

FOTENN

**1420 RICHMOND ROAD, 365
FOREST STREET + 2583-2589
BOND STREET**

**OFFICIAL PLAN AMENDMENT +
ZONING BY-LAW AMENDMENT +
SITE PLAN CONTROL
APPLICATION**





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April 07, 2020

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1.0 INTRODUCTION

Fotenn Planning + Design, acting as agents for Groupe Heafey, is pleased to prepare this Planning Rationale for Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control for development on the lands municipally known as 365 Forest Street, 1420 Richmond Road and 2583-2589 Bond Street (“the subject property”) in the Britannia Village neighbourhood of the City of Ottawa. The component properties are legally described as:

- / PLAN 311 N PT LOT 57 (1420 Richmond Road);
- / PLAN 311 PT LOTS 56 & 57; RP4R515 PARTS 3 & 4 LESS; RP5R6510 PART 1 (365 Forest Street); and,
- / PLAN 311 LOT 41 PT LOTS 42; AND 56 (2583-2589 Bond Street).

Groupe Heafey is proposing to develop the subject property with a mixed-use development consisting of two (2) high-rise buildings containing 394 residential apartment units and one, at-grade commercial retail unit. As detailed in this Planning Rationale, applications for Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control applications are required to permit the development.



Figure 1: Rendering of Proposed Development

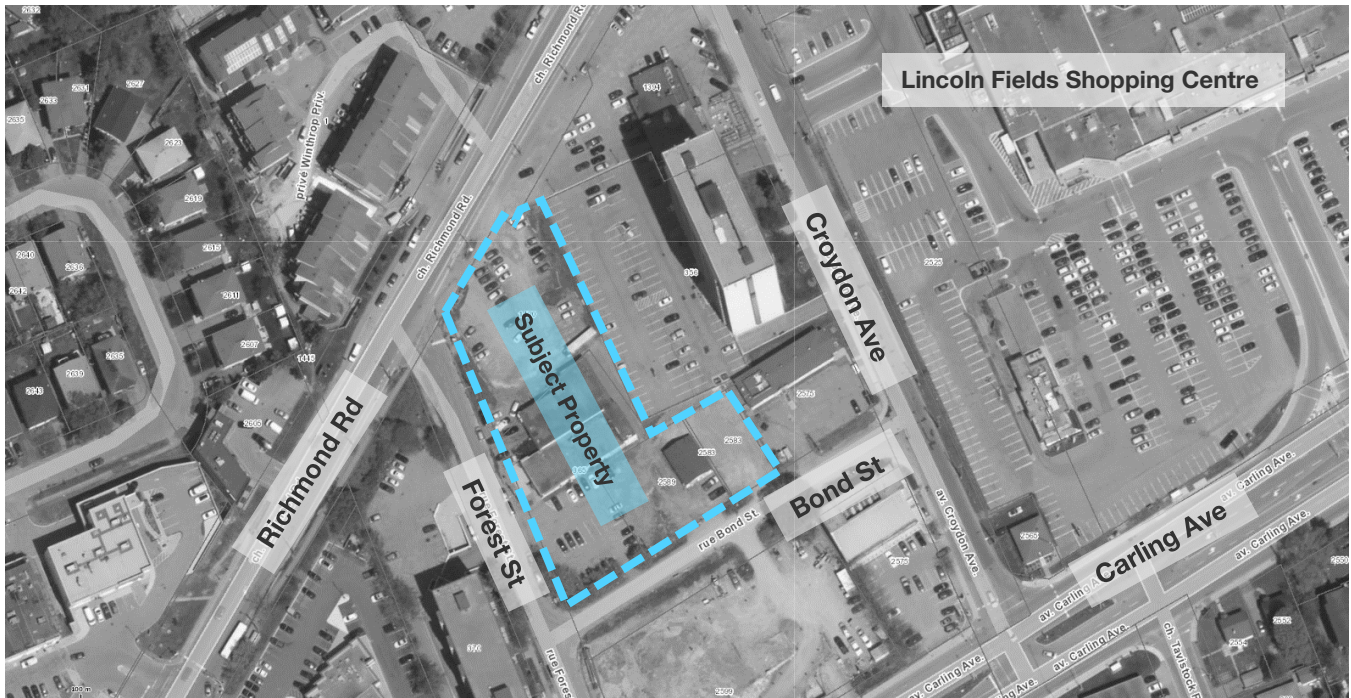


Figure 2: Subject Property and Surrounding Area

The subject property is located on the south side of Richmond Road, north of Carling Avenue, in the Britannia community in the City of Ottawa. The property has an area of 5,433.2 square metres, with 38.49 metres of frontage on Richmond Road, 98.34 metres of frontage along Forest Street and 80.77 metres of frontage along Bond Street.

The property at 1420 Richmond Road is currently developed with an automobile service shop (“Stars 4 Cars”), and a vacant former tire shop at 2583 Bond Street. The balance of the subject property is used for surface parking. Currently, vehicular access is provided to the subject property through multiple accesses from Richmond Road, Forest Street and Bond Street.

Sidewalks are provided along the Richmond Road frontage, along with a dedicated grade-separate cycle track running parallel to Richmond Road. Pedestrian or cycling infrastructure is not provided on the Forest Street or Bond Street frontages of the subject property.

Elevated hydro distribution lines are present in the public right-of-way adjacent to the west and south property lines. The wooden poles also feature light standards to illuminate Forest Street and Bond Street. One dedicated light standard is located in the Richmond Road right-of-way adjacent to the north side of the property.

As the majority of the property is paved with asphalt or gravel, vegetation on the property is limited. Some medium-sized trees are present along the south and west edges of the property, but none are anticipated to be classified as distinctive.

2.1 Surrounding Area Uses



Figure 3: Subject Property and Surrounding Area

- / **North:** Directly north of the subject property is Richmond Road, an east-west arterial roadway. Further north of Richmond Road is a fire station, a cooperative housing complex, and a mid-rise apartment building. North-west of the subject property is the Britannia Village neighbourhood, consisting of predominantly detached and semi-detached dwelling units.
- / **East:** East of the subject site is a 19-storey high-rise apartment building with associated surface parking on the west side, adjacent to the subject property. Farther east is the Lincoln Fields Shopping Centre, which was recently subject to a Site Plan Control application to create the conditions for future high-density, mixed-use development, including a regional-serving food store. Adjacent to the shopping centre is the Lincoln Fields rapid transit station, located an approximately 500-metre radial distance from the subject property.
- / **South:** Directly south of the subject property is a newly-constructed Dymon Storage building, a self-storage facility. South of the Dymon building is Carling Avenue, an east-west Arterial Road. South of Carling is the Queensway Terrace North neighbourhood, comprised of predominantly detached and semi-detached dwellings.
- / **West:** Adjacent to the west of the property is Forest Street. West of Forest Street is an eight-storey residential building. Beyond the apartment building is a small retail plaza comprised of various large-format retail stores.

2.2 Transportation Network



Figure 4: Subject Property in relation to the proposed Lincoln Fields transit station.

As shown in Figure 3, the subject property is well-served by public transit and is located within a 600-metre radius of the proposed and future Lincoln Fields Rapid Transit Station. The station currently comprises part of the bus rapid transit system, and will be converted to accommodate light rail transit as part of the Stage 2 extension. The subject property is also in proximity to local bus stops servicing major east-west and north-south transit routes, including routes #11, 57, and 85.

The subject property is well-served by the urban road network, with direct frontage onto Richmond Road, an existing arterial road, and is located approximately 80 metres from Carling Avenue, another existing arterial road. The property is also in proximity to other major roads such as the Sir John A. Macdonald Parkway, Pinecrest Road, and Woodroffe Avenue, both of which provide access to Highway 417. Figure 4 shows an extract of Official Plan Schedule E (Urban Road Network).

As shown on the extract from Official Plan Schedule C (Primary Urban Cycling Network) in Figure 5 below, the subject property is well-served by cycling infrastructure. The property is served by bike lanes along spine routes and the cross-town bikeway, with connections to a variety of multi-use pathways that provide cycling connections throughout the broader City.



Figure 5: City of Ottawa Schedule E - Urban Road Network

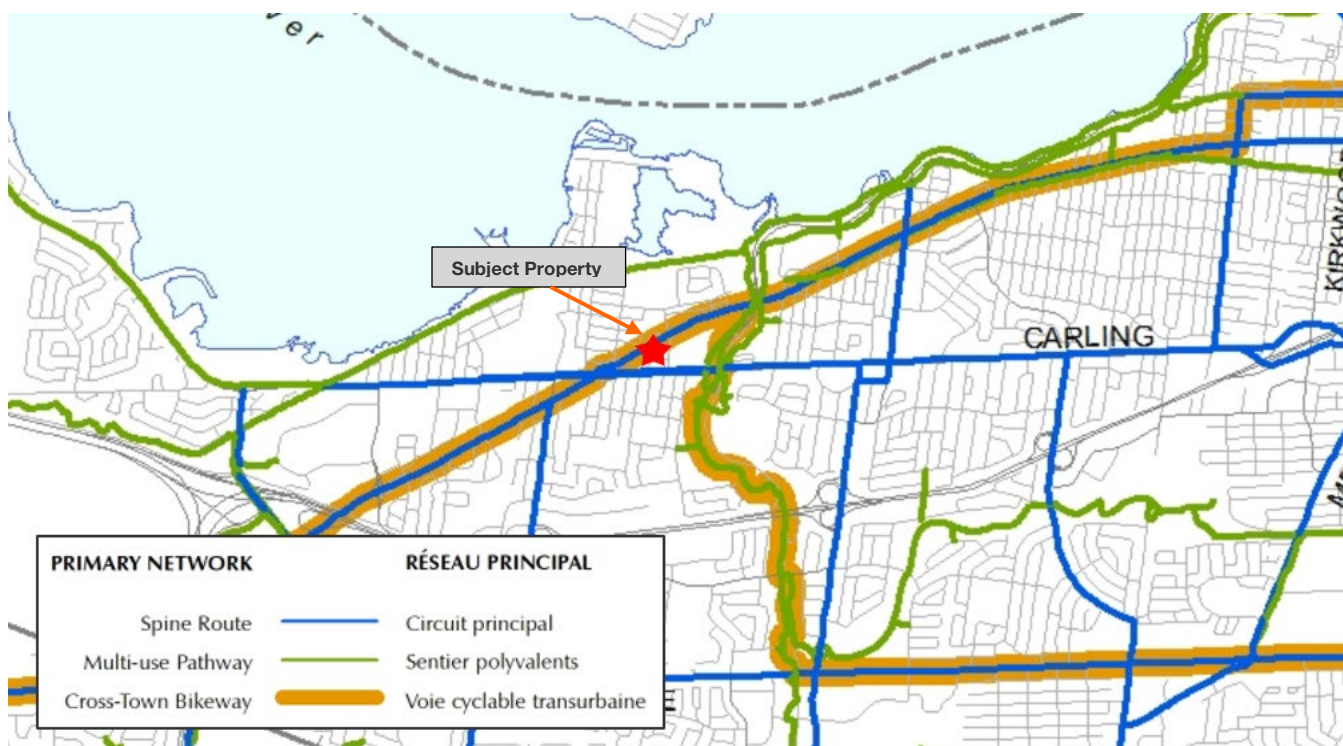


Figure 6: Official Plan Schedule E - Primary Cycling Network

3.0 PROPOSED DEVELOPMENT

Groupe Heafey is proposing two (2) high-rise apartment buildings on the subject property, with a common below-grade parking garage. The north tower ('Tower A') is proposed at 12-storeys, and the south tower ('Tower B') is 11-storeys.

The towers will accommodate a total of residential 391 units, with 180 units in Tower A and 211 in Tower B. The proposed development will have a total of 322 one-bedroom units and 69 two-bedroom units. The ground floor of Tower A will include a two-storey commercial unit at the north-east corner, with the balance of the ground floor identified for residential units, service rooms, and bicycle storage. Both buildings have outdoor terraces on the 11th floor. A gym is proposed as an indoor amenity space in Tower B.

The well-articulated buildings have been designed to animate the area and create visual interest on a vacant and underutilized site. The building design includes a range of materials and colours intended to create a unique and recognizable character for the development. Specifically, the materials are arranged to emphasize the horizontal elements of the building, reducing the visual impact of the building massing, particularly from the west and south. White pre-cast building elements also create a finer, vertical rhythm on floors 3 to 6, and the same pre-cast features create a floating form, creating interest and breaking up the areas of windows and balconies. In response to comments from the Urban Design Review Panel, a strong datum line above the second storey is used to imitate a "townhouse" character for the residential units, and create a taller visual effect for the ground floor and retail space facing Richmond Road.

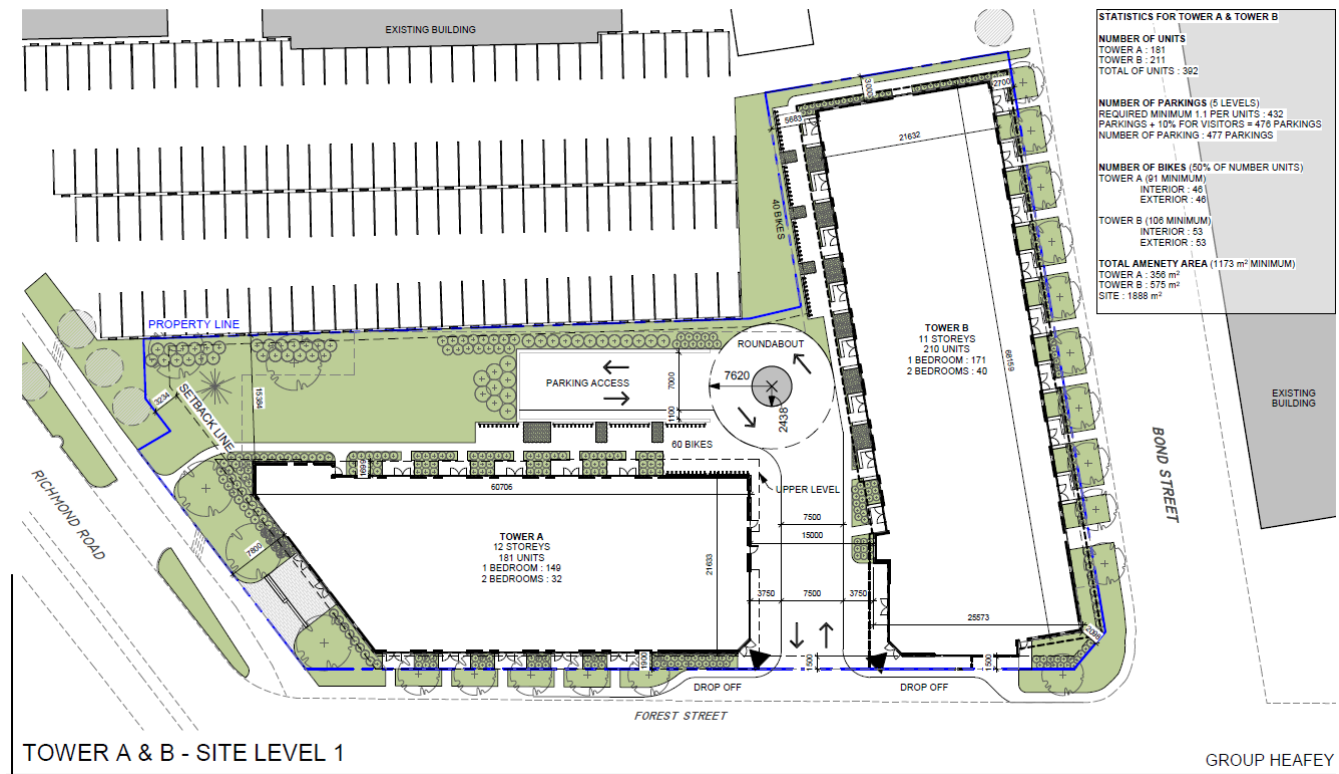


Figure 7: Site Plan

The two bar buildings are connected by an underground parking garage, with access from Forest Street. The access to the underground lot includes a roundabout to allow for full movement to and from the parking garage. Access from Forest Street is preferable to Richmond Road, as direct access from arterial roads presents safety hazards for motorists, pedestrians, and cyclists.

Ground-oriented units have been provided on the ground floor of the building, adjacent to Forest Street and Bond Street. These units have been designed to resemble townhouses to animate the frontage along the street, in response to comments from the Urban Design Review Panel (UDRP).

The building will include 1 888 square metres of common amenity area distributed through various terraces and building and site areas. Many units will also incorporate balconies, resulting in a combined 2 440 square metres of private amenity area, and a total 4 328 m² amenity area for the development.

The development includes 477 below-grade parking spaces on five floors of below-grade parking, accessible from Forest Street. The ground level and below-grade plans include bicycle parking, storage and other typical servicing provisions associated with a high-rise apartment building.



Figure 8: 3D Perspective of Proposed Development, Viewed from the West

3.1 Development Applications

In order to proceed with the development as envisioned, three (3) planning applications will be required:

3.1.1 Official Plan Amendment (OPA)

An OPA is required to amend the “Arterial Mainstreet” land use designation in the Official Plan to accommodate for greater heights on the sites. The Official Plan only permits mid-rise building heights, and greater heights to be achieved within 400 metres of a rapid transit station. As a Secondary Plan is not yet in effect in this area and the property is located outside of the 400-metre radius of the transit station, an OPA is required.

The City of Ottawa is currently preparing a Secondary Plan for the area around the Lincoln Fields Rapid Transit station, which is anticipated to be operational as a light rail transit station by 2025. The Secondary Plan project is intended to guide future development in locations and at densities appropriate for the context of the portions of

the communities within an 800-metre / 10-minute-walk distance from the transit station. The Secondary Plan project is in the early stages, and is anticipated to be completed in Summer 2021.

Similar to the Riocan application for the phased redevelopment of the Lincoln Field shopping centre, Fotenn is of the opinion that planning application submitted concurrently to the City's Secondary Plan process will inform the secondary planning exercise, and contribute to a more sophisticated policy document.

3.1.2 Zoning By-law Amendment (ZBLA)

A ZBLA is required to amend the current AM10 zoning on the site. While the proposal meets many of the provisions of the zone, some relief is required from select performance standards to respond to the proposed buildings, including reduced building setbacks and tower separation.

3.1.3 Site Plan Control (SPC) Application

Concurrent with these applications, a Site Plan Control application has been submitted.

3.2 Introduction

The Design Brief in this section is intended to help illustrate how the development will work with its existing and planned context, improve its surroundings and to demonstrate how the proposal supports the overall goals of the Official Plan and the relevant design guidelines.

The application was presented as a pre-application consultation to the Urban Design Review Panel on January 10th, 2020. Many of the design comments from the Panel were integrated into this design.

3.3 Building Transition and Massing



Figure 9: Building Transition and Massing

The proposed bar building massing in the proposed development has been shaped to respect and reflect the surrounding context and planned function of the area as an Arterial Mainstreet and a Transit Priority Corridor. The massing of the building was contemplated in conjunction with lot and street pattern, along with existing development on neighbouring properties. The proposed articulation in the building will promote a strong street edge, while creating well-defined elements and character for the balance of the building. The contrasting materials are deliberately designed to emphasize horizontal elements and reduce the visual impacts of massing at the upper levels.

The residential building includes balconies on all sides, creating visual interest and architectural articulation, while providing private amenity space. Additional outdoor communal amenity space is located on the 11th storey terraces, creating additional articulation along the west sides of the buildings. Both of the outdoor terraces are located to take advantage of sunlight exposure for users, while also reducing massing impacts along Forest Street.

The massing and overall design of the building is sensitive to the existing and planned function of surrounding development. The proposed building heights create a transition from the future development around the Lincoln

Fields transit station, envisioned for the tallest buildings in the area. The building at 356 Croydon Avenue to the east provides an intermediate building height at 19 storeys, with further transition to the west provided by the eight-storey building at 370 Forest Street.



Figure 10: Proposed Buildings from Richmond Road



Figure 11: Rendering Showing the Transition between the Proposed Buildings and Surrounding Context



Figure 12: View of Building A from Richmond Road

The overall massing of the building has been designed to be consistent with the City’s Guidelines for High-Rise Housing. The high-rise bar building is oriented in a manner to reduce shadowing impacts, and placed to effectively frame streets, while achieving a contextual height transition between neighbouring development. The clearly-defined base, middle and top serve to break down the scale of the building at street level (base) with the employment of varying materials, including fenestration. The middle portion is also heavily glazed to maximize natural lighting to residential units and to provide visual interest through architectural expression and articulation. The use of balconies helps to create this effect, while the inseting and projecting of balconies contribute to the additional privacy of personal amenity spaces. The top of the building features outdoor amenity areas to break up massing and steps back the top floor. As unanimously acknowledged by the UDRP, the inclusion of bar buildings on the property is appropriate and well-executed.

Generally, the City’s policy direction encourages residential high-rise building to be constructed with a tower floor plate of approximately 750 m². Section 4.11 of the Ottawa Official Plan recognizes that tower floorplates can be larger in certain circumstances, subject to the design of the building, abutting land uses and an analysis of the development context, including future, abutting developments. Both Tower A and B floorplates are in the 1 200-square-metre to 1 500-square-metre range.

In assessing the lands for greater building height and the appropriate tower separation, Fotenn did assess a range of considerations including:

- ✓ The configuration, orientation and design of the two “L”-shaped buildings; and
- ✓ The development patterns of lots and existing buildings between Richmond Road and Carling Avenue, including abutting buildings and other potential high-rise development.

It is Fotenn’s opinion that there is sufficient space to develop the two high-rise buildings that generally satisfy the City’s policies and guidelines with respect to building height, tower separation and floorplate size.

With respect to the tower floorplate, Fotenn supports a larger residential floor plate above the City's recommended maximum, as a result of certain attributes of the subject property and its surroundings. In particular, the proposed development achieves appropriate separation from surrounding development, including the 19-storey apartment building located north-east of the subject property. The adjacent building is further separated by its surface parking lot on its west side, necessary for achieving the existing building's parking requirements.

To the south, the recently constructed Dymon building is consistent with current Arterial Mainstreet (AM) policies and zoning, and will remain. In the event that the property at 2575 Bond Street redevelops, the ability to develop a high-rise building will be limited, as its property area of approximately 1 142 square metres does not meet the minimum lot area for a high-rise building.

Fotenn is of the opinion that separation between the two proposed high-rise buildings is sufficient and appropriate, given the design of buildings. As the buildings are perpendicular, the 15-metre separation applies only to the width of Tower A, representing a total depth of 21 metres, equivalent to 30% of the length of Tower B. All of the balconies and units in Tower A are orientated east and west, to minimize overlap with Tower B. Similarly, Tower B only has one bank of balconies within the overlap of Tower A, with each of those units retaining views to the northwest and northeast.

The proposed tower separation is appropriate and supported by Fotenn, and will contribute to liveable units, good circulation or sunlight and air, and provides sufficient areas for at-grade amenity areas and drive aisles between buildings.

3.4 Streetscape and Public Realm

3.4.1 Streetscape

The proposed development includes improvements along the public right-of-way, including Richmond Road and Forest Street. The inclusion of new street trees and an active ground floor contribute to a more pleasant and walkable street along both frontages. The treatment of the first two storeys, with generous fenestration and elevated and at-grade balconies, provides visual transparency and improved safety for pedestrians in the area. The creation of a continuous street edge will also contribute to an animated streetscape. The architectural articulation and expression of the buildings also provide visual interest along both streets.

Further greening along the perimeter will contribute to an improved streetscape and microclimate, enhancing the pedestrian realm along the right-of-way. The design of the access/egress to the parking garage has been located away from Richmond Road, avoiding any interruptions in the active frontage along the mainstreet and reducing conflicts between vehicles, pedestrians and cyclists.

The front or north-facing façade of the building along Richmond Road features entrances to the commercial unit and the residential building, activating the Richmond Road public realm. The façade of both buildings along Forest Street and Bond Street contain active entrances for individual units, as well as the building lobbies. Landscaping is being proposed along all frontages to reconstitute the public realm and create a more pleasant environment for pedestrians. In addition to landscaping along Richmond Road, the north-facing façade includes generous glazing to improve sociability and safety through passive interaction and surveillance at the corner of the site.



Figure 13: View showing the streetscape along Forest Street

3.4.2 Materiality

The proposed building is composed of wood and brick articulation, white and green siding accents and generous glazing throughout. Ground level façades are heavily fenestrated to create a positive relationship and interface between the building and the public realm. The remainder of the building is fenestrated to increase natural light for its residents, while the variety of material creates visual interest in the podium and tower.

3.4.3 Landscaping

As shown on the Landscape Plan, decorative trees are proposed to provide separation between the building and transportation corridors, and to add visual amenity to the neighbourhood. Landscaping on the perimeter of the adjacent parking area will contribute to a more enjoyable public realm, creating a buffer between the development, parking and vehicular circulation area and pedestrian amenities.

3.4.4 Relationship to the Public Realm

The two first storeys of the building have been designed with ample glazing and active entrances, fostering an attractive public realm and providing both visual permeability and connection to interior uses visible from the street.

Through building material detailing, this portion of the building maintains a low-profile built form that responds directly to the pedestrian experience at-grade, reinforcing the policy direction and goals of the Arterial Mainstreet designation. The fenestration included throughout the building, but particularly at-grade, introduces passive surveillance to improve safety for pedestrians moving through the area. The building has been purposely designed to reinforce the street edge along both Forest Street and Bond Street frontages, and to introduce a more urban built form to the area.



Figure 14: View looking south on Forest Street, illustrating an improved Public Realm

Overall, the building responds to the planned context as well as surrounding development, achieving the goals of the Arterial Mainstreet designation. The design and location of the buildings allows for a transition between existing development and the future phases of the shopping centre redevelopment.

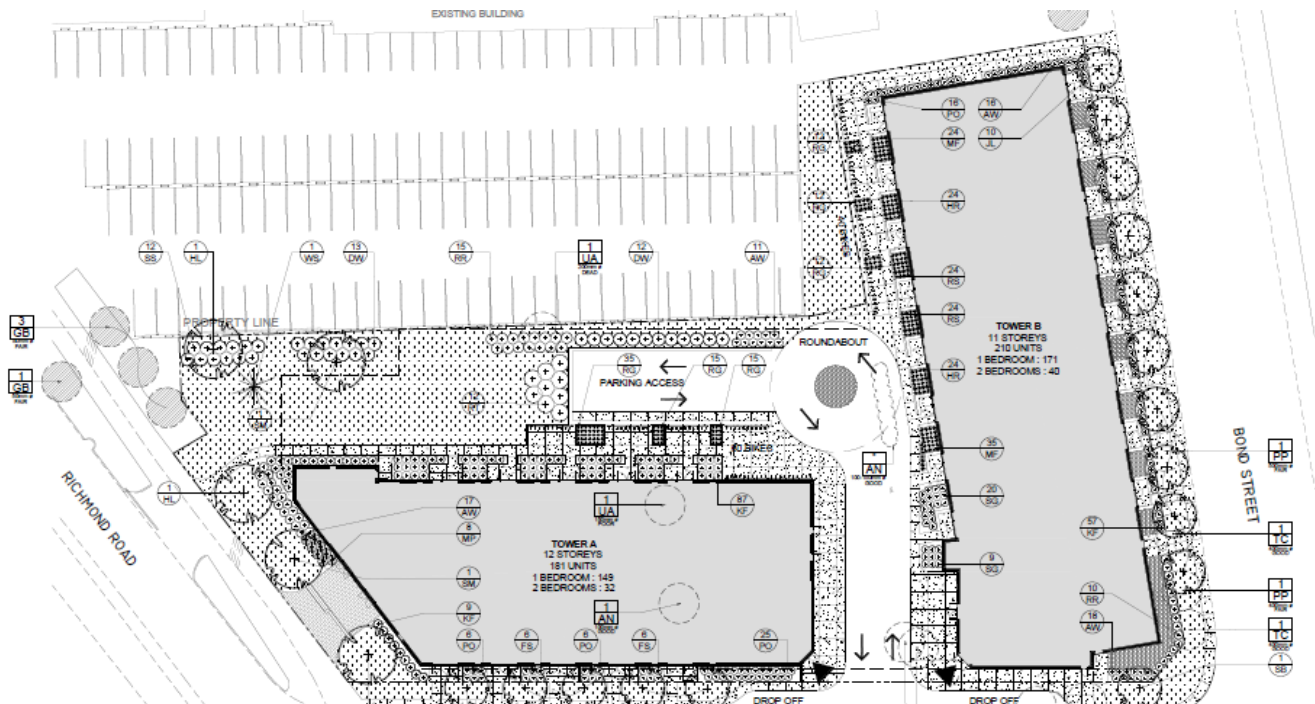


Figure 15: Landscape Plan

3.5 Shadow Analysis

The shadow analysis below illustrates the shadowing of the proposed development:

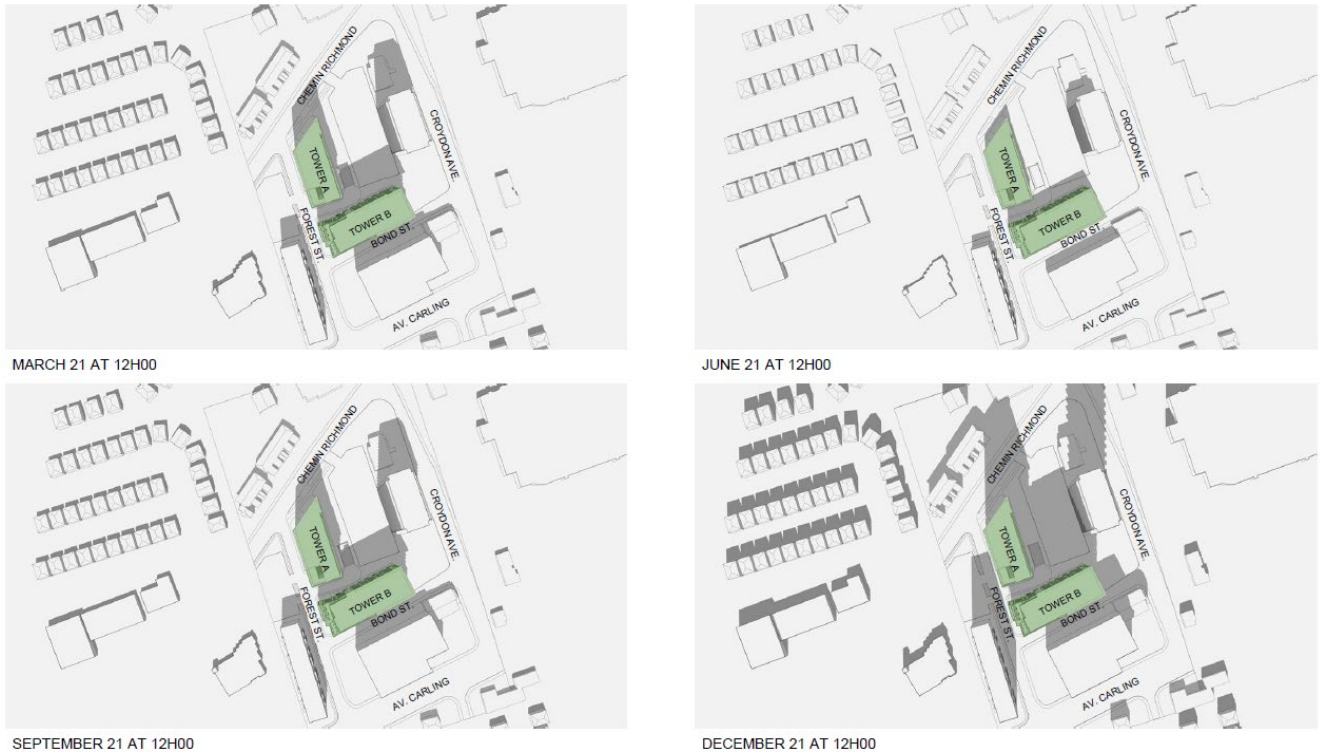


Figure 16: Shadow Analysis

Given the site location, setbacks, and lot fabric, the proposed development will create minimal shadowing impacts on surrounding properties. The majority of the shadowing impacts will affect the parking for the building on Croydon Avenue, where there are no residential uses planned.

POLICY AND REGULATORY FRAMEWORK

4.1 Provincial Policy Statement (2014)

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

The PPS recognizes that “the long-term prosperity and social well-being of Ontarians depends on maintaining strong communities, a clean and healthy environment and a strong economy”. To this end, the PPS generally promotes the creation of “healthy, liveable and safe communities”, through efficient land use patterns.

Section 1.1.1 states that healthy, liveable and safe communities are sustained by, among others:

- / Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / Accommodating an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs;
- / Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;
- / Improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;

Section 1.1.3 contains policies related to Settlement Areas, including the direction that settlement areas shall be the focus of growth and development. As specified in Policy 1.1.3.2, land use patterns within settlement areas shall be based on:

- / Densities and a mix of land uses which, among others:
 - o Efficiently use land and resources;
 - o Are 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;
 - o Support active transportation;
 - o Are transit-supportive, where transit is planned, exists, or may be developed.
- / A range of uses and opportunities for intensification and redevelopment, where this can be accommodated.

Policy 1.1.3.3 states that planning authorities shall identify appropriate locations and promote opportunities for 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 1.4 states that planning authorities shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents. This to be accomplished by:

- / Permitting and facilitating all forms of housing and all forms of residential intensification and redevelopment;
- / 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 that 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;

-
- / 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.

Policy 1.6.6.2 states that municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.

Policy 1.6.7.2 of the PPS states that efficient use should be made of existing and planned transportation systems, including rapid transit and cycling infrastructure. Policy 1.6.7.4 states that land use patterns, densities and a mix of uses should be promoted that minimize the length and number of vehicle trips and supports current and future use of transit and active transportation.

Policy 1.7.1 states that long-term economic prosperity should be supported by, among others:

- / Optimizing the long-term availability and use of land, resources, and infrastructure;
- / Maintaining and, where possible, enhancing the vitality and viability of downtowns and Mainstreets; and
- / Promoting the redevelopment of brownfield sites.

Policy 1.8.1 stipulates that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which, among others:

- / Promote compact form and a structure of nodes and corridors;
- / Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas; and
- / Improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

The proposed development meets the policies of the 2014 Provincial Policy Statement. It intensifies a property within the settlement area, in a mainstreet intensification target area. Additionally, it proposes to redevelop a brownfield site, introducing new pedestrian infrastructure to enable better connectivity for all community members. The property is located in proximity to existing public services and infrastructure, and will support existing and planned rapid transit services.

The proposed density and compact form will minimize vehicle trips and encourage active transportation alternatives, given the proposed mix of uses, proximity to the rapid transit network, and connectivity to the pedestrian and cycling network. The proposed development will also contribute to the range of housing options available in proximity to the rapid transit network and within the community.

4.2 Provincial Policy Statement (2020)

The Province of Ontario recently released a revised Provincial Policy Statement, which will come into effect on May 1, 2020. The policies of the new PPS are generally similar to the 2014 policies.

New or revised policies that influence the proposed development include:

- / 1.1.1: Healthy, liveable and safe communities are sustained by:
 - o Accommodating an appropriate affordable and market-based range and mix of residential types, including multi-unit housing;
 - o Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective

- development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- / 1.1.3.3: 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 [...];
 - / 1.4.3: Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs or current and future residents of the regional market area by:
 - Permitting and facilitating:
 - All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
 - All types of residential intensification, including second additional residential units, and redevelopment;
 - Requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.
 - / 1.7.1: 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.
 - / 1.8.1: Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:
 - Encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

The proposed development will continue to conform to provincial policies under the 2020 PPS policy framework.

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

The City of Ottawa Official Plan is composed of eight sections, each addressing a different aspect of the planned function of the City as a whole.

Section 2 of the Official Plan provides Strategic Directions for growth and development within the City. Ottawa's population is projected to grow by up to 30 percent by 2031. The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. In other words, the City is striving to create 'complete' communities in which residents do not need to drive for everyday activities and where jobs, shopping, recreation and social activities lie within walking or cycling distance.

More specifically, the Official Plan pursues strategic directions in four key areas, three of which are relevant to the proposal:

1. Managing Growth
 - a) The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently, including development on previously underutilized lots;
 - b) Growth in the urban area will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.

2. Transportation

- a) The City will provide direction and policies to guide the day-to-day transportation program in the Transportation Master Plan;
- b) Directions related to parking strategies have been outlined in the Official Plan to meet intensification requirements and the Transit Priority Network.

3. Creating Liveable Communities

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

These strategic directions are developed further in the policies of Section 2.2 (Managing Growth) and 2.5 (Building Liveable Communities), as discussed below.

4.3.1 Section 3.6.3 – Mainstreets



Figure 17: Schedule 'B' of the City of Ottawa Official Plan

The subject property is designated as Arterial Mainstreet on Schedule B – Urban Policy Plan of the City's Official Plan. The Official Plan identifies the Mainstreet designation as streets that offer some of the most significant opportunities in the City for compact and pedestrian oriented forms of intensification. Mainstreets are identified as performing a dual role of providing adjoining neighbourhoods with a range of daily goods and services, while

also serving the needs of others living beyond the neighbourhood boundaries. On Arterial Mainstreets, development will occur in a way that facilitates the gradual transition to a more urban pattern of land use and to more intensive forms of development. Higher densities can be introduced where appropriate, uses may be mixed, parking lots between the building and the street could be redeveloped and built upon, and the pedestrian environment will be improved.

The following policies of the Mainstreet designation apply to the development:

Policy 1 provides a policy direction for the Mainstreet designation, outlining the goals, land uses and planned context of Mainstreets. Arterial Mainstreets are planned to provide a mix of uses and have the potential to evolve, over time, into more compact, pedestrian-oriented and transit-friendly places. The policy states that the Zoning By-law can define the portion of the street frontage of an Arterial Mainstreet to be occupied by buildings located at or set back minimally from the sidewalk. The Arterial Mainstreet designation will fulfill and take advantage of its multi-modal transportation corridor function.

Policy 3 states that the symbol delineating the Arterial Mainstreet designation is a stand-alone land use designation and not an overlay. The boundary of the designation may vary, but will generally apply to a depth of 400 metres from the Mainstreet.

Policy 4 provides a direction for a coordinated approach to site planning and development, including multi-modal access, attractive and safe pedestrian environments, measures to relieve the visual impact of parking lots, provision of adequate landscaped areas, and over time, a development that is oriented towards the Mainstreet.

Policy 5 permits a broad range of uses on Arterial Mainstreets, including retail and service commercial, office and residential uses. The policy states that these uses can be mixed in individual buildings.

Policy 10 promotes and encourages redevelopment and infill on Arterial 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.

Policy 12 states that unless a secondary plan states otherwise, buildings up to 9 storeys may be permitted, but high rise building may be permitted subject to a zoning amendment and community amenity where the building is located in the following nodes:

- / within 400 metres walking distance of a Rapid Transit Station; or
- / directly abutting an intersection of the Mainstreet with another Mainstreet or a Transit Priority Corridor;
or
- / directly abutting a Major Urban Facility.

4.3.2 Section 2.2.2 – Managing Intensification Within the Urban Area

The City anticipates that approximately 90 percent of the growth in population, jobs and housing will be accommodated within the urban area. The City aims to direct growth to locations with significant development potential and ensures that a high-quality built environment is compatible with the existing and planned urban context. Furthermore, this section of the Official Plan ensures that areas subject to intensification promotes environmentally focused developments that encourage a healthy lifestyle through walkability and accessibility.

The policies in Section 2.2.2 deal specifically with the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit and other infrastructure.

The City of Ottawa Official Plan policies supports residential intensification of a property that results in a net increase in residential units, including:

- / Redevelopment of Brownfield sites;
- / The development of underutilized lots within previously developed areas;
- / Infill development; and
- / The conversion of existing industrial buildings for residential uses.

Policy 3 of Section 2.2.2 identifies Mainstreets as target areas for intensification. The Plan establishes minimum density targets to those target areas with the greatest potential to support the Rapid Transit and Transit Priority Network. As established in Figure 2.3 of the Official Plan, the minimum density target for the Richmond Road Arterial Mainstreet designation (north of Carling Avenue) is 200 people or jobs per gross hectare. As established in Policy 6 of Section 2.2.2, all new development within the boundaries of the intensification target area will be required to meet the minimum density target.

Policy 10 of Section 2.2.2 recognizes that 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. Building heights and densities for different areas may be established through this plan or a secondary plan and will be implemented through zoning.

Policy 11 further specifies that the distribution of appropriate building heights will be determined by:

- a) The location in a Target Area for Intensification 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, with buildings clustered with other buildings of similar height.

Policy 12 establishes storey ranges for each category of building height. Buildings of heights between 10 and 30 storeys are classified as “high-rise buildings.” As established in policy 14, secondary plans may specify greater or lesser building heights than those established in policy designations, where those heights are consistent with the strategic directions of Section 2 of the Official Plan.

Policy 16 states that the location of high-rise buildings is influenced by the need to provide an adequate separation distance from other existing and potential future high-rise buildings.

Policy 17 states that for Official Plan Amendments to increase building heights that are established in policy designations, the proponent must demonstrate that the following criteria are met:

- a) The impacts on the surrounding area have been assessed comprehensively;
- b) The direction in policy 10 of Section 2.2.2 is met;
- c) The requirements of Section 2.5.6, where the proposal involves a high-rise building; and
- d) An identified community amenity is provided.

4.3.3 Section 2.5.1 – Building Liveable Communities: Urban Design and Compatibility

Various design objectives are outlined in Section 2.5.1 to guide development. The proposed development meets the applicable objectives:

-
- / Enhances the sense of community by introducing a mixed-use development in an area characterized by a mix of uses;
 - / Defines quality public and private spaces through development by proposing development that frames three street frontages, as well as introducing new sidewalks and landscaping;
 - / Creates places that are safe, accessible and are easy to get to, and move through by proposing new pedestrian infrastructure, incorporating multiple entry points to the building, and locating the vehicular access away from the arterial road to avoid conflicts;
 - / Ensures that new development respects the character of existing areas by creating a building height transition between surrounding existing and planned development; and,
 - / Considers adaptability and diversity by introducing new residential land uses in a compact built form that contributes to the range of housing choices and transportation options in the area.

Policy 2 of Section 2.5.1 recognizes Arterial Mainstreets as a Design Priority Area, requiring consultation with the Urban Design Review Panel.

Policy 13 of Section 2.5.6 states that the City intends that the highest density of development, including high-rise buildings, locate where rapid transit is being provided. High-rise buildings are also a built form that requires detailed attention to urban design and their impacts on the existing communities into which they are located. Building design and appropriate transitions, such as those identified in Section 4.11 of the Official Plan, should be provided to reduce impacts on existing developed areas.

Policy 15 also requires consideration of the following for high-rise buildings:

- / A prominent location or locations fronting on streets, lanes, public open space and other public land and good transportation access;
- / Avoiding or mitigating negative shadow or microclimate impacts such as the creation of excessive wind and providing insufficient sunlight in adjacent public spaces;
- / The provision of a mix of uses within the building or the surrounding area to service residents or business tenants within the building and the broader community;
- / Conservation, retention, and renovation of designated heritage buildings and significant heritage resources;
- / Building transition and the mitigation of impacts on adjacent low-rise neighbourhoods through building design and massing as per Section 4.11 of the Official Plan;
- / The identification of priority community amenities or public institutional uses that may be required and the mechanisms by which they will be provided;
- / Mechanisms to encourage architectural excellence and sustainable design; and
- / Any specific requirements identified during the secondary planning process.

4.3.4 Section 4.11 – Urban Design and Compatibility

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of residential infill and intensification. Similar to Section 2.5.1 of the Official Plan, Section 4.11 outlines a set of criteria that can be used to objectively measure the compatibility of a development proposal. The development can be evaluated in the following ways:

Compatibility Criteria	Proposed Development
Views	The proposed development will not impact any protected views. By contrast, the proposal will create new views and create a new destination.
Building Design	<p>The proposed development is providing a consistent street wall along Richmond Road, Forest Street and Bond Street. The architectural articulation and stepbacks to the building façade helps to create visual interest and an appropriate building transition to surrounding development in the neighbourhood. The façade of the building includes two-storey datum lines to create a low-rise townhouse character fronting the abutting streets. Further, the building design at street level will improve the pedestrian realm and promote an active frontage along all three surrounding streets.</p> <p>Architectural treatments such as materiality, colours, and projections have been carefully chosen to be compatible with its surroundings while contributing to high-quality design. The building design creates visual interest in the area and reduces the impact of massing.</p> <p>Principal entrances are oriented towards the abutting public streets, improving sociability and interaction with the public realm. The main building entrance is accentuated through two-storey treatments and additional fenestration. All building walls are fenestrated to better interface with the street and improve safety through passive surveillance.</p> <p>Servicing, loading areas, and mechanical equipment are generally located internal to the site and away from the public realm.</p> <p>The proposed rooftop amenity spaces are incorporated into the design and massing of the upper floors of the building.</p>
Massing and Scale	<p>The proposed building is consistent with the height of the nearby buildings along this portion of the Richmond Road corridor. The proposal enhances the surrounding streetscapes, including the Richmond Road Arterial Mainstreet.</p> <p>The proposed development is designed for appropriate transition from the existing and future high-rise buildings in proximity to the LRT. The stepbacks, materials and other building design elements ensure the building respects the surrounding planned context.</p> <p>As demonstrated in the submitted Shadow Analysis, the buildings will not cause undue shadowing impacts on neighbouring properties.</p>
High-Rise Buildings	<p>Pedestrian comfort, safety, and usability will be improved as a result of this development, which features new pedestrian infrastructure. The submitted Wind Study concludes that the development will not create any undue microclimate impacts.</p> <p>Existing and proposed setbacks to adjacent properties and buildings will ensure that the development will not result in any undue overlook or privacy issues.</p>

Compatibility Criteria	Proposed Development
	The design of the building features respectful treatment of base, middle and top components. Adequate separation from the adjacent high-rise building is achieved.
Outdoor Amenity Areas	Balconies in the development are sensitively located to mitigate issues of overlook and privacy. Amenity areas for residents are being provided in the form of balconies and rooftop patio. No undue overlook impacts are anticipated as a result of this development.
Public Art	No public art is proposed at this time.
Design Priority Areas	The site is located along the Richmond Road Arterial Mainstreet Design Priority Area. The proposal has been designed to meet high design standards, including building materials, continuous building lines, articulation, and fenestration, while helping to define and improve this section of Richmond Road. Sidewalks and landscaping elements are also provided adjacent to the building. The massing and scale of the proposed development is designed to define and enclose public and private spaces. The proposal will be subject to the Urban Design Review Panel.

The proposal meets the goals and objectives of the Arterial Mainstreet land use designation as follows:

- / The development contains a mix of land uses;
- / Proposes intensification on an underutilized site;
- / Buildings are sited to frame surrounding public streets, including Richmond Road;
- / Contributes to a transition to a walkable, multi-modal streetscape; and
- / Proposes a high-rise building within walking distance to a rapid transit station and a Transit Priority Corridor.

The proposal meets the policies of Section 2.2.2 as follows:

- / The development proposes intensification in an intensification target area;
- / Proposes redevelopment of a brownfield site;
- / Proposes high-density development in proximity to public transit infrastructure; and
- / Proposes a sensitive and compatible building design and a contribution to the public realm.

While the proposed building height is classified as a high-rise building and does not meet the conditions for increased building height in policy 12 of Section 3.6.3, the particulars of the location nonetheless maintain the intent of the policies. Whereas increased building heights may be permitted at nodes within 400 metres walking distance of a rapid transit station, the property is located approximately 500 metres from the transit station, which is considered to be a comfortable walking distance for pedestrians.

Similarly, the policy contemplates greater building heights when directly abutting an intersection of a Mainstreet with another Mainstreet or a Transit Priority Corridor. Although the subject property is not located at such an intersection, it is located less than 100 metres from Carling Avenue, itself an Arterial Mainstreet and a designated Transit Priority Corridor. Although the subject property's Arterial Mainstreet

designation is derived from its frontage on Richmond Road, it will benefit from proximity to both of these streets.

Additionally, the building design meets other Official Plan policies pertaining to compatibility, massing, and transition. In particular, the building achieves a transition between the existing 19-storey to the east, the eight-storey building to the west, the Dymon Storage building, and the anticipated high-rise development on the Lincoln Fields Shopping Centre property to the east, representing an appropriate design solution for this location.

Policy 12 of Section 3.6.3 also requires a community amenity where a high-rise building is proposed in an Arterial Mainstreet. The applicant will explore possible contributions with City Staff, the Ward Councillor, and members of the public throughout the application process.

As the proposal meets the intensification and design goals and objectives of the Official Plan, the proposed Official Plan Amendment to permit a high-rise building at this location is reasonable and appropriate.

4.4 New Ottawa Official Plan (Anticipated 2021-2046)

The City of Ottawa is currently undertaking the preparation of a new Official Plan, to apply to a 25-year planning horizon from 2021 to 2046. The City has released key preliminary policy directions, which are oriented around the “Five Big Moves” that include:

- / Growth Management;
- / Mobility;
- / Urban and Community Design;
- / Climate, Energy and Public Health; and
- / Economic Development.

Preliminary policy directions applicable to the proposed development include:

- / Achieve an intensification target of 60%-70%;
- / Orient land use designations around nodes, corridors, and neighbourhoods;
- / Evolve to denser, walkable, 15-minute neighbourhoods;
- / A renewed emphasis on building form;
- / Establishing minimum densities for new developments in proximity to important rapid transit stations;

In summary, the new proposed Official Plan policies trend towards a greater focus on transit-oriented development, intensification, an urban design. The proposed development is consistent with these directions.

4.5 Lincoln Fields Secondary Plan (In Progress)

The City of Ottawa is currently preparing a Secondary Plan for the area around the Lincoln Fields Rapid Transit station, which is anticipated to be operational as a light rail transit station by 2025. The Secondary Plan project is intended to guide future development in locations and at densities appropriate for the context of the portions of the communities within an 800-metre / 10-minute-walk distance from the transit station. Specific objectives of the study include:

- / Engage the community to identify appropriate built-form, height, and density that is context-sensitive and considerate of major elements such as Carling Avenue, Richmond Road, Lincoln Fields Station, and the existing communities.
- / Identify opportunities to improve the public realm, including connectivity;

- / Ensure clarity for the community, the development industry, and City Staff to guide the review of future development proposals for the area.

The Secondary Plan project is in the early stages, and is anticipated to be completed in Summer 2021.

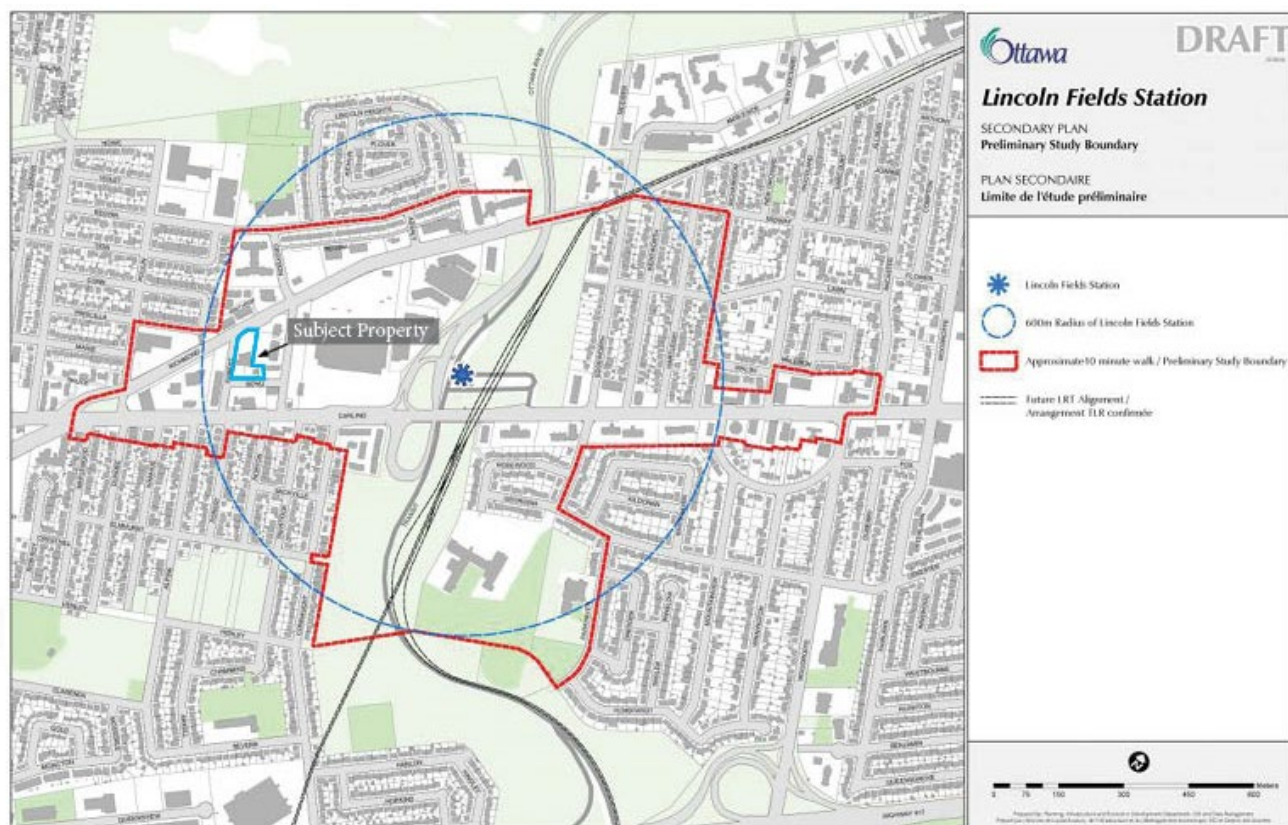


Figure 18: Lincoln Fields Station Secondary Plan Study Area

The proposed Official Plan Amendment application is intended to recognize an appropriate development and high-quality design on the subject property, and generally responds to the goals of the Secondary Plan process. The applicant will follow the Secondary Plan process and participate in any stakeholder engagement activities.

Similar to the Riocan application for the phased redevelopment of the Lincoln Field shopping centre, Fotenn is of the opinion that a planning application submitted concurrent to the City's Secondary Plan process will inform the secondary planning exercise, and contribute to a more sophisticated policy document.

4.6 Urban Design Guidelines for Arterial Mainstreets

Approved by Council in May 2006, the Urban Design Guidelines for Development along Arterial Mainstreets provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development along Arterial Mainstreets. The proposed development achieves several of the guidelines by:

- / Locating new buildings along the public street edge;
- / Providing an unobstructed 2.0-metre-wide pedestrian sidewalk;
- / Using buildings and landscaping to create a continuous streetscape;

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- / Basing new development on an internal circulation pattern that allows for logical movement through the site;
 - / Ensuring buildings occupy most of the frontage;
 - / Landscaping the area in front of a building wall and using projections, awning, colours and textures to reduce the visual impact of any unglazed walls;
 - / Connecting pedestrian walkways between properties to facilitate pedestrian circulation between sites;
 - / Providing direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrances;
 - / Locating surface parking areas at the side or rear of buildings;
 - / Providing a consistent width of landscape and pedestrian areas across the front of the site;
 - / Coordinating tree planting with below-grade utilities;
 - / Screening utility equipment, loading areas, and garbage collection areas from view of the Arterial Mainstreet and the adjacent properties;
 - / Designing lighting so that there is no glare or light spilling onto surrounding uses; and,
 - / Providing lighting that is appropriate to the street character and mainstreet ground floor use with a focus on pedestrian areas.

The proposed development meets several of the Urban Design Guidelines for Development along Arterial Mainstreets.

4.7 Urban Design Guidelines for High-rise Buildings

Approved by Council in May 2018, the Urban Design Guidelines for High-rise Buildings provides urban design guidance at the planning application stage to promote and achieve appropriate high-rise development. The proposed development achieves several of the guidelines, including:

- / When a high-rise building or group of high-rise buildings are proposed within an identified growth area, design the buildings nearer the edge of the growth area to be progressively lower in height than those in the “centre”;
- / Include base buildings that relate directly to the height and typology of the existing or planned streetwall context;
- / The lot should abut the public realm, including streets, parks, plazas, and privately owned public spaces (POPS) on at least two sides;
- / Enhance and create the overall pedestrian experience in the immediate surrounding public spaces (including POPS) through the design of the lower portion, typically the base;
- / Enhance and create the image of a community and a city through the design of the upper portion of the building, which is often comprised of a middle and a top that: protects and/or creates views and landmarks; and respects and/or enriches urban fabric and skylines;
- / Place the base of a high-rise building to form continuous building edges along streets, parks, and public spaces or Privately Owned Public Space (POPS);
- / In the absence of an existing context of street wall buildings, create a new street wall condition to allow for phased development and evolution;
- / The minimum height of the base should be 2 storeys;
- / Respect the character and vertical rhythm of the adjacent properties and create a comfortable pedestrian scale by: breaking up a long façade vertically through massing and architectural articulation to fit into the existing finer grain built form context and introduce multiple entrances, where possible;
- / Use high-quality, durable, and environmentally sustainable materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the façade;
- / The ground floor of the base should be animated and highly transparent;
- / Orient and shape the tower to minimize shadow and wind impacts on the public and private spaces.
- / Articulate the tower with high-quality, sustainable materials and finishes to promote design excellence, innovation, and building longevity;

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- / For a background building, create a fenestration pattern, and apply colour and texture on the facades that are consistent with and complement the surrounding context;
 - / The top should be integral to the overall architecture of a high-rise building, either as a distinct or lighter feature of the building or a termination of the continuous middle portion of the tower;
 - / Integrate roof-top mechanical or telecommunications equipment, signage, and amenity spaces into the design and massing of the upper floors;
 - / The public spaces should: complement and be integrated into the existing network of public streets, pathways, parks, and open space; provide direct visual and physical connections to the surrounding public streets, pathways, parks, and open spaces;
 - / Locate the main pedestrian entrance at the street with a seamless connection to the sidewalk;
 - / Locate parking underground or at the rear of the building; and
 - / Internalize and integrate servicing, loading, and other required utilities into the design of the base of the building, where possible.

The proposed development meets the recently approved Urban Design Guidelines for High-rise Buildings.

4.8 Public Engagement Strategy

Groupe Heafey has initiated multiple communications with Councillor Theresa Kavanagh's office, including an in-person meeting. Through discussions, it was determined that a public meeting would be held after submission of the development applications.

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting.

It is also expected that additional consultation will occur as part of the City-initiated Secondary Plan for the area around the Lincoln Fields Rapid Transit station. Any public open houses will include a broader discussion of development in the area, including the Groupe Heafey applications.

Performance Standards	Requirements	Provided	Meets Standard
Minimum front yard and corner side yard	<p>The minimum front and corner side yard setback for all buildings is 0 metres</p> <p>At least 50% of the frontage along the front lot line and corner side lot line must be occupied by building walls located within 4.5 metres of the frontage for a Residential use building and within 3.0 metres for a non-residential or mixed-use building.</p>	<p>0 m (after road widening) along front lot line</p> <p>1.5 m along corner side yard</p>	Yes
Minimum interior side yard	No minimum	3m	Yes
Minimum rear yard setback for a residential use building	3m from Bond Street	2.7m	No
Ground floor façade	<p>The ground floor façade facing a public street of a building located within 4.5m of the front lot line of corner lot line must include:</p> <ul style="list-style-type: none"> -A minimum of one active entrance -where an active entrance is angled on the corner of the building, such that it faces the intersection of the arterial mainstreet and a side street intersecting the arterial mainstreet, it is deemed to face both streets 	Active entrance located on both the front and corner lot line, within 4.5m of the lot line.	Yes
Transparent glazing	A minimum of 50% of the surface area of the ground floor façade, measured from the average grade up to a height of 4.5 metres, facing a public street must be comprised of transparent glazing	Ground floor façade is comprised of at least 50% glazing	Yes
Building height	<p>The minimum building height required is 7.5 metres and 2 storeys for any portion of a building locating within 10m of the front or corner lot line.</p> <p>Non-residential or mixed-use buildings must have a ground floor height of 4.5 metres.</p> <p>Minimum 30 metres but in no case greater than nine storeys</p>	<p>Building Height:</p> <p>Tower A: 12 Storeys</p> <p>Tower B: 11 Storeys</p>	<p>No</p> <p>Only retail portion meets 4.5 m ground floor</p> <p>Tower A: 37.4m</p> <p>Tower B: 34.3m</p>

Parking Requirements

The subject property is located in Area Z of Schedule 1A of the Zoning By-law, which stipulates that:

- / The requirement for off-street motor vehicle parking is removed to encourage transit use;
- / Visitor parking requirements are 0.1 spaces per unit after the first 12 units, and no more than 30 spaces are required.

Parking Requirements	Provided
Maximum Parking Rate: 1.75 per dwelling unit = 686	Total Spaces Provided: 477 spaces
Visitor Parking Rate: 0.1 spaces per unit = 39	

Amenity Area Requirements

As per Section 135 of the Zoning by-law the following amenity area is required:

Amenity Area Required	Provided	Compliance
6m² per dwelling unit: 50% must be communal, and at least one amenity area must be aggregated into an area with a minimum of 54m²	Total Amenity Provided: 4 328m ² Total Communal: 1 888m ²	Yes

City of Ottawa High Rise Zoning Provisions

The City of Ottawa has proposed to modify the zoning of properties that can accommodate high-rise development. More specifically, the City is proposing minimum lot areas, side and rear yard setbacks (above a specific height) and minimum tower separation distances for high-rise developments on properties in the City.

The proposed high-rise zoning provisions were considered by Planning Committee on September 26, 2019 and were approved by Council on October 9, 2019 (By-law 2019-353). The appeal period ended on November 12, 2019 and Fotenn is aware of several site-specific appeals to the By-law.

Proposed Provisions		Area A
Minimum Lot Area	Corner Lot	1,150 m ²
	Interior Lot	1,350 m ²
Definition of Tower		That portion of a building over 9 storeys or a height equal to the width of the widest public street abutting a lot line, whichever is less
Min. Interior Side and Rear Yard Setbacks for a Tower		10 m
Minimum Separation Distance Between Towers on the Same Lot		20 m

The subject property complies with the minimum lot area provision for corner lots, and the proposed development meets the interior side yard setback requirement for Tower A. Although the buildings do not meet the setback or separation requirements, the following mitigation factors apply:

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- / The buildings are proposed at 11 and 12 storeys in height, respectively, which is not a significant increase from a 9-storey mid-rise buildings;
 - / The majority of the upper half of Tower B provides an increased setback of approximately 5 metres on the east side;
 - / The buildings are designed to incorporate visual interest and symmetry, with articulation achieved through building materials;
 - / Aligning with design guidelines, the building is designed to frame the street edge, and has a direct relationship with the public realm;
 - / The adjacent property at 2575 Bond Street is currently developed with a small one-storey building, which will not be affected by the design of the upper storeys of the proposed buildings;
 - / In the event that 2575 Bond Street redevelops, the ability to develop a high-rise building will be limited, as its property area of approximately 1,142 square metres does not meet the minimum lot area for a high-rise building; and
 - / As shown on the submitted Shadow Study, no significant shadowing impacts are generated from the proposed design.

The proposal meets the general intent of the Zoning By-law, including the AM10 subzone provisions. Relief from select performance standards is required to permit the proposed development:

- / **The increase in building height to accommodate the proposed high-rise building forms aligns with the Official Plan policy framework and will not generate any undue adverse impacts on surrounding properties.**
- / **Relief is required from the provision that stipulates that the ground floor must have a minimum height of 4.5 metres, with a floor-to-ceiling height of 3.3 metres proposed for the majority of the first floor. The commercial unit features a 2-storey height, therefore allowing for future flexibility of the commercial space along Richmond Road, and creating a more prominent activation of the mainstreet. The modest floor-to-ceiling heights for residential uses will allow for an appropriate transition and treatment of Forest Street.**
- / **Relief from the minimum 3.0-metre rear yard setback requirement is required to permit a 2.7-metre setback from Bond Street. While the property line along Bond Street is classified as a “rear lot line,” the building treatment functions as a front yard condition. The 30-centimetre reduction in the setback requirement will not generate undue impacts to the streetscape, and the proposed siting of the building will maintain the achievement of a more active street frontage and public realm.**

5.0 CONCLUSION

The proposed Official Plan Amendment, Zoning By-law Amendment, and Site Plan Control applications are consistent with the Provincial Policy Statement, and otherwise conform to the goals and objectives of the Official Plan. The proposed development also meets many of the applicable design guidelines, as well as the intent of the Zoning By-law. In our opinion, the proposed development represents good planning and is in the public interest.



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