



## **PLANNING RATIONALE**

**Proposal:**

Zoning By-law Amendment to Permit a Residential Infill Development

**Location:**

316, 320, 324, 328 & 332 Clifton Road

**Prepared for:**

Clifton Property Development Inc.  
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**September 22, 2020**

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## 1. OVERVIEW

Stantec has been retained by Clifton Property Development Inc. (the development partnership company described as the “owner”) as the planning consultant and authorized agent for the purpose of preparing a planning rationale report in support of a proposed zoning by-law amendment required to permit a residential infill development (the “proposal”).

The proposal is for the lands known municipally as 316, 320, 324, 328 & 332 Clifton Road (the “site”), which represent a row of rectangular shaped lots consisting of single detached homes along the west side of Clifton Road. These lands are owned by separate entities that are partnered for the proposed development, with the intent for the parcels to be legally merged following required planning approvals. The intent is for the site to be developed with 29 low-rise townhouse and stacked dwellings and an internal private way, that together, will function as a planned unit development. The owner’s intent is for the dwellings to be freehold ownership as part of a condominium, and for the proposed internal roadway to be a common element.



*FIGURE 1. ARCHITECTURAL RENDERING OF THE PROPOSAL (HOBIN ARCHITECTURE)*

The proposal requires three Planning Act approvals from the City of Ottawa, which include a zoning by-law amendment (ZBA), site plan approval (SPA), and plan of condominium. The intent is to apply for the ZBA first, and to submit for SPA once circulation comments have been received on the former application. The owner’s intent is to have the rezoning and site plan approvals in place before the end of 2020 to allow for the plan of condominium and construction to follow in early 2021.



This report represents the required planning rationale to be submitted as part of the ZBA application, with an addendum to be provided for the eventual site plan control application. As demonstrated throughout this report, it is our professional opinion that the proposal conforms and complies to the general intent of applicable planning policy and regulations, represents good land use planning in the public interest, and that the requested amendment is therefore recommended for approval.

## 2. CONTEXTUAL ANALYSIS

### 2.1 SURROUNDING CONTEXT

The site is located within Ward 15 – Kitchissippi, which is within the City’s Urban Policy Area, and is considered part of the Westboro neighbourhood. More specifically, the site is located in the block bound by Scott Street to the north, Richmond Road to the south, McRae Avenue to the west, and Clifton Road to the east.

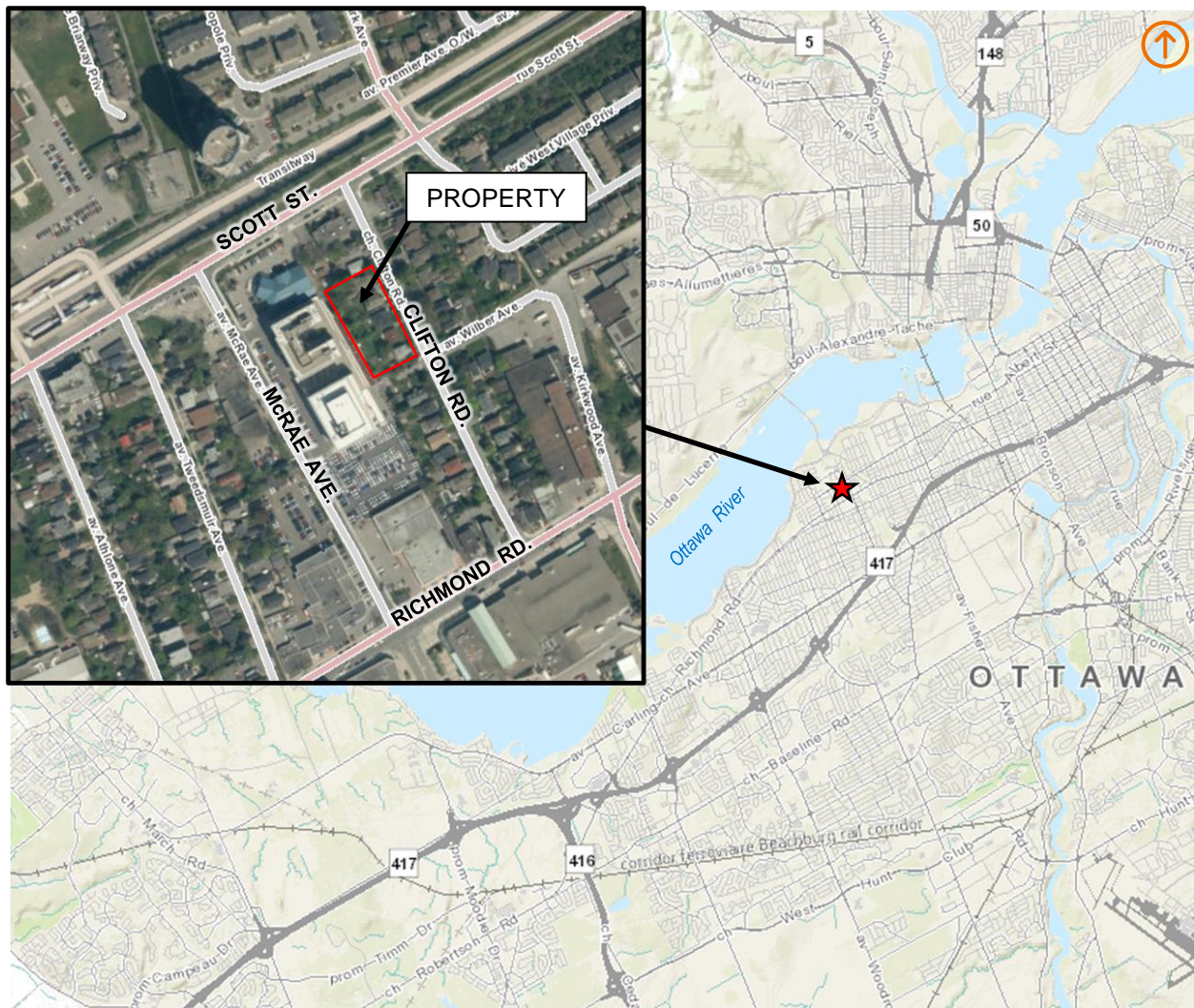


FIGURE 2. LOCATION PLAN (GEOOTTAWA)



This area of the City is characterized by a wide-ranging mix of land uses and densities, as well as built-form vintage and architectural expression. The newer development within this area and along nearby mainstreets tends to be of mid to high-rise built-form, a reflection of the prevailing policy framework which encourages greater height and density near transit stations and along mixed-use corridors. The below figures and descriptions summarize the surrounding context.



FIGURE 3. SURROUNDING CONTEXT (GOOGLE MAPS)

**NORTH** North of the site are three parcels (314 McRae, 312 McRae, 1950 Scott) that are proposed for redevelopment that would replace the existing low-rise buildings with a 68.2 metre (approx. 22-storey) residential high-rise building. Immediately north of these parcels is a stretch of Scott Street – an arterial road with an approximately 20 metre right-of-way (ROW) – that consists of bi-directional traffic lanes, cycle lanes, and streetside parking. On the north side of Scott Street is the OC Transpo Transitway (to be converted to LRT) followed by low and high-rise residential buildings, as well as office and institutional uses.

**EAST** East of the site is Clifton Road, which has an approximately 20 metre ROW and is a bi-directional local road that provides a north-south connection between Scott Street and Richmond Road. Fronting the east side of Clifton Road are low-rise residential dwellings that back onto a condominium of townhomes, semis, and private roads.



**SOUTH** South of the site is the westerly terminus of Wilber Avenue, a bi-directional local road with a ROW of approximately 20 metres. Beyond Wilbur Avenue are several single detached dwellings ranging from one to three storeys in height.

**WEST** West of the property is the rear of the Westboro Connection development which is an 8-storey mixed-use building consisting of two towers connected by a podium. Abutting this development to the north is a high-rise residential tower of 25 storeys.

## 2.2 SITE CONTEXT

As noted previously, the site consists of five lots that have historically contained single detached dwellings. Together, these lots form a large rectangular property framed by Clifton Avenue to the east, Wilber Avenue to the south, a mixed-used development to the west, and a proposed residential high-rise development to the north.



FIGURE 4. SITE CONTEXT (GEOOTTAWA)

The below site statistics and figures provide additional site context:

- Site Area** ± 2,949 m<sup>2</sup> (0.29 ha / 0.72 ac)
- Frontage** 74.18 metres on Clifton Road (Local Road)  
37.11 metres on Wilber Avenue (Local Road)
- Legal Des.** LOTS 18, 19, 20, 21, 22 & 23 REGISTERED PLAN 369 CITY OF OTTAWA





FIGURE 5. SITE & SURROUNDING CONTEXT (GOOGLE MAPS)



FACING NORTHWEST ALONG CLIFTON & WILBER



FACING WEST ALONG CLIFTON



FACING SOUTH ALONG CLIFTON



FIGURE 6. GOOGLE STREETVIEW PERSPECTIVES OF THE SITE

### 3. PROPOSED DEVELOPMENT

The proposal is for a low-rise residential development consisting of 29 residential dwelling units and an internal private way. Of the 29 proposed units, 17 will be townhouse dwellings (Blocks 1-2 and 6) and 12 will be stacked dwellings (Blocks 3-5). Each dwelling will include an attached garage with vehicle access provided by an internal private way ranging in width from 4.5 to 6 metres. The proposed building heights are three-storeys with the third storey stepped back for units facing public ROW. The proposal is considered a planned unit development (PUD), which is an appropriate approach for achieving the intended land use, density, and site configuration and functionality.

A similar proposal was first introduced to City staff in 2019 by a previous owner. Since then, the site has changed ownership and the feedback from City staff has been considered through plan revisions that were presented in a follow-up pre-application consultation in June 2020. As confirmed through this process, the proposal will require a major zoning by-law amendment and site plan approval. The rezoning is for the purpose of permitting PUD, Townhouse Dwelling, and Stacked Dwelling as land uses and for permitting proposal-specific performance standards.

Figure 8 provides an excerpt of the concept site plan prepared for the rezoning, whereas Table 1 provides a summary of the conceptual development statistics. The concept site plan illustrates site configuration and circulation, which consists of six residential blocks of varying size, an internal private way providing a one-way looped connection to Clifton Road, and pedestrian access provided to dwellings via front and side yard pathways and through private garages.

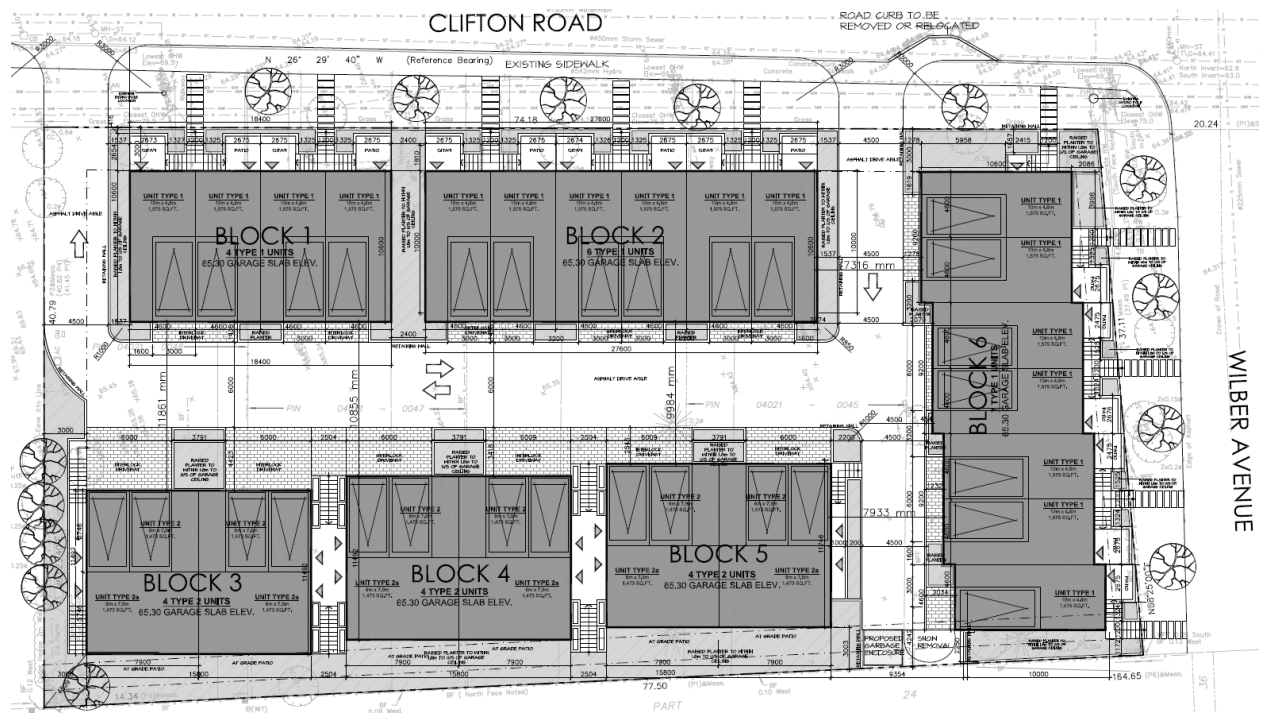


FIGURE 7. EXCERPT OF CONCEPT SITE PLAN (HOBIN ARCHITECTURE)



TABLE 1. CONCEPTUAL DEVELOPMENT STATISTICS

USE	BLOCK NO.	UNIT TYPE	UNITS	BUILDING BLOCK FOOTPRINT (approximate)	PARKING (detailed analysis provided in Sec. 6)	
					Resident	Visitor
Stacked Dwellings as part of a Planning Unit Development	3	2 & 2a	4	181.54 m <sup>2</sup>	4	0
	4	2 & 2a	4	181.54 m <sup>2</sup>	4	
	5	2 & 2a	4	181.54 m <sup>2</sup>	4	
Townhouse Dwellings as part of a Planned Unit Development	1	1	4	184 m <sup>2</sup>	4	
	2	1	6	276 m <sup>2</sup>	6	
	6	1	7	322 m <sup>2</sup>	7	
<b>TOTAL</b>	<b>6</b>	<b>3</b>	<b>29</b>	<b>1,326.62 m<sup>2</sup></b>	<b>29</b>	<b>0</b>

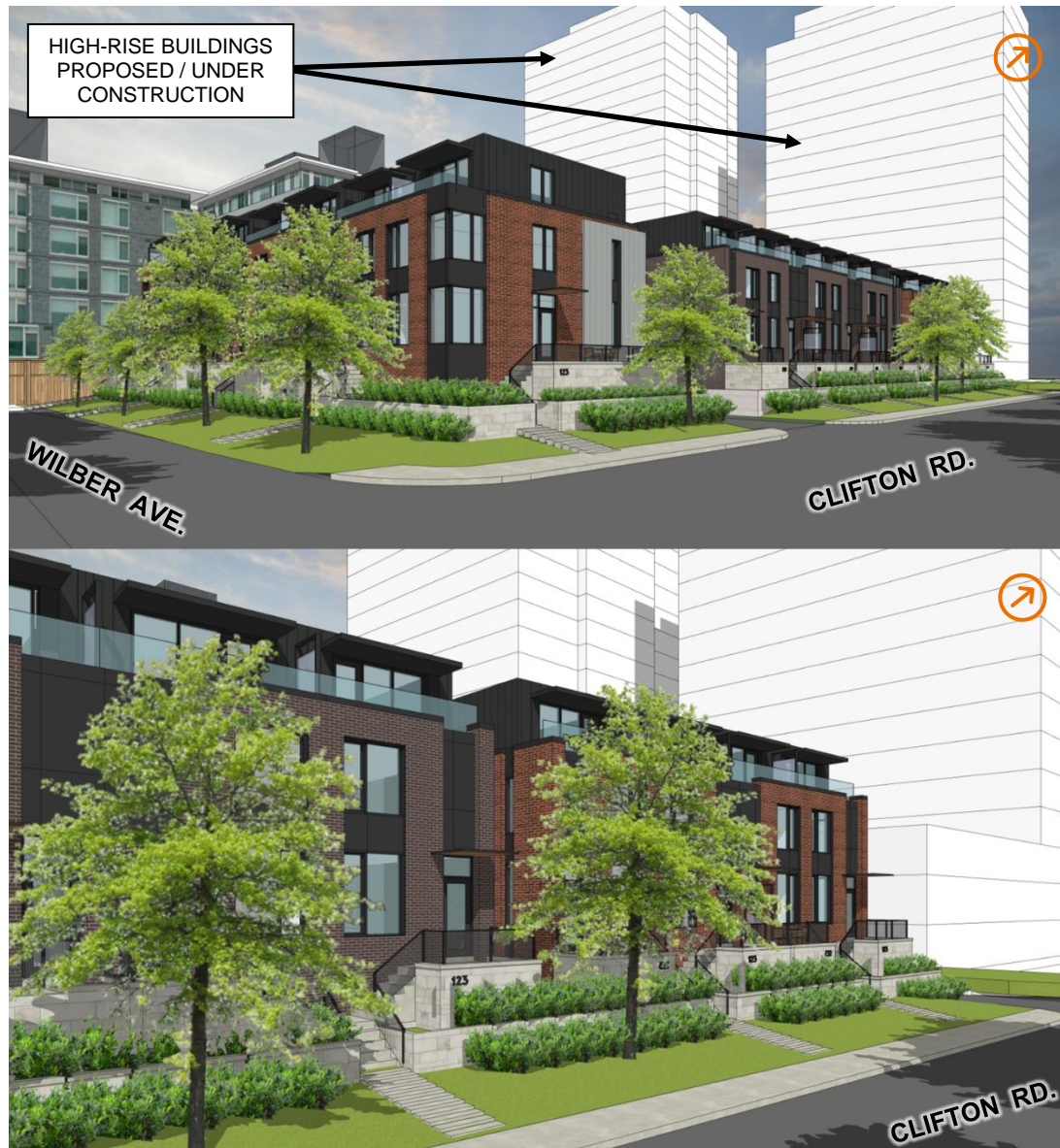


FIGURE 8. CONCEPTUAL ARCHITECTURAL RENDERINGS (HOBIN ARCHITECTURE)



FIGURE 9. CONCEPTUAL ARCHITECTURAL RENDERINGS (HOBIN ARCHITECTURE)



## 4. POLICY REVIEW AND JUSTIFICATION

### 4.1 PROVINCIAL POLICY STATEMENT 2020

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

The PPS was recently updated with the 2020 version coming into full force and effect on May 1, 2020. The updated PPS contains new and amended policies intended to address the following goals:

- encourage an increase in the mix and supply of housing
- protect the environment and public safety
- reduce barriers and costs for development and provide greater certainty
- support rural, northern and Indigenous communities
- support the economy and job creation

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

#### **SECTION 1.0 Building Strong Healthy Communities**

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

**Section 1.1.3.2** of the PPS notes that land use patterns within settlement areas shall be based on densities and a mix of land uses which efficiently use land and resources (i.e., intensification and redevelopment that is transit-supportive and utilizes existing infrastructure).

**Section 1.1.3.3** of the PPS states that Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

**Section 1.1.3.4** of the PPS states appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

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

**Section 1.4.3** of the PPS states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- permitting and facilitating all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
- requiring transit-supportive development and prioritizing intensification [...];
- establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

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

**Section 1.6.7.4** states that a land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

**Section 1.7.1** of the PPS states that long-term economic prosperity should be supported by encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce.

As detailed below, the proposed residential development is consistent with and supportive of the above policy statements of Section 1.0:

- provides a compact and serviceable form of residential intensification that utilizes land intended for housing





- appropriately locates residential density in proximity to transit services and infrastructure (i.e., Westboro Transit Station, cycling routes, multi-use pathways, etc.) to support transit ridership and encourage healthy and efficient modes of transportation
- supports the viability of surrounding commercial and employment uses by providing medium density housing with a range of unit sizes intended to attract a varied consumer base;
- provides a sympathetic and compatible renewal of assembled land in a manner considerate of established and evolving neighbourhood character;
- allows for appropriate transition of use, density, and built-form from the newer development to the north and west to the older development to the south and east

## **SECTION 2.0 Wise Use and Management of Resources**

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

The proposal is not anticipated to result in any adverse impact to resources noted in Section 2.0 of the PPS as the subject site does not contain any of the noted resources.

## **SECTION 3.0 Protecting Public Health and Safety**

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

The proposal is not anticipated to result in any unacceptable risk to public health and safety. The proposal will introduce a desirable residential development to the site, which among other benefits, will contribute to housing stability, economic vitality, and the efficient use of land and public infrastructure. For these reasons, and the ones noted in the above review, the proposal is consistent with the policies of the PPS 2020.

## **4.2 OFFICIAL PLAN**

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

The City is currently in the process of preparing a new Official Plan, with implementation targeted for late 2021. One of the main objectives of the new Official Plan will be to introduce policy that provides greater support for appropriately scaled intensification, including medium density



housing, within established neighbourhoods. The following policy review demonstrates how the proposed development conforms to the general intent and purpose of the in-force Official Plan.

#### 4.2.1 Section 3: Designation and Land Use

The subject site is designated General Urban Area on Schedule B of the Official Plan (see Figure 10), and this designation permits a wide range of uses and densities, including the proposed residential development.

Section 3.6.2 of the Official Plan provides policy direction for the General Urban Area, and includes the below description for lands subject to this designation:

*“The General Urban Area designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. This will facilitate the development of complete and sustainable communities.”*



FIGURE 10. EXCERPT OF SCHEDULE B OF THE OFFICIAL PLAN

The below policies from Section 3.6.1 are particularly relevant to the proposal, as they speak to the intent for General Urban Area developments to support the City’s objectives for appropriate



forms of residential intensification. These policies are further detailed in Sections 2.5.1 and 4.11 of the Official Plan, which speak to the design quality and compatibility of new development.

*“Policies*

1. *General Urban Area areas are designated on Schedule B. The General Urban Area designation permits many types and densities of housing [...].*
2. *The evaluation of development applications, studies, other plans and public works undertaken by the City in the General Urban Area will be in accordance with Section 2.5.1 and Section 4.11.*
3. *Building height in the General Urban Area will continue to be predominantly Low-Rise. Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area. [...]*
5. *The City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. The predominant form of development and intensification will be semi-detached and other ground-oriented multiple unit housing. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:*
  - a. *Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces;*
  - b. *Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area;”*

The proposal conforms to the applicable General Urban Area policies of Section 3.6.1 of the Official Plan. The proposal is characterized as a medium density low-rise development, which will be bound on all sides by public ROW and mid to high-rise development. This form of residential infill will provide modest intensification that appropriately transitions land use and built-form from the adjacent mixed-use and high-rise buildings along Scott Street and McRae Avenue to the low-rise residential interior of the neighbourhood.

#### **4.2.2 Section 2.2: Managing Growth**

Section 2.2. of the Official Plan contains policies relating to the management of growth within the City. Specifically, this section states the following with respect to the general objective for lands designated General Urban Area.

*“Lands designated General Urban Area will continue to mature and evolve through intensification and infill but at a scale contingent on proximity to major roads and transit, and the area’s planned function. Consideration of the character in the surrounding community is a factor in determining compatibility within a community.”*

The following policies of Subsection 2.2.2 speak to intensification within the General Urban Area.

*“Policies: Intensification and Building Height*

10. *Intensification may occur in a variety of built forms from low-rise to high-rise provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. [...] Low-rise intensification will be the predominant form of intensification in the General Urban Area.*
11. *The distribution of appropriate building heights will be determined by:*
  - a. *The location in a Target Area for Intensification identified in policy 4 above or by proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights being located closest to the station or corridor; and*
  - b. *The Design and Compatibility of the development with the surrounding existing context and planned function, as detailed in Section 4.11, with buildings clustered with other buildings of similar height*

*Policies: Intensification Outside of Target Areas*

22. *The City also supports compatible intensification within the urban boundary, including areas designated General Urban Area. The City will promote opportunities for intensification in areas determined by the policies in Section 3.6.1. [...]*

The proposal conforms to the applicable growth management policies of Section 2.2, as it consists of a residential infill development that achieves an appropriate density and built-form within the General Urban Area. The proposal utilizes assembled residential land to provide transition between the mixed-use and high-rise buildings to the north and west and the low-rise residential interior of the neighbourhood to the south and east.

This modest increase in density will be located in proximity to the Westboro Station and other complementary land uses and features that are transit-oriented. In light of this context, the development will support the City’s current and future objectives to accommodate inner-City growth in a form that bridges the gap between low-rise established neighbourhood character and new mid and high rise development along mainstreet corridors such as Scott Street, and in proximity to transit station nodes, such as Westboro Station.

#### **4.2.3 Section 2.5.1: Designing Ottawa**

The proposal conforms to the applicable design and compatibility policies of Section 2.5.1 of the Official Plan. This Section of the Official Plan provides general direction, through City-wide objectives and high-level policies, for the implementation of quality urban design in new

development, especially where it is located within design priority areas, which is not the case for the subject site. Specifically, this Section states the following with respect to new development:

*“Introducing new development and higher densities into existing areas that have developed over a long period of time requires a sensitive approach and a respect for a community’s established characteristics. [...] This Plan provides guidance on measures that will mitigate differences between existing and proposed development and help achieve compatibility of form and function. Allowing for some flexibility and variation that complements the character of existing communities is central to successful intensification.*

*In general terms, compatible development means development that, although it is not necessarily the same as or similar to existing buildings in the vicinity, can enhance an established community through good design and innovation and coexists with existing development without causing undue adverse impact on surrounding properties. It ‘fits well’ within its physical context and ‘works well’ with the existing and planned function.*

Section 2.5.1 provides the following design objectives:

- To enhance the sense of community by creating and maintaining places with their own distinct identity;
- to define quality public and private spaces through development;
- to create places that are safe, accessible and are easy to get to, and move through;
- to ensure that new development respects the character of existing areas;
- to consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice;
- to understand and respect natural processes and features in development design; and,
- to maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

As demonstrated by the architectural submissions and the contents of this report, the proposal is in general conformity with the applicable objectives of Section 2.5.1 by contributing to, providing, or maintaining the following:

- a planned unit development that will have its own unique identity without deviating from the established residential use and low-rise built-form of the neighbourhood
- defined separation of public and private space through the design of the private way (narrower than a public ROW) and the presence of a more profound streetwall established by the townhouse blocks
- safe and accessible spaces between and within the proposed planned unit development, which will consist of appropriate lighting, signage, sightlines, and site functions (i.e., garbage collection, snow removal, vehicle and pedestrian circulation, etc.)





- units that address the street with fully landscaped front yards to reduce streetscape emphasis on the automobile, reduce private approaches, and enhance the pedestrian realm
- a mix of townhouse and stacked dwelling unit types (2 different models) to provide variety in design and housing accommodation

#### 4.2.4 Section 4.11: Urban Design and Compatibility

The proposal conforms to the applicable policies of Section 4.11 of the Official Plan. This Section contains a number of design policies that seek to address the matter of compatibility between new and existing development, especially where new development deviates from established character (i.e., introducing mixed use and high-rise buildings adjacent to low-rise residential neighbourhoods). This relationship is primarily assessed by reviewing design elements relating to built-form and functionality.

The following design themes and policies from Section 4.11 are applicable to the proposed development:

##### *Policies*

1. *A Design Brief will be required as part of a complete application, except where identified in the Design Brief Terms of Reference. The focus of this Brief will vary depending on the nature of the development. The Brief shall evaluate consistency and demonstrate that the following content is considered and/or incorporated into the development proposal with:*
  - a. *The provisions of this Plan that affect the design of a site or building;*
  - b. *Design Guideline(s) approved by Council that apply to the area or type of development; and*
  - c. *The design provisions of a community design plan or secondary plan.*

The architectural submissions and contents of this report address the design brief components identified by City staff for the purpose of the proposed zoning by-law amendment.

##### *Building Design*

*Good building design contributes to successful neighbourhood integration and the compatibility of new development with the existing or planned character of its surroundings. The façades of buildings influence the feel and function of public spaces and define the edges of the pedestrian environment. Good building design is required throughout the city. [...]*

5. *Compatibility of new buildings with their surroundings will be achieved in part through the design of the portions of the structure adjacent to existing buildings and/or facing*

*the public realm. Proponents of new development will demonstrate, at the time of application, how the design of their development fits with the existing desirable character and planned function of the surrounding area in the context of:*

- a. Setbacks, heights and transition;*
- b. Façade and roofline articulation;*
- c. Colours and materials;*
- d. Architectural elements, including windows, doors and projections;*
- e. Pre- and post-construction grades on site; and*
- f. Incorporating elements and details of common characteristics of the area.*

As summarized below, the design of the proposed buildings demonstrates an appropriate fit and function within the site and surrounding context:

- low-rise building height of three-storeys;
- setbacks at the third storey to provide additional scale transition down toward the public realm;
- façade and roofline articulations to add visual interest and break-up the appearance of building mass
- grades, façades, and colour treatments are to be detailed as part of the future site plan control process;
- conceptual location of doors and windows ensures these architectural elements address the street where adjacent to the public ROW.

6. *The City will require that all applications for new development:*

- a. Orient the principal façade and entrance(s) of main building(s) to the street.*
- b. Include windows on the building elevations that are adjacent to public spaces;*
- c. Use architectural elements, massing, and landscaping to accentuate main building entrances.*

Principal facades, entrances, windows and other architectural elements (i.e., projections) that are part of the buildings that are adjacent to the public realm have been oriented towards City streets (Clifton and Wilber).

8. *To maintain a high quality, obstacle free pedestrian environment, all servicing, loading areas, and other required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.*





The proposed land use (PUD to be subject to a condominium) and site configuration result in limited operations and features that could have potential for adverse impacts relating to noise, access, and sightlines. If required, mitigation measures such as internalization, screening, and signage will be detailed through the future site plan control process.

### *Massing and Scale*

10. *Where a secondary planning process establishes criteria for compatibility of new development or redevelopment in terms of the character of the surrounding area, the City will assess the appropriateness of the development using the criteria for massing and scale established in that Plan. Where there are no established criteria provided in an approved Plan, the City will assess the appropriateness of the proposal relying upon its approved Design Guidelines, as applicable, and the following criteria:*
- a. Building height, massing and scale permitted by the planned function of adjacent properties as well as the character established by the prevailing pattern of abutting development and development that is across the street;*
  - b. Prevailing patterns of rear and side yard setbacks, building separation and landscaped open spaces and outdoor amenity areas as established by existing zoning where that pattern is different from the existing pattern of development;*
  - c. The need to provide a transition between areas of different development intensity and scale as set out in policy 12 of this section.*

The proposed building heights respect the planned function of the area by aligning with the prevailing low-rise character and conforming to applicable building height policy.

Part of the requested zoning by-law amendment is to permit a planned unit development, which allows for site performance standards that are tailored to the type of configurations typically utilized in PUDs (i.e., reduced setbacks, private ways, etc.). The portions of the proposal that are most relevant to matters of compatibility are the townhouse rows that front Clifton Road and Wilber Avenue. These buildings will provide setbacks and scale transition (i.e., building stepbacks and articulations) that are appropriate for the site and streetscape, and that take into account the context and location of the subject site (i.e., bound by ROW to the south and east, and by mid and high-rise buildings to the west and north).

Likewise, the proposed density fits well and works well for the site, as it provides a modest transition to the low-density interior of the neighbourhood from the existing and proposed high-density properties to the site's immediate north and west.



12. *Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context or are adjacent to a public open space or street shall demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as a stepping down or variation in building form has been incorporated into the design.*

As noted above, the proposal allows for appropriate transition through design elements relating to building height, setbacks, stepbacks, and the variation in townhouse row length adjacent to the public realm.

As demonstrated by the architectural submissions and the contents of this report, the proposal conforms to the applicable policies of Section 4.11.

#### **4.3 RICHMOND ROAD / WESTBORO SECONDARY PLAN**

The site is subject to the Richmond Road / Westboro Secondary Plan (the SP), which is an area-specific planning document that contains finer-grain objectives, principles, and policies within the framework of the City's Official Plan. The SP was completed in 2009 and contains policies that are specific to Planning Area Sectors within the planning area, as well as general themes such as land use, building height, greenspace, heritage, and mainstreets.

The subject site is not located within any of the Planning Area Sectors identified in Schedule A of the SP, nor is it subject to general maximum building height ranges identified in Schedule C for key potential redevelopment sites within the planning area.

The following objectives, principles, and policies apply to the proposal:

##### *1.2 Unifying Vision, Overlying Objectives and Principles*

###### *Objective One: Intensification*

- *Encourage infill/intensification at a human scale that is compatible with the existing community on appropriate key potential redevelopment sites.*

###### *Principles:*

1. *Preserve the scale and character of established residential neighbourhoods and minimize any adverse impacts of intensification;*

The proposal conforms to the Richmond Road / Westboro Secondary Plan as it will provide low-rise residential intensification that will establish a desirable form of density transition from the high-density uses to its north and west to the low-density uses to its east and south.





#### 4.4 RICHMOND ROAD / WESTBORO COMMUNITY DESIGN PLAN

The site is subject to the Richmond Road / Westboro Community Design Plan (the CDP), which is a Council-approved design and visioning document that does not have the same legislative authority under the Ontario Planning Act as the Official Plan and its subsidiary plans (i.e., Richmond Road / Westboro Secondary Plan). These documents are intended to guide change in areas of the City that are targeted for growth and improvement as directed by the Official Plan. Typically, the guidance provided in CDPs translates into Secondary Plans that form part of the Official Plan, as is the case with this CDP planning area.

The CDP focuses on the same sub-areas and general growth and design themes as those identified in the Richmond Road / Westboro Secondary Plan. Map 3 of the CDP, similarly to Schedule A of the Secondary Plan, shows the subject site as existing outside of a Key Study Area. Accordingly, there is limited language within the CDP that applies to the subject site and proposed development. Nonetheless, the proposal conforms to the CDP and the general principles of compatibility for new development within established areas, as it provides and accounts for the following:

- low-rise building heights with scale transition (i.e., building setbacks and articulations) to respect established heights, views, and private amenity areas;
- periodic variation in the streetwall to add visual interest, break up mass, and to appropriately transition the streetscape from the established single detached character to the east and south to the evolving character of greater building height and massing to the north and west; and,
- reduction in private approaches which will emphasize front yard landscaping, building design, and pedestrian elements (i.e., walkways), all of which contribute to the human-scale and experience of the streetscape.

## 5. URBAN DESIGN GUIDELINES FOR LOW-RISE INFILL HOUSING

The purpose of the City's Urban Design Guidelines is to provide urban design guidance at the planning application stage in order to assess, promote, and achieve appropriate development within specified areas throughout the City. Where these guidelines apply, their objectives will not necessarily be relevant in all cases or in their entirety. Compliance with the guidelines is not a statutory requirement, as in the case of policies of the Official Plan or regulations of the zoning by-law, but instead, is encouraged to promote quality design and consistency throughout the City.

The City's Urban Design Guidelines for Low-rise Infill Housing was published in 2012, with the purpose of acting as a framework for the physical layout, massing, functioning, and relationships of infill buildings to their neighbours. Section 1.1 of the Guidelines states the following with respect to its purpose and objectives:

*In general, the aim of the guidelines is to help create infill development that will:*

- *Enhance streetscapes*



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

The proposal satisfies the general intent and purpose of the above objectives as detailed below through the below review of the applicable guidelines.

### **Streetscapes**

- **Guidelines 2.1 & 2.6** – the principal entries, windows, and walkways for dwellings fronting public streets will contribute to an inviting, safe, accessible, and pedestrian-oriented streetscape.
- **Guideline 2.2** – none of the dwellings fronting public ROW will have driveways, which will contribute to a more desirable pedestrian character emphasized with landscaping.
- **Guideline 2.3** – public sidewalks and private pathways are included to support pedestrian safety and accessibility.
- **Guideline 2.4** – lighting will be provided in accordance with applicable regulations and standards, and will be detailed in the future site plan control application.

### **Landscape**

- **Guideline 3.1** – the yards fronting public ROW will consist primarily of soft landscaping.
- **Guidelines 3.2 & 3.3** – the proposal anticipates street trees along the public ROW, and where possible, will retain existing mature trees.
- **Guidelines 3.4 & 3.7** – plantings are proposed within the yards fronting public ROW, which will contribute to an attractive street and sidewalk edge, and will provide a defined separation of space between private and public land.

### **Building Design (Built Form)**

- **Guideline 4.1** – the siting of buildings optimizes space to provide an appropriate layout that balances matters of density, scale, landscaping, compatibility, and functionality.
- **Guideline 4.1.1** – the principal entries, windows, and walkways for dwellings fronting public streets will contribute to an inviting, safe, accessible, and pedestrian-oriented streetscape.





- **Guidelines 4.1.2, 4.2, 4.2.1, 4.2.4 & 4.3.2** – building height and stepbacks, entrances, projections, and setbacks have been designed for the development to appropriately fit within the streetscape while transitioning from the high-rise and mixed-use development to the north and west to the low-rise residential development to the east and south.
- **Guidelines 4.3 & 4.3.1** – detailed architectural elements relating to facades will be addressed in the future site plan control application.
- **Guidelines 4.3.3, 4.3.5 & 4.3.6** – building entrances along the public ROW are complemented with soft landscaping, projections, and walkways that contribute to a human scale that will promote street-oriented interaction.
- **Guideline 4.3.4** – the proposal consists of different townhouse and stacked dwelling models and provides rows of varying size and siting.

### Parking and Garages

- **Guidelines 5.1, 5.5 & 5.8** – existing front yard driveways will be removed and vehicle access to units will be provided by an internal private way leading to private garages that are out of sight from the public realm.
- **Guideline 5.2** – the private way and walkways will be of different materials to allow for visual contrast that highlights the different functions.
- **Guideline 5.4** – the layout of the private way and garages allows for the yards fronting public ROW to consist primarily of landscaping, which will emphasize building facades and enhance the public realm.

### Service Elements

- **Guidelines 7.1 to 7.6** – servicing elements will be designed to be safe and functional, and where feasible, will be screened through design (i.e., building design and orientation, landscaping, etc.), with further detail to be provided in the future site plan control application.

### Infill on Narrow Lots

Note: Although the subject site is not considered a narrow lot, the nature of the proposed land use (planned unit development) will result in a compact built-form that is intended to be condominiumized for freehold ownership, and will therefore be relevant to the below guidelines.

- **Guideline 8.1** – dwellings fronting public ROW will consist of slightly-raised living space as well as windows and doors that face the street to create opportunity for neighbourhood interaction.
- **Guidelines 8.3 & 8.4** – front yards facing public ROW will not have driveways, and will consist of landscaping and walkways to individual primary entrances.
- **Guideline 8.7** – efforts will be made to retain healthy existing trees, where feasible.
- **Guideline 8.8** – planting specifications will be in accordance with the submitted landscape plan.



- **Guideline 8.9** – front yard walkways and stoops will be provided and further detailed in the future site plan control application.
- **Guideline 8.10** – waste and recycling will be stored outside of the yards facing public ROW.

## 6. ZONING REVIEW

The subject site is zoned R3R within City of Ottawa Zoning By-law 2008-250 (see Figure 12). This zoning is described as Residential Third Density Zone, Subzone R. The site is also subject to the Mature Neighbourhoods Overlay, which applies alternative provisions to certain residential land use types. The purpose of the R3 parent zone is described below:

1. allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan; (By-law 2012-334)
2. allow a number of other residential uses to provide additional housing choices within the third density residential areas;
3. allow ancillary uses to the principal residential use to allow residents to work at home;
4. regulate development in a manner that is compatible with existing land use patterns so that the mixed dwelling, residential character of a neighbourhood is maintained or enhanced; and
5. permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

The R3 parent zone permits townhouse dwelling and planned unit development as residential land uses; however, the R3R subzone does not, and so the main purpose of the proposed rezoning is to permit these two land uses, as well as stacked dwellings, and any proposal-specific performance standards requiring relief.

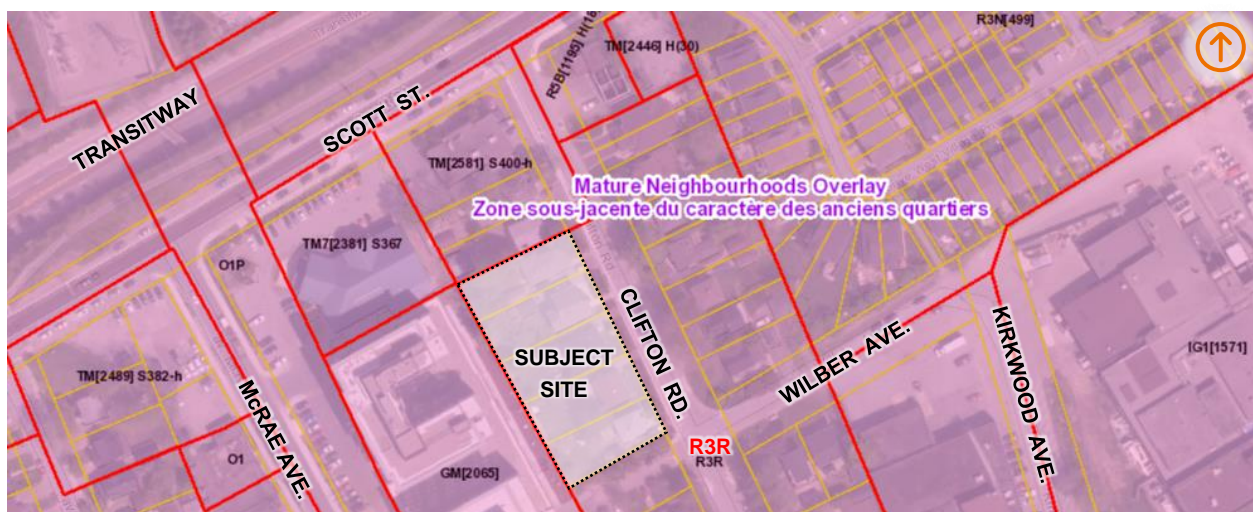


FIGURE 11. ZONING EXTRACT

As the R3R subzone does not permit a townhouse dwelling, stacked dwelling, or planned unit development, there is no specific baseline to review certain proposed performance standards with (i.e., minimum lot width, minimum lot area, minimum yard setbacks, etc.). Other applicable provisions within the By-law have been provided in the below tables. The structure of the proposed rezoning is detailed in the following section.

**TABLE 2. ZONING MATRIX**

PROVISIONS	BY-LAW SECTION	REQUIRED & PERMITTED		PROPOSED	COMPLIANCE NOTES	
Maximum height and size of a communal accessory building for garbage or bicycles	131(7)	Maximum height = 4.5 m		< 4.5 m	Compliant	
		Maximum size = 200 m <sup>2</sup>		± 72 m <sup>2</sup>	Compliant	
Minimum width of a private way	Table 131(1)	6 m		<b>4.5 m (varies)</b>	<b>Non-compliant</b>	
Minimum setback for any wall of a residential use building to a private way	Table 131(2)	Notwithstanding any front yard setback requirement associated with any zone or subzone, the minimum setback for any wall of a residential use building to a private way is 1.8 metres		<b>0.454 m</b>	<b>Non-compliant</b>	
Minimum setback for any garage or carport entrance from a private way	Table 131(3)	5.2 metres		<b>0.454 m</b>	<b>Non-compliant</b>	
Minimum separation area between buildings within a planned unit development	Table 131(4)	where the height of abutting buildings within the PUD is less than or equal to 14.5 metres	1.2 m	2.4	Compliant	
		all other cases	3 m	NA		
Minimum required accessory building setback from an interior side lot line or rear lot line not abutting a street	Table 55(3)(e)(ii)	Other accessory buildings or structures, or situations not otherwise specified above		In a rear yard - 0.6 m	<b>0 m</b>	<b>Non-compliant</b>
Maximum width of a walkway in a front or corner side yard providing access from a ROW to a dwelling and not abutting a driveway	139(16)(c)	1.25 m		1.2 m	Compliant	
Landscaping and parking	Table 131(6)	(a) In the case of a planned unit development consisting of detached, linked-detached, semi-detached, three-unit or townhouse dwellings, or any combination thereof, all lands located between the dwelling unit or oversize dwelling unit, the extension of the main wall of the dwelling unit or oversize dwelling unit, and the private way are to be landscaped with soft landscaping, other than the area used for a driveway leading to the dwelling unit's associated parking space, garage or carport.		Driveway widths leading to garages equal garage widths.  No walkways are proposed between the extension of the main wall of the dwelling units and the private way.  Area between the extension of the main wall of the dwelling units and the private way, where not consisting of driveway providing access to a garage, consists of softscape.	Driveway widths are compliant.  Remaining area between the extension of the main wall of the dwelling units and the private way consists of softscape and is compliant.	
		(b) In no case may any dwelling unit or oversize dwelling unit located within a planned unit development that has its own driveway leading to its associated parking space, garage or carport have a driveway that is wider than the associated parking space, garage, or carport. Furthermore, the remaining area between the dwelling unit or oversize dwelling unit and the private way must be landscaped with soft landscaping, with the exception of a walkway of no more than 1.25 metres in width.				
Minimum Parking Rate Requirement (Area X on Schedule 1A)	Regular	Table 101 (R19, R9 & R10)	Townhouse Dwelling: 0.75 / DU(17) = 12.75 Stacked Dwelling: 0.5 / DU(12) = 6 Total Required: 19	29	Compliant	
	Visitor	102(4)	None	0	Compliant	

**TABLE 3. ZONING MATRIX – PROJECTION PROVISIONS**

PROVISIONS	BY-LAW SECTION	REQUIRED & PERMITTED	PROPOSED	COMPLIANCE NOTES
Parapet	159(14)	maximum projection of 0.3 metres above the maximum building height	0.3 m	Compliant
Eaves, eave-troughs and gutters	Table 65(2)	1 m projection into required yard, but not closer than 0.3 m to a lot line	NA (no overhangs / projections)	Compliant
Ornamental elements such as sills, belt courses, cornices, parapets and pilasters	Table 65(3)	0.6 m projection into required yard, but not closer than 0.6 m to a lot line	NA (no ornamental overhangs / projections)	Compliant
Canopies and awnings	Table 65(4)	1.8 m projection into required yard, but not closer than 0.6 m to a lot line	<b>2.65 m projection into provided yard, and ≥ 0.6 m from a lot line</b>	<b>Non-compliant</b>



Fire escapes, open stairways, stoop, landing, steps and ramps	Table 65(5)	wheelchair ramps - no limit	NA	Non-compliant	
		where at or below the floor level of the first floor:	in the case of the interior side yard or rear yard: no limit		NA
			in the case of the front yard or corner side yard: no closer than 0.6m to a lot line		0 m from a lot line (landing and steps/stairway)
other cases: in the case of any yard: 1.5m, but not closer than 1m to a lot line	NA				
Covered or uncovered balcony, porch, deck, platform and verandah, with a maximum of two enclosed sides, excluding those covered by canopies and awnings	Table 65(6)	uncovered, unenclosed features such as decks or platforms where the walking surface is not higher than 0.6 m above adjacent grade:	in the interior side yard and rear yard: no limit	NA	Non-compliant
			in the front yard and corner side yard – the greater of 2m or 50% of the required front yard or corner side yard, but no closer than 1m to a property line	NA	
		all other cases - 2 metres, but no closer than 1 metre from any lot line	2.65 m projection into provided yard, and 0 m from a lot line (patio)		
Air conditioner condenser, heat pump or similar equipment	Table 65(7)	1 m, but not closer to a lot line than 0.3 m, and may not be located in a front yard or a corner side yard	Location TBD (roof or outside of required yards)		Compliant

**Additional Provisions for PUDS**

**65(1)(b):** Section 65 – Permitted Projections into Required Yards does not apply to development parcels within the interior of a planned unit development that are not adjacent to a required yard

**65(1)(c):** Section 65 – Permitted Projections into Required Yards does not apply to required separation areas between development parcels in a planned unit development

## 7. SUMMARY OF REQUESTED AMENDMENT

The proposed development requires multiple Planning Act approvals, including a major zoning by-law amendment (ZBA). The below table summarizes the details of the requested ZBA, which is the application that this report has been prepared to provide rationale for. Through consultation with City staff it was agreed that the most appropriate format for the rezoning is an urban exception to the existing R3R zone that will capture all of the proposal-specific land uses and performance standards.

TABLE 4. PROPOSED ZONING BY-LAW AMENDMENT

EXCEPTION NUMBER	APPLICABLE ZONE	ADDITIONAL LAND USES PERMITTED	LAND USES PROHIBITED	EXCEPTION PROVISIONS
				PROVISIONS
XXXX (By-law 20XX-XX)	R3R[XXXX]	-Planned Unit Development -Townhouse Dwelling -Stacked Dwelling		<p>The following provisions apply for a planned unit development:</p> <ul style="list-style-type: none"> <li>-Clifton Road frontage is the front lot line</li> <li>-Wilber Avenue frontage is the corner side lot line</li> <li>-West property line is the rear lot line</li> <li>-North property line is an interior lot line</li> </ul> <ul style="list-style-type: none"> <li>-Maximum building height for a townhouse dwelling and stacked dwelling is 12 m above existing average grade</li> <li>-No minimum lot area or lot width</li> <li>-Minimum front yard setback is 3 m</li> <li>-Minimum corner side yard setback is 2 m</li> <li>-Minimum rear yard setback is 1 m</li> <li>-Minimum interior side yard setback is 2.5 m</li> <li>-Minimum required setback for a waste storage accessory building from a rear or interior side lot line is 0 m</li> <li>-Minimum width of a private way is 4.5 m</li> <li>-Minimum setback for any wall of a residential use building to a private way is 0.454 m</li> <li>-Minimum setback for any garage or carport entrance from a private way is 0.454 m</li> </ul> <ul style="list-style-type: none"> <li>-Canopies and awnings are permitted to project a maximum of 2.65 m into a required yard</li> <li>-Fire escapes, open stairways, stoop, landing, steps and ramps can be a minimum of 0 m from a lot line</li> <li>-Covered or uncovered balcony, porch, deck, platform and verandah, with a maximum of two enclosed sides, are permitted to project a maximum of 2.65 m into a required yard, and can be a minimum of 0 m from a lot line</li> </ul>

The proposed urban exception is an appropriate means for implementing the proposed zoning amendment. The proposed land uses and performance standards identified in Table 4 will allow for the subject site to be redeveloped in accordance with the general intent and purpose of applicable planning policy and regulations, which encourages intensification in a manner that respects established character. This report has demonstrated that the proposal achieves balance between these policy directives, and that the context of the site and surrounding area contribute to the appropriateness of the new land uses and performance standards being proposed through the zoning amendment.

The following summarizes the rationale for the proposed land uses and performance standards of the requested zoning amendment.

**TABLE 5. SUMMARY OF RATIONALE**

Amendment Request	Rationale Summary
<p>Additional land uses permitted:                      -Planned Unit Development                      -Townhouse Dwelling                      -Stacked Dwelling</p>	<ul style="list-style-type: none"> <li>Proposed uses would be permitted through an urban exception that retains the site's base R3R zoning as opposed to an up-zoning to an R4 zone that would permit the proposed uses, but would also include more permissive performance standards (i.e., greater building height) and land uses (i.e., low-rise apartment) that are not intended to be introduced by the proposed redevelopment.</li> <li>As a result of a land assembly, the subject site is buffered from adjacent low-density and low-rise development by public ROW. This context makes the site appropriate for providing transition in the form of medium-density low-rise dwellings between the interior built-form of Clifton Road and the mid to high-rise land uses to the site's immediate north and west.</li> <li>The site is located in proximity to services and infrastructure that support additional density, and in doing so, achieves municipal and provincial objectives, some of which include the provision of a wide range and mix of housing and the focusing of housing renewal and added density within serviced areas to efficiently utilize available infrastructure and services (i.e., public transit system; pedestrian networks; parks and open spaces; employment nodes and corridors; water, sanitary, and storm services; utility services; etc.).</li> </ul>
<p>-Clifton Road frontage is the front lot line                      -Wilber Avenue frontage is the corner side lot line                      -West property line is the rear lot line                      -North property line is an interior lot line</p>	<ul style="list-style-type: none"> <li>Section 54 - Definitions of the By-law establishes the assignment of lot lines and yards for zoning purposes, and would define the site's Wilber frontage as the front lot line and yard. Re-assigning lot lines and yards for zoning purposes is a common practice throughout the City as part of proposed development, especially where a land assembly has taken place, as is the case with the subject site. The purpose of this re-assignment is so that the lot lines and yards, from a zoning perspective, better align with the proposed context and functionality of the site.</li> <li>In the case of the proposal, the majority of the site's frontage and proposed street facing dwellings is along Clifton Road, which will be the frontage that is visually recognized and will functionally operate as the front yard for the planned unit development. Accordingly, it is appropriate to have this reflected by the proposed re-assignment of lot lines and yards.</li> </ul>
<p>-Maximum building height for a townhouse dwelling and stacked dwelling is 12 m above existing average grade                      -No minimum lot area or lot width                      -Minimum front yard setback is 3 m                      -Minimum corner side yard setback is 2 m                      -Minimum rear yard setback is 1 m                      -Minimum interior side yard setback is 2.5 m                      -Minimum required setback for a waste storage accessory building from a rear or interior side lot line is 0 m</p>	<ul style="list-style-type: none"> <li>A 12 m height limit will allow the proposed development to achieve a desirable density and building form that will fit well and work well on the subject site. As noted previously, the abutting lands consist of public ROW, mid to high rise buildings, and proposed high-rise development, and so the proposed building height will not result in adverse impacts to neighbouring properties nor to this transitional portion of the Clifton streetscape. Furthermore, it is noteworthy that the By-law contains R3 subzones that permit planned unit developments with building heights of 12 m, as is proposed.</li> <li>The site's current zoning, R3R, does not permit a townhouse dwelling, stacked dwelling, or planned unit development, and so there is technically no baseline of applicable performance standards for lot area, lot width, or yard setbacks.</li> <li>This portion of the requested amendment is to establish requirements for the above noted performance standards that will permit the proposed development and provide a minor margin for design flexibility. This margin of flexibility is to ensure that when the future site plan control application proceeds, minor design changes following the rezoning do not result in the requirement of further zoning relief.</li> <li>The purpose of a minimum lot area and lot width is to ensure that properties can appropriately accommodate the form and function of permitted land uses. Given the lot area and width of the property that consists of five assembled parcels, it is not anticipated that the proposed planned unit development will result in adverse impacts relating to compatibility and functionality. This is supported by the technical submissions provided for the rezoning, which demonstrate the proposal's appropriateness for the site.</li> <li>The above rationale also applies for the proposed setbacks. The supporting technical submissions demonstrate that the proposed setbacks are appropriate, and that they are not anticipated to result in adverse impacts on the adjacent ROW or private properties with respect to access to infrastructure, sightlines, or established character. Furthermore, the site is located within a transition zone between the interior low-density neighbourhood along Clifton, which contains larger yards and setbacks, and the intersection of Clifton and Scott, which is characterized by existing and proposed high-rise development with substantial lot coverage and setbacks reflective of the Traditional Mainstreet (TM) Zoning. Accordingly, it is appropriate for the site to have setback requirements that are more permissive than the single detached character to the south and east of the site, especially when considering the property is separated from this character by a 20 metre ROW.</li> <li>The proposed minimum rear yard setback of 2 metres will allow for the most westerly dwelling along Wilber to have a functional interior side yard of 1.8 m, which if classified as a side yard, would be a common setback found and permitted throughout the City within similar contexts. The remainder of the rear yard varies to approximately 3.7 m and will consist of soft landscaping. Similarly, the interior side yard to the north will have a setback ranging from 2.9 m to 6 m, whereas a minimum of 2.5 m is proposed. It is also important to note that additional building-</li> </ul>

	<p>to-building separation will be provided between the proposed dwellings and the existing and proposed developments to the west and north as a result of their 7.5 m provided and required setbacks from a residential zone (i.e., the subject site). Accordingly, the building-to-building separation from the proposed dwellings to the existing development to the west would range from 9.3 m to 11.2 m, with the theoretical separation between the proposed dwellings and the approved zoning setbacks to the north being approximately 10.4 m to 13.5 m.</p> <ul style="list-style-type: none"> <li>The proposed rear yard setback for a waste storage accessory building from a rear lot line is 0 m whereas the By-law requires a setback of 0.6 metres. The proposed relief is required in order to accommodate waste storage within a standalone facility with communal access to serve the future condominium. The proposed location and setback of the waste storage facility is appropriate as it ensures it is located away from any front and side yards where it would be visible from the street, that it can be accessed by tenants and pick-up services, and that it does not interfere with any private vehicle access or emergency services, as demonstrated by supporting technical submissions.</li> </ul>
<ul style="list-style-type: none"> <li>-Minimum width of a private way is 4.5 m</li> <li>-Minimum setback for any wall of a residential use building to a private way is 0.454 m</li> <li>-Minimum setback for any garage or carport entrance from a private way is 0.454 m</li> </ul>	<ul style="list-style-type: none"> <li>These amendments relate to the planned unit development (PUD) provisions of Section 131 of the By-law. PUDs, such as the one being proposed, provide opportunity to achieve greater densities and compact forms within established neighbourhoods where building forms of comparable densities, such as apartment buildings, may not be appropriate. The proposed relief from Section 131 is required in order to permit minor deviations from specific PUD performance standards, which includes: <ul style="list-style-type: none"> <li>reduced minimum width of a private way from 6 m to 4.5 m <ul style="list-style-type: none"> <li>The majority of the private way complies with the 6 m width requirement, with the exception of the proposed ingress and egress, which are single traffic lanes intended to permit looped circulation for site vehicles. The 4.5 m width is 1.5 m greater than what the By-law requires for a private drive aisle functioning as a single traffic lane.</li> </ul> </li> <li>reduced minimum setback for any wall of a residential use building to a private way from 1.8 m to 0.454 m <ul style="list-style-type: none"> <li>This provision is met by 16 of the 29 proposed dwelling units, with the remaining 13 dwelling units requiring relief. The intent of this setback is to ensure adequate separation from building wall and a private way, which allows space for pedestrian and vehicle circulation, building projections, etc. As the proposed design of the units requiring relief do not contain projections into the private way, nor do they contain rear-access walkways or entrances (access internalized through the garage), and nor does the development provide for visitor or external parking, a reduced setback in this case is regarded as appropriate.</li> </ul> </li> <li>reduced minimum setback for any garage entrance from a private way from 5.2 m to 0.454 m <ul style="list-style-type: none"> <li>The intent of this provision is to ensure there is adequate space for a single parked vehicle in front of a garage or carport, such as a tandem visitor space. The proposal has been designed so that all parking is provided within private garages, without any visitor or exterior surface parking. Accordingly, relief from this provision is appropriate for the context of the proposal.</li> </ul> </li> </ul> </li> </ul>
<ul style="list-style-type: none"> <li>-Canopies and awnings are permitted to project a maximum of 2.65 m into a required yard</li> <li>-Fire escapes, open stairways, stoop, landing, steps and ramps can be a minimum of 0 m from a lot line</li> <li>-Covered or uncovered balcony, porch, deck, platform and verandah, with a maximum of two enclosed sides, are permitted to project a maximum of 2.65 m into a required yard, and can be a minimum of 0 m from a lot line</li> </ul>	<ul style="list-style-type: none"> <li>Since the proposal is not technically subject to any baseline front and corner side yard setbacks, for reasons noted previously, the same applies for the application of permitted projections into required yards. Nonetheless, in an abundance of caution and clarity, the proposed amendment includes relief for projections into required yards that would permit specific design elements of the proposed development within the proposed front and corner side yards, notably the front patios, landings, steps/stairways, and raised landscaped planters/retaining walls.</li> <li>In all cases where projection relief is required, it is for 1 m or less, and will result in negligible visual impact from the street, will allow for design flexibility at the subsequent site plan control stage, and is supported by the technical submissions that have accompanied the application for rezoning.</li> </ul>

The above noted minor deviations from regulations of the Zoning By-law will allow for the subject site to accommodate a desirable development which supports a number of City-wide objectives relating to housing availability, transit supportive development, well-designed spaces and built-form, and the utilization of lands and infrastructure in proximity to a node and corridor targeted for intensification (Westboro Station and Scott Street).

## 8. PUBLIC ENGAGEMENT STRATEGY

As part of the due diligence for the project, consultation was undertaken to explore and evaluate design options and early feedback regarding the proposal. These engagement processes included two formal pre-application consultation meetings with City staff (Westboro Community Association attended the first meeting in 2019), consultation with the Councillor’s office, and an upcoming public notification session to be run by the Councillor’s office.

Following each of the above noted completed consultation processes the design of the proposal was re-visited to consider and address comments, where possible, while maintaining project feasibility. The design of the current proposal takes into account the comments and



recommendations received throughout the pre-application stages, as detailed through this report as well as the submitted architectural package.

## 9. SUPPORTING DOCUMENTATION

As part of a complete submission for the proposed development and requested zoning by-law amendment, and through consultation with City staff, the following plans and reports have been prepared and submitted:

- Assessment of Adequacy of Public Services
- TIA Screening Form (TIA deemed not required)
- Phase 1 Environmental Site Assessment
- Transportation Noise Assessment
- Planning Rationale
- Design Brief
- Architectural Building Elevations
- Site Plan
- Landscape Plan
- Tree Conservation Report
- Survey Plan

Please see plans and reports for further detail.

## 10. CONCLUSION

The proposed development for the subject site represents a desirable mix of low-rise and medium density residential building forms that will provide an appropriate transition in scale and land use intensity between the mid and high-rise mixed-use developments to the north and west and the low-density established neighbourhood to the south and east. The proposal will contribute to the planned function of an important node and corridor within the City (Westboro Station and Scott Street) that is targeted and ideally situated for intensification. The proposed development requires a Zoning By-law Amendment to accommodate proposal-specific land uses and performance standards.

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

It is our opinion that the proposed development and requested Zoning By-law Amendment represents good land use planning that is in the public interest, that is consistent with the PPS, and is in general conformity and compliance with the intent and purpose of the Official Plan and

Zoning By-law 2008-250. As such, we recommend the proposed Zoning By-law Amendment for approval.

Respectfully submitted,

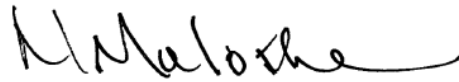
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