

FOTENN

667 BANK STREET





Prepared for:

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1.0 INTRODUCTION

On behalf of Rick Milito, Owner, Fotenn Planning + Design has prepared this Planning Rationale in support of a Minor Zoning By-law Amendment application for the lands municipally known as 667 Bank Street in the City of Ottawa.

1.1 Application History

In August 2016, Vincent P. Colizza Architect Inc. submitted an application for Site Plan Control (City File No. D07-12-16-0118). The Owner proposes to develop the property with a five-storey mixed-use building with retail uses at grade and residential units on the upper storeys. Based on the design of the building, a Minor Zoning By-law Amendment application is required to adjust select performance standards in the existing Traditional Mainstreet zoning.

The subject property is located within the Clemow Estate East Heritage Conservation District, which was designated under Part V of the Ontario Heritage Act in 2011. An Application for New Construction on the property was submitted to the City of Ottawa, and was considered by the Built Heritage Sub-Committee on June 9, 2016. While Heritage Staff is supportive of the application, the Committee deferred the item to a subsequent meeting to allow the applicant and planners to further advance the Site Plan Control application.

To date, the Project Team has consulted extensively with City Planning Staff and City Heritage Staff. Public engagement activities have included meetings with the owner of 29 Clemow Avenue to the immediate east, as well as receiving and considering comments regarding the proposal from the Glebe Community Association.



Figure 1: Subject Property Viewed from Bank Street

2.0 SURROUNDING AREA AND SITE CONTEXT

The subject property is located on the northeast corner of the intersection of Bank Street and Clemow Avenue in The Glebe neighbourhood of Ottawa. The property has approximately 20 metres of frontage along Clemow Avenue and approximately 24 metres of frontage along Bank Street, with a total area of approximately 452 square metres. The property was formerly developed with a gas station, but is currently developed with a privately-owned surface parking lot that serves the La Strada restaurant located on Bank Street one block to the south.

The subject property is bounded by Bank Street to the west, Clemow Avenue to the south, the property municipally known as 29 Clemow Avenue to the east, and the Exploration Garden to the north. Bank Street is an established commercial street with a mix of uses. Areas to the east and west of Bank Street, including directly south and east of the subject property, are generally developed with low-density residential uses. The Exploration Garden is a custom-designed playground for children, which has direct pedestrian access only from Bank Street. There is a mature American Elm tree in the Exploration Garden near the common lot line with the subject property.



Figure 2: Subject Property in Context

The subject property is located in proximity to local amenities, including Central Park, Patterson's Creek Park, and the Exploration Garden to the immediate north. Chamberlain Park and Glebe Memorial Park are also located within 700 metres west of the subject property. Glebe Montessori School, Ottawa Montessori School, Glebe Collegiate Institute, First Avenue Public School, Corpus Christi School, and Mutchmor Public School are located within 1 kilometre of the subject property, south of Highway 417 and west of the Rideau Canal.

Nearby daycare facilities include the Acorn Early Learning Centre, Glebe Parents' Daycare, Good Morning Preschool, and Glebe Co-operative Nursery School. Shopping opportunities are available along Bank Street in The Glebe or in Centretown to the north.

The subject property is located at the intersection of two streets. Bank Street is a designated Arterial Road on Official Plan Schedule E (Urban Road Network), as shown in Figure 3 below. Arterial Roads are designed as major roads to carry large volumes of traffic over the longest distances. Clemow Avenue is a local road, which are found within communities and distribute traffic from arterial and collector streets to individual properties. Vehicular traffic is restricted in both directions on Clemow Avenue approximately 112 metres east of the subject property.

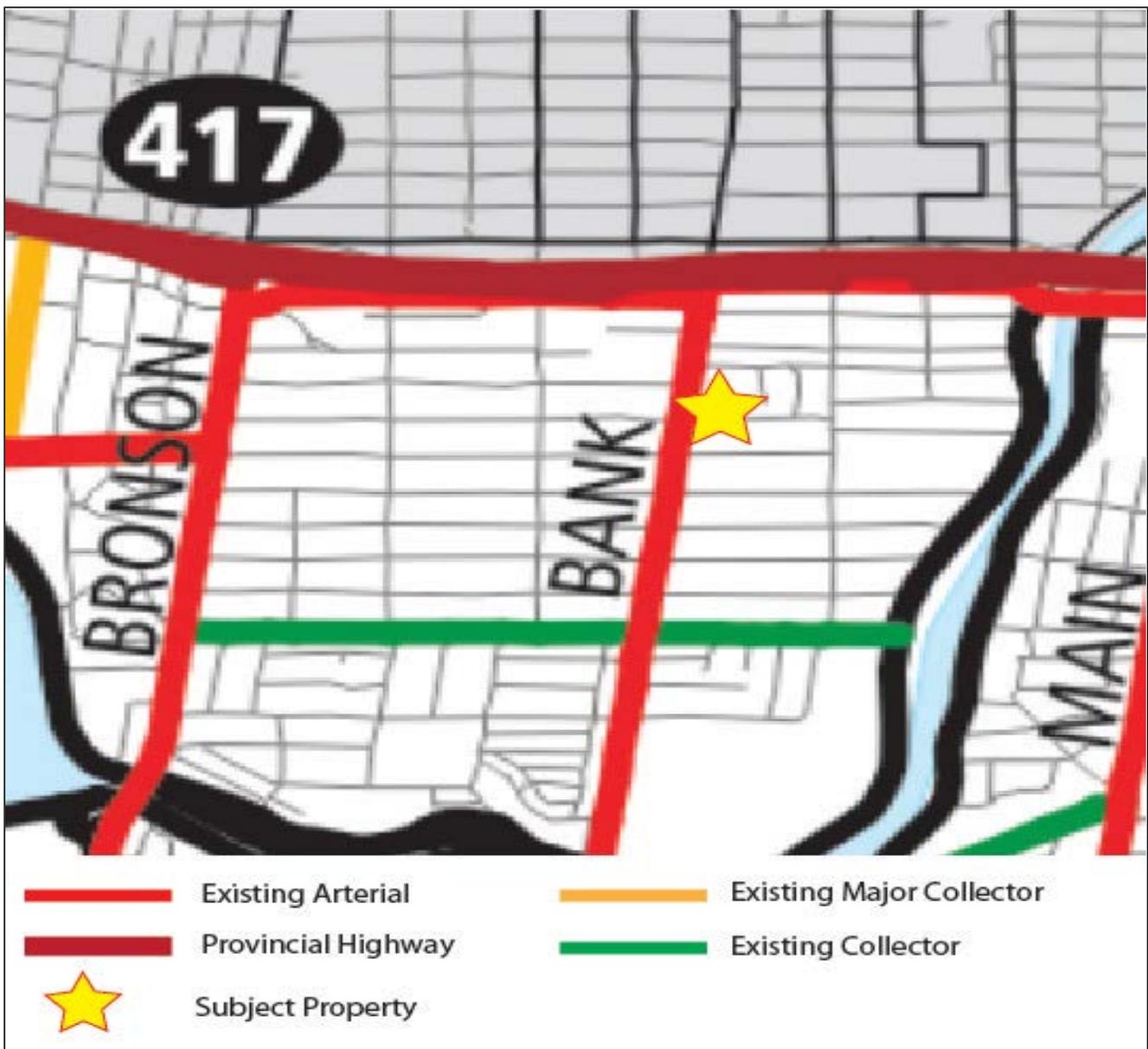


Figure 3: Extract from Official Plan Schedule E (Urban Road Network)

The dwelling at 29 Clemow Avenue is a three-storey single-detached dwelling that also accommodates a home-based medical business. Residential and business parking is located at the rear of the dwelling, and is accessed by a driveway from Clemow Avenue along the western property line. A wooden fence delineates the boundary between the dwelling and the subject property. The dwelling is set back approximately 3 metres from the subject property, which comprises the width of the driveway.



Figure 4: Existing Condition Between the Subject Property (Left) and 29 Clemow Avenue

The applicant proposes to construct a five-storey mixed-use building with retail uses at grade and residential uses on the upper storeys. A one-storey storage area is proposed for the eastern portion of the building, accommodating bicycle parking and garbage storage.

The building design responds to the applicable policy framework, as well as the surrounding context. The building steps back at the fifth storey to integrate into the Traditional Mainstreet context, giving prominence to the lower four storeys. The siting of the one-storey eastern portion of the building provides a transition to the neighbouring single-detached dwelling to the east, achieving a setback of approximately half the general setbacks of front yards along Clemow Avenue. Further, the northern portion of the building is stepped back above the second storey to respect the canopy of the mature American Elm tree in the Exploration Garden to the north. The project arborist has advised that the tree can be trimmed back 3.2 metres without causing damage to the tree.

Three retail units are proposed along Bank Street at grade, with separate accessible entrances for each unit. The retail units feature gross leaseable areas of 72 square metres (776 square feet), 48 square metres (518 square feet), and 57 square metres (613 square feet), respectively.

A total of 12 residential units are proposed in the upper storeys, including one one-bedroom unit and 11 two-bedroom units. Each unit features bedroom(s), living area, kitchen, washroom, and storage area. The residential units are accessed by common corridors on each floor, with an elevator and staircase providing access to each level. The basement level is proposed to contain a 36-square-metre amenity area, storage lockers, and mechanical rooms.

There is no vehicular parking proposed for the development, as it is not required under the Zoning By-law along this segment of Bank Street. Bicycle parking is proposed in a one-storey portion of the building along the eastern portion of the property.

A 2.87-metre building setback to the Bank Street property line is proposed to provide the required setback from the adjacent hydro pole within the right-of-way, as per Hydro Ottawa requirements. Although the required setback is only required from the chalice of the pole structure, preserving the architectural integrity of a flat building face is preferred over a one-storey projection to the 2-metre setback line. The setback also creates a wide sidewalk for pedestrians, makes space for retail patios, and provides exposure to the Exploration Park entrance. The existing streetscape elements and street trees clustered in the municipal right-of-way at the corner of Bank Street and Clemow Avenue are proposed to remain in place. New planters are proposed along the eastern property line, as well as a 1.4-metre-high opaque fence.

The proposed design has been amended from its original form based on technical circulation comments, including:

- / On-site parking was eliminated completely in favour of above-ground bicycle parking.
- / The eastern portion of the building has been reduced to a single storey to enhance the transition effect to neighbouring development and achieve a comparable built form to an accessory building. This building element was also set back further than the former entrance to the parking garage to achieve a setback representing approximately half the distance of existing front setbacks along Clemow Avenue, with an increased setback from the rear lot line of 0.9 metres.
- / The northern portion of the third to fifth storeys are set back to account for the adjacent American Elm Tree.
- / The overall building height is reduced from 17.2 metres to 16.65 metres.
- / The setbacks on the fifth storey are adjusted to 0.5 metres as a result of the floor area restrictions caused by the reduced interior side yard and rear yard setbacks.

4.0 HERITAGE CONSIDERATIONS

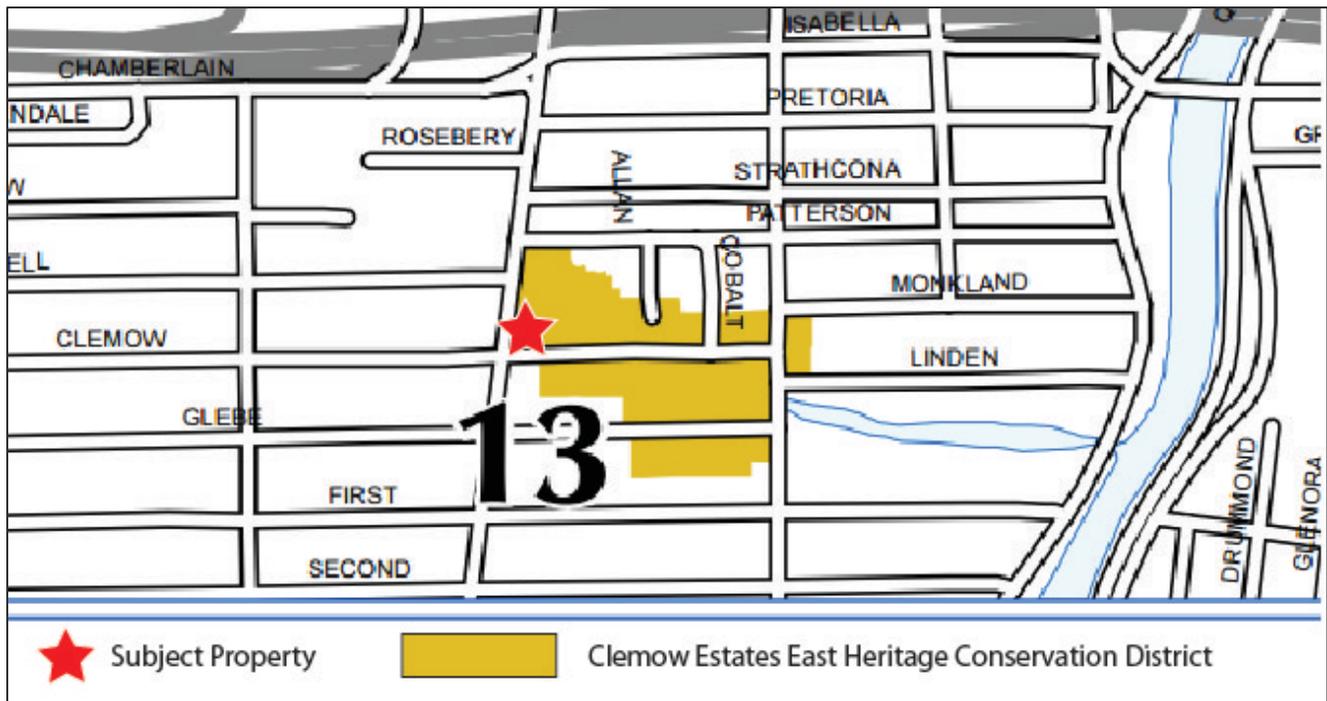


Figure 5: Extract from Official Plan Annex 4 (Heritage Conservation Districts)

The subject property is located on the western edge of the Clemow Estates East Heritage Conservation District (HCD). The City of Ottawa designated the area under Part V of the Ontario Heritage Act in 2011 as a means to acknowledge its cultural heritage value as an example of an upper-middle-class suburb in Ottawa centred on a park and featuring houses designed by architect W.E. Noffke.

Heritage attributes in the HCD include:

- / Houses designed by architect Werner E. Noffke;
- / The historic street pattern and lot divisions surrounding Central Park;
- / The eclectic mix of architectural styles including Edwardian Classicism, Spanish Colonial Revival, Tudor Revival and Arts and Crafts;
- / Cluster of Edwardian Classicist houses on the south side of Glebe Avenue;
- / Central Park as the organizing feature around which the development is laid out;
- / Arrangement of houses facing and backing onto Central Park and the interface between the private and public landscapes;
- / Central Park as a ribbon of green that slices through the neighbourhood and the arrangement of lots that address the park and the street;
- / Design features of Clemow Avenue and Central Park;
- / Layout and traditional function of Clemow Avenue as a ceremonial route connecting to the Queen Elizabeth Driveway via Monkland Avenue.

Construction within the HCD requires an Application for New Construction under the Ontario Heritage Act. Vincent Colizza submitted an application on behalf of the Owner, which was considered by the Built Heritage Sub-Committee on June 9, 2016. While Heritage Staff were supportive of the application, the Committee deferred the item to a subsequent meeting to allow the applicant and planners to address the Site Plan Control application.

A Cultural Heritage Impact Statement was prepared by Commonwealth Historic Resource Management in August 2016 and a revised version was submitted in support of the application. The study concludes that the proposed development is appropriate for its location within the HCD and along Bank Street, as it blends the vocabulary of both character areas. The study also suggests the building creates an opportunity to establish a buffer as well as a gateway to the HCD from Bank Street.

The Commonwealth study notes how the building design responds to character-defining attributes of the district. The report states:

A number of attributes that stand out have been incorporated into the new development. Some of the most significant are the relationship of the building to Bank Street and to the Park, massing and scaling of building, the use of texture and high quality materials, strong cornice lines, distinct and overstated entrances, varying floor-to-ceiling heights between lower and upper floors, the scale of openings in relation to the façade and maximizing the sense of a building set in a Park.

As confirmed by the Heritage Staff report and the Cultural Heritage Impact Statement, the proposed development is appropriate for the site and is consistent with the Heritage Conservation District guidelines.

POLICY & REGULATORY FRAMEWORK

5.1 Provincial Policy Statement

The 2014 Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act, provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters be consistent with policy statements issued under the Act.

The PPS promotes the development of strong communities, which rely on the establishment of efficient land use and development patterns and the accommodation of an appropriate range and mix of uses.

The proposed development meets the applicable policies of the PPS, including:

- / Promotes the efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term.
- / Accommodates an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs;
- / Avoids development and land use patterns which may cause environmental or public health and safety concerns;
- / Promotes cost-effective development patterns and standards to minimize land consumption and servicing costs;
- / Improves accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;
- / Proposing development in a settlement area, which is the focus of growth and development;
- / Proposes a density and mix of land uses which efficiently use land and resources, are appropriate for available infrastructure, and supports active transportation; and
- / Contributes to an appropriate range and mix of housing types and densities that efficiently use land, resources, infrastructure and public service facilities, and supports the use of active transportation and transit.
- / Ensures that heritage attributes of the adjacent Heritage Conservation District are conserved.

5.2 City of Ottawa Official Plan (2003, as amended)

The City of Ottawa Official Plan provides a vision of Ottawa's future growth and a policy framework to guide its physical development to the year 2031. Additionally, the Plan addresses matters of provincial interest, as defined by the Provincial Policy Statement, and serves as a basis for a wide range of municipal activities.

The subject property is designated Traditional Mainstreet on Official Plan Schedule B (Urban Policy Plan). Areas under the designation are envisioned as compact, mixed-use, pedestrian-oriented streets that provide for access by foot, cycle, transit and automobile. A broad range of uses is permitted in the Traditional Mainstreet designation, including retail and service commercial uses, offices, residential, and institutional uses.

Policy 8 of Section 3.6.3 encourages redevelopment and infill to optimize the use of land through intensification, in a building format that encloses and defines the street edge and provides direct pedestrian access to the sidewalk. Building heights of up to six storeys are permitted in the Traditional Mainstreet designation, with greater heights considered in certain circumstances, as outlined in Section 4.11.

Policy 4 of Section 2.2.2 identifies Traditional Mainstreets as target areas for intensification, which includes redevelopment of Brownfield sites and the development of vacant or underutilized lots within previously developed areas.

Section 2.5.1 contains a set of design objectives to achieve good urban design and compatibility. The proposed development meets the design objectives and principles of Section 2.5.1 as follows:

-
- / Enhances the sense of community by continuing the prevailing pattern of retail development along Bank Street.
 - / Defines quality public and private spaces through development by wrapping the street corner and providing additional sidewalk space in the public realm.
 - / Creates a safe, accessible place that is easy to get through and move through by designing building frontage along both flanking streets and providing discrete entrances for the retail and residential uses.
 - / Ensures that new development respects the character of existing areas by proposing a mixed-use building with active retail uses at grade.
 - / Considers adaptability and diversity by contributing to a more compact urban form, and accommodating the needs of a range of people of different incomes and lifestyles through the creation of apartment units.
 - / Understands and respects natural processes and features in development design by incorporating a stepback at the rear to account for the existing American Elm tree canopy.
 - / Maximizes energy efficiency and promotes sustainable design by eliminating vehicular parking from the building design and including bicycle parking to encourage active forms of transportation.

Policy 2 of Section 4.11 contains criteria for evaluating compatibility of development proposals. The proposed development meets the established criteria:

Traffic: The proposal features three retail units and 12 residential units, which are not anticipated to produce significant vehicular traffic.

Vehicular Access: As no parking is provided in the development, no vehicular access is required.

Parking Requirements: No parking is proposed for the development, consistent with the Zoning By-law requirement for this segment of Bank Street.

Outdoor Amenity Areas: The proposed development is not located adjacent to any private amenity area, thereby eliminating the chance of overlook. The adjacent dwelling at 29 Clemow Avenue uses the rear yard for surface parking.

Loading Areas, Service Areas, and Outdoor Storage: The retail units in the proposed development are of limited size and will not require significant loading, service, or outdoor storage areas. All loading activities will occur in a manner consistent with other retail operations on Traditional Mainstreets.

Lighting: All lighting features and fixtures in the proposed development are consistent with City of Ottawa guidelines, as illustrated on design drawings. Exterior lighting is not anticipated to cause undue adverse impacts on neighbouring properties.

Noise and Air Quality: The proposed building accommodates retail and residential uses, which are not anticipated to generate noise or air pollution.

Sunlight: The proposed development is five storeys in height, which is permitted in the Traditional Mainstreet designation. The building design at the north incorporates a stepback, thereby reducing sun shadow impacts.

Microclimate: Adverse effects related to wind, snow drifting and temperature on adjacent properties are not anticipated.

Supporting Neighbourhood Services: The subject property is located in an established area with an abundance of services and amenities.

The proposed development is consistent with the policies of the Official Plan, including Sections 2.2.2, 2.5.1, and 4.11. The proposed development is permitted within the Traditional Mainstreet designation.

5.3 City of Ottawa Official Plan Amendment (OPA) 150

In 2013, the City of Ottawa updated its Official Plan, resulting in numerous changes to its land use policies. The Ministry of Municipal Affairs and Housing issued approval of Official Plan Amendment (OPA) 150 in April 2014, but the Amendment is currently under appeal before the Ontario Municipal Board (OMB). Until the OMB renders its decision, the current policies of the City of Ottawa Official Plan (2003, as amended) remain in full force and effect.

Revisions to Section 3.6.3 establishing policies for Mainstreets do not affect the proposed development, as a maximum building height of six storeys in the designation remains in the policies. The revised Section 4.11 contains more robust policies related to building and site design. Policy 5 requires proponents to also demonstrate how the design of the development fits with the existing desirable character and planned function.

Revised Policy 6 contains new design requirements for principal entrances, windows, and other architectural elements. Revised Policy 12 states that building height and massing transitions will be accomplished through a variety of means, including incremental changes in building height, massing, and building setbacks and stepbacks. Revised Policy 18 contains special design directions for Design Priority Areas, to ensure that proposed buildings interface with streetscape elements to enhance the public realm.

The proposed development is consistent with the policies of OPA 150, including the Mainstreet policies in Section 3.6.3 and the design policies in Section 4.11.

5.4 Urban Design Guidelines for Development Along Traditional Mainstreets

The City of Ottawa Urban Design Guidelines for Development Along Traditional Mainstreets were approved by City Council on May 24, 2006 and provides guidance for design in the Traditional Mainstreet Official Plan designation. The proposal meets several of the guidelines, including:

- / Aligns streetwall buildings with the existing built form along Bank Street, with a similar setback to define the street edge.
- / Proposes landscaping in the street right-of-way.
- / Provides a wide concrete sidewalk.
- / Proposes quality building design rich in architectural detail that respects the rhythm and pattern of existing and planned buildings on the street.
- / Uses clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent, and locates active pedestrian-oriented uses at grade.
- / Sets back the upper floors of taller buildings to help achieve a human scale and more light on the sidewalks.
- / Locates residential units above the level of vehicular traffic in a mixed-use building and provides shared entrances to residential units, clearly accessible from the street.
- / Locates mixed-use development by concentrating height and mass at nodes and gateways.
- / Highlights the building on a corner site, where two public streets intersect, with special treatment such as a corner entrance.
- / Provides sheltered bicycle parking for residents.
- / Locates front doors to face the mainstreet and be directly accessible from the public sidewalk.

5.5 Comprehensive Zoning By-law 2008-250

The subject property is zoned Traditional Mainstreet, Maximum Building Height 15 metres (TM H(15)). The purpose of the TM Zone is to:

- / Accommodate a broad range of uses including retail, service commercial, office, residential and institutional uses, including mixed-use buildings but excluding auto-related uses, in areas designated Traditional Mainstreet in the Official Plan;
- / Foster and promote compact, mixed-use, pedestrian-oriented development that provide for access by foot, cycle, transit and automobile;
- / Recognize the function of Business Improvement Areas as primary business or shopping areas; and
- / Impose development standards that will ensure that street continuity, scale and character is maintained, and that the uses are compatible and complement surrounding land uses.

A wide range of residential and commercial uses is permitted in the TM Zone, including retail store and dwelling unit.

The table below evaluates the proposed development against the applicable zoning provisions. As per Section 197(5)(g), the property line abutting Bank Street is considered the front lot line.

Table 1: Zoning Evaluation

Zoning Mechanism	Required	Proposed	Compliance
Minimum Lot Area	No minimum	400 m ²	✓
Minimum Lot Width	No minimum	24 m	✓
Maximum Front Yard Setback	2 m	2.87 m	✗
Minimum Interior Side Yard Setback	No minimum when abutting a park	0.3 m	✓
Minimum Corner Side Yard Setback	3 m, plus 2 additional metres for any part of a building above 15 metres	0 m 0.5 m stepback	✗
Minimum Rear Yard Setback	7.5 m	0.9 m	✗
Minimum Building Height	6.7 m	16.65 m	✓
Maximum Building Height	15 m	16.65 m	✗
	Stepback of 2 m required at or above 4 th storey from front and corner setback	0.5 m	✗
	No part of a building on a lot with a rear lot line abutting an R1, R2, R3, or R4 Zone may project	Building projects above angular plane	✗

Zoning Mechanism	Required	Proposed	Compliance
	above a 45-degree angular plane measured at a height of 15 m from a point 7.5 metres from the rear lot line, projecting upwards towards the front lot line.		
Maximum Floor Space Index	No maximum		✓
Minimum Width of Landscaped Area (Abutting a Residential Zone)	3 m; may be reduced to 1 m where a minimum 1.4 metre high opaque fence is provided	0.9 m	✗
Minimum Width of Landscaped Area (Abutting Park)	No minimum		✓
Façade Requirement	The façade facing the main street must include at least one active entrance serving each use occupying any part of the ground floor	Retail entrances face Bank Street	✓
Required Resident Parking	None for 12 units or less	None	✓
Required Amenity Space	6 m ² per dwelling unit (Minimum 50% must be communal)	72 m ² (36 m ² communal space)	✓

Requested Amendments

As indicated in Table 1, zoning relief is required for the following provisions. A rationale in support of each variance is included below:

/ **Increase the maximum front yard setback from 2 metres to 2.87 metres.**

The building is proposed with a setback of 2.87 metres from the front lot line along Bank Street. The building setback results from the 5-metre setback requirement from the adjacent hydro pole in the Bank Street right-of-way, as required by Hydro Ottawa.

/ **Reduction of the minimum required corner side yard setback (along Clemow Avenue) from 3 metres, with an additional 2-metre stepback above 15 metres, to 0 metres, with a 0.5-metre stepback.**

As established in the Zoning By-law, the property line abutting Bank Street is treated as the front lot line, rendering the southern lot line along Clemow Avenue the corner side yard. The reduced setback is

generally required as a result of existing constraints on the site, including the limited lot area, the mandatory setback from hydro poles on the west side of the building, the interior side yard setback, and the setback to the American Elm tree along the north side.

A reduced setback along Clemow Avenue contributes to a more continuous street wall along Bank Street, as well as creating more definition for the street corner generally. Reducing the corner side yard setback also creates a sense of enclosure and definition along Clemow Avenue, which features a wide 26-metre right-of-way.

Notwithstanding the above considerations, the eastern portion of the Clemow Avenue façade steps in across the south façade, such that the setback is compliant where it reaches the eastern property line. This configuration provides an appropriate transition to the street and the adjacent residence.

/ **Reduction of the minimum required rear yard setback from 7.5 metres to 0.9 metres.**

Similar to the corner side yard, the eastern yard is defined as the rear yard based on the Bank Street frontage. While technically the rear yard, the eastern yard functions as an interior side yard between the proposed development and the existing dwelling at 29 Clemow Avenue, which faces Clemow Avenue.

The reduced rear yard setback results from the existing constraints on the site, including the limited lot area, the mandatory setback from hydro poles, and the setback to the American Elm tree on the north side. Additionally, the 7.5-metre rear yard setback requirement is intended for interior lots and situations where buildings back onto residential rear yards, and is therefore excessive for an interior side yard condition.

Although a 0.9-metre setback is requested, it is important to note that this reduced setback only applies to the single-storey element that is accommodating bicycle and garbage storage. Were this element detached, similar to a common garage or shed found elsewhere in The Glebe, it could be located 0.6 metres from the lot line. The main elements of the building, above the second storey, will be set back 4.6 metres and will not have any projecting balconies in this area.

/ **Increase of the maximum permitted building height from 15 metres to 16.65 metres.**

The proposed building height is 1.65 metres in excess of the maximum permitted height in the TM H(15) zone. The building height results primarily from the incorporation of a 4.5-metre first floor height for retail uses, which is consistent with other Bank Street retail stores. In this regard, it is important to note that the TM zoning heights have not been updated in over 30 years, despite an evolution in standard retail heights over that period.

Any impacts of the excess height on 29 Clemow Avenue is mitigated by an existing grade differential between the two properties, with the grade of the subject property approximately 0.5 metres lower than the adjacent lot. Additionally, the first floor of the dwelling at 29 Clemow Avenue is elevated an additional 0.9 metres above grade. The setbacks proposed for the fifth storey also contribute to a mitigation of impacts along Bank Street.

Despite the excess height, the wide existing rights-of-way along Bank Street (18 metres) and Clemow Avenue (26 metres) ensure that a 1:1 building-height-to-street-width ratio is achieved, in accordance with good urban design.

Additionally, the tallest portion of the building is proposed in the centre of the development, with a transition proposed to the east. The closest portion of the building to the property to the east is one storey in height.

/ **Reduce the required additional setback in the front and corner yards at or above the 4th storey from 2 metres to 0.5 metres.**

The proposed development incorporates a 0.5-metre setback for the fifth storey from the Bank Street and Clemow Avenue building walls. The required 2-metre setback cannot be achieved due to the displacement created at the north side of the building by the setbacks intended to accommodate the Amercian Elm tree. With the limited floor area further constrained by this setback, reductions in the front and corner side setbacks are required. The use of contrasting building materials on the fifth storey reduces the overall impact of the reduced setback.

In addition, it is important to note that the proposed front yard setback is 2.87 metres to reflect the location of the hydro pole, whereas a zero setback would normally be permitted. As such, the increased height and the reduced setbacks along Bank Street are mitigated by the overall building setback.

/ **Permit a portion of the building to project into the 45-degree angular plane at a height of 15 metres from a point 7.5 metres from the rear lot line and projecting upwards towards the front property line.**

Due to the limited depth of the subject property and the positioning of the elevator core and exit stairwells, the required 45-degree angular plane cannot be achieved. The proposed building design provides a transition to the neighbouring property to the east by incorporating a one-storey bicycle storage garage between the tallest portion of the building and the adjacent property.

/ **Permit a reduction in the minimum width of a landscaped area abutting a residential zone from 1 metre (where a 1.4-metre-high opaque fence is provided) to 0.9 metres.**

Due to the configuration of the building on the site, as well as the angle of the property line abutting 29 Clemow Avenue, a 1-metre landscape buffer is not achievable along the entire rear lot line. However, a 0.9-metre landscape buffer is provided at the narrowest point, representing a difference of 10 centimetres. The impact of this difference is minor.

The Minor Zoning By-law Amendment application submission includes a set of studies intended to demonstrate that the proposed development is functional and appropriate.

Servicing Study

T.L. Mak Engineering Consultants Ltd. prepared a Serviceability Report in July 2016 in support of the proposed development. The report examines demands for water, sanitary, and stormwater services in the proposal.

The building is proposed to be serviced via a 150mm diameter water service connecting to the existing 300mm diameter water main, and sanitary services are proposed to be provided by connecting a 150mm diameter lateral to the existing 825mm x 1200mm combined sewer along Bank Street.

The stormwater outlet for roof drains in the proposed development will be the existing 225mm diameter combined sewer located on Clemow Avenue. The stormwater from the three flat rooftops at various levels of the building will be drained by three proposed controlled roof drains. The building weeping-tile drainage will be connected into the proposed 150mm diameter PVC storm lateral, which will outlet only the weeping-tile water from the building into the existing 825mm x 1200mm diameter combined sewer located on Bank Street.

The report concludes that there is available capacity to service the proposed development.

Geotechnical Study

A Geotechnical Investigation prepared by Paterson Group concludes that the subject site is adequate for the proposed development. The report provides recommendations for foundation design, including a restriction of 1 metre for permissible grade raise restrictions.

Preliminary Phase II Environmental Site Assessment (ESA)

A Preliminary Phase II ESA was prepared by Paterson Group in August 2016. The report notes the previous use of the property as a gas station and recommends that further Phase II ESA work be completed. The completed Phase II ESA will be submitted as part of the resubmission for the Site Plan Control application at a later date.

Cultural Heritage Impact Statement

Commonwealth Historic Resource Management prepared a Cultural Heritage Impact Statement for the proposed development, triggered by the subject property's location in the Clemow Estate Heritage Conservation District. The report examines the historic and existing conditions and neighbourhood character of the subject property, as well as reviewing pertinent heritage and planning policy documents.

The report concludes that the proposal is compatible with the Clemow Estate East Heritage Conservation District and the character of Bank Street. It notes that the proposal will have a visual relationship with Bank Street due to its location and prominence at the corner of Bank Street and Clemow Avenue, and the design of the development recognizes both Bank Street and the Heritage Conservation District.

Specifically, the report identifies that the design:

- / Incorporates Traditional Mainstreet guidelines applicable to the Bank Street frontage with a design wrapping around the corner and extending the frontage along part of Clemow Avenue, stepping back with a one-storey ancillary building 5.2-metres from the Clemow Avenue property line.

-
- / Acknowledges the Heritage Conservation District in terms of materials and the stepped massing along the neighbouring property and along the north façade, where part of the building is recessed at the second floor in deference to the mature elm growing adjacent to the property.

The report also notes the ways in which the development meets the Streetscape and Infill Guidelines in the Clemow Estate East Heritage Conservation District Study, including conservation and maintenance, historic light standards, sympathetic to the nature of open space in the District, protect mature street trees and sidewalks, contribute to heritage character of the District, compatibility, roof profile, and compatible floor elevations.

7.0 CONCLUSION

It is our professional opinion that the proposed Minor Zoning By-law Amendment application is appropriate, represents good planning, and is in the public interest.

The proposal is consistent with the Provincial Policy Statement (PPS) by providing efficient and appropriate development on lands within the urban boundary that contributes to the range of housing options available in the community.

The proposed development conforms to the Official Plan's vision for managing growth in the urban area, and meets the policies for Traditional Mainstreets. The proposal responds to its context by continuing the existing and planned built form along Bank Street, as well as ensuring a built form transition to the neighbouring property to the east. The development meets the urban design and compatibility objectives, principles, and policies in Sections 2.5.1 and 4.11 of the Official Plan.

The proposed development meets many of the applicable requirements in Comprehensive Zoning By-law 2008-250. The requested amendments are minor in nature and will not create undue negative impacts on the community or surrounding properties.

Supporting studies confirm that the proposal is functional and appropriate.

Sincerely,



Jaime Posen, MCIP RPP
Planner



Brian Casagrande, MCIP RPP
Director, Planning + Development