

FOTENN

1946 SCOTT STREET



September 11, 2017

Planning Rationale

Zoning By-law
Amendment and Site
Plan Control



Prepared for:

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Fotenn Consultants Inc., acting as agents for 2490936 Ontario Inc. (a division of Surface Developments), is pleased to submit Zoning By-law Amendment and Site Plan Control applications for the lands municipally known as 1946 Scott Street in the Westboro neighbourhood of the City of Ottawa.

1.1 Application History

Fotenn Planning + Design has been retained by Surface Developments (Owner) to prepare a Planning Rationale in support of Zoning By-law Amendment and Site Plan Control applications for the lands municipally known as 1946 Scott Street. This Rationale assesses the proposed development against the applicable policy and regulatory framework, and concludes that the development is appropriate for the site and compatible with adjacent development and the surrounding community.

1.2 Subject Site

The site is legally described as PLAN 369 PT LOTS 51 AND 52; SCOTT S RP 4R12827 PART 2 and is known municipally as 1946 Scott Street ("subject property"). The subject property has 22 metres of frontage along Scott Street, with a total area of 665 m². The property is currently vacant and was previously used for surface parking and storage.



Figure 1: Subject Property in Local Context



Figure 2: View of Subject Property, Looking South from Scott Street

1.3 Site Location

The subject property is located on the south side of Scott Street between Clifton Road and West Village Private in the Westboro neighbourhood of the City of Ottawa. The property is bound by Scott Street and the future Light Rail Transit line to the north, a utility substation to the west, a private landscaping strip to the east, and low-rise residential uses to the south and southeast.

1.4 Area Context

Properties along Scott Street are developed with a mix of uses, including residential, commercial, and light industrial (utility) uses. A Zoning By-law Amendment for a 24-storey mixed-use building was recently approved for the property municipally known as 1960 Scott Street, which previously accommodated a Trailhead retail store. The approved development features retail, office, and residential uses in the building.

The north side of Scott Street features a multi-use pathway running parallel to the street and the Transitway trench corridor to the immediate north. To the north beyond these corridors are residential uses with building profiles ranging from low-rise to high-rise.

The established residential neighbourhood south of Scott Street is developed with predominantly low-rise residential uses, with some light industrial uses located on Wilber Avenue approximately 140 metres to the south.

1.5 Community Amenities

The subject property is located within close proximity to several area amenities, including:

- / OC Transitway Westboro Station;
- / Multi-Use Pathways and Bicycle Routes along the Sir John A. Macdonald Parkway;
- / A Senior Citizens Centre and Several Schools;
- / Public Parks and Dog Parks;
- / Retail Shopping and Commercial Uses; and
- / Restaurants

1.6 Transportation

The site is well-served by the existing road network. As shown on Figure 3, Scott Street is designated as an Existing Arterial Road on Official Plan Schedule E (Urban Road Network). Arterial roads are the major roads of the City that carry large volumes of traffic over the longest distance. The Sir John A. Macdonald parkway can be accessed via Island Park Drive approximately 300 metres east of the subject property. Highway 417 is also accessible via Kirkwood Avenue approximately 350 metres south of the subject property.

The Westboro Transit Station is located approximately 220 metres west of the subject property, and provides opportunities for alternative modes of transportation. The Westboro Transit Station provides efficient and regular travel to all areas of the city. The rapid transit station, which is planned to be converted into a Light Rail Transit (LRT) station in the future, is illustrated in the extract from Official Plan Schedule D – Rapid Transit Network shown in Figure 4.

1.7 Cycling and Multi-Use Pathways

Many cycling and multi-use pathways are available in close proximity to the subject property, as shown in Figure 5. Many of these corridors run parallel to the Sir John A. Macdonald Parkway along the Ottawa River, and represent key recreational routes between the west and east end of the central urban area. A multi-use pathway community route is located along the north side of Scott Street, and various pedestrian access points are available along the Sir John A. Macdonald Parkway.

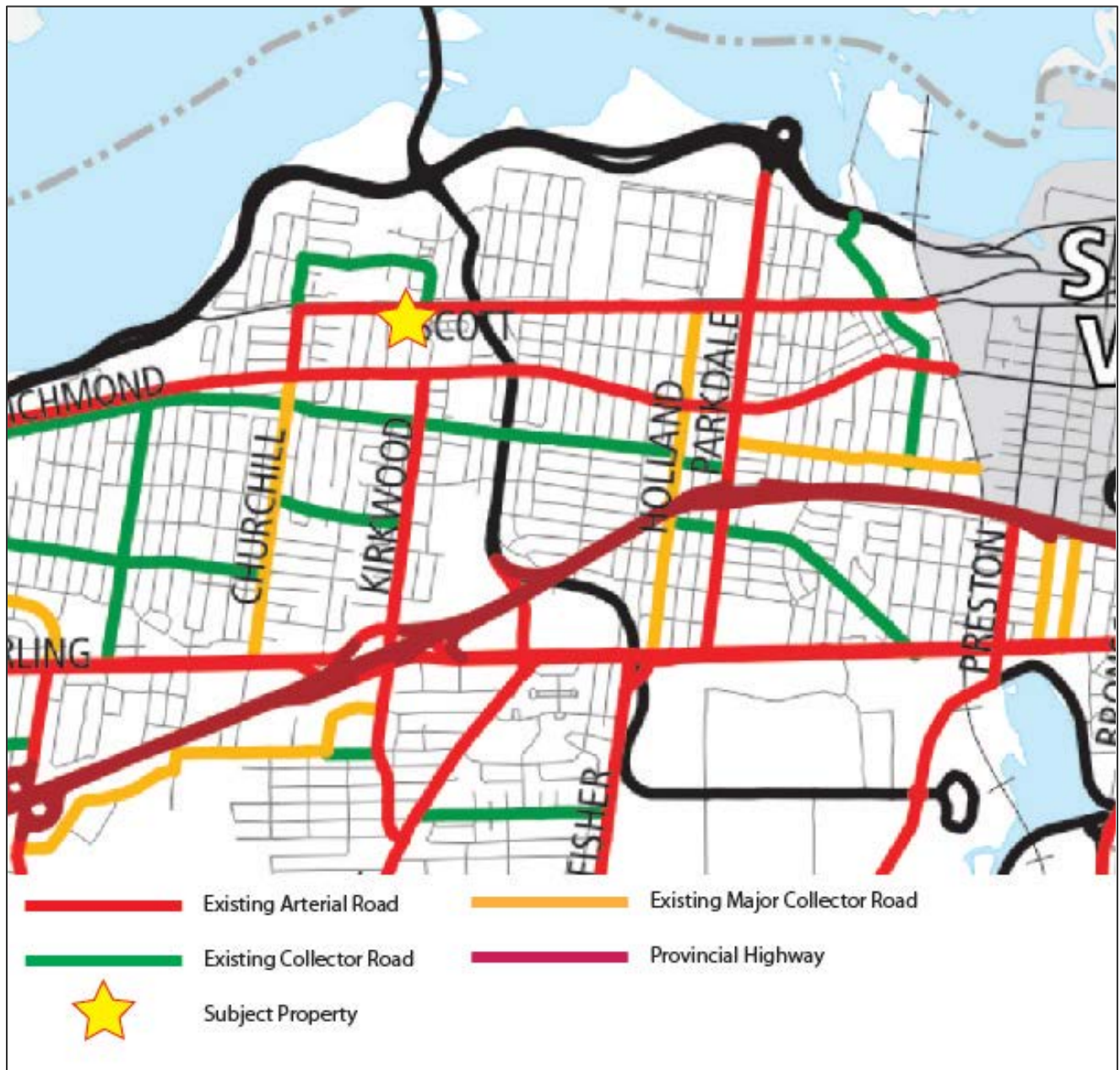


Figure 3: Extract from Official Plan Schedule E (Urban Road Network)

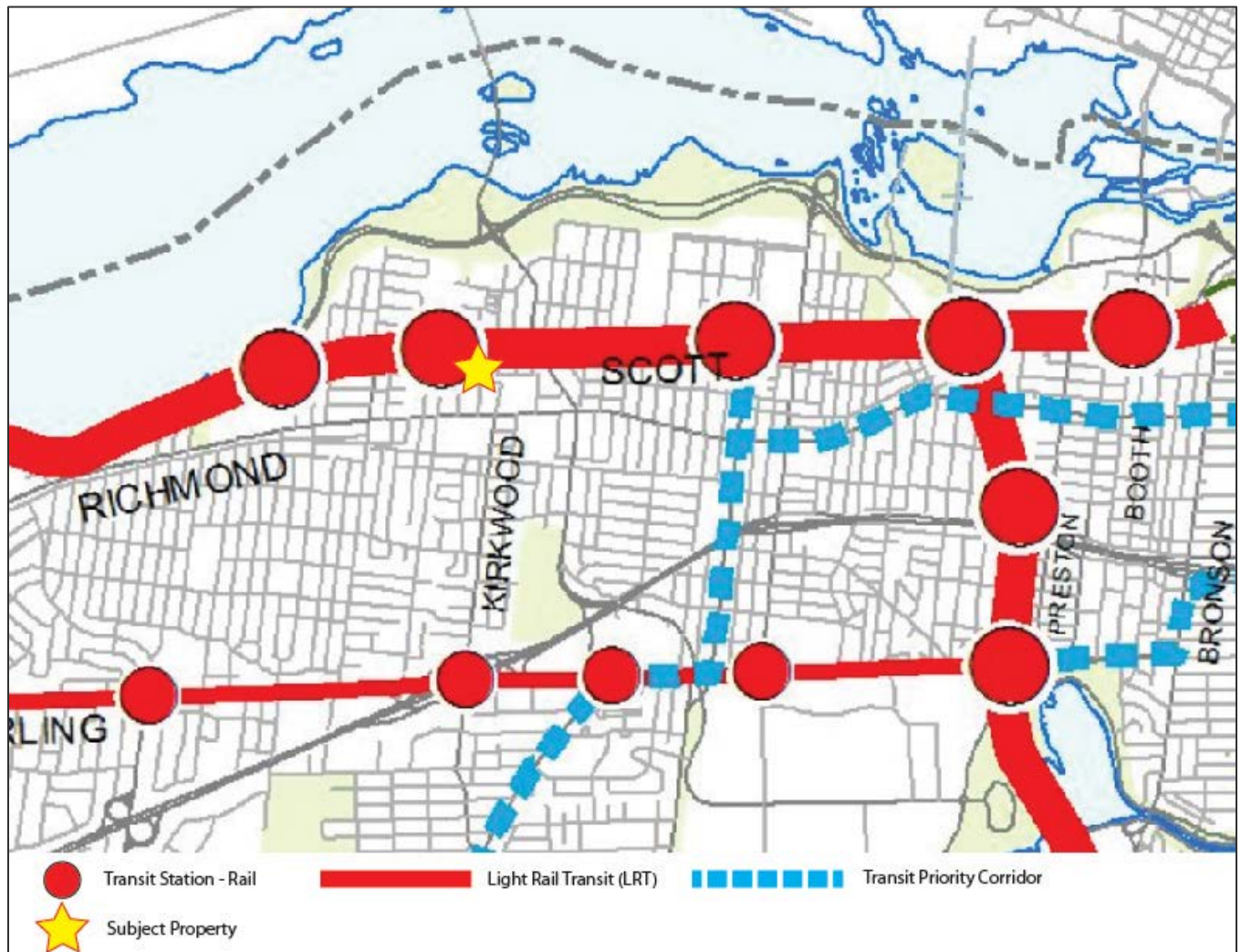


Figure 4: Extract from Official Plan Schedule D (Rapid Transit Network)

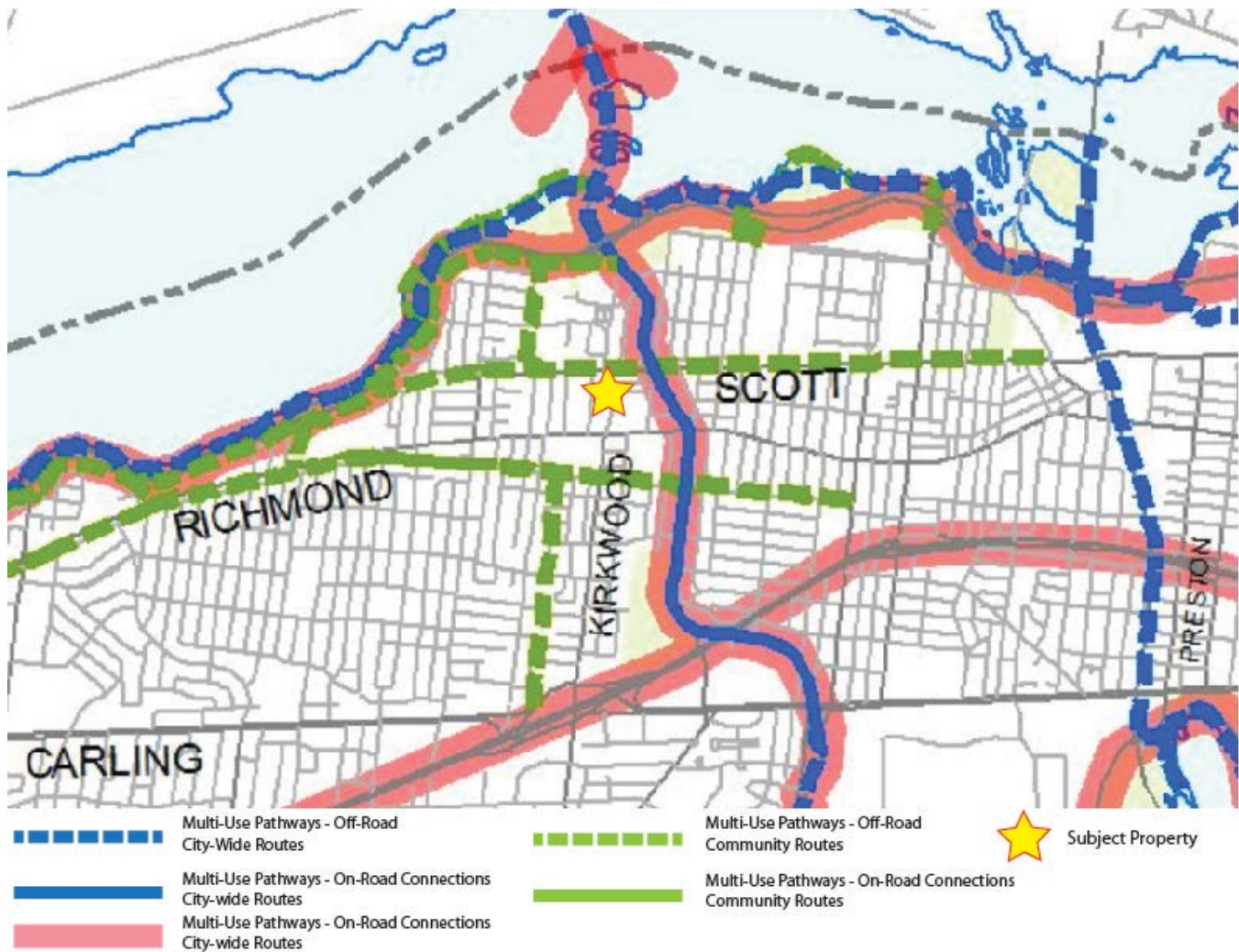


Figure 5: Extract from Official Plan Schedule I (Multi-Use Pathways and Scenic / Entry Routes)

2.0 PROPOSED DEVELOPMENT

Surface Developments proposes to develop the subject property with a 12-storey residential building, featuring an additional one-storey lounge on the roof. The building is proposed to contain a total of 56 dwelling units, including two units with independent accesses on the ground floor. Each unit features an exterior balcony to provide amenity space, and the 7th storey features large private terraces for adjacent units.

Parking for the development is proposed in a surface parking lot in the rear yard, which is accessed by means of a driveway connecting to Scott Street on the west side of the building. A total of 13 parking spaces are proposed in two rows with one central aisle in the parking lot, with the northern row of parking located beneath a cantilevered portion of the building. Parking space allocation includes 9 resident spaces and 4 visitor spaces. Three of the proposed parking spaces are proposed with a reduced width of 2.4 metres. Surface Developments is currently exploring opportunities to reserve one parking spaces for a car-sharing service.

The building features a supply of bicycle parking spaces in excess of the zoning requirement, including 10 guest bicycle parking spaces in the front yard and 22 bicycle parking spaces in the basement. The basement level also features accessory storage lockers for bicycle parking, as well as an area to wash and repair bicycles.

The design of the building is intended to create visual interest, with a variety of colours and building materials, as well as an articulated massing. The building steps in between the 7th and 9th storeys, deliberately creating an indented façade with a terraced area for adjacent units. The windows are designed to feature identical heights with a variety of widths, creating a unique lighting effect at night.

The unique architectural design is a strategic asset at this location, creating an opportunity to introduce an architecturally distinct building to the area. As the easternmost developable property along this segment of Scott Street, the proposal design is intended to create a gateway condition from the east, marking the beginning of the Traditional Mainstreet designation.

The top portion of the building is slightly rotated horizontally compared with the lower portion of the building, incorporating an additional distinguishing element to the development. The “twist” effect adds visual interest to the design, while ensuring a consistent perpendicular building frontage at sidewalk level. The configuration is particularly noticeable from a distance, contributing to the distinct character of the building.

The rooftop is proposed to contain indoor and outdoor amenity space, including a 122-square-metre lounge, wood pergolas, stone patio, wood deck, and barbecue enclosure. The entire amenity area is surrounded by native grass plantings along the perimeter of the rooftop.

Soft landscaping is proposed in the front yard, with interlocking stone walkways providing pedestrian access to the ground-floor dwelling units. Additional soft landscaping totaling approximately 51 square metres is proposed for the space between the property line and the sidewalk.

A Zoning By-law Amendment application is required to permit the proposed development, including the proposed building height. Figure 6 shows a rendering of the proposed development.



Figure 6: Rendering of Proposed Development, Looking South-East

POLICY & REGULATORY FRAMEWORK

3.1 Provincial Policy Statement (2014)

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning. Decisions affecting planning matters “shall be consistent with Provincial Policy Statements.”

The PPS promotes intensification of built-up areas to efficiently use land where existing infrastructure and public service facilities are readily available to avoid unjustified and uneconomic expansions. Planning authorities must identify appropriate locations and promote opportunities for intensification and redevelopment. In addition to meeting the fundamental objective of concentrating growth within established and serviced urban areas, the proposed development meets the following policy interests, among others:

- / Promotes 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, recreation, open space, and other uses to meet long-term needs;
- / Promotes cost-effective development patterns and standards to minimize land consumption and servicing costs;
- / Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted;
- / Promotes cost-effective development standards to minimize land consumption and servicing costs;
- / Appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and / or uneconomical expansion;
- / Is transit-supportive, where transit is planned, exists or may be developed;
- / In an appropriate location and promotes the opportunity for intensification and redevelopment as described by the municipality;
- / Development takes place in designated growth areas adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities;
- / 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;
- / Promotes densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit where it exists or is to be developed;
- / Promotes land use patterns, density and mix of uses that minimize the length and number of vehicle trips and supports current and future use of transit and active transportation;
- / New development proposed on adjacent lands to existing or planned transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities;
- / Long-term economic prosperity should be supported by maintaining and, where possible, enhancing the vitality and viability of downtowns and Mainstreets.

The proposed development is consistent with the Provincial Policy Statement.

3.2 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 Official 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). The designation is intended to create compact, mixed-use, pedestrian-oriented streets that provide for access by foot, cycle, transit and automobile. Development in the designation is also intended to fulfill and take advantage of their multi-modal transportation corridor function. A broad range of uses is permitted on Traditional

Mainstreets, including residential uses. Uses may be mixed in individual buildings or occur side-by-side in separate buildings.

Redevelopment and infill are encouraged on Traditional Mainstreets in order 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. While the Plan supports building heights up to six storeys on Traditional Mainstreets, greater building heights may be considered in accordance with policies in Section 4.11.

Traditional Mainstreets are classified as a target area for intensification in Policy 4 of Section 2.2.2. Policy 1 stipulates that residential intensification includes:

- a) Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
- b) The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification;
- c) Infill development;
- d) The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses.

While high-rise development in the Traditional Mainstreet designation typically features commercial uses on the ground floor, the proposed development includes residential units at grade. No commercial uses are proposed in the development for the following reasons:

- / The Scott Street Traditional Mainstreet differs in character from other areas under the designation, as it is a single-loaded road with transportation corridors on the north side. The typical urban corridor character and functions of a Traditional Mainstreet is a challenge to fulfill along this stretch of Scott Street.
- / The location and limitations of the street render it poorly-suited to compete with the Richmond Road shopping street, which offers a range of small-scale shops and services on both sides of the street. Historically, Scott Street has accommodated larger-scale “destination” retail uses, such as the Trailhead store, and office uses that generally require lots larger in size than the subject property.
- / The subject property is isolated within the block, with a low-rise utility building on the west side and private landscaping on the east side. The property represents the easternmost development parcel on this segment of Scott Street, with a strip of open space fronting on the street beginning east of West Village Private. An at-grade commercial use on the subject property would be similarly isolated from other shopping opportunities, and would not benefit from passing pedestrian traffic.
- / The applicable zoning on the property is Residential Fifth Density Subzone B (R5B), which restricts the range and extent of permitted commercial uses.

Section 2.5.1 notes that the introduction of new development into an existing urban fabric requires a sensitive approach and respect for the community’s established characteristics. The Official Plan seeks to mitigate conflicts between existing and new development to ensure proposals are compatible with their surroundings, while allowing for sufficient flexibility and variation in building form and architectural design.

The Official Plan defines compatible development as development that enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties. It is development that fits well and works well with its surroundings and tries to incorporate common characteristics of its setting. New development can achieve compatibility with its surroundings without necessarily being the same as existing development.

Section 2.5.1 establishes design objectives supplemented by design principles to help achieve compatibility of form and function. The proposed development supports the following objectives and associated principles:

1) To enhance the sense of community by creating and maintaining places with their own identity

- / The proposed development is of a quality consistent with a major metropolis, adding a unique architectural design to the existing area.
- / Contributes to the creation of a distinctive street along Scott Street, with active entrances along the street and setbacks designed to frame the street edge.
- / Is sensitive to existing surrounding development, incorporating appropriate rear yard setbacks.

2) To define quality public and private spaces through development

- / Creates a social interface between the ground floor and public sidewalk, including walkways connecting to the independent entrances for the ground floor dwelling units.
- / Designs the building to frame the street, consistent with the character of Traditional Mainstreets.
- / Represents an overall transitioning of building height and form from west to east.
- / Enlivens the public realm by creating a building with vibrant and creative architectural features.

3) To create places that are safe, accessible and are easy to get to, and move through

- / Designs the building to feature a close relationship to the street, including the public sidewalk.
- / Locates the vehicular access on the west side of the property, to ensure sufficient separation from the intersection with Lanark Avenue / West Village Private.
- / Is accessible from public transit, including the Westboro transit station.
- / Ensures that rear surface parking is visible and accessible to improve access and safety.
- / Incorporates generous glazing to increase “eyes on the street” and passive surveillance.

4) To ensure that new development respects the character of existing areas

- / Integrates the building into the existing development fabric, including consideration of building height, setbacks, and circulation patterns.
- / Contributes to the architectural evolution of the neighbourhood by proposing a unique architectural design.
- / Represents an overall transitioning of building height along Scott Street and reflects a sensitivity to the low-rise residential buildings to the south through an increased rear yard setback.

5) To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice

- / Through intensification, contributes to the achievement of a more compact urban form over time.
- / Contributes to a variety of housing options in the community, allowing the neighbourhood to accommodate a range of people of different incomes and lifestyles at various stages in the life cycle. In particular, Surface Developments endeavours to provide affordable luxury living to residents.

6) To understand and respect natural processes and features in development design

- / Proposes landscaping features, including soft landscaping in the front yard, to allow for natural water percolation and reduce the heat island effect.
- / Incorporates stormwater management infrastructure to properly collect and discharge surface runoff.

7) To maximize energy efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment

- / Proposes an active land use in proximity to rapid transit, creating opportunities to meet daily needs by alternative modes of transportation.
- / Proposes a limited number of parking spaces to encourage use of active modes of transportation.
- / Provides a supply of bicycle parking spaces in excess of zoning requirements, as well as storage lockers and maintenance areas, to facilitate bicycle use by residents and visitors.

Policy 2 of Section 4.11 contains a set of criteria intended to provide a means to objectively evaluate the compatibility of infill development. The following is an evaluation of the proposal against the established criteria:

Table 1: Evaluation of Proposal Using Compatibility Criteria from Official Plan Section 4.11

Compatibility Criterion	Conformity
Traffic	<ul style="list-style-type: none"> / Parsons prepared a Transportation Impact Assessment (TIA) that concludes that the proposed reduction in parking rate is appropriate at this site, given the nearby access to transit and the proposed cycling and pedestrian facilities along Scott Street. / The TIA indicates that the signalized Scott / Lanark & West Village intersection generally operates at an acceptable level of service during the morning and afternoon peak hours.
Vehicular Access	<ul style="list-style-type: none"> / Vehicle ingress and egress are proposed to be provided by means of a private approach from Scott Street. / The access is located along the western edge of the property to ensure an appropriate separation from the intersection of Scott Street with Lanark Avenue / West Village Private.
Parking Requirements	<ul style="list-style-type: none"> / A total of 13 parking spaces are proposed for the development. / As the subject property is located within walking distance of rapid transit, the reduced number of parking spaces will encourage residents and visitors to use rapid transit and other alternative modes of transportation. / Of the 13 parking spaces, a total of 4 spaces will be reserved for visitor parking, meeting the zoning requirement for the number of units proposed.
Outdoor Amenity Areas	<ul style="list-style-type: none"> / The building design incorporates a generous rear yard setback that exceeds the minimum zoning requirement and is intended to provide additional separation distance to adjacent rear yard amenity areas to the south and southeast. / Adjacent lots to the immediate east and west do not contain residential uses. / The communal amenity area for the development is provided on the rooftop, and will not impact sensitive residential areas to the south.
Loading Areas, Service Areas and Outdoor Storage	<ul style="list-style-type: none"> / All service and utility areas associated with the development are proposed to be contained internal to the building or in the rear parking area.

Compatibility Criterion	Conformity
Lighting	/ Outdoor lighting will be reviewed through the Site Plan Control process.
Noise and Air Quality	/ Negative impacts to noise or air quality are not anticipated to result from the proposed development.
Sunlight and Microclimate	/ The slender design of the building mitigates sunshading impacts. / The majority of sunshading impacts will fall northward on Scott Street.
Supporting Neighbourhood Services	The subject property is well-served by neighbourhood services, including: / Commercial uses along Richmond Road / Westboro Transit Station / Recreational facilities (including Lions Park Ott Gymnastics Club and Churchill Senior Recreation Centre) / Roy Duncan Park, Mahoney Park, Heather Crowe Park, and Byron Linear Tramway Park / Centre Jules Leger Elementary School, Hilson Avenue Public School, Blyth Academy, Churchill Alternative School and Westboro Montessori School / Sir John A. Macdonald Parkway walking and cycling paths / Existing cycling network along Scott Street, Richmond Road, Clifton Road, Island Park Drive and nearby along Sir John A. Macdonald Parkway

Policy 8 (d) of Section 4.11 specifies that high-rise buildings, defined as buildings of 10 or greater storeys, may be permitted in the Traditional Mainstreet designation in circumstances listed in Policy 9. The circumstances include:

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

Policy 11 states that a high-rise building will be considered both as an example of architecture in its own right and as an element of urban design sitting within a wider context. The City considers proposals for high-rise buildings in light of the following measures:

- How the scale, massing and height of the proposed development relates to adjoining buildings and the existing and planned context for the surrounding area in which it is located;
- How the proposal enhances existing or creates new views, vistas and landmarks;
- The effect on the skyline of the design of the top of the building;
- The quality of architecture and urban design, particularly as expressed in Council-approved design guidelines; and

- e) How the proposal enhances the public realm, including contribution to and interaction with its surroundings at street level (e.g. the provision of publicly-accessible landscaped area, amenity space and pedestrian respite areas, street trees, public art, active land use frontages, legible entrances and views to the street, canopies, awnings, and colonnades for continuous weather protection.

Policy 12 specifies several means by which building transitions can be accomplished, including:

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

The proposed development is consistent with the building profile policies of Official Plan Section 4.11, including:

- / The subject property is located within proximity to other existing or approved high-rise buildings, including on Scott Street, an arterial road;
- / The property is located within 600 metres of the Westboro rapid transit station;
- / The building is designed to respect the physical context of its surroundings, including through appropriate setbacks in the rear yard;
- / The proposal features unique architectural design, including a variety of building materials and articulation of the façades;
- / The development meets a significant number of Council-approved urban design guidelines, as summarized later in this Planning Rationale;
- / Through design, active entrances, and appropriate setbacks, the proposed building defines the street edge and generates animation along the public street;
- / The building contributes to the creation of a Traditional Mainstreet streetscape on the only property along this segment of Scott Street available for development of a building;
- / The proposed building height represents an appropriate building height transition along Scott Street, peaking at 1960 Scott Street and transitioning down eastward towards the development along West Village Private;
- / The proposal incorporates ground-oriented housing adjacent to the street;
- / The building materials and façade articulation are used strategically to break up the massing;
- / The design endeavours to facilitate a transition to adjacent low-rise development by means of a rear yard setback exceeding the zoning requirement, and a step back in the building at the 9th storey; and
- / As a result of its location in a Design Priority Area, the development proposal is subject to review by the Urban Design Review Panel (UDRP). Pre-application consultation is currently scheduled for September 7, 2017. Comments from the UDRP will be sought as part of the initial circulation process to ensure that the design-related policies of the Official Plan are achieved to the fullest extent possible.

The proposed development meets the policies of the Official Plan.

3.3 City of Ottawa Official Plan Amendment (OPA) 150

In 2013, the City of Ottawa reviewed its Official Plan, resulting in numerous changes to its land use policies. The Ministry of Municipal Affairs and Housing issued approval of 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.

The subject site retains its Traditional Mainstreet designation in OPA 150. The Traditional Mainstreet policies have been revised to include more specific height policies. Building heights up to a maximum of six storeys will generally be permitted in the Traditional Mainstreet designation, unless greater heights are identified in a Secondary Plan as per Policy 3.6.3.12. The policies that have historically allowed for greater building heights to be considered in circumstances such as proximity to transit have been removed in lieu of Secondary Planning. Intensification policies in Section 2.2.2 of the Official Plan have also been amended to include direction for the location of taller buildings. Intensification is targeted towards areas along rapid transit networks, in areas with a mix of uses.

Similar to the Traditional Mainstreet policies, Policy 12 of Section 2.2.2 states that Secondary Plans can identify locations for buildings in excess of the established heights in the Traditional Mainstreet designation. The Secondary Plan policies are reviewed in the following section of this Planning Rationale.

Policies under Section 2.5.1 have been revised, but only to allow development proponents to respond in creative ways to the Design Objectives. Responses provided in the Official Plan section above continue to apply.

Policies under Section 4.11 have also been revised and organized into seven categories, including:

Table 2: Evaluation of Proposed Development Using Revised Compatibility Criteria in Section 4.11 of OPA 150

Compatibility Criterion	Conformity
Views	<ul style="list-style-type: none"> / The unique architecture and form of the building will make a positive contribution to the Scott Street and Westboro area. / The proposed development is outside the Central Area and will have no impact on protected views.
Building Design	<ul style="list-style-type: none"> / The proposal incorporates a generous rear yard setback to ensure compatibility with surrounding development. / The building creates visual interest by incorporating a range of building materials and articulated façades. / The principal façade and entrances are oriented to Scott Street. / Includes windows on the building elevations that are visible from the public street.
Massing and Scale	<ul style="list-style-type: none"> / The proposed building height, massing, and scale is designed with sensitivity to the surrounding development, as well as transitioning from existing high-rise development to the west. / The majority of shadowing impacts will fall on Scott Street and the LRT to the north. / Incorporates ground-oriented housing adjacent to the street.
High-Rise Buildings	<ul style="list-style-type: none"> / Incorporates a stepback and indentation at the 7th storey to add visual interest and reduce the impacts of massing. / The subject property represents the only opportunity for development along this segment of Scott Street, and therefore will remain adequately separated from other towers.
Outdoor Amenity Areas	<ul style="list-style-type: none"> / Incorporates a generous rear yard setback to ensure an adequate separation distance to adjacent rear yard amenities.
Public Art	<ul style="list-style-type: none"> / No public art is proposed at this time.

Design Priority Areas	<ul style="list-style-type: none"> / The front building façade is designed to be parallel to the public street, creating a continuous street frontage along Scott Street. / The proposal includes active uses at grade, featuring transparent windows. / Proposes unique architectural treatments, including façade articulations. / Defines and encloses public streets.
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3.4 Richmond / Westboro Secondary Plan

The subject property is located in the Richmond Road / Westboro Secondary Plan area. The Secondary Plan envisions the area to have a wide mix of uses, including a range of housing types and choices. Intensification will occur primarily on appropriate sites on Richmond Road, Scott Street, and areas adjacent to existing Transitway stations. The Westboro Transitway Station area has the greatest potential for intensification and high-rise buildings with appropriate transition to their surroundings.

The subject property is located in Sector 7 (Scott Street and the Westboro Transitway Station Area), as illustrated on Figure 7 below. The policies for this Planning Area Sector state that Council will:

- / Encourage the evolution of Scott Street to a mixed use live / work environment, including ground floor employment / commercial uses, to take advantage of the proximity of the Westboro Transitway Station;
- / Ensure that new infill development is generally in the four- to six-storey range, and is compatible with and provides an appropriate transition to the adjacent low-rise residential community.

The Secondary Plan seeks to encourage infill and intensification in a respectable manner at a human scale that is compatible with the existing community on appropriate key potential development sites. New infill development will be compatible with and provides an appropriate transition to the adjacent low-rise community.

Within the Secondary Plan area, a range of heights are permitted, ranging from four to 10 or more storeys. The areas that permit heights of 10 storeys or more are located near the Westboro Transitway Station and further west along Richmond Road. Along Scott Street, building heights are envisioned to range from four to nine storeys.

Policy 1.3.3 states that redevelopment and infill are encouraged on Richmond Road and Scott Street Traditional Mainstreets in order to optimize the use of land through increased building height and density. Any proposal for infill or redevelopment will be evaluated in light of the objectives of the Secondary Plan.

The subject property is designated as “4-6 Storeys” on Schedule C of the Richmond Road / Westboro Secondary Plan, as shown in Figure 8 below.

The Secondary Plan policies listed above state that building heights over the specified maximum will be considered in any of the following circumstances:

- / Specific building heights are established in the zoning by-law based on the Richmond Road / Westboro Community Design Plan or other Council-approved study; or
- / The proposed building height conforms with prevailing building heights or provides a transition between existing buildings; or
- / The development fosters the creation of a community focus where the proposal is on a corner lot, or at a gateway location or at a location where there are opportunities to support transit at a transit stop or station; or

- / The development incorporates facilities, services or matters as set out in Section 5.2.1 of the Official Plan with respect to the authorization of increases in height and density that, in the opinion of the City, significantly advance the vision for Mainstreets; or
- / Where the application of the provisions of Section 2.5.1 and Section 4.11 of the Official Plan determine that additional height is appropriate.

The proposed development meets the general intent of the Richmond Road / Westboro Secondary Plan. The proposed height of 12 storeys (plus enclosed rooftop lounge) meets the general intent of Policy 1.3.3, as the proposed building height provides a transition between existing buildings. Specifically, the building contributes to an eastward transition down from the property at 320 McRae Avenue, the planned function of which permits a 24-storey building. In addition, at 300 metres from the Westboro light rail station, the development represents a strategic location to increase transit ridership.



Figure 7: Richmond Road / Westboro Secondary Plan Schedule A (Planning Area Sectors)

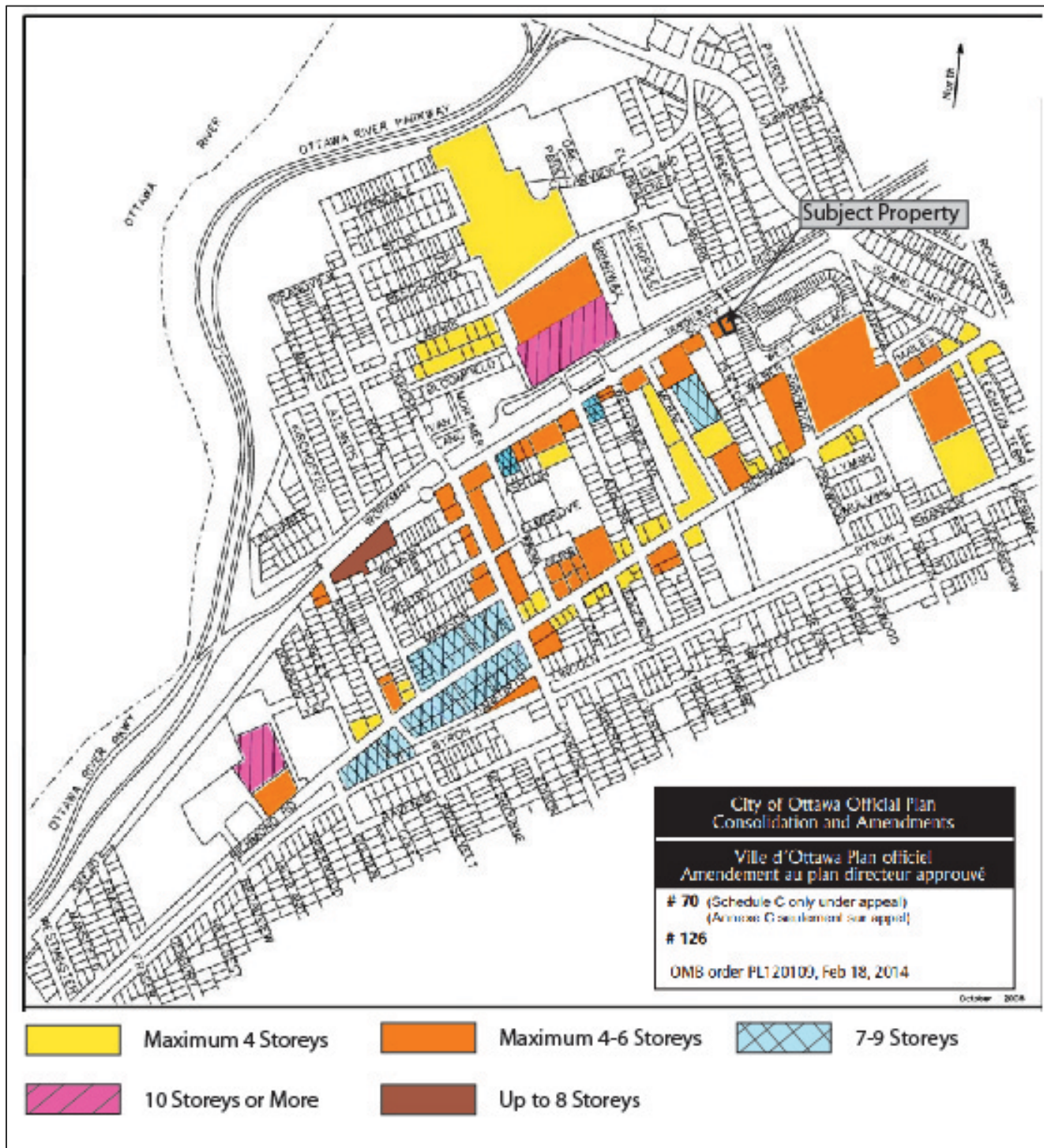


Figure 8: Richmond Road / Westboro Secondary Plan Schedule C

The proposed development meets the intent of the Richmond Road / Westboro Secondary Plan.

3.5 Urban Design Guidelines for Development Along Traditional Mainstreets

The Urban Design Guidelines for Development Along Traditional Mainstreets were approved by Council in 2006 to provide urban design guidance to assess, promote and achieve appropriate development along Traditional Mainstreets. These guidelines are to be applied throughout the City for all streets identified as a Traditional Mainstreet on Official Plan Schedule B (Urban Policy Plan).

The following urban design guidelines apply and are achieved through the proposed development:

- / Aligns a streetwall building with the existing built form to create a visually continuous streetscape.
- / Proposes a quality building that is rich in architectural detail.
- / Ensures sufficient light and privacy for residential properties to the rear by ensuring that the proposal is compatible and sensitive with adjacent uses with regard to maximizing light and minimizing overlook.
- / Uses clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent, and locate active pedestrian-oriented uses at grade.
- / Locates front doors to face the mainstreet and be directly accessible from the public sidewalk.
- / Locates surface parking in the rear yard.
- / Provides a reduced number of parking spaces to minimize surface parking and encourage transit use.

3.6 Urban Design Guidelines for High-Rise Housing

The Urban Design Guidelines for High-Rise Housing were approved by Council in October, 2009, and are intended to be used during the review of development proposals to promote and achieve appropriate high-rise development. These guidelines are to be applied wherever high-rise residential and mixed-use buildings are proposed.

The following urban design guidelines apply and are achieved through the proposed development:

- / Designed to integrate into the existing and planned context through massing, setbacks, transitions in building height, and through design qualities and character.
- / Maintains a building line along the street that is similar to neighbouring buildings.
- / Provides a direct link to public transit, sidewalks and streets.
- / Proposes a building that is distinctive in form and detail and created with extra richness and quality in architectural design, materials, detail, and colour.
- / Locates and orients building components to create a sense of transition between the building and existing, adjacent lower-profile areas, including appropriate setbacks and separating the building from adjacent areas with surface parking.
- / Ensures that the base of the building has direct street frontage.
- / Orients, sizes, and locates the building to minimize the extent or duration of the shadowing on adjacent sites, streets, and open spaces.
- / Designs the lower portion of the building to support human-scaled streetscapes, open spaces, and quality pedestrian environments.
- / Uses clear windows and doors to make the pedestrian level façade highly transparent and accessible.
- / Locates active uses along the street façade to enhance the building's relationship to the public realm.
- / Ensures that the pedestrian entrance is at-grade and directly accessible, clear, prominent, recessed, and directly linked to the sidewalk.
- / Ensures that the building has an architecturally-detailed façade, with no blank or featureless sides.
- / Designs the middle segment of the building to break up the overall bulk.
- / Designs the high-rise building with compact floor plates to maximize views, light, and ventilation for interior spaces to facilitate breezes and light reaching outdoor spaces, to create narrow shadows that track quickly across the ground, and to allow opportunities for sky views.
- / In addition to the sidewalk area, provides a curbside boulevard for soft landscaping.

- / Provide opportunities for views from apartments to the streets, open spaces, and parking area below for visual surveillance and neighbourliness.
- / Provides a setback of landscaping with trees, shrubs, walls and fences where residential units are at grade to define the pedestrian space, provide a sense of privacy for residents, and enhance the character of the street.
- / Integrates usable private outdoor amenity space, such as balconies, into the architecture of the building.
- / Ensures that the public sidewalk is continuous across private vehicle access and egress points and that vehicles do not interfere with pedestrian priority.
- / Locates parking and service areas within the building or in the interior of the site.
- / May provide convenient spaces for carpooling and for vehicle-share programs.

3.7 Urban Design Guidelines for Transit-Oriented Development

The Urban Design Guidelines for Transit-Oriented Development were approved by Council in January 2009 and are intended to be used for development near transit stations.

The following design guidelines for transit-oriented development apply and are being achieved through the proposed development:

- / Provides a transit-supportive land use within a 600-metre walking distance of a rapid transit station.
- / Contributes to a range of housing types within the community.
- / Locates the proposed building along the front of the street to encourage ease of walking between the building and to public transit.
- / Locates a high-density residential use close to the transit station.
- / Creates transition in scale between higher-intensity development around the transit station and adjacent lower-intensity communities by stepping down building heights and densities from the transit station.
- / Creates a highly-visible building through distinctive design features that can be easily identified and located.
- / The proposed building is set back a distance from the front property line that is intended to define the street edge and provide space for landscaping.
- / Provides architectural variety on the lower storeys of buildings to provide visual interest to pedestrians.
- / Proposes a reduced number of parking spaces to minimize surface parking and encourage transit use.
- / Locates parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building.
- / May provides preferential parking spaces for car sharing.

3.8 City of Ottawa Comprehensive Zoning By-law 2008-250

The subject property is zoned Residential Fifth Density Subzone B, Exception 1195, Maximum Height 18 metres (R5B [1195] H[18]). Mid- to high-rise apartment dwellings are permitted in the R5B Zone. The intent of the R5 Zone is to, among others:

- / Allow a wide mix of residential building forms ranging from detached to mid-high rise apartment dwellings in areas designated as General Urban Area, Mixed Use Centre or Central Area in the Official Plan;
- / Allow a number of other residential uses to provide additional housing choices within the fifth density residential areas;
- / Permit ancillary uses to the principal residential use to allow residents to work at home and to accommodate convenience retail and service uses of limited size; and
- / Regulate development in a manner that is compatible with existing land use patterns so that the mixed building form, residential character of a neighbourhood is maintained or enhanced.

The property is located within the Mature Neighbourhoods Overlay. As the Overlay is intended to regulate the character of low-rise residential development, the provisions of the Overlay do not apply to applications for high-rise development.

The prevailing R5 zoning on the property is generally misaligned with the Traditional Mainstreet Official Plan designation. As indicated in the list of “Purpose” points above, the R5 zone is intended for the General Urban Area, Mixed Use Centre or Central Area policy designations. Indeed, Traditional Mainstreet (TM) zoning is applied to several properties along Scott Street west of the subject property. Although the proposed development is well-aligned with the Traditional Mainstreet designation policies and design guidelines, the misalignment of the zoning results in the need to seek relief for several performance standards.

Table 1 below evaluates the proposed development against the applicable zoning provisions.

Table 3: Zoning Evaluation

Zoning Mechanism	Required	Proposed	Compliance
Lot Area	675 m ²	665 m ² *	✗
Lot Width	22.5 m	22 m	✗
Minimum Front Yard Setback	6 m**	0.5 m	✗

Zoning Mechanism		Required	Proposed	Compliance
Minimum Interior Side Yard Setback	Abutting an R3 Zone (east)	7.5 m	0.87 m	✗
	Within 21 m from front lot line (west)	1.5 m	0.9 m	✗
	Beyond 21 m from front lot line (west)	6 m	N / A	✓
Minimum Rear Yard Setback	25% of lot depth (7.55 m), to a maximum of 7.5 m	7.5 m	9.1 m	✓
Maximum Building Height		18 m	39.3 m	✗
Minimum Required Resident Parking		None for first 12 units 0.5 per unit after 12 units (56-12 = 44 44 x 0.5 = 22 spaces)	9	✗
Minimum Required Visitor Parking		None for the first 12 units 0.1 per unit after 12 units (56-12 = 44 44 x 0.1 = 4 spaces)	4	✓
Minimum Parking Space Dimensions		2.6 m x 5.2 m	Ten spaces meet these provisions Three spaces are narrower, with a width of 2.4 metres.	✗
Maximum Driveway Width		3.6 m	3 m	✓
Minimum Drive Aisle Width		6.7 m	6.0 m	✗
Maximum Number of Parking Spaces Reserved for Car Sharing		3 spaces	1 space contemplated	✓
Minimum Number of Bicycle Parking Spaces		0.5 spaces per dwelling unit (0.5 x 56 = 28)	32	✓
Minimum Required Private Amenity Area		6 m ² per unit (56 units x 6 m ² = 336 m ²)	363.5 m ²	✓

Zoning Mechanism	Required	Proposed	Compliance
Minimum Required Communal Amenity Area	50% of total amenity area required (336 m ² x 50% = 168 m ²)	169.5 m ²	✓
Percentage of Lot Area for Landscaping	30%	3%	✗

*Lot area appears to be slightly deficient as a result of a previous road widening.

**Front yard setback is established in Exception 1195

3.9 Relief Required

As summarized in Table 1, relief is required for the following zoning provisions to permit the proposed development:

- / **A reduced minimum lot area of 665 square metres, whereas Table 164A of the Zoning By-law requires a minimum lot area of 675 square metres.**

The subject property is a total of 10 square metres smaller than the minimum requirement for a high-rise apartment dwelling, representing a minor deviation from the minimum requirement.

The requested reduction in lot area results from the recent widening of the Scott Street right-of-way, which reduced the overall lot area by approximately 23 square metres. It is also noteworthy that the Traditional Mainstreet zone, which is more reflective of the Official Plan policy designation, does not have a minimum lot area requirement.

The proposal is functional and features reasonable setbacks for the context, and does not require additional land area to achieve appropriate development.

- / **A reduced minimum lot width of 22 metres, whereas Table 164A of the Zoning By-law requires a minimum lot width of 22.5 metres.**

The existing lot width on the subject property is a total of 0.5 metres shorter than the minimum requirement for a high-rise building, representing a minor deviation from the minimum requirement. The proposed lot width is further reduced as a result of the zoning definition for lot frontage, which requires that measurements be taken at the required front yard setback line, which is slightly narrower than the width at the street where lot width is generally experienced.

The proposal proposes a reasonable interior side yard setback on the west and east sides, substantially meeting the west side setback requirement. Consequently, the additional lot width is not necessary to achieve appropriate development for the property.

Similar to the lot area provision, the more applicable Traditional Mainstreet (TM) zone does not feature a minimum lot width requirement.

- / **A reduced minimum front yard setback of 0.5 metres, whereas Exception 1195 of the Zoning By-law requires a minimum front yard setback of 6 metres.**

The proposal features a minimum front yard setback of 0.5 metres from the property line, after the property line was adjusted to accommodate a road widening along Scott Street. The new property line is approximately 5.5 metres from the sidewalk, effectively achieving the 6-metre setback when combined.

Furthermore, the Traditional Mainstreet designation envisions a close interaction of buildings with the streetscape to achieve a more active pedestrian realm, and deeper setbacks negate the intent of the policy direction. Specifically, the TM zone, which implements the policies of the Traditional Mainstreet designation and applies to other properties along Scott Street, requires a 2-metre maximum front yard setback, typically resulting in a 2- to 2.5-metre setback from the sidewalk edge. Additionally, the reduced front yard setback allows the building to be pushed forward, creating a larger rear yard setback to reduce impacts on neighbouring dwellings to the south. The building is also strategically designed with a stepback above the 7th storey, further reducing visual impacts on the streetscape and at sidewalk level.

- / **A reduced minimum interior side yard setback of 1.5 metres where abutting an R1, R2, R3, or R4 Zone, whereas Footnote 4 of Table 164A of the Zoning By-law requires a minimum interior side yard setback of 7.5 metres where abutting an R1, R2, R3, or R4 Zone.**

-and-

- / **A reduced minimum interior side yard setback of 0.9 metres within 21 metres of the front lot line, whereas Footnote 4 of Table 164A of the Zoning By-law requires a minimum interior side yard setback of 1.5 metres within 21 metres of the front lot line.**

The abutting lot east of the subject property is zoned R3N [499], but is developed with landscaping. Given the limited size and configuration of the lot, and the condominium ownership, residential development is unlikely to occur. As one of the primary intents of the interior side yard setback requirement is to reduce impacts on adjacent residential development, the reduced setback is appropriate.

Additionally, a wider building contributes to achieving the intent of the Traditional Mainstreet policy designation to create a continuous street frontage. Creating this condition is particularly important at this location where development of the aforementioned lot to the east and the hydro transformer station to the west are unlikely to occur. If the Traditional Mainstreet (TM) zone applied to the subject property, the minimum interior side yard setback would be 1.2 metres.

The vast majority of the west side of the building is set back 1.5 metres from the interior side lot line, meeting the applicable zoning requirement. A small portion of the front portion of the building above the ground floor extends within 0.9 metres of the side lot line, cantilevered over the access driveway to the parking lot.

As the adjacent lot to the west is developed with a hydro substation, the reduced side yard setback on the west side will not create undue adverse impacts.

- / **An increased maximum building height of 39.3 metres, whereas the prevailing zoning on the property applies an 18-metre maximum building height limit.**

The proposed building height is designed to achieve a transition along Scott Street, with building heights gradually increasing westward towards the 24 storeys proposed at 1960 Scott Street. The majority of shadows from the building will be cast northward onto Scott Street and adjacent corridors, and the slender building design ensures that shadows track quickly across surrounding areas.

The Official Plan policies support high-rise buildings in the Traditional Mainstreet designation in areas characterized by high-rise buildings on properties fronting onto arterial roads, in areas within 600 metres of rapid transit stations, and in areas where a built form transition is appropriate.

The additional building height adds density in proximity to the Westboro rapid transit station, increasing ridership and encouraging alternative modes of transportation in the community. Simultaneously, the building is sensitively designed to respect the established residential area to the south. Specifically, the relatively small footprint of the building, the generous rear yard setback, and the siting on the lot mitigates impacts on adjacent residential uses.

The subject property represents the only opportunity for intensification along Scott Street in the subject block, given the existing utility building to the west and the landscaped lot to the east. Similarly, the lot represents the easternmost property available for significant density to support the Westboro rapid transit station.

The increased height of the building also presents an opportunity for the creation of an architecturally distinct building in the community, marking the easternmost edge of the Scott Street Traditional Mainstreet. The articulated architecture of the building is intended to create a unique presence on the streetscape, differentiating this segment of Scott Street from the lack of development to the east.

/ **Permission for a total of 13 parking spaces for the development, whereas Tables 101 and 102 of the Zoning By-law require 22 resident parking spaces and 4 visitor parking spaces.**

A total of 13 parking spaces are proposed for the development in the rear yard, which may include a space reserved for car-sharing services. The proposed parking rate is appropriate for the context, given the proximity of the subject property to the Westboro rapid transit station. The reduced parking facilities will encourage alternative forms of transportation, which may also encourage residents to patronize Richmond Road businesses and other area shops and services to meet daily needs. The development includes the required supply of visitor parking, with a total of 4 spaces.

The parking reduction is partially inspired by a recent Surface Developments project on Hamilton Avenue North near Parkdale Market, in which no parking was provided. Despite the absence of parking, all units in the development sold within one day, indicating a strong and growing market for housing without parking facilities. In place of conventional vehicular parking, the building reserves one parking space for car-sharing, providing an alternative transportation resource for building and area residents. Additionally, a generous supply of bicycle parking is proposed, including in the basement and outdoors at street level. The basement will feature bicycle storage lockers and bicycle maintenance facilities, providing further incentive for residents to use bicycles for daily transportation needs.

Ultimately, the community benefits from the reduced parking rate, as fewer vehicles will circulate to and from the site and traffic on adjacent local streets will be reduced.

/ **A reduction in minimum parking space width of 2.4 metres for up to three parking spaces, whereas Section 106 (1)(a) of the Zoning By-law requires a minimum width of 2.6 metres.**

Three parking spaces in the rear yard parking area are proposed to have a width of 2.4 metres, despite the zoning requirement for a width of 2.6 metres. This reduced parking space width is generally permitted in larger parking lots, or in apartment buildings with fewer than 20 dwelling units. These particular parking spaces are reserved for residents of the building, who will be aware of the reduced width of the parking space.

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- / **A reduction in the minimum required drive aisle width to 6.0 metres, whereas Table 107 of the Zoning By-law requires that drive aisles for parking spaces at a 90-degree angle be 6.7 metres in width.**

The proposed surface parking lot includes a drive aisle measuring 6.0 metres, which is 0.7 metres short of the 6.7-metre zoning requirement. This difference in width represents a minor reduction, which will not result in undue functional or safety issues. The Zoning By-law permits drive aisles with a width of 6.0 metres in parking garages, which has a nearly identical form and function to the proposal.

- / **A reduction in the minimum percentage of lot area used for landscaping to 3%, whereas Section 163(9) of the Zoning By-law requires that a minimum 30% of lot area be used for landscaping.**

The normal intent of the landscaped area zoning provision is to allow for infiltration of rain water and surface runoff, to reduce the heat island effect by reducing hard surfaces, and to provide the visual benefits of landscaping features. The proposed development features at-grade landscaping on approximately 3% of the property.

It is important to refer to the Traditional Mainstreet (TM) zoning that would normally apply to properties at such locations. The TM zone does not include a minimum landscaping percentage, as a recognition that such sites are more urban in nature, and to meet such a requirement would preclude the ability to fulfill other intensification objectives.

While the provision exclusively measures at-grade landscaping, the intent of the provision can be achieved in other areas of a development. To this end, the proposal includes landscaping elements on the roof, including approximately 81 square metres of soft landscaping elements. Together with the at-grade landscaping, the total area of soft, permeable surfaces totals approximately 15% of the lot area, achieving 50% of what is intended by the zoning requirement on the property.

In addition, a significant area within the public right-of-way adjacent to the subject property is proposed to contain soft landscaping. The area of proposed soft landscaping in the right-of-way is 51 square metres, representing additional permeable surface.

4.1 Site Servicing Study

Kollaard Associates prepared a Site Servicing Report for the proposed development in August, 2017. The report assesses water, sanitary, and stormwater servicing capacity for the proposed building. The report concludes:

- / Stormwater management for the proposed development will be achieved by restricting the 100-year post-development flow to the 5-year pre-development flow, resulting in a reduction in the post-development runoff rate.
- / An existing sanitary sewer will be extended along Scott Street to service the proposed development, which will provide adequate capacity to accommodate the increase in peak flow.
- / The existing municipal watermain along Scott Street will have adequate capacity to service the proposed development for both domestic and fire protection.

4.2 Geotechnical Study

Kollaard Associates prepared a Geotechnical Investigation for the subject property in August, 2017. The report provides a description of the subsurface conditions, as determined through an analysis of borehole data. The report concludes that the subsurface conditions are generally suitable for the support of the proposed residential building.

4.3 Transportation Impact Study

Parsons prepared a Transportation Impact Assessment (TIA) in August 2017. The Assessment reviews the existing and planned transportation conditions around the subject property, including the area road network, the pedestrian / cycling network, and the transit network. In particular, the report assesses the operation of the existing intersection of Scott Street, Lanark Avenue, and West Village Private. The report also accounts for the anticipated transportation impacts from proposed developments in the area.

The TIA concludes that the proposed development is acceptable in the context of the surrounding transportation infrastructure.

4.4 Noise / Vibration Study

A Transportation Noise & Vibration Assessment was prepared by Gradient Wind Engineering Inc. in August, 2017. The report assesses the proposed residential units as noise receptors in proximity to the Scott Street arterial road and the proposed Light Rail Transit (LRT) line.

As noise levels will range between 42 and 69 dBA, particularly along the north façade, upgraded Sound Transmission Class (STC) ratings are required for building components where noise levels exceed 65 dBA. Central air conditioning, or a similar mechanical system, will be required, as well as a Warning Clause on all Lease, Purchase and Sale Agreements.

Noise levels on the 7th storey terrace may be reduced with a noise barrier, but a barrier at heights greater than 1.8 metres would compromise the architectural and functional integrity of the space.

The estimated vibration levels generated from operation of the LRT do not exceed the maximum limit. As vibration levels are acceptable, correspondingly regenerated noise levels are also expected to be acceptable.

4.5 Wind Analysis

Gradient Wind Engineering Inc. prepared a Computer-Based Pedestrian Level Wind Study for the subject property in August 2017. Based on the test results, interpretation, and experience with similar developments, the study concludes that all grade level areas within and surrounding the development site will be acceptable for the intended pedestrian uses on a seasonal basis. More specifically, surrounding sidewalks, walkways, building access points, and parking areas will experience acceptable wind conditions throughout the year.

The study recommends a 1.8-metre-tall solid wind barrier to be installed along the 7th-storey amenity terrace to ensure acceptable conditions for sitting during warmer months.

4.6 Phase 1 Environmental Site Assessment

Kollaard Associates prepared a Phase I Environmental Site Assessment (ESA) for the subject property in August 2015. The study investigated, through a review of current and historical information and observations of site conditions during a site reconnaissance visit, the existence of any significant, actual or potential environmental liabilities associated with the property.

The study finds that there is potential for the presence of metals, volatile organic compounds and hydrocarbon contamination from the former buildings and parking lot use on the site. Additionally, the study identifies two off-site potential sources of contamination.

The Phase I ESA concludes that a Phase II ESA is required.

5.0 CONCLUSIONS

It is our professional opinion that the proposed Minor Zoning By-law Amendment and Site Plan Control 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 and in an intensification target area, and 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 Scott Street, as well as ensuring a built form transition along the street. 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 several of the applicable requirements in Comprehensive Zoning By-law 2008-250. The requested amendments are appropriate and will not create undue negative impacts on the community or surrounding properties.

Additionally, the applicable zoning on the subject property is generally misaligned with the Official Plan policy designation. If the Traditional Mainstreet zone applied to the property, the extent of requested relief from zoning provisions would be significantly reduced.

Supporting studies confirm that the proposal is functional and appropriate.

Sincerely,



Jaime Posen, MCIP RPP
Planner



Brian Casagrande, MCIP RPP
Director, Planning + Development