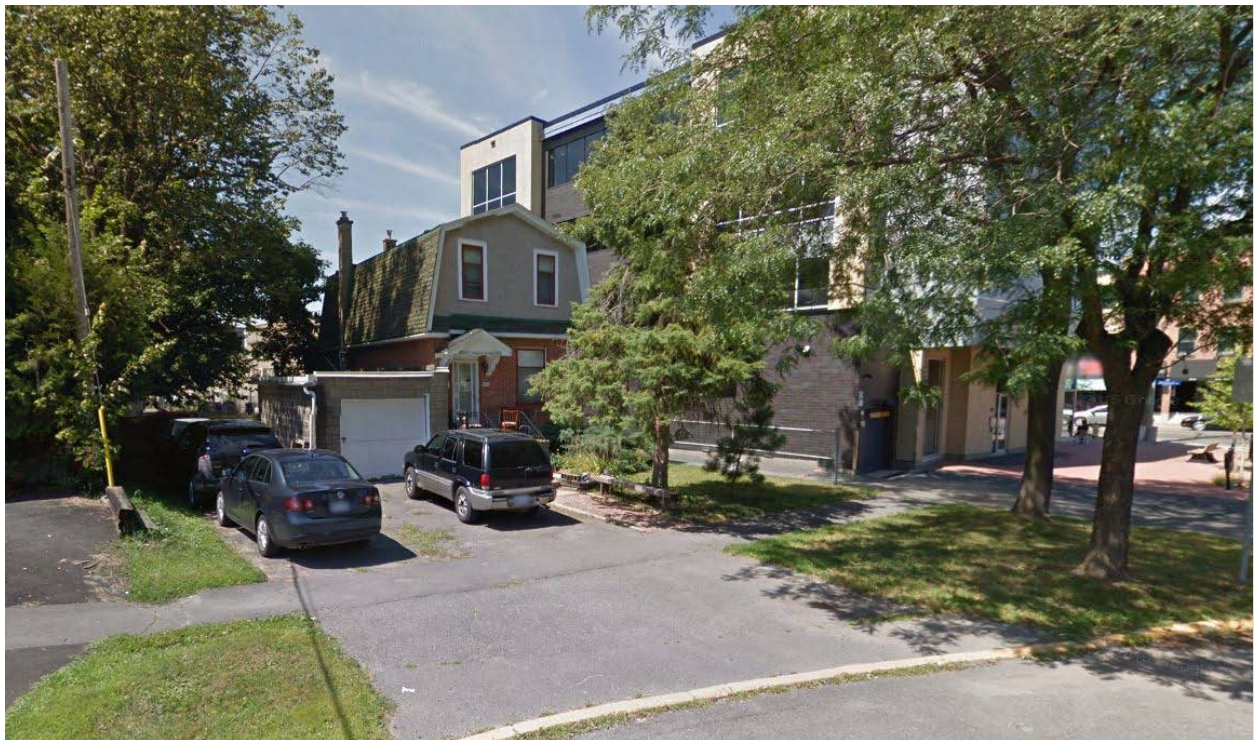


Figure 1: Subject property

SITE LOCATION

The site is located on the west side of Eden Avenue, just south of Richmond Road, in the neighborhood of Westboro as shown in **Figure 2**. Westboro is an evolving neighborhood

which has a broad mix of uses including employment, retail and neighbourhood services and facilities. Gradual infilling has occurred on small and medium sized lots over the last decade. Examples of this include the four (4) storey mixed-use office and retail building that is found directly north of the site along Richmond Road, and the nine (9) and three (3) storey apartment buildings located on Tweedsmuir Avenue, which is found three (3) blocks east of the site.

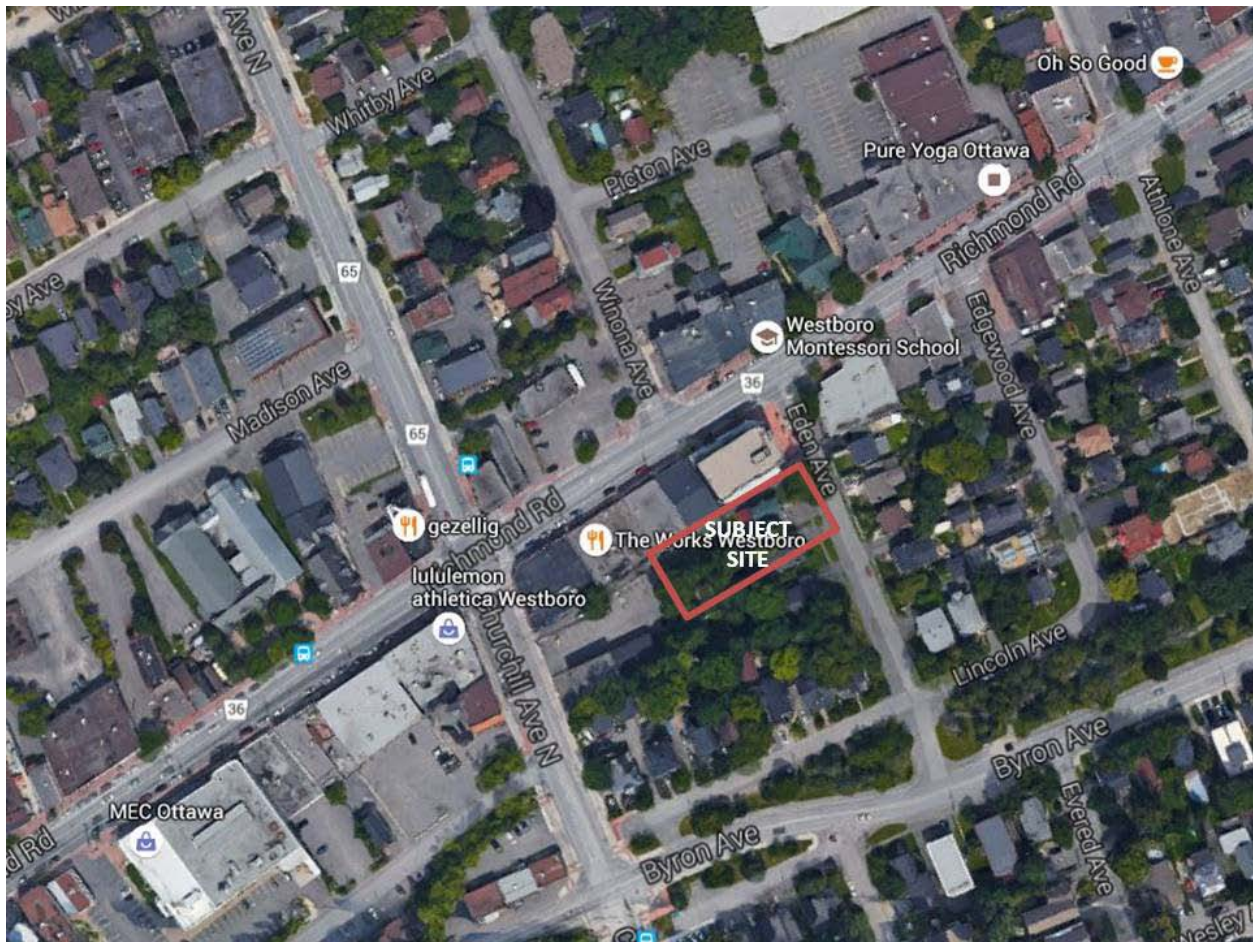


Figure 2: Map of the site and surrounding neighbourhood

The surrounding uses vary and can be described as follows:

North: North of the subject site, beyond Elvis Lives Lane that follows the north lot line of the subject lands, is a four (4) storey mixed-use building with retail space on the ground floor and office space above that appears to have been constructed in the last two (2) years as shown in **Figure 3**. Due to the increased ceiling to floor heights in this and most office buildings, this building reads as comparable to a five (5) storey residential apartment. This mixed-use building faces Richmond Road, a Traditional Mainstreet that is characterized by a pedestrian-friendly environment featuring active street frontages and an eclectic mix of uses that serve the neighbourhood. There is also a multi-use pathway to the north of the site that runs east-west on Richmond Road providing a connection to Island Park Drive to the east and the Trans Canada Trail to the west. Approximately

500 metres north of the site, the Westboro Transit Station and the Transitway provide both local and rapid transit service to the surrounding area.

South: South of this site, Eden Avenue experiences a gradual incline. Although the subject site enjoys two-way access to Eden and Richmond Road, just south of the site, there is an intentional narrowing of the road to prohibit south bound traffic from Richmond Road. Beyond this point, Eden is characterized by six (6) single-detached residential dwellings that appear to have been constructed within the last 50 years as shown in **Figure 4**. These homes face east-west onto Eden Avenue with large rear yards and front yards that range between four (4) and six (6) metres. Further south of the site is the Byron Linear Park, which runs east-west along Byron Avenue and showcases a collection of mature trees and a designated pathway for pedestrians and cyclists.

East: East of the subject site, beyond a single-detached home that is located on Eden Avenue, a collection of single-detached and semi-detached residential dwellings face east-west onto Edgewood Avenue. Although similar in character to the homes located along Eden Avenue, these homes showcase taller building heights that range between two (2) to three (3) storeys as shown in **Figure 5**. Further east of the site, Richmond Road becomes a two-lane thoroughfare that features several large format retail developments including the Real Canadian Superstore and the LCBO. Westboro Mews, a major commercial plaza that faces onto Richmond Road is also found further east of the site along with a nine (9) storey building that is under construction.

West: West of the subject site, lies a two (2) storey office building on the east side of Churchill Avenue that is surrounded by a parking lot. Further West, Richmond Road continues to be characterized by a pedestrian-friendly environment that features an eclectic mix of uses and active street frontages as shown in **Figure 6**. There are also two (2) local bus stops to the west of the site located on the east side Churchill Avenue and the north side of Richmond Road.



Figure 3: View of Richmond Road and mixed-use building located North of the site



Figure 4: Residential neighbourhood on Eden Avenue



Figure 5: Residential neighbourhood on Edgewood Avenue



Figure 6: Parking lot to the West of the site

COMMUNITY AMENITIES:

The site is located in an established neighbourhood with a wide range of residential and commercial uses. Some of the community amenities (**Figure 7**) located in close proximity to the site include:

- Churchill Senior Citizen's Centre;
- Dovercourt Recreation Complex;
- Byron Linear Park;
- Westboro Beach;
- Ottawa Gymnastics Centre; and
- 4 Elementary Schools and 1 High School.

ROAD NETWORK AND TRANSIT:

Roads:

The site is well serviced with respect to the existing road network. The subject lands are located directly south of Richmond Road, an Existing Arterial Road as shown in **Figure 8**. The site is also located in close proximity to Churchill Avenue which is identified as an Existing Major Collector Road and Byron Avenue which is identified as an Existing Collector Road on Schedule E of the City of Ottawa Official Plan. The site is also located approximately 2 km north of the Highway 417 which can be accessed by heading south on Kirkwood Avenue. Additionally, the site is located approximately 1 km west of Island Park Drive which provides a direct connection to Gatineau and the Sir John A. MacDonald Parkway and can be accessed by heading east on Richmond Road.

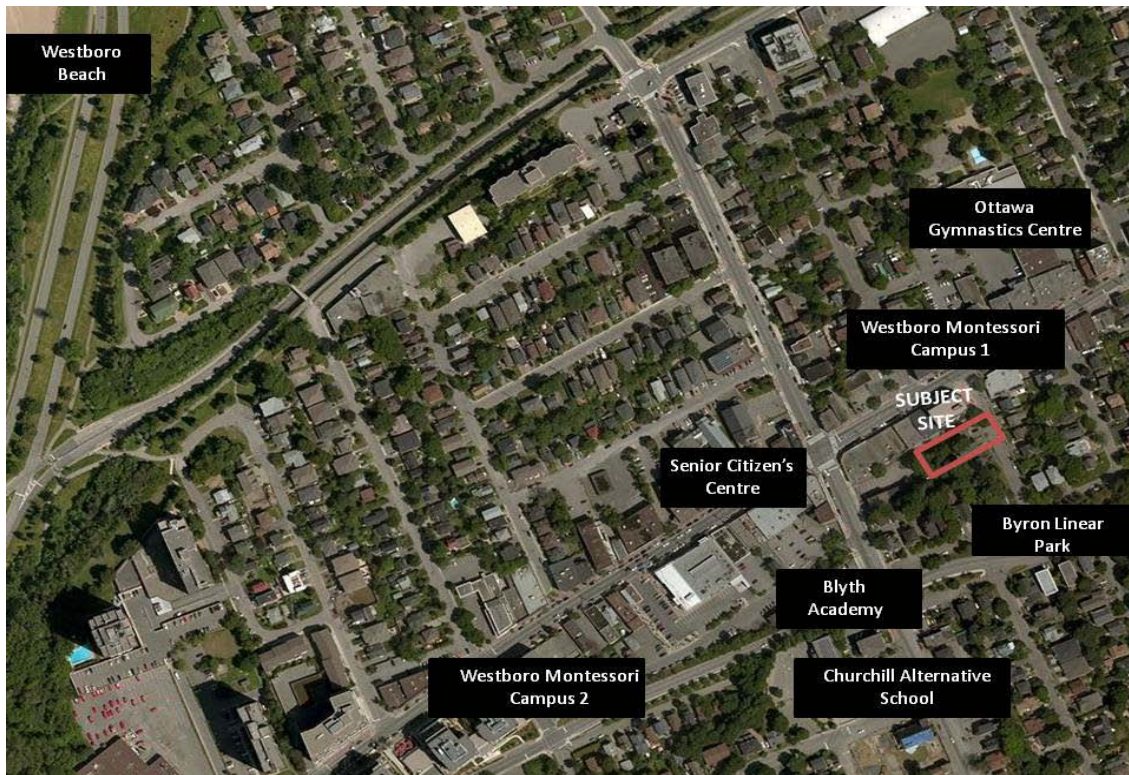


Figure 7: Community amenities surrounding the site

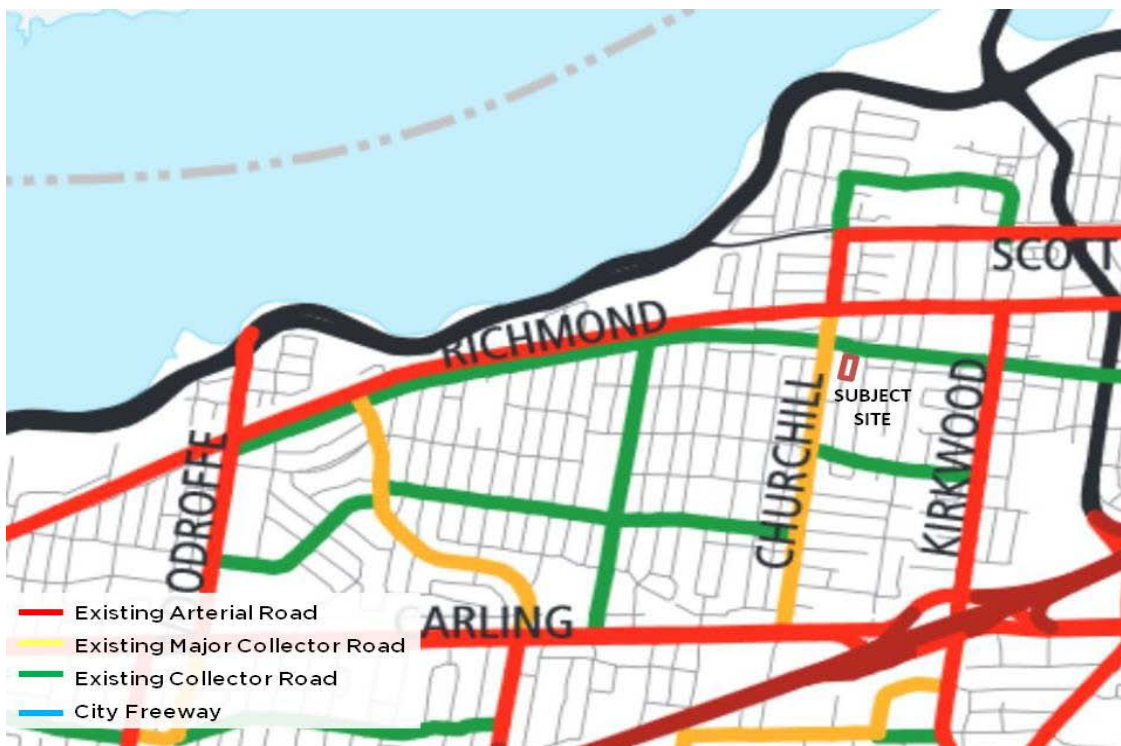


Figure 8: Excerpt from Schedule E: Urban Road Network in the City of Ottawa Official Plan

Active Transportation:

The site is ideally situated with respect to proximity to transit. The site is located within 50 metres of several bus stops with access to bus routes 2 and 150. Both routes lead to the Westboro Station which is located 500 metres from the site and provides local and rapid transit service to the surrounding area in both eastbound and westbound directions (**Figure 9**). Westboro Station is planned as a station on the second phase of the City's future light rail network. The site is also well serviced by multi-use north-south pathways on Island Park Drive and multi-use east-west pathways on Richmond Road and Sir John A. Macdonald Parkway as identified on Schedule I of the City of Ottawa Official Plan.

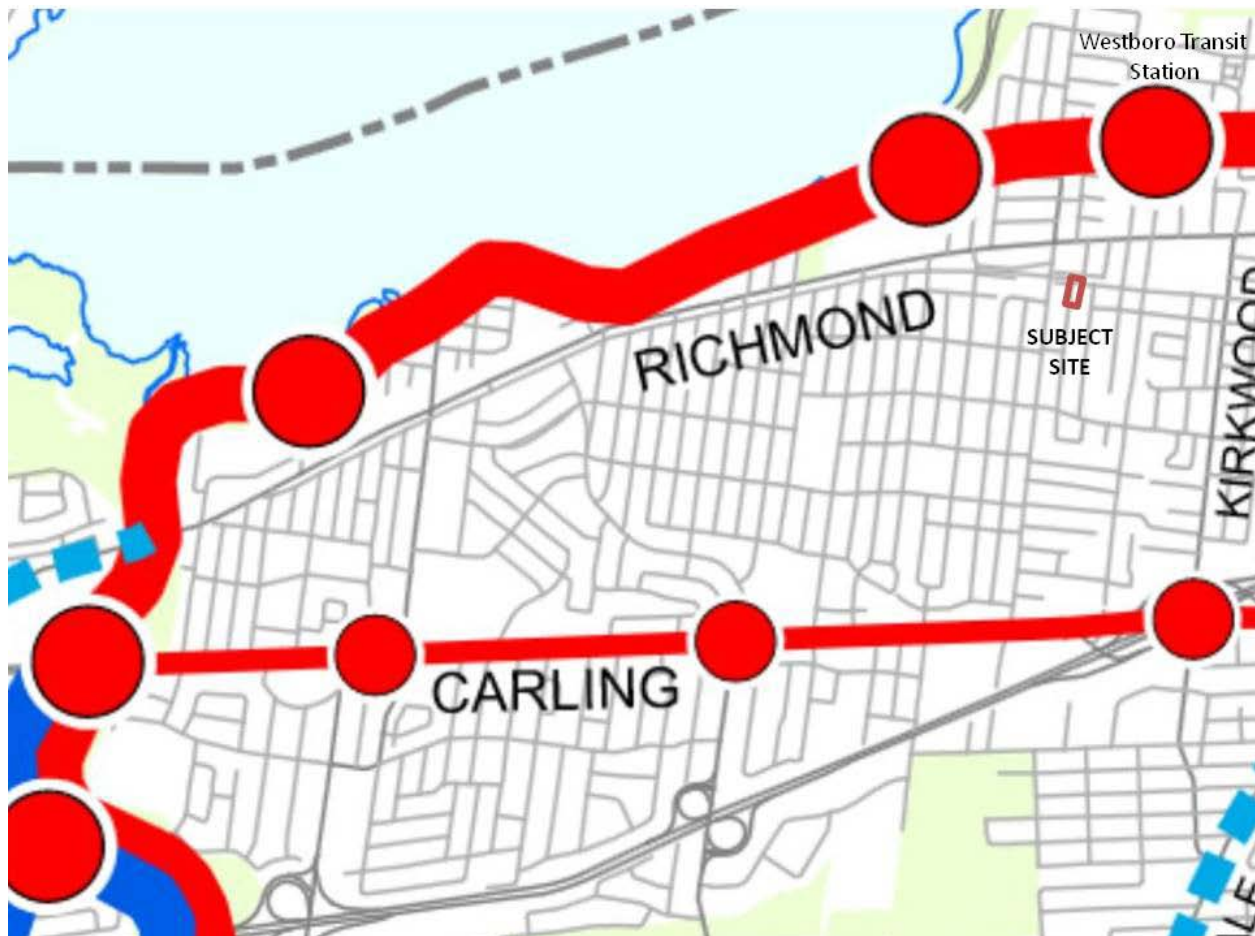


Figure 9: Excerpt from Schedule D: Rapid Transit Network of the City of Ottawa Official Plan

DEVELOPMENT PROPOSAL

The proposed development involves the construction of a four (4) storey, low-rise apartment building that is 12.3 metres in height. With a total of thirteen (13) residential units, the apartment building will include one, two and three bedroom units. There are also private and common entrances proposed along Eden Avenue that allow for a streetscape design expression of a semi-detached dwelling. An underground garage located below the proposed development provides a total of nine (9) parking spaces;

eight (8) for residents and one (1) for visitors. The underground parking garage will be accessed through a proposed one-way ramp that will be located behind the proposed rear yard amenity space along Elvis Lives Lane. Services and storage, including waste removal storage for the proposed development, will be contained in the underground parking garage and is designed to minimize any disruption to adjacent properties. In addition, a designated paved parking lay-by for one (1) vehicle is offset along the southern portion of Elvis Lives Lane and directly east of the entrance to the ramp. This lay-by provides a safe vehicular waiting area in the event of vehicle conflict entering and exiting the underground parking garage (**Figure 10**). A bicycle parking rack containing nine (9) spaces is also provided in the underground parking garage.

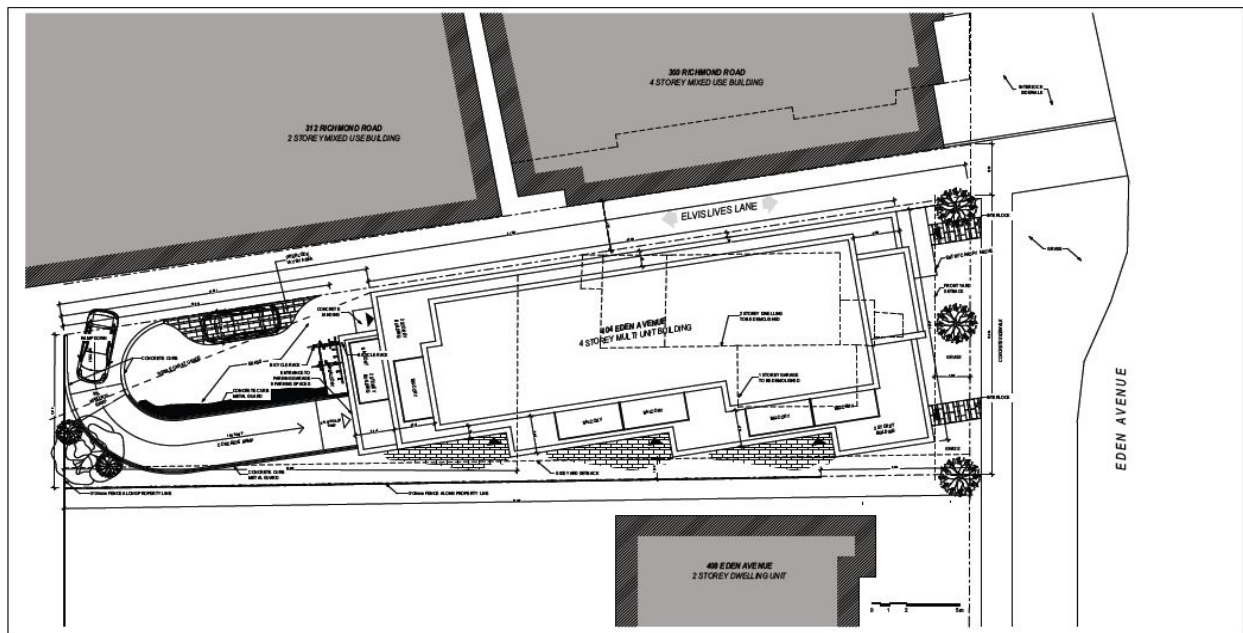


Figure 10: Proposed Site Plan

The proposed development will have a variety of landscaped areas and balconies to add visual interest, and to provide future residents with high-quality amenity space (**Figure 11**). In total, 107.3 m² of common amenity space is proposed in the rear yard; 60 m² of landscaped amenity space is proposed in the side yard (**Figure 12**); and 39.4 m² of amenity space is proposed on the balconies provided for seven (7) of the residential units as demonstrated in (**Figure 13**).

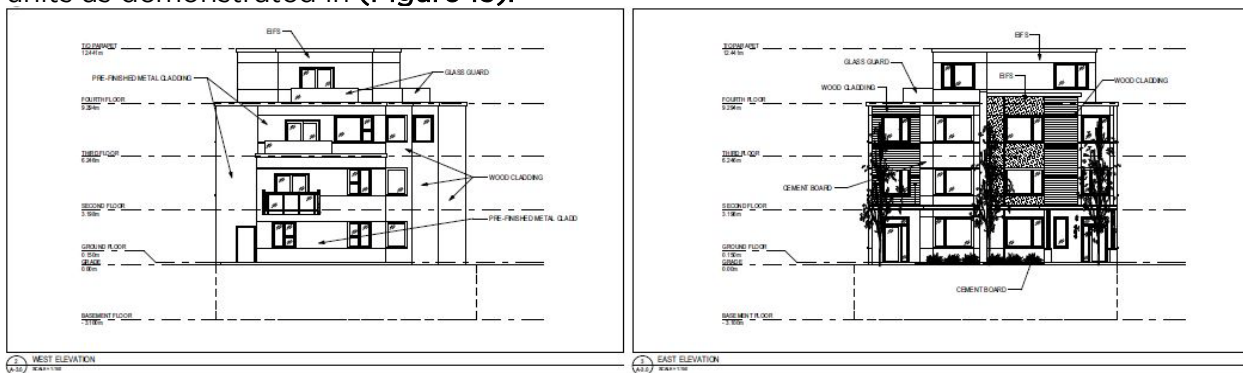


Figure 11: Building Elevations

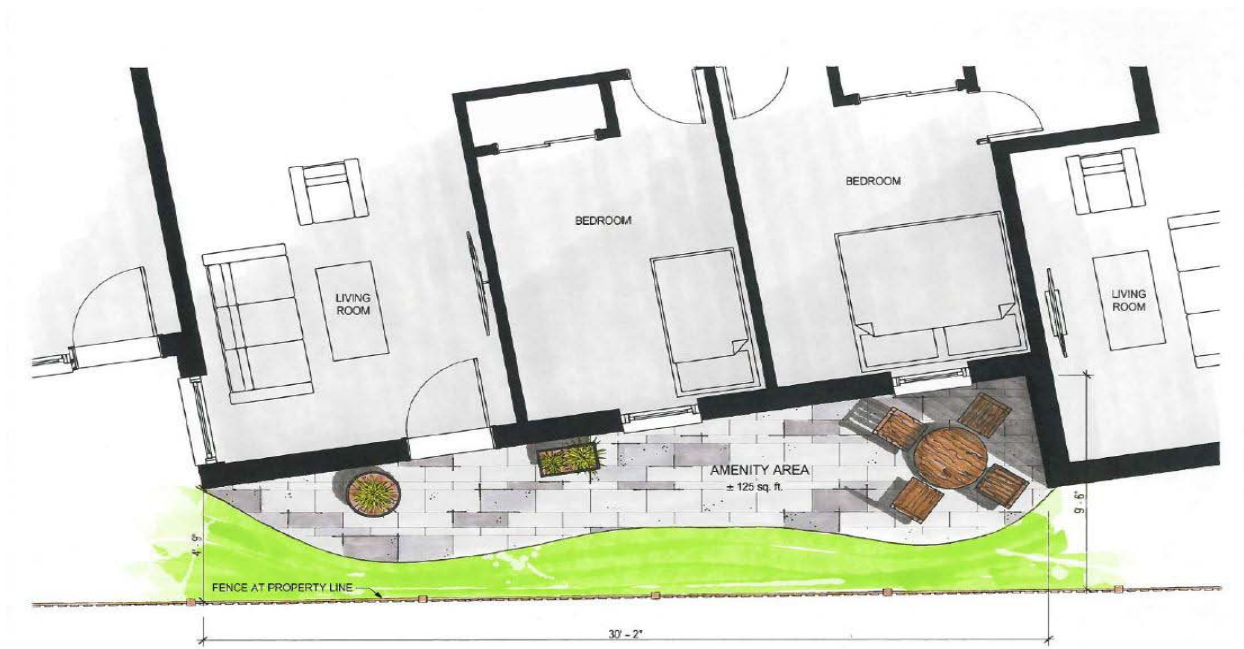


Figure 12: Proposed private amenity space in the side yard



Figure 13: Proposed balcony spaces

The front yard setback represents a transition between the mixed-use building to the north and the residential to the south. In response to the neighborhood context, the front

façade of the building has been designed to read as a semi-detached house. This is achieved through ample glazing, offset window designs, varied setbacks and materials. The front entrances are articulated by glass doors and columns for visual interest. This is further supported by the use of Elvis Lives lane for site access instead of having to introduce a garage entrance into the front façade. Significant landscaping is also provided to enhance the streetscape along the eastern portion of the development; an element that would also be compromised if the existing driveway had to remain. These features include shrubs, and the retention of existing street trees as illustrated in the site plan above in **Figure 10**. A fence is also provided along the southern lot line to create a sense of privacy for residents of the proposed development and neighbours.

The proposed development will require an amendment to the City of Ottawa Zoning By-law.

POLICY AND REGULATORY FRAMEWORK

PROVINCIAL POLICY STATEMENT (2014)

The Provincial Policy Statement, under the authority of Section 3 of the *Planning Act*, provides policy direction on matters of provincial interest related to land use planning. As such, decisions affecting planning matters *shall be consistent* with policy statements issued under the act.

A fundamental tenet of the PPS is the intensification of built-up areas to efficiently use land with existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion. As a result, planning authorities must identify and promote opportunities for intensification and redevelopment [Policy 1.1.3.3]. In addition to meeting the fundamental tenet of the PPS of concentrating growth within the urban area where infrastructure is available, 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];
- Promotes cost-effective development standards to minimize land consumption and servicing costs [Policy 1.1.1.e];
- Ensuring that necessary *infrastructure*, electricity generation facilities and transmission and distribution systems, and *public service facilities* are or will be available to meet current and projected needs [Policy 1.1.1g];
- Within *settlement areas*, sufficient land shall be made available through *intensification* and *redevelopment* and, if necessary, *designated growth areas* [Policy 1.1.2];
- 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];
- Appropriate development standards should be promoted which facilitate *intensification, redevelopment* and compact form [policy 1.1.3.4];
- 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];

The proposed development is consistent with the Provincial Policy Statement as:

- *The proposal capitalizes on an opportunity for redevelopment and intensification within the City's built-up area.*
- *The proposed development promotes intensification and new housing in an area where public transit is currently available.*
- *The proposed development promotes densities that contribute to more sustainable land use patterns and contribute to the range and mix of residential housing types.*

CITY OF OTTAWA OFFICIAL PLAN 2003, AS AMENDED

The City of Ottawa Official Plan is composed of eight (8) Sections, each addressing a different aspect of the planned function of the City as a whole. Section 2 of the City of Ottawa Official Plan 2003 provides Strategic Direction for growth and development within the City. The Plan anticipates that much of the demand for new housing after 2006 will be for smaller units such as apartments. It is expected that two-thirds of the added housing stock located outside of the Greenbelt will be in the form of single-detached homes, while in the Greenbelt, one-third of housing growth will be in the form of apartments.

Ottawa expects to support this growth by managing it in ways that support healthy, liveable communities. Growth will be directed towards key locations with a mix of housing, shopping, recreation and employment and which are easily accessible by transit. The City anticipates that by pursuing a mix of land uses and a compact form of development, the City 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

- 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.

2.2.2 Managing Growth within the Urban Area

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

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

3.0 Land Use Designations

The property is designated **General Urban Area** on Schedule B – Urban Policy Plan in the City of Ottawa Official Plan as shown in **Figure 14**. The General Urban Area designation permits the development of a range and choice of housing types to meet the need of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The purpose of this designation is to facilitate the development of complete and sustainable communities.

The proposed policies of the **General Urban Area** seek to support building heights that are compatible with the existing or planned context. The City supports infill development and other intensification within the General Urban Area in a manner that enhances and complements the desirable characteristics and ensures the long-term vitality of the many existing communities that make up the city. The policies maintain the low-rise limit within the general urban area with permitting multiple housing forms, such as duplexes, triplexes and fourplexes as a means of intensifying within established low-rise residential communities. Heights and uses within this range will be evaluated based on compatibility with the existing context and the planned function of the area. Policies within the Official Plan also indicate that the City will promote opportunities for intensification in areas that are within 600 metres of future or existing rapid-transit stations.

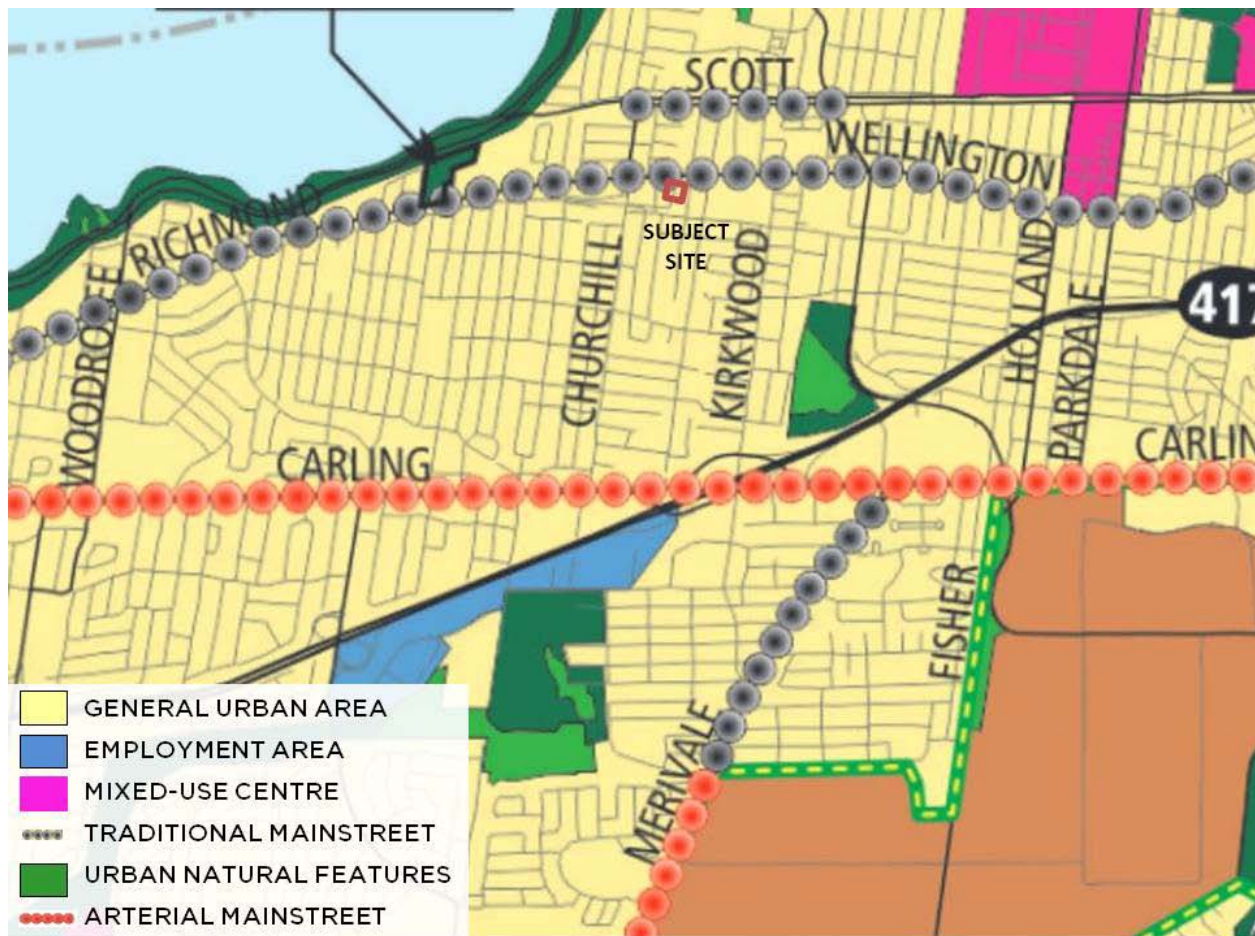


Figure 14: Excerpt from Schedule B: Urban Policy Plan in the City of Ottawa Official Plan

Intensification in the **General Urban Area** is still encouraged where it will complement the existing pattern and scale of development planned function of the area. The predominant form of development and intensification will ensure the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles.

As stated in the above noted policy, applications in the **General Urban Area** will be evaluated according to the criteria of Section 2.5.1 - *Compatibility and Community Design* and Section 4.11 - *Urban Design Compatibility*. Further to these policies the proposed development should relate to the existing community character to enhance desirable established patterns and built form.

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

- *The proposal achieves development that takes advantage of existing infrastructure, and is situated in an area that promotes a complete community with a good balance of facilities and services.*

- *The proposal builds upon desirable established patterns and built form while contributing to the variety of housing options available in the neighbourhood. Although the built form immediately south and east of the site displays single-detached dwelling units of one (1) to two (2) storeys, it is important to consider that the greater community has a wide range of uses and housing forms, including a four (4) storey building immediately north of the site that has a height equivalent to a five (5) storey residential building and a permitted six (6) storey development on lands to the immediate west that extend south along Churchill Avenue.*
- *The proposal contributes to a gradual transition between the intensive development permitted on Traditional Mainstreets directly north and west of the site and the single-detached dwelling units immediately south and east of the site.*
- *Neighbouring a Traditional Maintreet, the proposed development provides an ideal location for intensification that will support existing and future services in the neighbourhood.*
- *The proposal is conveniently located with respect to concentrations of residential development and popular pedestrian and cyclist routes.*
- *The proposed development is ideally located (within 500 metres) with respect to an existing bus rapid transit station that is also planned as a station in the second phase of the City's future light rail network.*

Section 2.5.1 Building Liveable Communities

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

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

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

The proposed development meets the following applicable objectives in Section 2.5.1 of the Official Plan:

- Enhances the sense of community by creating and maintaining places with their own distinct identity;
- Define quality public and private spaces through development;

- Creates places that are safe, accessible and easy to get to, and move through;
- Ensures respect for the character of the existing area;

The proposed design program successfully achieves the following:

1. It enhances the sense of community and creates a sense of identity:
 - At four (4) storeys, the proposed building is classified as a low-rise residence consistent with the single family homes to the south. By their nature, low-rise buildings are street-oriented, optimizing their integration with existing low-rise neighbourhoods.
 - The architectural design of the proposed building exhibits high quality materials and interesting architecture.
2. It defines quality public and private spaces:
 - The development proposal orientates the principal façade and main entrance of the building to the street with a slightly reduced setback.
 - The development proposal uses architectural elements such as building massing, varied setbacks as well as landscape features such as planters to accentuate the main building entrance.
 - The development proposal connects the entrance to the sidewalk with a well-defined pedestrian walkway.
 - The proposed parking area is concealed underground with access coming from the adjacent existing lane.
 - The proposed building provides occupants with quality amenity space in the rear yard, private areas on the ground floor and balconies.
 - The development proposal preserves native tree and plant species that will be complimented with the planting of new trees in both the front and rear yards.
3. It creates places that are safe, accessible and are easy to get to and move through:
 - The proposed building has been designed to be universally accessible.
 - The proposed building has been designed with significant glazing into the living areas of units that will maximize overlook into the surrounding public spaces supporting the notion of 'eyes on the street'. Lighting for the proposed building will be strategically located and oriented to ensure safety for building residents at all points of ingress and egress.
 - Access to the rear parking is provided by an existing single public lane, thereby eliminating an existing driveway across the public sidewalk.
4. It respects the character of existing areas:
 - The development proposal creates a sense of human scale through architectural massing and extensive detailing on the main level of the building to provide greater visual interest in the pedestrian realm. This is achieved through the use of a variety of material finishes including wood, brick, concrete and glazed doors at the front entrance.

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- The design of the front building façade is intended to read like a semi-detached building to reflect the lower density character of housing to the south along Eden.
- The building design, with a recessed/reduced fourth storey, provides an excellent transition from the four (4) storey (nominally 5-storey) mixed-use building to the north to the neighbouring low-rise streetscape to the south.

As discussed earlier in this report, the proposed development is located at the interface between a Traditional Mainstreet directly abutting the subject property to the north and a residential neighbourhood to the south. Although Richmond Road exhibits buildings that range between one (1) and nine (9) stories, most redevelopment sites are at least four (4) stories in height, consistent with the policy framework that permits four (4) stories in most cases. This is reflected in the existing zoning north and immediately west of the site which permit six (6) storey buildings (**Figure 15**). Although re-development projects have occurred in close proximity to the site, the proposed development will be one of the first along Eden Avenue. Surrounding buildings typically range between two (2) to four (4) storeys in height, with a variety of architectural styles including modern and traditional building design. Materials such as siding, brick, and corrugated steel are used on surrounding buildings.



Figure 15: Planned function of the surrounding area and permitted heights on neighbouring properties

Directly south of the subject lands, Eden Avenue experiences a gradual incline such that some of the buildings at the south end (approximately 20 metres away) actually have a similar height (above sea level) to the proposed building as shown in **Figure 16**.



Figure 16: Elevation Study

Eden also becomes a one-way street in the northbound direction with a narrow right-of-way and narrow sidewalks on both the north and south sides as shown in. As a result, the subject lands are north of a key transition point where the street character changes from Richmond Road.

Section 4.11 Urban Design and Compatibility

The criteria in Section 4.11 can be used to objectively evaluate the compatibility of infill or intensification developments. The proposed development meets the compatibility objectives (as they relate to design) in the following ways:

Table 1. Demonstrating compliance with Section 4.11.

COMPATIBILITY CRITERIA	PROPOSED DEVELOPMENT
Vehicular Access	Vehicular Access to nine (9) indoor parking spaces is provided from Elvis Lives Lane. Parking is located underground to address any possible issues related to noise and the lack of on-street parking. Directly south of Elvis Lives Lane, Eden Avenue becomes a one-way street in the northbound direction. As such, vehicular traffic is contained between Richmond Road and the laneway ensuring surrounding residential properties will not be disrupted. Additionally, the underground parking area will ensure that the overall public realm is improved.

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Outdoor Amenity Areas	Various amenity areas in the front, side and back yards will be provided. Deciduous trees will be introduced in the front yard of the proposed development and shrubs are proposed in the communal amenity area located in the rear yard.
Service Areas	Services and storage, including waste removal storage for the proposed development, will be contained in the underground parking garage and is designed to minimize any disruption to adjacent properties.
Lighting	Lighting will be designed to minimize glare and spillover onto adjacent properties.
Sunlight	The proposed development is not anticipated to have significant shadow impacts on surrounding properties, as the fourth storey is setback on the north, east and west where sun-shadows are cast and the mixed-use building directly north of the site is taller than the proposed building. Additionally, the lands to the west comprise of an office building and parking with zoning that permits a six-storey building..
Microclimate	No microclimate impacts are expected as a result of the proposed development.

Policy 14 in Section 4.11 states that the interior portions of stable, low-rise residential neighbourhoods will continue to be characterized by low-rise buildings (as defined in Section 4.11, policy 7). Where development is proposed that requires an amendment or variance to the Zoning By-law with respect to lot area, yards and/or building setback, or building height, and which varies from the established area's pattern of built form and open spaces, the appropriateness of the proposal will be considered in light of the following:

- Building height, massing and scale permitted by the zoning of the adjacent residential properties as well as the prevailing patterns established in the immediate area;
- Prevailing patterns of rear and side yard setbacks and landscaped open space permitted by the zoning of adjacent residential properties as well as the prevailing patterns established in the immediate area; and,
- The need to provide a transition between areas of different development intensity and scale.

The City supports intensification in the **General Urban Area** where it will enhance and complement its desirable characteristics and long term renewal. Generally, new development, including redevelopment, proposed within the interior of established neighbourhoods will be designed to complement the area's pattern of built form and open spaces.

As depicted in **Figure 17**, the proposed development will enhance the streetscape, and support the planned function of the neighbourhood which is defined by a variety of uses, housing types and architectural styles. The building height, though higher than its immediate neighbouring properties to the south, is lower than the immediate property to

the north. The appropriateness of this height transition is particularly obvious when one considers that the building to the north has a height typical of a five (5) storey residential building and existing permitted heights of the other abutting lands range from three (3) to the south to six (6) stories to the west. Through the stepping back of the 4th storey, the design effectively respects and transitions between the adjacent properties, particularly the planned function in the area.



Figure 17: Rendering of proposed development

The building has also been oriented and positioned to meet the general side yard setback pattern of the adjacent residential developments even though the rear yard setback of the adjacent residential development to the south (31.4m) is far greater than the zoning requirement of 7.5 metres. The proposed setback of 15.7m is also double the zoning requirements as demonstrated on **(Figure 18)**. In addition, an attempt has been made to address privacy and overlook concerns by stepping the rear wall of the building back 2.2 metres on third floor and 2.3 metres on the fourth floor. These step backs also exceed what could be built under the existing zoning.

The proposed development meets the policies of General Urban Area in the City's Official Plan, including the Urban Design and Compatibility criteria in Sections 2.5.1 and 4.11.

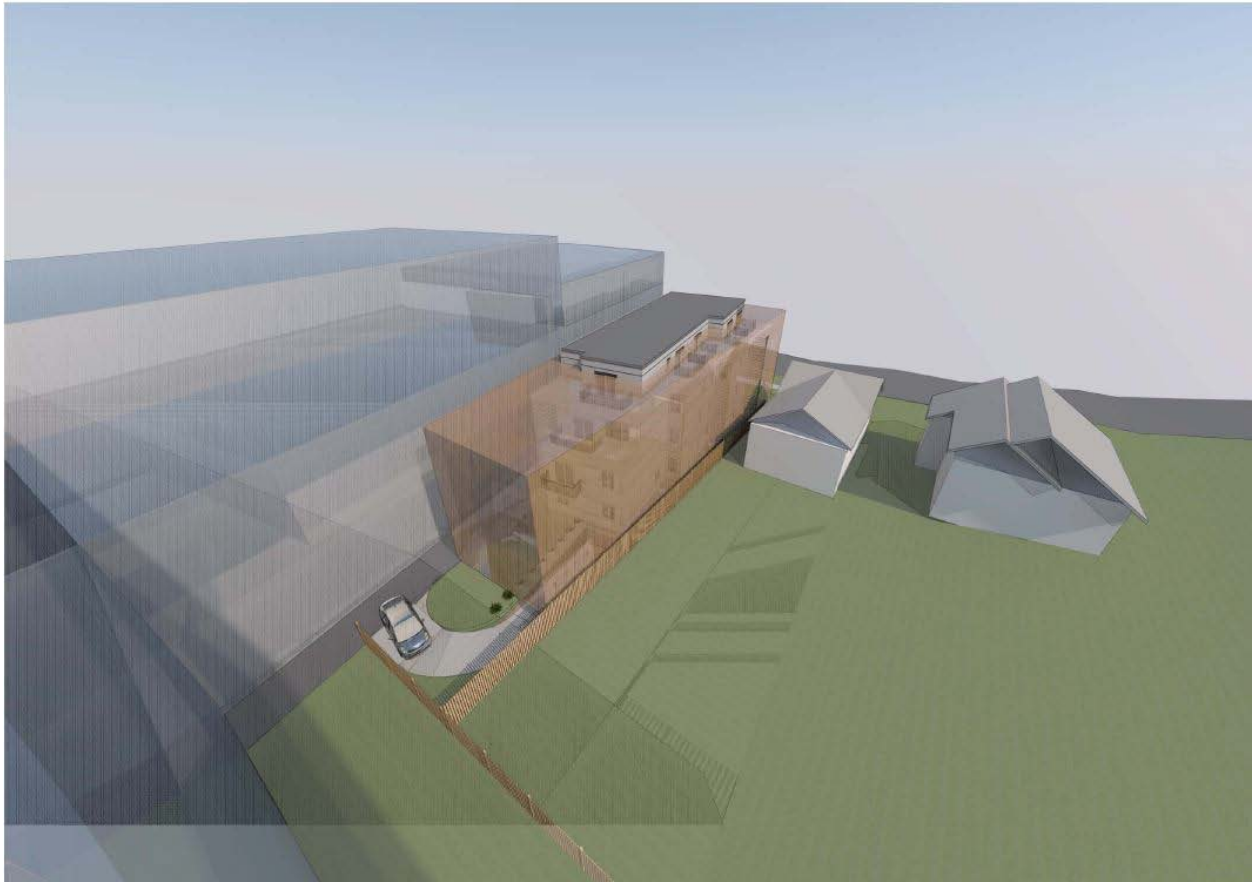


Figure 18: Comparison between the required rear yard setback according to Zoning By-law and the proposed rear yard setback

OFFICIAL PLAN AMENDMENT 150

In 2013, the City of Ottawa reviewed its Official Plan which resulted in numerous changes to policy references and to land use designations. City Council adopted Official Plan Amendment No. 150 (OPA 150) to implement the changes in December 2013 and it was approved by the Ministry of Municipal Affairs and Housing (MMAH) on April 24, 2014. OPA 150 has received several appeals, which are all ongoing as of the writing of this document.

General Urban Area Designation

OPA 150 continues to designate the site as General Urban Area, with a maximum height of four (4) storeys. The City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. The predominant form of development and intensification will be semi detached and other ground-oriented multiple unit housing. When considering a proposal for

residential intensification through infill or redevelopment in the General Urban Area, the City will:

- a) Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces;
- b) Consider its contribution 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 General Urban Area;

As discussed in the Official Plan section above and reiterated in the Urban Design Guidelines section below, the proposed development will enhance the established built form pattern of Eden Avenue. The modern design is appropriately-scaled, as it provides an ideal transition from the single-detached housing to its south, while referencing the newly developed mixed-use building to its north. Ample glazing is provided to avoid blank walls, while thoughtful landscaping is provided along the front, rear and side facades. One-, two- and three bedroom units will be offered, to ensure a variety of housing types and demographics.

Sections 2.5.1 & 4.11

While Section 2.5.1 remains largely unchanged in OPA 150 except to provide more flexibility in how its objectives are addresses, Section 4.11 has been significantly modified. As such, Table 2 below assesses the proposed development with regards to the relevant policies of the revised Section 4.11.

Table 2. Demonstrating compliance with Section 4.11 according to OPA 150.

COMPATIBILITY CRITERIA	PROPOSED DEVELOPMENT
Design Brief	Significant elements of a design brief have been integrated into this Planning Rationale.
Views	The low profile of the building will not impact on any <u>protected</u> views [Policy 2,3,4]
Building Design	<p>The design of the development fits with the existing desirable character and planned function of the surrounding area [Policy 5]:</p> <ul style="list-style-type: none"> • Façade and architectural elements: The building's principle façade and main entrances are oriented towards Eden Avenue and the main entrance area is accentuated using columns glass doors and projections. Various materials have also been provided on the façade to ensure that the building appears as a semi-detached dwelling unit [Policy 5d]; • Windows are provided along all visible facades [Policy 6]; and • Service areas have been designed so that they cannot be seen from the public street or from neighbouring residential properties. Instead, they are located underground; away from the public realm [Policy 8].

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Transition, Building Height, Massing and Scale	<p>The height of the proposed development ensures that a gradual transition from the low-rise nature of the residential neighbourhood to the south from the mid-rise nature of the neighbouring mixed-use development to the north and west [Policy 9a, Policy 11].</p> <p>To further enhance this transition, the building includes a variety of materials including stone, wood and brick to reflect its surroundings, a substantial rear yard setback and stepbacks at the third and fourth levels. The fourth floor has also been pulled back significantly [Policy 12].</p> <p>The building is also setback 3.0 metres from the front lot line, which represents a good transition from the 1.5 metre setback of the building to the north and the 6.65 metre setback of the building to the south.</p>
Outdoor Amenity Area	<p>Undesirable overlook impacts on existing adjacent private amenity spaces are minimized by doubling the required rear yard and by stepping back the third and fourth floors where the balconies are located. Additionally, south facing windows have been minimized and a fence is provided along the south lot line of the site providing privacy for both the residents located on the ground floor units of the proposed development and the adjacent house to the south.</p> <p>Combinations of communal and private amenity spaces are provided, including the rear yard, balconies and patio areas [Policy 15, 16].</p>

The proposed development continues to meet the relevant policies in OPA 150, including the urban compatibility criteria in Sections 2.5.1 and 4.11.

RICHMOND ROAD/WESTBORO COMMUNITY DESIGN PLAN

The Richmond Road/Westboro Community Design Plan (CDP), approved by Council in 2007, is a community design plan for Richmond Road and Westboro Village. The area is bounded to the north by the Ottawa River, to the east by Island Park Drive, to the west by the Ottawa River Parkway, and to the south by Byron Avenue. The Richmond Road/Westboro CDP is positioned as the backbone for any significant change in the community, in keeping with the Official Plan and other related urban design principles.

Key objectives of the CDP include:

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

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The Richmond Road/Westboro Community Design Plan provides direction on permitted land uses, built form and design within the planning area. The Secondary Plan is divided into nine (9) sectors, which further define the permitted land uses, built form and design within the planning area. The site falls within Sector 5 – Westboro Village. Within this sector, the Secondary Plan stipulates that City Council shall:

- Reinforce the existing Traditional Mainstreet character and liveliness through updated urban design guidelines, improved storefront facades and street tree planting;
- Encourage mixed-use development;
- Enhance the sense of human scale on this Traditional Mainstreet by maintaining a four (4) to six (6) storey range in building heights; and
- Support heights of six (6) storeys on gateway intersections such as Churchill Avenue and Golden Avenue.

The land use, built form and design of the proposed development are in conformity with the overarching intent of the Richmond Road/Westboro Community Design Plan policies.

The Community Design Plan highlights that the appropriate locations for intensification and infill which are compatible with adjacent land uses should be identified. The Plan also highlights the importance of ensuring that infill development is well-integrated and compatible in scale and character with existing neighbourhoods. The Plan envisions that development along Richmond Road should continue to reinforce and enhance the existing Traditional Mainstreet character while maintaining building heights ranging from four (4) to six (6) storeys. While the Plan does not specifically identify permitted heights for the residential neighbourhoods to the south and north of Richmond Road, the proposed development directly neighbours a Traditional Mainstreet providing an ideal location for intensification and infill. Additionally, the proposed development possesses a well-defined street wall and a setback that is similar to neighbouring residential properties, resulting in a visually continuous streetscape along Eden Avenue and the development of a low-rise building that it is well-integrated and compatible in scale.

The CDP also stipulates that heights of six (6) storeys will be supported along Churchill Avenue, which is found directly west of the site. As such, the proposed development will not only provide a transition in height from the mixed-use building along Richmond Road to the residential neighbourhood along the western side of Eden Avenue, but also from the potential development located along the western lot line of the site to the residential properties located along the eastern side of Eden Avenue.

Overall, the proposed development contributes to the overarching vision of the Community Design Plan by introducing a development that provides an ideal location for intensification, is accessible to all modes of transportation and will be integral to providing a transition to adjacent land uses.

RICHMOND ROAD/WESTBORO SECONDARY PLAN

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

the Secondary Plan directly impact the site, as its boundaries include the portion of Richmond Road that extends from the Ottawa River Parkway to Island Park Drive as shown on **Figure 19**. The Plan provides a legal framework that supports the Richmond Road/Westboro Community Design Plan (CDP), approved by Council in 2007. As demonstrated above, the CDP includes detailed information on existing conditions, context, a planning strategy, vision and intent of policy direction that is important for interpreting and supplementing the Secondary Plan.



Figure 19: Richmond Road/Westboro Secondary Plan

The Richmond Road/Westboro Secondary Plan is framed by a vision that results in the creation of an attractive and liveable urban community. Based on “green” principles, the Secondary Plan proposes the enhancement and creation of a wide mix of uses including employment, neighbourhood services and facilities, a range of housing types and choices, excellent transit service and well-designed, compact and inclusive development. Additionally, the Plan stipulates that Richmond Road should continue to be an important and continuous roadway link to the larger urban community, both to the east, along Wellington Street, and to the west to Carling Avenue.

The Richmond Road/Westboro Secondary Plan provides direction on permitted land uses, built form and design within the planning area. The Secondary Plan is divided into the same nine (9) sectors, which further define the permitted land uses, built form and design within the planning area. The site falls within Sector 5 – Westboro Village. Within this sector, the Secondary Plan stipulates that City Council shall:

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- Reinforce the existing Traditional Mainstreet character of Westboro Village through updated design guidelines, promoting improved storefront facades and street tree planting;
- Maintain a sense of human scale in Westboro Village by providing for mixed-use buildings, generally in the four- to six-storey range, with a minimum of two storeys. Buildings should be located close to the street, except at the key Churchill Avenue/Richmond Road intersection where wider sidewalks are needed;
- Where block sizes and the street network help to minimize impacts on nearby low-rise residential neighbourhoods, permit buildings generally in the seven- to nine-storey range as shown on Schedule “C”; and
- Encourage mixed use, including a continuity of ground floor retail/restaurant uses with residential and office uses on the upper floors. Car sales lots and other automobile-oriented uses should be redeveloped with active Traditional Mainstreet, pedestrian-friendly uses.

The land use, built form and design of the proposed development are in conformity with the overarching intent of the Richmond Road/Westboro Secondary Plan policies.

The Secondary Plan identifies that the creation of a wide mix of uses including a range of housing types and choices are encouraged. The Plan also highlights the importance of well-designed, compact and inclusive development. The Plan envisions that Richmond Road should continue to be an important and continuous roadway link to the larger urban community. The proposed development is therefore encouraged and permitted as it contributes to a wider range of housing that is well-designed and compact. Additionally, the proposed development possesses a well-defined street wall that creates a visually continuous streetscape along Eden Avenue, while providing a link to Richmond Road. Although the Plan does not explicitly identify permitted heights along Eden Avenue as shown in Figure 20, it is specified that mixed-use buildings in the four- to six-storey range should be encouraged along Richmond Road. The site provides an ideal transition between this mixed-use and mid-rise development that is encouraged along the Mainstreet to the residential neighbourhood.

Overall, the proposed development contributes to the overarching vision of the Secondary Plan by introducing a building that will become part of a vibrant mixed use area with a diverse concentration of housing types, employment, shops and services that are accessible by foot, bicycle, public transportation and automobile.

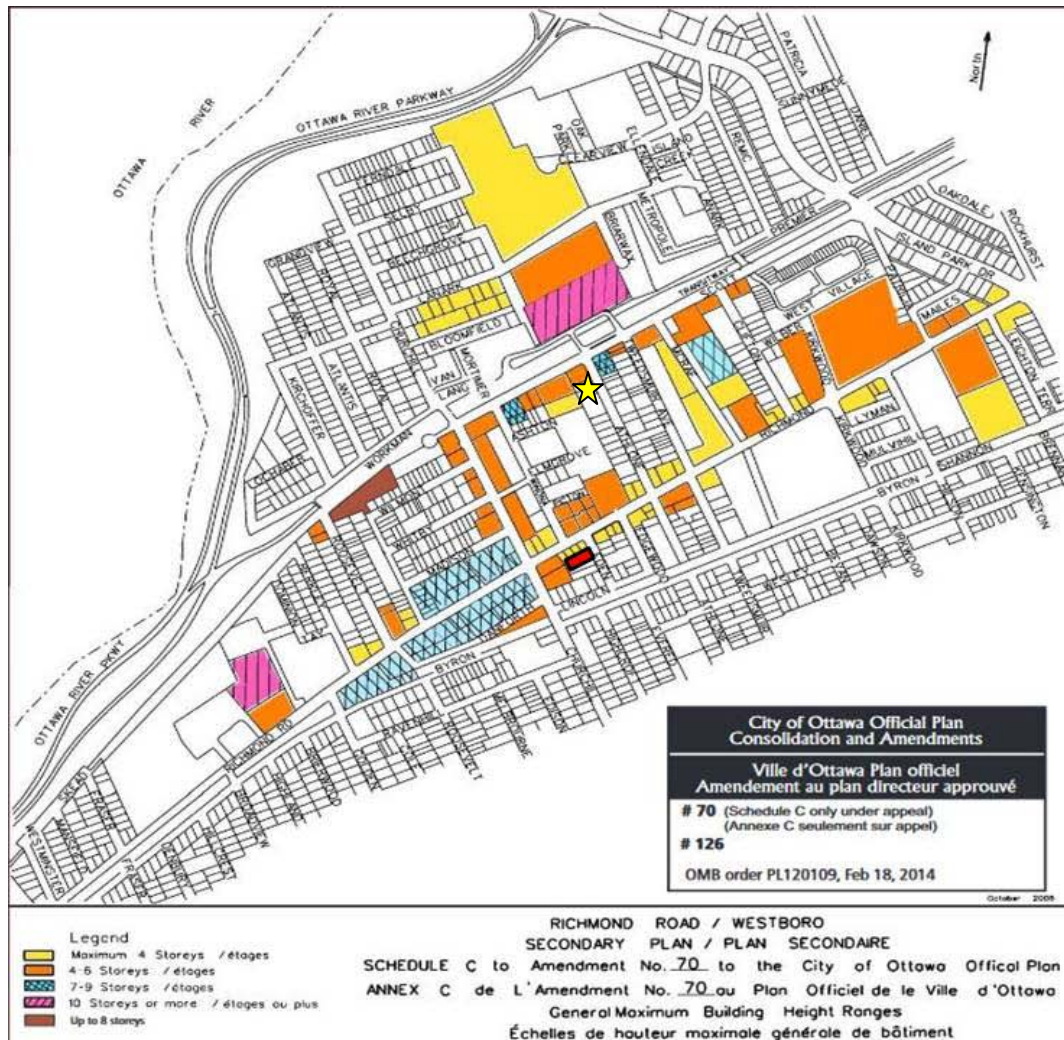


Figure 20: Permitted Heights within Richmond Road/Westboro Secondary Plan

URBAN DESIGN GUIDELINES FOR LOW-RISE INFILL HOUSING

The City of Ottawa's Urban Design Guidelines for Low-Rise Infill Housing are meant to guide the review of development applications to ensure appropriate and compatible infill housing developments. The objectives of the design guidelines are to:

- Enhance streetscapes
- Support and extend established landscaping
- Be a more compact urban form to consume less land and natural resources
- Achieve a good fit into an existing neighbourhood, respecting its character, and its architectural and landscape heritage
- Provide new housing designs that offer variety, quality and a sense of identity
- Emphasize front doors and windows rather than garages
- Include more soft landscaping and less asphalt in front yards
- Create at grade living spaces that promote interaction with the street

- Incorporate environmental innovation and sustainability

The design guidelines are organized into 6 main categories. The proposed development responds well to the following guidelines.

Streetscapes:

- 2.2 - Reflect the desirable aspects of the established streetscape character. If the streetscape character and pattern is less desirable, with asphalt parking lots and few trees lining the street, build infill which contributes to a more desirable pedestrian character and landscape pattern.
- 2.3 - Expand the network of public sidewalks, pathways and crosswalks, to enhance pedestrian safety.
- 2.6 - Design accessible walkways, from private entrances to public sidewalks.
- 2.7 - Ensure that new streets, if private, look, feel, function and provide similar amenities as do public streets, including sidewalks and street trees,

Landscape:

- 3.1 - Landscape the front yard and right-of-way to blend with the landscape pattern and materials of the surrounding homes. Where surrounding yards are predominantly soft surface, reflect this character.
- 3.7 - In order to enhance a sense of separation when infill is close to the street, use planting and/or low fencing to define the boundary between the public space of the street and the semi-public space of the front yard.

Building Design (Built Form):

- 4.1.2 - Locate and build in a manner that reflects the existing or desirable planned neighbourhood pattern of development in terms of building height, elevation and the location of primary entrances, the elevation of the first floor, yard encroachments such as porches and stair projections, as well as front, rear, and side yard setbacks.
- 4.1.4 - Orient buildings so that their amenity spaces do not require sound attenuation walls and that noise impacts are minimized. Design amenity areas such as second floor balconies and roof top decks to respect the privacy of the surrounding homes.
- 4.1.5 - In cases where there is a uniform setback along a street, match this setback in order to fit into the neighbourhood pattern and create a continuous, legible edge to the public street. In cases where there is no uniform setback, locate the infill building at roughly the same distance from the property line as the buildings along the abutting lots.
- 4.1.8 - Determine appropriate side and rear separation distances between existing homes and new infill homes/ infill housing blocks to ensure appropriate light, view, and privacy. Consider how building height, site orientation and the location of windows affect views, sunlight and privacy.
- 4.1.9 - Maintain rear yard amenity space that is generally consistent with the pattern of the neighbouring homes. Do not break an existing neighbourhood pattern of green rear yards by reducing required rear yard setbacks..
- 4.2.3 - Where the new development is higher than existing buildings, create a transition in building heights through the harmonization and manipulation of mass. Add

architectural features such as porches and bays, and use materials, colours and textures, to visually reduce the height and mass of the new building.

- 4.3.4 - Ensure that when one or more units are constructed on adjacent properties, they are compatible with each other and with the existing fabric on street.
- 4.3.5 - Locate front doors at an elevation that reflects the dominant and desirable pattern of door heights in the neighbourhood. A first floor elevation that is the average of that of the surrounding homes, allows for better compatibility with the neighbourhood pattern of doors, entries, porches and landscape.

Parking and Garages:

- 5.1 - Limit the area occupied by driveways and parking spaces to allow for greater amounts of soft landscape in the front and rear yard. Reduce the width and length of driveways and parking spots, and use permeable pavers to minimize the visual and environmental impacts of hard surface areas.
- 5.6 - Where access to a garage is at the front, design infill so that the proportional relationship between the width of the garage and the width of the lot is similar to the pattern of the neighbourhood. For example, if garages occupy 25% of the lot frontage of existing homes, reflect this characteristic in the proposed infill home.
- 5.11 - In order to increase the amount of surface water infiltration, in particular on narrow lots where paved areas occupy a large percentage of the yard, use permeable paving for hard surface areas.

Service Elements

- 7.1 - Integrate and screen service elements (such as loading areas, garbage and recycling storage, utility meters, transformers, heating, ventilation and air conditioning equipment) into the design of the building so that they are not visible from the street and/or adjacent public spaces. Conceal these elements using a variety of methods such as containment, hard and soft landscaping, and decorative screening, without unduly limiting access, safe operations and maintenance.
- 7.3 - Ensure screening does not interfere with the safe movement of pedestrians and vehicles.
- 7.5 - Respect safety clearances and setbacks from overhead and underground services and utilities.

The proposed development meets the general direction and overall intent of the applicable policies within the Low-Rise Infill Guidelines.

CITY OF OTTAWA ZONING BY-LAW 2008-250 (R3R)

The site is zoned Residential Third Density, *Subzone R* – R3R in the City of Ottawa's Comprehensive Zoning By-law 2008-250 as shown in **Figure 21**. Subzone R identifies specific subzone provisions for development in this zone. This zone permits a range of residential uses including: semi-detached, townhouses and triplex units while requiring a minimum lot width of 12 m and a lot area of 360 m². The proposed development requires a Zoning By-Law amendment from R3R to R4P.

The R4 zone permits a wide range of residential uses including: low rise apartment dwellings, townhouses, three-unit dwellings and stacked dwellings.

The purpose of the R4 zone is to:

- / Allow a wide mix of residential building forms ranging from detached to low rise apartment dwellings, in some cases limited to four units, and in no case more than four storeys, in areas designated as **General Urban Area** in the Official Plan;
- / Allow a number of other residential uses to provide additional housing choices within the fourth density residential areas;
- / Permit ancillary uses to the principal residential use to allow residents to work at home;
- / Regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhance; and
- / Permit different development standards, identified in the Z subzone, primarily for areas designated as **Developing Communities**, which promote efficient land use and compact form while showcasing newer design approaches.

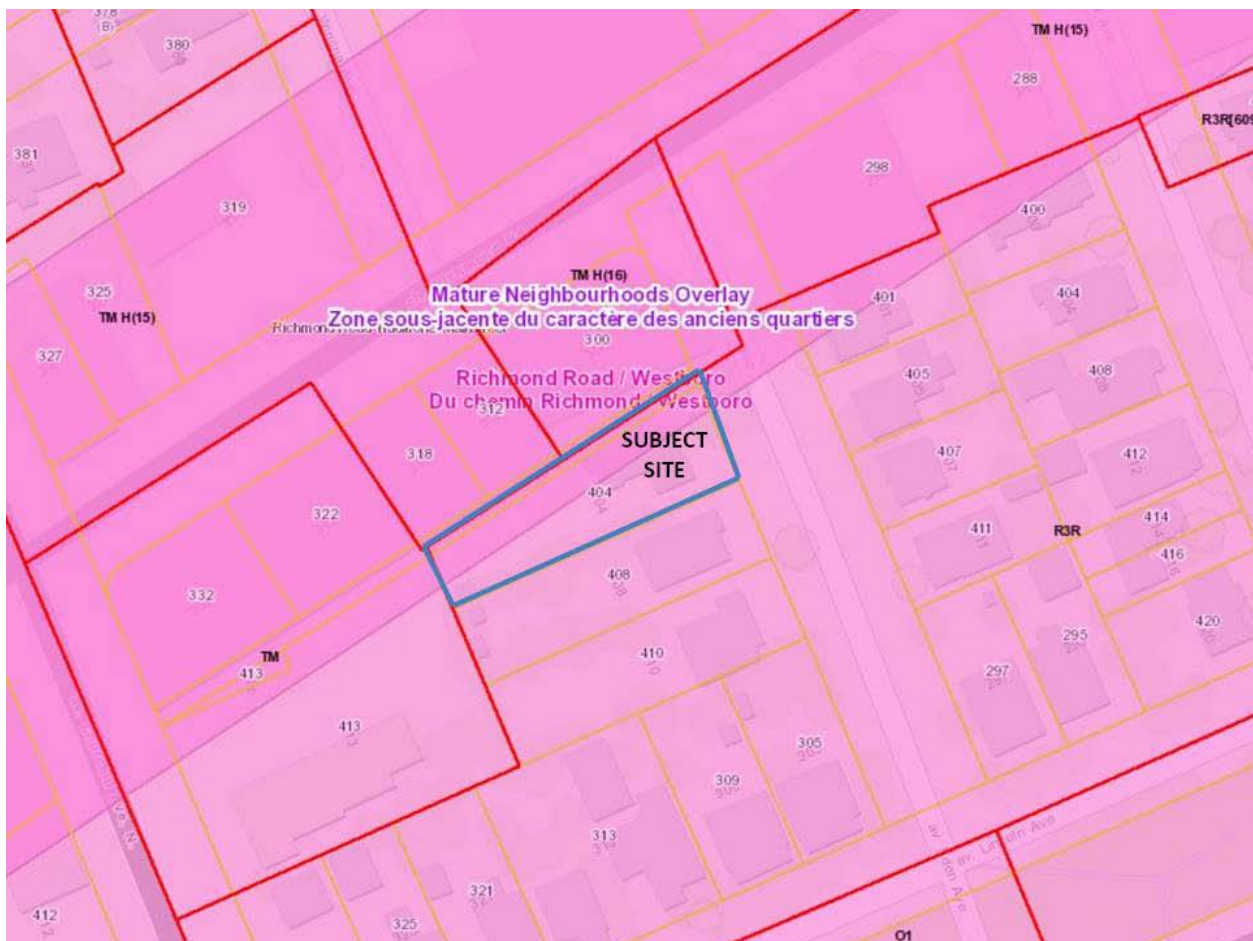


Figure 21: Excerpt from GeoOttawa demonstrating the site's existing R3R zoning

The following table (Table 3) summarizes the site's compliance with the proposed R4 and the existing R3 performance standards. Areas of non-compliance are noted with an 'x'. The proposed development is considered to be a Low-Rise apartment dwelling with respect to the Zoning By-Law.

Table 3: Zoning Conformity for Low-Rise Apartment Dwelling

Provision for Low-Rise Apartment Dwelling	Requirement (based on R3R zone - Three Unit Dwelling)	Requirement (based on R4P zone)	Proposed	Compliance (✓ or ✗)	
				R3R	R4P
Minimum Lot Width (m)	12	15	16.97	✓	✓
Minimum Lot Area (m²)	360	450	656.3	✓	✓
Maximum Building Height (m)	11	14.5 (By-Law 2014-289)	12.3	✗	✓
Minimum Front Yard Setback (m) (Section 139(3)(b))	4.07	4.07	1.9	✗	✗
Minimum Interior Side Yard Setback (m)	Minimum total interior side yard setback is: 2.4m , where one minimum yard is no less than: 1.2m .	Where the building contains an apartment dwelling, low rise or stacked dwelling and the side lot line abuts a residential subzone that does not permit that dwelling type: 3 For any part of the building located within 21m of the front lot line, if building wall is greater than 11m in height: 2.5	1.2 (on south side) 0.3 (on north side)	✗	✗

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Minimum Rear Yard Setback (m)	25% of the lot depth without exceeding 7.5m	25% of the lot depth without exceeding 7.5m	15.7	✓	✓
Minimum Parking Spaces required (Section 101 (b))	1.5 (0.5 per dwelling unit)	1 (0 for the first 12 dwelling units. 0.5 for the remainder)	8	✓	✓
Minimum Visitor Parking Spaces required (Section 102)	1 (0.2 per dwelling unit)	1 (0 for the first 12 dwelling units. 0.2 for the remainder)	1	✓	✓
Minimum Bicycle Parking Spaces (Section 111(1))	N/A	7.0 (0.5 spaces per dwelling unit)	9.0	✓	✓
Maximum Permitted Width for a Double Traffic Lane that leads to a Parking Garage that leads to less than parking spaces (Section 107(1)(aa))	3.6m	3.6m	3.01m	✓	✓
Landscaped Area (Section 161 #8)	N/A	30% (196.89 m ²)	223.3 m ²	✓	✓

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Minimum Amenity Area (Section 137, and as amended by By-law 2014- 189)	Total Amenity Area: 45m²	Total Amenity Area: 150m² (15m ² per dwelling unit up to 8 units, plus 6m ² per unit in excess of 8)	Total Amenity Area: 206m²	✓	✓
	Communal Amenity Area: 45m²	Communal Amenity Area: 120m² <ul style="list-style-type: none"> • At grade and in the rear yard • Consist of 80% soft landscaping • Abut the rear lot line 	Communal Amenity Area at grade, in the rear yard, landscaped (at least 80% soft), and abutting the rear lot line: 83m²	✓	✗

The proposed development will require relief from the following sections of Zoning By-law 2008-250:

- *Section 162, which requires:*
 - *An interior yard setback of 3.0m on the south side, whereas 1.2m is provided; and*
 - *An interior side yard setback of 2.5m on the north side, whereas 0.3m is provided.*
- *Section 137 (3), which requires:*
 - *A total of 120m² communal amenity space **located in the rear yard**, whereas 83m² is provided.*
- *Section 139 (3)(b), which requires:*
 - *A front yard setback of 4.07m (average of the existing setbacks of the abutting lots), whereas 1.9m is provided.*

The proposed residential low-rise apartment building maintains the general intent and purpose of the Zoning By-law as the low-rise apartment building is a permitted use in the current R4P zoning and generally achieves the provisions of the R4 zone. Generally, relief from the By-law is being requested due to the constrained nature and irregular shape of the site and the interest in locating the parking access in the rear yard.

The requested relief from the required minimum side yard setbacks is relatively minor. The By-law requires a 2.5 metre setback between the front lot line and a point 21 metres back, and a 6 metre setback after 21 metres on the north side of the building, while a 3.0 metre setback is required on the south side of the building. Efforts have been taken to reduce impacts on adjacent properties by providing a fence along the south lot line of the site, doubling the required rear yard, providing setbacks at the third and fourth levels, and limiting the height to 1.9 metres less than the R4 zoning would normally allow for a low-rise apartment. Additionally, the setback on the north side of the proposed development will have minimal impact on the neighbouring mixed-use development as Elvis Lives Lane provides a 3 metre buffer.

The requested relief from the required communal amenity space in the rear yard is relatively minor and efforts have been taken to ensure that this gathering space is both convivial and landscaped. Additionally, efforts have been taken to increase the total amenity area within the proposed development. As shown above, although the by-law requires a total amenity area of 150m², the proposed building provides a total of 207m². Overall, this amendment is only required due to the desired location of the parking ramp in the rear yard. If this access were located elsewhere, the rear yard amenity area could exceed the zoning requirement.

Finally, the requested relief from the required minimum front yard setback is relatively minor and, it provides a gradual transition from the 1.5m setback of the mixed-use building to the north to the 6.5 metre setback of the residential dwelling to the south.

The proposed development generally meets the intent of the R4P zone, but requires relief from select amenity area and setback provisions in order to overcome the challenges of its constrained and irregular shape.

COMPARISON TO THE AS-OF RIGHT R3 ZONING

A comparison between the zoning provisions in the as-of right R3R zone and the proposed R4P zone is demonstrated in **Table 3** above.

The proposed building envelope generally meets the provisions in the R3R zone for a triplex, but would require relief from the following sections of the Zoning By-Law 2008-250:

- *Section 160, which requires:*
 - *A total interior yard setback of 2.4m, whereas 1.5m is provided.*
- *Section 160, which requires:*
 - *A maximum building height of 11m, whereas 12.3m is provided.*
- *Section 139 (3)(b), which requires:*

- *A front yard setback of 4.07m (average of the existing setbacks of the abutting lots), whereas 3m is provided.*

Although the R4 zoning is required to add low-rise apartment as a use to allow more than three (3) units, the existing building envelope is approximately 558 m² (including basement) larger than the proposal. The envelope is what truly dictates number of people within the building and what has the greatest propensity to generate impacts such as privacy overlook and sunshadowing and loss of greenspace. Notwithstanding the fact that the proposal is slightly wider and higher than the as-of right, it is profoundly more shallow in depth.

Impacts due to vehicular traffic will also be contained between Richmond Road and the laneway ensuring surrounding residential properties will not be disrupted. Additionally, the underground parking area will ensure that the overall public realm is improved, and the design allows the streetfront to read like a semi-detached dwelling.

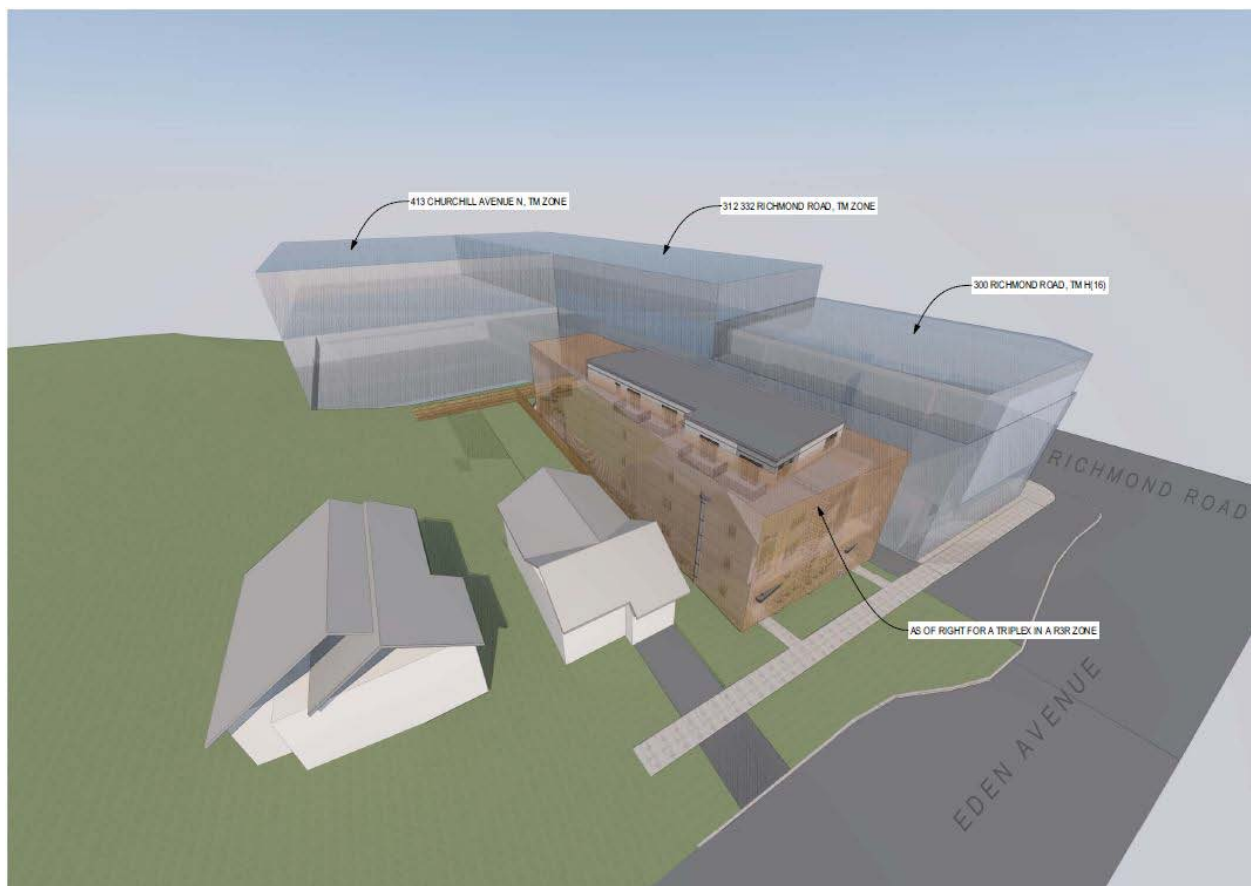


Figure 22: As-of-right zoning surrounding the site

BY-LAW 2012-147 INFILL DEVELOPMENT IN THE MATURE NEIGHBOURHOODS OVERLAY

The proposed development is located within the boundaries of the Mature Neighbourhoods Overlay, which ensures that new infill development complements and reinforces the established neighbourhood character as seen along each street.

Upon review of the By-Law, FOTENN concludes that necessary measures have been taken to ensure that the proposed development is compatible with the surrounding neighbourhood. These measures include the completion of a Streetscape Character Analysis, purposeful use of design elements on the front façade ensuring that the proposed development appears as a semi-detached dwelling unit, and the calculation of the average front yard setbacks of neighbouring properties. FOTENN concludes the proposed development achieves the provisions of the Low-Rise Residential Infill Development in the Mature Neighbourhoods Overlay

BY-LAW 2015-228 INFILL II

The City of Ottawa's current Zoning By-Law (2008-250) is continually evolving and being refined to recognize neighbourhood character, address particular zoning-related issues in neighbourhoods and to support complete communities. One of the results of this continual evolution is the Infill II Zoning By-Law 2015-28, which is intended to address compatibility of infill development with the surrounding neighbourhood as it relates primarily to matters of building mass and location. The subject property is found within the jurisdiction of the Zoning By-Law 2015-28. The By-Law has received several appeals, which are all ongoing as of the writing of this document.

Although the proposed low-rise apartment building maintains the general intent and purpose of the Zoning By-Law, certain provisions regarding the required rear yard setback have not been met. In light of the appeals that Zoning By-Law 2015-28 has received, concerted efforts have been taken to achieve compatibility within the surrounding neighbourhood. The Zoning By-Law 2015-28 requires that interior lots abutting R1, R2, R3 and R4 zones require a rear yard setback that is equal to 50% of the lot depth (26.14 metres), which amounts to almost four times the required rear yard setback of 7.5 metres in the current Zoning By-Law 2008-250. It is our interpretation that the intent of this By-Law was to provide a more restrictive rear yard setback for interior lots which are abutting residential zones. However, this is not the case for the subject site. While the southern lot line of the site abuts a residential zone, the northern lot line and the rear lot line of the site are abutting a Traditional Mainstreet. Although the proposed rear yard setback is not quite 50% of the lot depth, it is double the required setback of the current Zoning By-Law. Additionally, , an attempt has been made to address privacy and overlook concerns by stepping the rear wall of the building back 2.2 metres on third floor and 2.3 metres on the fourth floor. FOTENN therefore concludes the proposed development achieves the general intent of the Infill II By-Law and expect that the appeals of this By-law may result in adjustments that are more consistent with the proposed development, particularly so in such locations on the edge of low-rise residential neighbourhoods.

SUPPORTING PLANS/STUDIES

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

CONCLUSIONS

In assessing the appropriateness of the Zoning By-law Amendment and Site Plan Control applications, it is FOTENN's professional opinion that the applications represent good land use planning, are appropriate for the site, and are in the public interest for the following reasons:

- *The proposed development is consistent with the Provincial Policy Statement which promotes efficient and appropriate development on lands within the urban boundary. The proposal capitalizes on an infill opportunity within a built up area where services are readily available, promotes intensification and new housing in an area where public transportation is readily available, and promotes densities that contribute to more sustainable land use patterns and contribute to the range and mix of residential housing types.*
- *The proposed development achieves the goals, policies, and objectives of the City of Ottawa Official Plan, specifically the applicable policies of the General Urban Area designation, and Sections 2.2.2, 2.5.1, and 4.11 which encourage compatible intensification within existing neighbourhoods.*
- *The proposed development is also appropriate under the revised policies of OPA 150, in particular the revised Section 4.11 regarding urban design and compatible development.*
- *The proposed development meets the general intent of the City's Urban Design Guidelines for Low-Rise Infill Development.*
- *The proposed development meets the general intent of the Richmond Road/Westboro Community Design Plan, Secondary Plan and its respective policies.*
- *The proposed development meets the vast majority of the performance standards and the purpose and intent of the R4 zoning, which supports low-rise apartment dwellings and development that is compatible with existing land use patterns so as to maintain the residential character of a neighbourhood.*
- *The required independent studies have been completed in accordance with Official Plan requirements and these support the proposed development and demonstrate that it is appropriate within the site context.*

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Should you have any questions regarding the following Planning Rationale or submission materials, please do not hesitate to contact the undersigned at 613-730-5709 ext.226 or ext. 235, respectively.

Yours truly,



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