

Subject: Zoning By-law Amendment - 47 Beechwood Avenue, 12 Douglas Avenue, and 5 Springfield Road

File Number: ACS2025-PDB-PSX-0009

Report to Planning and Housing Committee on 20 August 2025

and Council 27 August 2025

Submitted on August 14, 2025 by Derrick Moodie, Director, Planning Services, Planning, Development and Building Services

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Ward: Rideau-Rockcliffe (13)

Objet : Proposition de modification du Règlement de zonage - 47, avenue Beechwood, le 12, avenue Douglas et le 5, chemin Springfield

Dossier : ACS2025-PDB-PSX-0009

Rapport au Comité de la planification et du logement

le 20 août 2025

et au Conseil le 27 août 2025

Soumis le 14 août 2025 par Derrick Moodie, Directeur, Services de la planification, Direction générale des services de la planification, de l'aménagement et du bâtiment

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REPORT RECOMMENDATIONS

That Planning and Housing Committee:

1. Recommend Council approve an amendment to Zoning By-law 2008-250 for 47 Beechwood Avenue, 12 Douglas Avenue, and 5 Springfield Road, as shown in Document 1, to establish a site-specific zoning exception with a schedule within the TM8 (Traditional Mainstreet, Subzone 8) subzone to permit an eight-storey mixed-use building, as detailed in Document 2.
2. Approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* 'Explanation Requirements' at the City Council Meeting of *August 27, 2025* subject to submissions received between the publication of this report and the time of Council's decision.

RECOMMANDATIONS DU RAPPORT

Que le Comité de la planification et du logement :

1. Recommande au Conseil d'approuver une modification du *Règlement de zonage 2008-250* visant le 47, avenue Beechwood, le 12, avenue Douglas et le 5, chemin Springfield, des biens-fonds illustrés dans le document 1, en vue d'instaurer une exception de zonage propre à l'emplacement, assortie d'une annexe, à la désignation TM8 (Zone de rue principale traditionnelle, sous-zone 8), afin de permettre la construction d'un immeuble polyvalent de huit étages, comme l'expose en détail le document 2.
2. Donne son approbation afin que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffe municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux "exigences d'explication" aux termes de la *Loi sur l'aménagement du territoire*, à la réunion du Conseil municipal prévue le 27 août 2025 », sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.

EXECUTIVE SUMMARY

Staff Recommendation

Planning staff recommend approval of the Zoning By-law Amendment for 47 Beechwood Avenue, 12 Douglas Avenue, and 5 Springfield Road] to TM8 (Traditional Mainstreet, Subzone 8) zone with a site-specific zoning exception to permit an eight-storey mixed-use apartment building.

The applicant has requested to increase the maximum permitted height, permit a reduced front yard and corner side yard step-back above the sixth-storey, reduce the rear yard setback and step-back requirements, amend the angular plane requirements, and reduce residential parking rates.

Applicable Policy

The following policies support this application:

Official Plan

The proposed development aligns with the intent of policies within Sections 5.2.1.3, 5.2.1.4, 5.2.1.5, 5.2.2.2, 5.2.2.3, 5.2.3.2, and 5.2.3.4 by creating a mid-rise mixed-use building which increases housing stock on a Mainstreet Corridor and strengthens the community as a 15-minute neighbourhood. The development establishes an urban pattern of built form on the subject lands which includes commercial units at-grade which have a direct relationship with the public realm, provides for a 1:1 ratio of bicycle parking spaces per dwelling unit, minimizes reliance on the automobile, and promotes alternative methods of transportation which includes transit stops on-site, and an abutting westbound cycling lane along Beechwood Avenue. The proposed height of eight-storeys is consistent with the policies, which support mid-rise development with adequate transition to sensitive land-uses.

The proposal aligns with Sections 6.2.1.2, 6.2.1.3, 6.2.1.4, and 6.2.2.1 but aligning the greatest heights of the development adjacent to the corridor, implementing a high-level of glazing and fenestration at the ground level with active entrances to the residential and commercial units, as well as building articulation which provides for a pedestrian friendly public realm. The proposed building includes a varying three-to-six storey podium which corresponds to the surrounding context, including providing the greatest heights and densities at the Springfield Road and Beechwood Avenue intersection, and a three-storey low-rise podium along the eastern extent of the building to transition to the low-rise uses along Douglas Avenue. The development also contributes to

improvements of the Mainstreet Corridor by including new sidewalks, cycling lanes, and street trees, which will improve the public realm and increase the urban tree canopy within the community.

Community Design Plan

The proposed development demonstrates consistency with Guidelines 2.2.1, 2.2.4, 2.3.1, 2.3.2, 2.4.2, 2.4.5, 2.4.6, 2.5.1, and 2.5.2 of the Beechwood Community Design Plan (CDP) by providing for a mid-rise mixed-use building which directly abuts and corresponds to the public right-of-way and provides small stores at-grade, supporting multi-modal flow through the implementation of west-bound cycle lanes along Beechwood Avenue along with a bus stop, underground garage, and moderately wide sidewalks. The development also achieved the goals of the CDP by providing for a transition of building massing, which include a low-rise podium, as well as adequate stepbacks and setbacks to the abutting low-rise neighbourhood on Douglas Avenue. The development aligns with the design principles of the CDP by providing for a mix of materials and colours which are semblant of the surrounding context.

Public Consultation/Input

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for Development Applications.

Concerns raised by the community included the provision of greenspace and trees, the compatibility of the development in the existing community context, unit typology, impacts to existing commercial uses, massing and transition, accessibility, affordability, and traffic.

A public open house was held by the Councillor's Office on November 12, 2024, with the applicant and members of the community, to solicit feedback on the proposed development.

Recommandation du personnel

Le personnel des Services de planification recommande d'approuver la modification du Règlement de zonage visant le 47, avenue Beechwood, le 12, avenue Douglas et le 5, chemin Springfield, dont la désignation passerait à TM8 (Zone de rue principale traditionnelle, sous-zone 8), assortie d'une exception de zonage propre à l'emplacement permettant la présence d'un immeuble polyvalent de huit étages.

Le requérant a demandé une augmentation de la hauteur de bâtiment maximale, une réduction de la cour avant, une réduction de la marge de recul dans la cour latérale d'angle au-dessus du sixième étage, une réduction des exigences relatives au retrait et à la marge de recul dans la cour arrière, une modification des exigences relatives au plan angulaire et une réduction des taux de stationnement résidentiel.

Politique applicable

Les politiques suivantes appuient cette demande :

Plan officiel

L'aménagement proposé est conforme à l'intention des politiques énoncées aux paragraphes 5.2.1.3, 5.2.1.4, 5.2.1.5, 5.2.2.2, 5.2.2.3, 5.2.3.2 et 5.2.3.4, en créant un immeuble polyvalent de hauteur moyenne qui vient augmenter le parc de logements dans un couloir de rue principale et renforcer le caractère de quartier du quart d'heure de ce secteur. L'aménagement permet d'appliquer un modèle urbain de forme bâtie sur les biens-fonds visés. En effet, il comprend des locaux commerciaux au rez-de-chaussée, en lien direct avec le domaine public, il prévoit une place de stationnement pour vélo par logement, il permet de réduire la dépendance à l'automobile et il favorise l'utilisation d'autres modes de transport avec notamment des arrêts d'autobus sur place et une bande cyclable en direction ouest le long de l'avenue Beechwood. La hauteur proposée de huit étages est conforme aux politiques applicables, qui encouragent les aménagements de hauteur moyenne offrant une transition adéquate vers les aménagements fonciers sensibles.

Le projet est conforme aux paragraphes 6.2.1.2, 6.2.1.3, 6.2.1.4 et 6.2.2.1. Les hauteurs les plus élevées de cet aménagement seront adjacentes au couloir, le rez-de-chaussée sera largement vitré et fenestré, avec des entrées actives menant aux logements et aux commerces, et l'articulation architecturale offrira un domaine public favorable à la marche. L'immeuble proposé surmontera un socle d'une hauteur variant de trois à six étages, ce qui correspond au contexte environnant. Les hauteurs et les densités les plus importantes seront concentrées à l'angle du chemin Springfield et de

l'avenue Beechwood, et un socle de trois étages sera construit sur la partie la plus à l'est de l'immeuble, afin d'offrir une transition vers les bâtiments de faible hauteur longeant l'avenue Douglas. Cet aménagement contribue en outre à mettre en valeur le couloir de rue principale grâce à la présence de nouveaux trottoirs, de bandes cyclables et d'arbres de rue, qui viendront améliorer le domaine public et enrichir le couvert forestier urbain dans ce secteur.

Plan de conception communautaire

L'aménagement proposé est conforme aux lignes directrices 2.2.1, 2.2.4, 2.3.1, 2.3.2, 2.4.2, 2.4.5, 2.4.6, 2.5.1 et 2.5.2 du Plan de conception communautaire (PCC) de Beechwood, car il s'agit d'un immeuble polyvalent de hauteur moyenne qui donne directement sur l'emprise publique, qui offre la présence de petites boutiques au niveau du sol, qui favorise la circulation multimodale grâce à la mise en place de pistes cyclables en direction ouest le long de l'avenue Beechwood et à la présence d'un arrêt d'autobus, d'un garage souterrain et de trottoirs relativement larges. L'aménagement permet d'atteindre les objectifs du PCC en prévoyant une transition dans la volumétrie des bâtiments, avec notamment un socle de faible hauteur ainsi que des marges de recul et des retraits adéquats par rapport au secteur de faible hauteur contigu sur l'avenue Douglas. Il respecte les principes de conception du PCC en associant une variété de matériaux et de couleurs s'apparentant au contexte environnant.

Consultation et commentaires du public

La publication de l'avis et la consultation publique se sont déroulées conformément à la Politique d'avis et de consultation publique approuvée par le Conseil pour les demandes d'aménagement.

Les préoccupations soulevées par les membres de la communauté portaient notamment sur la présence d'espaces verts et d'arbres, la compatibilité du projet avec le contexte communautaire, la typologie des logements, les répercussions sur les commerces des environs, la volumétrie et la transition, l'accessibilité, l'abordabilité et la circulation automobile.

Une réunion portes ouvertes, à laquelle le requérant et des résidents ont participé, a été organisée par le bureau du conseiller le 12 novembre 2024, afin de solliciter des commentaires sur ce projet d'aménagement.

BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

Site location

47 Beechwood Avenue, 12 Douglas Avenue, and 5 Springfield Road.

Owner

2317916 Ontario Inc.

Applicant

NOVATECH Engineers, Planners, and Landscape Architects

Architect

Project 1 Studio

Description of site and surroundings

The subject lands are located on the north side of Beechwood Avenue, between Springfield Road and Douglas Avenue. The subject lands have frontage on three streets; it has approximately 62 metres on Beechwood Avenue, 31 metres on Springfield Road, and 31 metres on Douglas Avenue.

The site is a consolidation of three properties – 47 Beechwood Avenue, 5 Springfield Road, and 12 Douglas Avenue – which have a total combined lot area of approximately 1,930 square metres. The site is currently occupied by low-rise, mixed-use buildings and associated surface parking with a variety of uses including residential and restaurants. These buildings will be demolished to facilitate the proposed development.

The subject lands are located within the Lindenlea neighbourhood. Surrounding uses include a mix of low-rise residential uses to the north; low to mid-rise mixed-use buildings to the west; low-rise mixed-use buildings to the east; and a grocery store with a surface parking lot to the south. Notable landmarks include Rideau Hall and the Ottawa River to the west, and Beechwood Cemetery to the east.

Summary of proposed development

The Minor Zoning By-law Amendment (File No. D02-02-23-0052) seeks to allow amendments to the existing TM8 (Traditional Mainstreet, Subzone 8) zoning. The TM8 subzone is being retained and permits mid-rise mixed-use buildings.

The proposal seeks to permit an eight-storey, mixed-use building with four commercial units on the ground floor and 123 residential dwelling units with a range of unit sizes: including 31 studio units, 29 one-bedroom units, 21 one-bedroom + den units, 39 two-bedroom units, and three two-bedroom double height units. 48 underground vehicular parking spaces are provided from an access off Springfield Road to serve the proposed commercial and residential uses, and a service lane is proposed on the northeast corner of the site from Douglas Avenue. A total of 128 bicycle parking spaces are proposed, including four spaces located outdoors to serve the commercial units. Approximately 880 square metres of amenity area is proposed, which includes approximately 374 square metres of communal amenity area. Private and communal amenity areas consist of private balconies, indoor amenity rooms, an outdoor amenity area in the rear of the building, dog-wash rooms, and a communal terrace.

The proposed massing of the building consists of a three-storey podium along Douglas Avenue, and the eastern face of the building along Beechwood Avenue, raising to a six-storey podium on the western face of the building along Beechwood Avenue, and along Springfield Road. A majority of the building is seven storeys, with an eight-storey massing at the north-west corner of the site where the double height units are located. The proposal includes improvements to the surrounding public realm and rights-of-way, including a protected westbound bike lane, new two-metre sidewalks, retention of the existing bus stop on Springfield Road, commercial patios, and landscaped areas and boulevards to support the growth of street trees.

The associated Site Plan Control application (File No. D07-12-23-0084) is intended to facilitate the development of the lands following the Zoning By-law Amendment, including the site improvements noted above.

Summary of requested Zoning By-law amendment

The application seeks to amend the existing TM8 (Traditional Mainstreet, Subzone 8) zone to establish site-specific zoning exceptions to permit the proposed development. The site-specific exceptions will address provisions pertaining to setbacks, stepbacks, building height, angular plane, and landscaped area requirements.

The proposed site-specific amendments include:

- Permit a front yard 2.0 metre stepback above the sixth storey, whereas a 2.0 metre stepback above the third storey is required.
- Permit a corner side yard 1.6 metre stepback above the sixth storey, whereas a 2.0 metre stepback above the third storey is required.
- Permit a 3.0 metre rear yard setback for the first three storeys where abutting a residential zone, whereas 5.0 metres is required.
- Permit a 5.5 metre rear yard setback above the first three storeys abutting a residential zone, whereas 7.5 metres is required.
- Permit a maximum building height of 24.7 metres, whereas 20.0 metres is required.
- Permit a 45-degree angular plane measured at a height of 22.0 metres from a point 5.5 metres from the rear lot line, whereas a height of 15.0 metres from a point 7.5 metres from the lot line is required.
- Remove landscaping requirements abutting a residential zone, whereas 1.0 metre is required where a 1.4 metre opaque fence is provided.
- Permit 30 residential parking spaces, whereas 50 spaces are required.
- Add Schedule YYY to establish the minimum setbacks and stepbacks, as well as maximum heights.
- Establish a maximum height for rooftop mechanical units, whereas they are allowed to project beyond the maximum height of the building.
- Establish a bicycle parking requirement of one space per dwelling unit.
- Require that the gross floor area of the ground floor of the building fronting onto Beechwood Avenue consists of permitted non-residential uses, whereas there is no mixed-use requirement.

DISCUSSION

Public consultation

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for Development Applications.

Correspondence was received from approximately 180 individuals, eight of which expressed support. Concerns raised by the community included the provision of green

space and trees, the compatibility of the development in the existing community context, unit typology, impacts to existing commercial uses, massing and transition, accessibility, affordability, and traffic.

A public open house was held by the Councillor's Office on November 12, 2024, with the applicant and members of the community, to solicit feedback on the proposed development.

For this proposal's consultation details, please see Document 4 of this report.

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Official Plan designation(s)

The subject properties are located within the Inner Urban Transect Policy Area, as per Schedule A of the Official Plan. Policy 3 of Section 5.2.1 outlines that the Inner Urban Transect is generally planned for mid- to high-density development, subject to proximity and access to frequent transit or rapid transit, limits on building heights and massing as per the functional designation and urban design policies of Section 4.6, and resolution of servicing capacity constraints. Policy 4 of Section 5.2.1 supports the development of Mainstreets with a full range of services and increases in existing residential densities to sustain the full range of services within corridors in order to support the growth of 15-minute neighbourhoods. Policy 5 of Section 5.2.1 outlines that the Inner Urban Transect is planned for mid- to high-density, urban development forms where either no on-site parking is provided, or where parking is arranged in a common parking area, lot or parking garage accessed by a common driveway, and that development applications may be required to relocate or reduce the number of private approaches on a site with no net increase in width. Policy 2 of Section 5.2.2 outlines that the transportation network in the Inner Urban Transect shall prioritize walking, cycling and transit, and accommodate motor vehicle access and movement provided that doing so does not erode the public realm nor undermine the priority of pedestrians, cyclists and transit users. Further, Policy 3 of Section 5.2.2 outlines that motor vehicle parking may only be required for large-scale developments to offset sudden large increases in parking demand, and that parking shall be located behind, within or underground the principal building, and minimize impacts to public realm. Policy 2 of Section 5.2.3 provides policy direction for development along Mainstreet Corridors, outlining that subject to appropriate height transitions, stepbacks, and angular planes, the permitted building heights for streets with rights-of-way narrower than 30 metres, generally up to nine-storeys is permitted and that the wall heights directly adjacent to the street shall be proportionate to the width of the abutting right-of-way, and consistent with the urban

design policies of Section 4.6 of the Official Plan. Policy 4 of Section 5.2.3 provided direction that all buildings along Mainstreet Corridors shall have active entrances facing the Corridor.

Schedule B2 of the Official Plan further identified the property as being within the Mainstreet Corridor Designation and “Evolving” Overlay. The Corridor designation has the planned function of a higher density of development, a greater degree of mixed-uses, and a higher level of street transit service than abutting neighbourhoods. Policy 2 of Section 6.2.1 outlines that development within the Corridor shall establish buildings that locate the maximum permitted building heights and densities closest to the corridor, subject to building setbacks where appropriate; this policy also sets forth direction that development shall ensure appropriate transitions in height, land use, site design and development character through the site. Policy 3 of Section 6.2.1 outlines Corridors will generally permit a mixed-use urban environment, and shall address the Corridor, and Policy 4 of Section 6.2.1 states that where the development has multiple frontages, that vehicular access generally being provided from the parallel street or side street. Policy 1 of Section 6.2.2 outlines that in the Mainstreet Corridor designation, a mix of uses are permitted, and that the Zoning By-law may require active commercial, or service uses on the ground floor including those which maintain, extend, or create a continuous stretch of active frontages along a Mainstreet. The Evolving Neighbourhood overlay, which is applied to areas in close proximity to Hubs and Corridors is meant to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for new built forms and more diverse functions of land.

Schedule C6A identifies the subject property as being within Beechwood Viewshed Area, which is intended to preserve views of Parliament from the Beechwood Cemetery. Policy 1 of Section 4.6.2 of the Official Plan outlines that development shall not visually obstruct the foreground of views of the Parliament Buildings and other national symbols. Policy 2 of Section 4.6.2 outlines that views shall be protected from two locations in the Beechwood National Cemetery, being the Tommy Douglas Memorial and Poet’s Hill. New buildings should be located to complement or enhance the view of these national symbols, and shall not visually block the foreground view or visually change the background silhouette of the Parliament buildings when viewed from the identified locations.

Other applicable policies and guidelines

Community Design Plan

The Beechwood Community Design Plan (CDP) was approved by Council in 2006 and sets forth the vision and general design guidelines for the future development of the subject property and surrounding context. Figure 9 of the CDP identifies the subject lands as being located within the MacKay Sector, anticipating infill to mid-rise intensification which provides a massing close to the three bounding streets. Section 2.2.1 of the CDP includes guidelines which outline that the sector should intensify in such a way that it retains the positive qualities it presently has, with new buildings being high-quality low to mid-rise with small stores at grade. Section 2.2.4 of the CDP outlines guidelines which seek cycling lanes, multi-modal flow, and a consistent and moderately wide concrete sidewalk. Section 2.3.1 outlines that a mix of uses shall be provided along the ground floor, with underground parking provided below grade. This section also notes that principal entries for these uses should face Beechwood Avenue and at least half of the facades facing Beechwood Avenue, and any of its side streets, should consist of door and window openings. Section 2.3.2 provides direction for neighbourhood transition of uses, outlining that the requirement for non-residential uses along the ground floor of buildings should not apply to the portion of the ground floor that faces side streets. Section 2.4.2 of the CDP states that within the Mackay Sector, there should be no minimum setback from Beechwood Avenue for the first three or four storeys, and a maximum front yard setback to ensure that buildings are built close to the street. Further, for buildings which face side streets, the guidelines provide direction for a small minimum setback as a transition between Beechwood and the adjacent residential context, and that portions of buildings above three or four storeys should be setback an additional amount to between half a storey and a storey in height. Section 2.4 provides direction for neighbourhood transition for rear yards, outlining there should be a minimum residential-style setback so that a low-rise building will not have a significant shadowing effect on the abutting residential yard, and that there should be an additional setback applied to the portion of the building above three or four storeys. Guidelines 2.4.5 and 2.4.6 includes guidelines for intensification and infill requests, stating that the building should safeguard exposure to sunlight along the sidewalk and in residential yards, and have no significant effects to the surrounding area relating to noise, shadowing and odours. Section 2.5.1 provides direction on building and roof shapes, encouraging the implementation of modern and traditional designs which are reflected in the surrounding context. Section 2.5.2 includes guidelines pertaining to a variety of colours and materials which are present along Beechwood Avenue, outlining

that other colours which contrast well with the traditional colours is encouraged, and that side treatments of the building are to be consistent with the front of the building.

Urban Design Guidelines for Development along Traditional Mainstreets

The proposed development is subject to the Urban Design Guidelines for Development along Traditional Mainstreets. The purpose of these guidelines are to provide urban design guidance to achieve appropriate development along Traditional Mainstreets and promote development that will enhance and reinforce the recognized and planned scale and character of the street, promote development that is compatible with it's surroundings, achieve high-quality built form and building continuity, foster compact pedestrian-oriented development linked to street level amenities, and accommodate a broad ranges of uses.

Bird-Safe Design Guidelines

The proposed development is also subject to the Council approved Bird-Safe Design Guidelines, which are intended to inform the building, landscape and lighting design to minimize bird collisions.

Heritage

There are no heritage impacts associated with the recommendations of this report.

Urban Design Review Panel

The property is within a Design Priority Area and the Zoning By-law Amendment application and Site Plan Control application was subject to the Urban Design Review Panel (UDRP) process. The applicant presented their proposal to the UDRP at an informal review meeting, which was not open to the public.

The informal review meeting for the Zoning By-Law Amendment and Site Plan Control application was held on October 6, 2023.

The panel was successful in aiding in the implementation of the following:

- The implementation of at-grade amenity room that directly interfaces with the outdoor amenity space.
- The provision of communal amenity areas which meet the zoning requirements.

- Increased stepbacks of the building along Douglas Avenue for levels four to seven, to improve transition to the residential context to the north, along Douglas Street.
- Increased setbacks between north facing units from the rear lot line, abutting the TM zone to provide for more natural sunlight, transition, and functionality of the rear communal amenity area.
- The provision of street trees.
- Reconfiguring the location of waste and garbage storage areas to locate them adjacent to the service lane.
- Adjustments to commercial units to enhance their usability.
- The provision of at-grade units with step-down entrances to provide privacy from the street.
- The implementation of more dark red brick, as opposed to black brick, to improve the corner element at Springfield Road and Beechwood Avenue.

Planning rationale

Having considered the policies in the Official Plan, as highlighted in this report, staff are of the opinion that the proposed development is consistent with the policy framework.

Official Plan

The proposed development exhibits and is consistent with an urban pattern of development, as described in Section 5, Table 6 of the Official Plan, including a shallow front yard, principal entrances at-grade with direct relationship to the abutting public realm, areas of formal landscaping, and common parking areas screened from the public realm. The proposal is also consistent with Table 7 of Section 5, which outlines that Mainstreet Corridors within Inner Urban Transect are anticipated for up to high-rise development, dependant on road width and transition.

The proposed development aligns with the intent of policies within Sections 5.2.1 and 5.2.2, of the Official Plan by increasing housing stock, density, and the provision of a range of residential and commercial units along a Mainstreet Corridor through the creation of a mixed-use mid-rise development, contributing to an urban pattern of built form. The development will facilitate the creation of 123 dwelling units and four commercial units, providing a full range of services in close proximity to frequent transit,

contributing to the improvement of the surrounding area as a 15-minute neighbourhood. Further, the proposed development prioritizes pedestrians, active transportation and transit as vehicular parking will be provided in an underground parking garage, screening motor vehicle uses from the public realm. The development also reduces the number of private approaches on the subject lands from the adjacent rights-of-way when compared to the existing conditions, and retains the existing bus pad along Springfield Road. Additionally, the development will provide for a 1:1 bicycle parking space per dwelling unit ratio, increasing ridership in the community directly adjacent to existing and future bike lanes along the corridor.

With respect to anticipated heights within the Inner Urban Transect along Mainstreet Corridors, the proposal conforms to the policies contained within Section 5.2.3 by providing for an eight-storey building, for which most of the massing is seven storeys, where generally up to nine storeys are permitted. The varying three to six-storey podium is less than the planned right-of-way width for this portion of Beechwood Avenue, with the total height of the building being approximate to the planned width of the right-of-way. The building also provides for articulation which provides for the greatest height and massing closest to the Springfield Road and Beechwood Avenue intersection, and providing separation and stepping at the north-east corner of the subject lands to establish a transition to the low-rise context along Douglas Avenue.

The proposal aligns with Sections 6.2.1 and 6.2.2 of the Official Plan by providing a mix of uses and locating the greatest heights closest to the corridor and TM zoning along Springfield Road. In addition, the proposal represents an intensification of land within a Mainstreet Corridor, providing a mixed-use building which directly abuts and responds to the public realm along Beechwood Avenue, with commercial units located at-grade that directly address the corridor with a high level of glazing and transparency. The proposed mid-rise building appropriately responds to the policies relating to the provision of a transition in height by providing appropriate setbacks and stepbacks, which includes a three-storey podium along Douglas Avenue which provides adequate stepping and transition to the low-rise residential context to the northeast of the site. The development also contributes positively to the active transportation network through the provision of protected bike lanes and new sidewalks along Beechwood Avenue. Additionally, vehicular access is provided from the side-streets, minimizing vehicular impacts to Beechwood Avenue and removing the existing private approach along the corridor. The inclusion of a 1:1 bicycle parking space per unit ratio will support walkability and transit within the surrounding community.

Urban Design policies contained within Section 4.6 of the Official Plan seek to enable the sensitive integration of new developments to ensure Ottawa meets its intensification targets while considering liveability for all. The Shadow Analysis submitted with this application demonstrates a minimal increase in the shadow impacts of the development when compared to the as-of-right building permissions on the subject lands, which is achieved by stepping the building on the northeast corner of the site and providing for a transition to a three-storey massing along Douglas Avenue. With respect to the preservation of Parliamentary Viewsheds, a review has been undertaken, and the proposed building does not project within the Beechwood Viewshed Area as established by Schedule C6A of the Official Plan, satisfying the policies outlined in Sections 4.6.2 of the Official Plan.

Community Design Plan

The proposed development demonstrates consistency with the applicable guidelines contained within Sections 2.2, 2.3, 2.4, and 2.5 the Beechwood Community Design Plan. The MacKay Sector guidelines anticipate infill to mid-rise intensification on the subject lands, with a massing close to the three bounding streets. The proposal consists of a mid-rise building which directly interfaces with the public realm and public rights-of-way bounding the subject lands.

The development proposal also implements a number of the qualities the site currently has, including a mix-of uses, transit and pedestrian friendly land-use, and architectural design which complements and fits in the surrounding context. The proposal will also include the creation of cycling lanes and a moderately wide sidewalk, mixed-uses including commercial uses which will serve the neighbourhood and directly frame the public realm, as well as an underground parking garage. The development provides articulation through stepbacks, including a six-storey podium which provides architectural prominence at the corner of Beechwood Avenue and Springfield Road, and a three-storey podium on the remainder of the building which will result in minimal shadow impacts to the adjacent low-rise residential context. If 12 Douglas were to develop as an individual lot, the as-of-right building permissions on the subject lands would permit a taller building adjacent to the residential context of Douglas Avenue as there would be no angular plane requirements for interior side yard conditions. Further, there would be reduced setbacks directly adjacent to 12 Douglas Avenue if the lot were to develop individually, as an interior side yard condition has lesser requirements than a rear yard condition as proposed. Further, no shadow impacts will occur to the sidewalks along Beechwood Avenue.

With respect to materiality and design, the proposal includes materials and colours which positively complement the Beechwood Avenue context, including white, red and black brick. The flat roof, and podium articulation of the building emulates and provides continuation of the datum lines adjacent to the subject lands.

Urban Design Guidelines for Development Along Traditional Mainstreets

Staff are of the opinion that the development achieves and implements a number of the guidelines, including aligning the streetwall with the existing built form or with the average setback, providing public and private tree plantings, improving the pedestrian realm, implementing building massing which provides setbacks, stepbacks, rich architectural detail and variations in building articulation, creating an attractive semi-public areas such as patio space, providing for a building height consistent with the planned right-of-way width, high levels of glazing at the pedestrian level, providing a mix of uses, concentrating height and mass at the corner treatment of the intersection, providing corner entrances with canopies at the ground level and balconies above, bicycle parking at-grade, and entrances to the commercial units at-grade.

Bird-Safe Design Guidelines

In review of the surrounding context and site design of the proposed development, the rear of the building was identified as the highest risk for bird collision given the increased foliage on-site and on adjacent low-rise context. The applicant has proposed bird-safe frit on levels one to three on the rear of the building, which is consistent with the anticipated height of the tree canopy, to minimize the potential for collisions. Staff are of the opinion that the proposed development addresses the Bird-Safe Design Guidelines.

Requested Relief - Zoning By-law Amendment

The requested relief from the Zoning By-law is also consistent with the policy and regulatory framework. The following summarizes the additional site-specific zoning provisions and planning rationale:

Podium Height

Permitting up to a six-storey podium is consistent with the policies of the Urban Design policies Official Plan contained in Section 4.6.6, which provides policy direction to provide a middle portion of the building that relates to the planned context and a base which includes active frontages.

The six-storey podium only applies to a portion of the site, to provide architectural prominence to the corner treatment at the intersection of Springfield Road and Beechwood Avenue. The podium steps down to a three-storey podium along the east face of the building along Beechwood Avenue, and along Douglas Avenue, to achieve an adequate transition to the more sensitive low-rise context along Douglas Avenue and to the east along Beechwood Avenue.

Reduced Landscaping Requirements and Setbacks abutting Residential Zone

The reduction of landscaping buffers abutting a residential zone are consistent with the intent of the corridor policies, as it allows the services, loading, and move-in laneway to be screened from the public realm along Beechwood Avenue, and minimize traffic along Springfield Road.

Further, the intent of the zoning requirement for a landscaped buffer is to provide for separation, transition, and minimizing impacts of the interface of development along a corridor with more sensitive adjacent low-rise residential lands. The site design of the proposed development achieves the intent of the zoning by providing for fencing along the rear lot line, which will provide visual separation of the subject development, as well as privacy to the adjacent low-rise residential use. The service lane will also effectively operate as a landscaped buffer by providing a separation between the built form and the adjacent property, while retaining and improving the functionality of the site. The building massing has also been designed to step down to a three-storey podium along Douglas Avenue, providing a transition to a low-rise massing which is compatible with the residential zoning along Douglas Avenue. A zoning schedule will establish the required setbacks and stepbacks to ensure the zoning by-law has massing requirements on the subject lands.

Height and Angular Plane

The proposed height is consistent with the Official Plan, for which the policies supports up to a nine-storey mid-rise building on Mainstreet Corridors within the Inner Urban Transect on planned rights-of-way lesser than 30 metres, subject to appropriate transition to more sensitive land uses. The proposed height consists mostly of a seven-storey massing, with a portion of the building along the intersection of Springfield Road being eight-storeys, for double-height units. The proposed height is consistent with development along the corridor within the area, and transition is provided along Douglas Avenue through the provision of a three-storey podium and stepbacks on the northeast corner of the site to minimize impacts to the adjacent low-rise residential uses.

With respect to the proposed angular plane requirements, they are also consistent with the intent of the zoning by-law to mitigate impacts of a buildings massing to adjacent low-rise residential uses. The shadow study depicts that the net shadow increases of the proposed height are minimal when compared to the as-of-right requirements on the lot, which is achieved by stepping the building to maximize light exposure to the residential lands to the north of the subject properties along Douglas Avenue.

Further, if 12 Douglas Avenue were to be developed as an individual parcel of land, the as-of-right zoning requirements would not require stepping, transition, or adherence to an angular plane to the low-rise residential context to the north due to the definitions contained within the Zoning By-law, which would consider the northern lot line as an interior side lot line, as opposed to a rear lot line.

Parking Requirements

Permitting 30 residential parking spaces is appropriate and consistent with the Inner Urban Transect policies which outline that the transportation network in the Inner Urban Transect shall prioritize walking, cycling and transit, and accommodate motor vehicle access and movement provided that doing so does not erode the public realm nor undermine the priority of pedestrians, cyclists and transit users. Further, the transect policies outlines that motor vehicle parking may only be required for large-scale developments to offset sudden large increases in parking demand.

The singular access to the underground parking garage provides an improved condition from what currently exists on-site, by removing the private approach from Beechwood Avenue and locating parking spaces underground, resulting in the prioritization of walking, cycling, and transit and minimizing the buildings impacts to the public realm.

The Traffic Impact Assessment submitted in support of the Zoning By-law Amendment has been reviewed by Transportation Engineering Services, and staff have no concerns with the proposed number of parking spaces. Further, visitor Parking and commercial parking are provided in addition to the 30 residential parking spaces and conform to the zoning requirements.

Provincial Planning Statement

Staff have reviewed this proposal and have determined that it is consistent with the 2024 Provincial Planning Statement.

RURAL IMPLICATIONS

There are no rural implications in association with this report due to the location of the subject site.

COMMENTS BY THE WARD COUNCILLOR(S)

I want to start by thanking the applicant for taking the time to make some changes in response to the community and City feedback. I recognize the efforts to adjust aspects of the housing mix, improve cycling infrastructure, and add trees and amenity space to the proposal. These are positive steps, and I appreciate the willingness to refine the application.

To highlight, the updated proposal includes a protected westbound cycling lane along Beechwood. I am pleased to see that it will be separated from pedestrians by a planted boulevard and will connect to the existing cycling infrastructure along Beechwood. Having heard the request for trees, I am again pleased to see that eight new trees are now proposed, with three along Beechwood, two on Springfield, and three at the rear of the building. A slight adjustment to the unit mix allows for a more diverse opportunity for future tenants, with 51 per cent of the units now comprised of one-bedroom plus den or two-bedroom layouts. While the number of commercial units remains at four, I am hopeful that with the indicated willingness to partition them into smaller spaces based on market demand, this may help preserve the retail character that defines this traditional main street.

That said, I do feel it is important to address several issues that remain unresolved and could benefit from further refinement to ensure this development respects and supports the surrounding community. The proposal does not include any confirmed three-bedroom units, leaving a gap for families looking to remain in the neighborhood. Three-bedroom or larger units help reflect local housing needs and support the demographic diversity that strengthens our community.

The building's massing continues to dominate the corner along Springfield Road with little transition or relief. Perhaps more articulation and softer treatment could aid at this busy intersection to improve the pedestrian experience and integrate with the streetscape. This overbuilt interface requires attention to ensure appropriate scale and character compatibility with the surrounding area.

While a westbound cycle track is proposed, there is no plan in this proposal for safe turning movements for cyclists heading north onto Springfield. This represents a critical safety gap. Understanding this may be addressed with future changes to Beechwood,

as current work is underway with the Beechwood Avenue Public Realm Plan, I believe this offers an opportunity for the applicant to work with staff to incorporate positive changes to the design stages now for this building, especially with the proposal offering significant on-site bike parking and the active transportation users along Beechwood navigating this corner.

While the addition of trees is appreciated, the proposal could continue this positive path and add more green space overall. More opportunity for trees, particularly along Springfield and at the rear of the building, would help enhance the public realm and support the climate change goals we seek in this city. The current level of soft landscaping remains insufficient to adequately buffer the development and integrate it with the surrounding context.

The rear of the site remains dominated by servicing and drop-off functions, with little landscaped buffer provided to respect the low-rise residential context along Douglas Avenue. Further soft landscaping could be reinstated to minimize impacts on adjacent properties. Additionally, further clarity is needed on how garbage and waste management, as well as timing for move-in and move-out activities, will be managed for both residential and commercial uses to avoid negative impacts on adjacent homes.

Although the colour palette has been adjusted to reflect the Beechwood Community Design Plan, the overall massing and lack of material variation still fail to reflect the fine-grain, human-scale design that defines Beechwood Village. The materiality and massing remain out of character with the established neighborhood context and require further consideration to achieve better integration.

Although there are seven defined spaces in the underground parking lot for retail and commercial use, there is no clear indication of sufficient, surface-level accessible parking for customers accessing retail and commercial spaces. Without dedicated spaces, there is a risk of increased pressure on surrounding streets, which are already strained by mixed uses and limited availability. Additionally, as more people transition to electric vehicles, providing parking spaces with EV charging stations or adaptability would ensure future residents can choose electric transportation options without limitations.

I encourage the applicant to consider further revisions that reduce the building's impact on adjacent streets, increase greenery, incorporate three-bedroom units, ensure safer active transportation connections, and clarify parking provisions for commercial uses. I continue to support ongoing engagement between the applicant, City staff, and the

community to ensure that the final proposal enhances rather than diminishes the character, livability, and functionality of Beechwood Village.

LEGAL IMPLICATIONS

There are no legal implications associated with implementing the report recommendation.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with this report.

ASSET MANAGEMENT IMPLICATIONS

There is no servicing constraints identified at this time. Servicing capacity requirements to be confirmed at time of site plan. Sanitary capacity is only provided as a guide. Allocation of sanitary capacity is typically committed on a first come first served basis at time of site plan application.

FINANCIAL IMPLICATIONS

There are no direct financial implications.

ACCESSIBILITY IMPACTS

No accessibility concerns have been identified through review of this application. The new building will be required to meet the accessibility criteria contained within the Ontario Building Code.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- A City that has affordable housing and is more liveable for all.
 - Increase housing supply and support intensification.
- A City that is more connected with reliable, safe and accessible mobility options
 - Improve active transportation.
 - Deliver transit and roads to support growth.
 - Improve road safety

- A City that is green and resilient.
 - Plant, grow and preserve the urban tree canopy in parks and along roadways, with a focus on neighbourhoods with low tree canopy cover.
- A city with a diversified and prosperous economy
 - Enhance traditional and commercial main streets.

APPLICATION PROCESS TIMELINE STATUS

The statutory 90-day timeline for making a decision on this application under the *Planning Act* expired on December 09, 2024.

SUPPORTING DOCUMENTATION

Document 1 Zoning Key Map

Document 2 Details of Recommended Zoning

Document 3 Zoning Schedule

Document 4 Consultation Details

CONCLUSION

Staff support the proposed Zoning By-law Amendment to facilitate the redevelopment of the properties and recommend approval of the application. Staff are of the opinion that the proposed land use will provide an increased housing stock on underutilized parcels of land, improve the pedestrian realm along the Beechwood Avenue corridor, improve active transportation assets within the community, and include ground floor commercial uses which will animate the corridor and contribute to the local economy. The development will contribute to the development of a 15-minute community by providing residential and commercial uses along Beechwood Avenue in close proximity to adjacent low-rise communities.

The proposed zoning relief is appropriate for the proposed development and reflect a building envelope which provides for an urban pattern of development consistent with the policy framework, representing good planning. The proposal is consistent with the City's Official Plan, Beechwood Community Design Plan, and applicable Urban Design Guidelines, as highlighted in this report.

DISPOSITION

Office of the City Clerk, Council and Committee Services to notify the owner; applicant;; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

The Planning, Development and Building Services Department will prepare an implementing by-law and forward it to Legal Services.

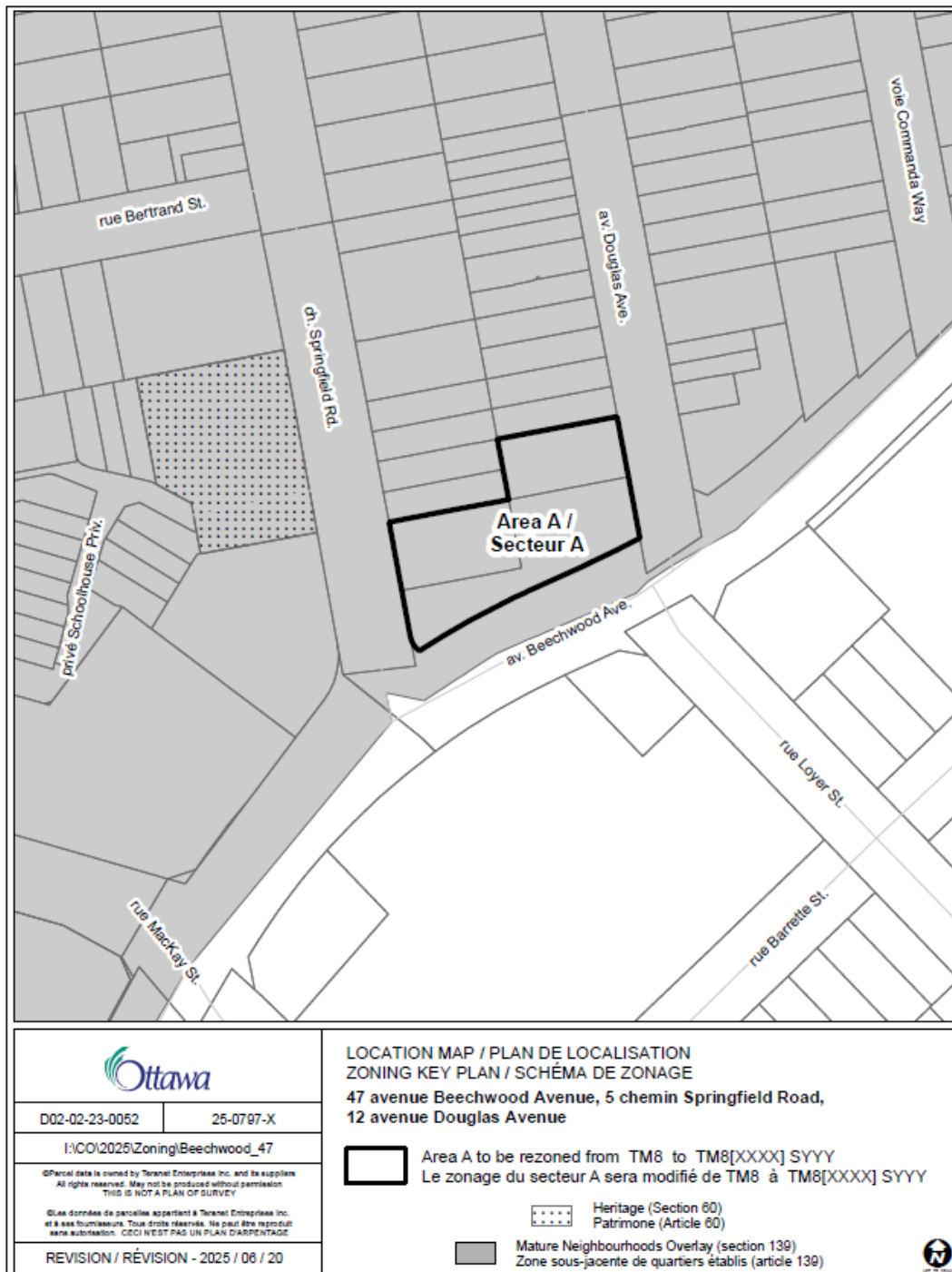
Legal Services, City Manager's Office to forward the implementing by-law to City Council.

Planning Operations, Planning Services to undertake the statutory notification.

Document 1 – Zoning Key Map

For an interactive Zoning map of Ottawa visit [geoOttawa](https://geoottawa.com)

Location of properties subject to the Zoning By-law Amendment, which will rezone the lands from Traditional Mainstreet Subzone 8 (TM8) to Traditional Mainstreet Subzone 8, subject to Urban Exceptions and a Zoning Schedule (TM8[XXXX][YYYY])

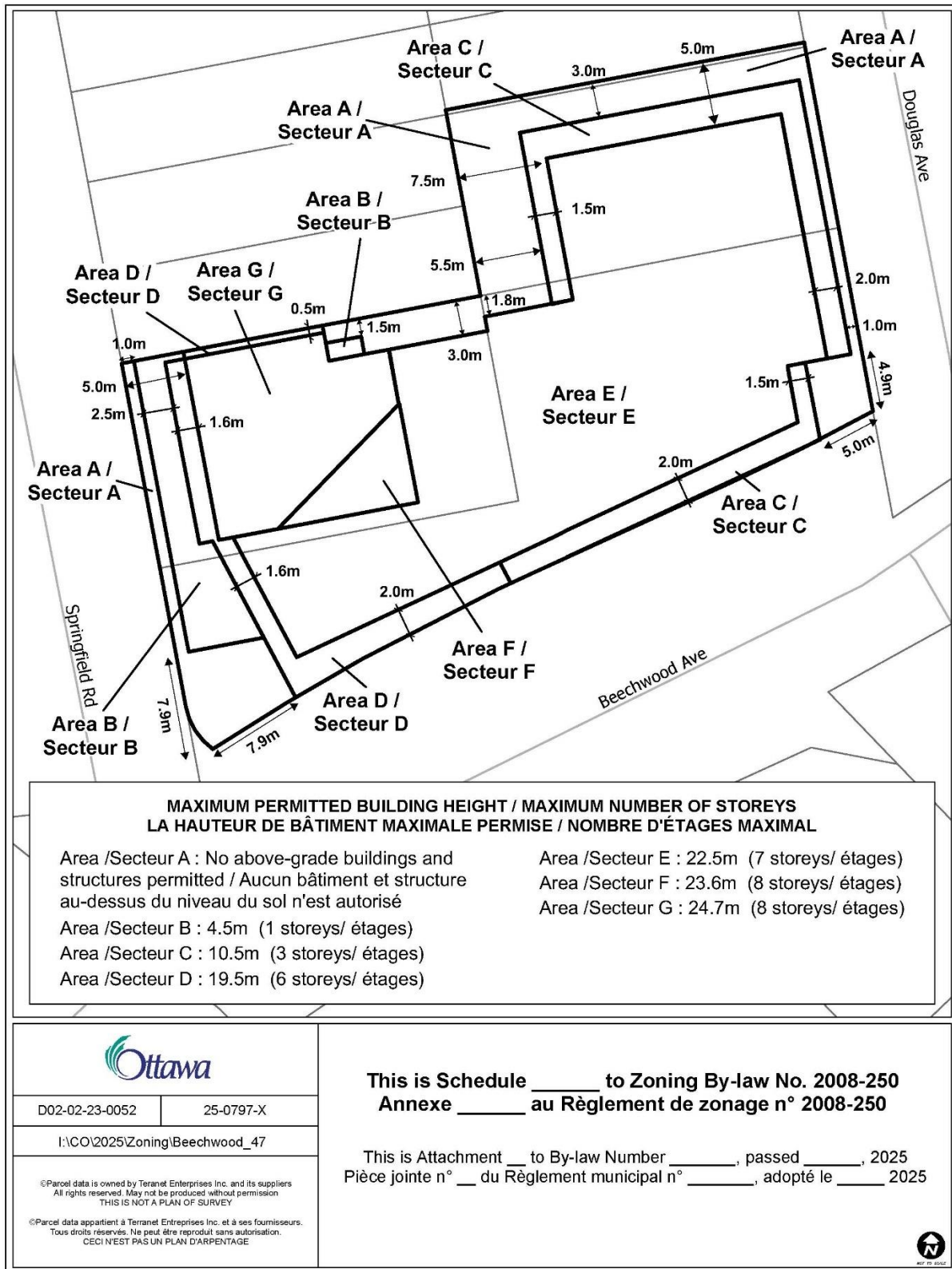


Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 47 Beechwood Avenue, 12 Douglas Avenue, and 5 Springfield Road:

- 1) To rezone the lands as shown in Document 1.
- 2) Amend Part 17 – Schedules, by adding Schedule YYY with the Schedule as shown in Document 3.
- 3) Amend Part 15 – Urban Exceptions by adding Exception XXXX with provisions similar in effect to the following:
 - a) In Column I, Exception Number, add the text “XXXX”
 - b) In Column II, Applicable Zones add the text “TM8 [XXXX] SYYY”
 - c) In Column V, Provisions, add the text:
 - Minimum yard setbacks, minimum building setbacks, and maximum permitted building heights are as per Schedule YYY.
 - Despite Section 64, rooftop mechanical units are permitted to project up to a maximum height of 2.0 metres above the height within Area E of Schedule YYY.
 - The gross floor area of the ground floor of an apartment building, mid-rise fronting Beechwood Avenue, to a minimum depth of 3.0 metres, must consist of non-residential uses permitted in Section 197 (1) of the Zoning By-law.
 - Despite Table 197 (i), no minimum landscape area is required abutting a residential zone.
 - Minimum number of bicycle spaces required: 1.0 per dwelling unit.
 - Minimum residential parking rate required: 0.2 spaces per dwelling unit.
 - Despite Schedule YYY, no portion of the seventh storey identified in Area E can project above 79.16 metre elevation above sea level.
 - Despite Schedule YYY, no portion of the eighth storey identified in Area F can project above 80.68 metre elevation above sea level
 - Despite Schedule YYY, no portion of the eighth storey identified in Area G can project above 81.48 metre elevation above sea level.

Document 3 – Zoning Schedule



Document 4 - Consultation Details

Notification and Consultation Process

Notification and public consultation was undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. One public open house was also held in the community.

Comments in Support

Support the intensification of the lands in line with the urban nature of Beechwood Avenue, support for proposed built form and massing including height, support for the focus on active transportation through the provision of 1:1 bicycle parking spaces per dwelling unit and implementation of bike lanes within the public right-of-way, outlining the need for an improved pedestrian realm.

Staff response:

For the reasons outlined in the staff report, the Zoning By-law Amendment is recommended for approval. The development will provide for an improved pedestrian realm through the inclusion of bike lane, implementation of commercial patios, increased setbacks and usable pedestrian space at the corners of the intersections, proximity to frequent transit, and the implementation of two metre sidewalks along Beechwood Avenue.

Green space and Trees

Concerns about the lack of green space, tree plantings, and outdoor amenity area/park space.

Staff Response:

The proposal has been revised since its initial concept to further set back the northern facing units of the building from the TM zoned property along Springfield Road, to provide for a greater amount of outdoor amenity area at-grade. Further, the proposed development includes outdoor amenity area through the provision of a rooftop terrace located on the second floor along Springfield Road. The proposed development provides a zoning compliant amount of private and communal amenity areas on the subject lands.

With respect to tree plantings and greening of the site, eight trees, and various shrubs, grasses, and perennial flowers are proposed through the Site Plan Control application. Three trees are proposed in the rear yard, three street trees along the frontage of the

building on Beechwood Avenue, and two street trees along the Springfield Road frontage.

Loss of Commercial Space

Concerns that there will be fewer commercial units than the existing conditions.

Staff Response:

There is approximately 863 square metres of commercial spaces on the subject lands. The proposed development includes approximately 550 square metres of retail units, which will be provided at-grade, directly abutting and improving the subject land's interface with the Beechwood Corridor. This is consistent with the Mainstreet Corridor policies to provide mixed-uses with direct connections along the frontage of the building to the abutting public realm. Further, the commercial units will be designed so as to allow for further partitioning to support the implementation of more units within the building, allowing for the potential to provide a similar number of businesses on-site.

Massing, Transition, and Compatibility with Existing Community Context

Concerns with the proposed massing of the development, including the height, its compatibility with the surrounding area, and the transition to the surrounding context. The proposed development does not conform with or contribute to the scale, character, materiality, and charm of the community

Concerns it will displace the existing residents, and does not provide opportunities for retaining the existing commercial tenants within the new building.

Concerns that the proposed development will contribute to a canyon effect along Beechwood Avenue due to the proposed setbacks and stepbacks, which contribute to a bulky design and the relationship to the public realm. Members of the public also indicated the need for a human-scale public realm.

Staff Response:

The proposed development positively contributes to the intensification and improvement of Beechwood Avenue as a traditional mainstreet by increasing the housing stock within the community and providing for podium and building heights which are consistent with the surrounding context. The Beechwood Avenue corridor includes a number of mid-rise developments similar in height, massing and scale of the proposed development. The proposed massing and scale of the building is consistent with the Official Plan, for which the policies support up to a nine-storey mid-rise building on Mainstreet Corridors within the Inner Urban Transect on planned rights-of-way less than 30.0 metres. The varying

three-to-six-storey podium provides a continuation of the datum lines of the surrounding parcels of land to replicate the scale of the local context.

Transition is provided to the sensitive low-rise residential context along Douglas Avenue by providing a three-storey podium along the northeastern extent of the subject properties, and the shadow study submitted indicates minimal difference of new shadows when compared to the as-of-right development permissions on the site.

With respect to the materiality of the building, it positively incorporates materials and colours which are urban design approaches identified within the Beechwood Community Design Plan to enhance compatibility. The flat roof, and articulation of the building emulates and provides continuation of the datum lines adjacent to the subject lands.

Further, the proposed development maintains the lands as a mixed-use environment, including street-facing commercial spaces for a continuation of the lands as a local hub of business.

Accessibility

Concerns about the accessibility of the proposed development.

Staff Response:

The proposed development will be required to meet the Accessibility requirements of the Ontario Building Code, including the provision of accessible entrances to the residential building and commercial units, as well as the provision of accessible residential units and parking spaces as prescribed by the Ontario Building Code and Zoning By-law.

Unit Type and Affordability

Concerns that the residential units and commercial leases will not be affordable, and lead to increased living costs in the community. Concerns with the mix of unit types and the need for larger units to support families and a wider diversity of residents.

Staff response:

The proposed development contains 31 studio units, 29 one-bedroom units, 21 one-bedroom + den units, 39 two-bedroom units, and three two-bedroom double height units, with sizes ranging from approximately 320 square feet, to approximately 950 square feet, which will support a wide variety of residents and needs and affordability.

Waste Collection

Concerns with the proposed configuration of waste-collection along Douglas Avenue.

Staff Response:

The proposed waste configuration minimizes traffic and potential pedestrian conflict by locating the pick-up locations on Douglas Street, as opposed to Springfield Road. The residential waste collection room is designed to utilize the service lane along Douglas Avenue, which has the effect of adequately screening waste facilities and allowing for an area for the waste to be staged as opposed to locating bins within the public right-of-way. The service lane will be visually screened from the residential uses to the north by an opaque fence along the rear lot line.

The requirements for waste collection will be finalized as part of the Site Plan Control application.

Traffic and Transportation

Concerns with the impacts of the proposed development relating to increased traffic, and conflicts arising from vehicular movements around the site.

Staff response:

The proposed configuration of the development will contribute to an improvement of vehicular movement on the subject property and abutting private rights-of-way. The proposed underground garage will be located along Springfield Road, and will include access to the residential parking, visitor parking, and commercial parking spaces. The Traffic Impact Assessment has been reviewed by Traffic Engineering Services and the location of the underground parking ramp is acceptable. The service lane on Douglas Avenue will include minimal traffic movements, and will be for loading, deliveries, access to the bicycle storage room, and residential waste collection.

The proposed development will include the removal of the private approach from Beechwood Avenue, minimizing vehicular movement and conflict with pedestrians along the corridor. Further, the proposed improvements to the public realm will provide for two metre sidewalks and a protected westbound bike lane along Beechwood Avenue to improve pedestrian and cyclist safety adjacent to the lands.

Community Organization Comments and Responses

Lindenlea Community Association

The Lindenlea Community Association (LCA) appreciates the opportunity to outline our community's concerns about the development application for 47 Beechwood Avenue (including 12 Douglas Avenue and 5 Springfield Road).

The LCA is a volunteer driven non-profit organization that represents Lindenlea, an established neighbourhood just east of downtown and the Rideau River and north of Beechwood Avenue. As Ottawa's oldest planned community, Lindenlea has important historic significance for Ottawa. Our residents are committed to building a sustainable and safe urban community, and have many questions and concerns about the subject development application.

We recognize and do not oppose the increased density this development could bring, which supports the growth objectives outlines in Ottawa's Official Plan. However, the current development proposal does not support the concept of a 15-minute neighbourhood. Instead, it would replace a core part of our neighbourhood where the majority of restaurants and small businesses are located in our community. This would have a devastating long-term impact on Lindenlea and the adjacent communities.

LCA also firmly opposes the requested by-law amendments for relief from height and set-back requirements. We are also extremely concerns that the development, as currently proposed, would create and unsafe intersection at Beechwood Avenue and Springfield Road, in one of the highest traffic areas of Beechwood Avenue where pedestrians, cyclists, and cars/busses converge. The LCA also requests more information from the application regarding affordable and family oriented units to be include in this development and the provision of community amenities in the site design.

Additional details related to our concerns are outlined below.

Key Concern 1: Loss of Critical Business at Beechwood Avenue and Springfield Road

The proposed location of this development at 47 Beechwood Avenue (Including 12 Douglas and 5 Springfield Road) encompasses the buildings where many of our neighbourhood's restaurants and small businesses are currently located (Figure 1). Loss of these local businesses would have a devastating impact on Lindenlea and adjacent communities. The applicant's proposal of a mixed-use building with four commercial units at-grade is insufficient to replace the critical loss of businesses and services at this important high-traffic area on Beechwood Avenue.



Figure 1 – Existing thriving business establishments on the subject property

Not only do we risk losing these businesses for several years, our recent experience with other similar developments on Beechwood Avenue is that we are likely to permanently lose small and local businesses as they cannot afford the high-cost of rent that such new developments inevitably require. We have seen this first hand, with multiple unoccupied retail spaces in new buildings due to the exorbitant rent prices that small local businesses cannot afford. Figure 2 shows retail space that has been unrealized on the street since the fire of 2011. This reality runs directly counter to the City of Ottawa's own vision for a 15-minute neighbourhood, and has immediate and long-term negative impacts on our communities. We cannot have a thriving urban community without businesses and services for our residents.



Figure 2

Our Request:

The LCA strongly urges that additional, appropriately scale at-grade commercial units are added to the applicant's proposal and that a commitment by the development to ensure affordable rent for small and local businesses, with reasonable assurances, be firmly required.

Key Concern 2 – Requested Amendments for Relief from Height and Set-back requirements

The existing zoning by-laws are meant to protect streets such as Beechwood Avenue by limiting the heights of new developments and ensuring sufficient set-backs from

sidewalks to allow for more light, improved sightlines, and encourage consistent and coherent development.

As currently proposed, the applicant is requesting zoning by-law amendments for relief from height (from six storeys to eight) and setback requirements on all four sides. The LSA firmly opposes any amendments as they would result in very sharp transitions to adjacent low rise residential buildings, create “canyon” effects by blocking sunlight along Beechwood Avenue and to low rise residential housing in Lindenlea, and result in an imposing building that runs counter to the current streetscape.



Our Request:

The LCA firmly opposes any amendments to zoning by-law for height and set-back requirements. We urge the City of Ottawa to reject the request by the applicant at 47 Beechwood Avenue for relief from height and setback requirements.

Key Concern 3: Impact of Traffic and Safety at Beechwood Avenue and Springfield Road

The applicant’s proposal at 47 Beechwood Avenue would dramatically increase the density and traffic at a critical intersection in our community (Beechwood Ave and Springfield Road). This is an important area where pedestrian traffic, cycling lanes and car/bus traffic converge, and where congestion at the intersection is already an existing concern. Figure 4 depicts an existing morning traffic condition at the intersection. The development proposal does not contain sufficient provisions for curbs-side pull-offs (for taxis, deliveries, garbage pick-up) with the risk of blocking a critical intersection. Moreover, the parking lot exit appears to feed into this already congested area, creating safety concerns for pedestrians and cyclists. Lastly, residents have noted that insufficient indoor parking is likely to create more street parking challenges in the neighbourhood that already lacks sufficient space, particularly in the winter.



Our Request:

LCA requests that a clear plan to ensure traffic and safety of pedestrians, cyclists, and vehicles be developed and enforced to protect the Beechwood Avenue and Springfield Road area.

Key Concern 4: Lack of Community Focused Development and Amenities

As stated earlier, the LCA is not against redevelopment along Beechwood. In fact, we support carefully considered and community focused development. The LCA was the initiating force behind the now largely abandoned Community Design Plan developed for the Beechwood Corridor. Re-development such as the St Charles Church site and the new Jacobson's store (Figure 3) are examples of community focused development that can both benefit the landowner and serve the needs of the community. The applicant's suggestion that a dog washing room and private balconies are "communal" spaces may be technically accurate but run counter to how the word "communal" is generally understood by the community. Moreover, the currently proposed materials and style are not consistent with the village feel of the community, would result in the loss of nine trees along Beechwood Avenue, and include too much concrete that is at stark odds with the existing street design. Other developments along Beechwood Avenue have demonstrated that wider sidewalks with trees and appropriate heights and setbacks are all possible, while still achieving Ottawa's growth objectives.

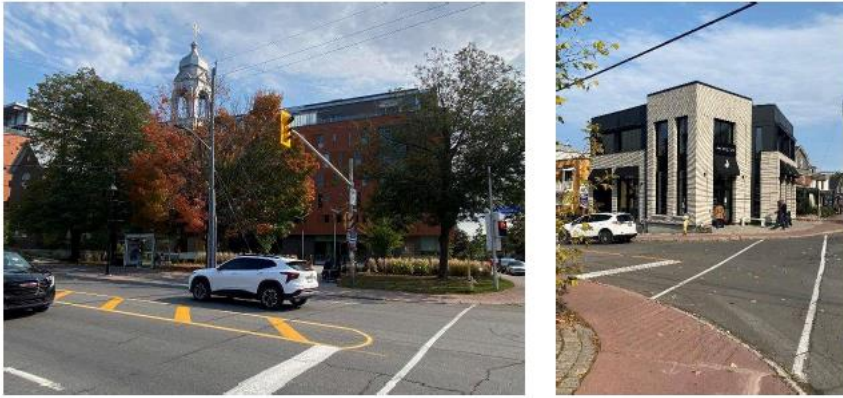


Figure 3 – Developments at St Charles and Beechwood Avenue

Our Request:

The LCA requests clear commitments from the City of Ottawa Planning department to work with the developer to create a site design and amenities that truly ameliorate the community infrastructure at the corner of Beechwood Avenue and Springfield Road.

Staff Response:

With respect to the loss of businesses on site, the proposed development includes four commercial units with a total GFA of approximately 550 square metres, whereas the existing commercial and retail units consist of approximately 863 square metres of GFA. While the proposed development includes less total area for commercial tenants, it incorporates and improves the Beechwood streetscape by providing for active, at-grade entrances which will directly frame and address the public realm, and is consistent with the Official Plan Policies for Mainstreet Corridors, maintaining the continuous stretch of active frontages along Beechwood Avenue. The development would contribute to a 15-minute neighbourhood as described by the Official Plan by permitting and implementing a mix of uses that integrate within a dense, mixed-use urban environment. Provisions are included within zoning details which require the implementation of mixed-uses at-grade to ensure that the character of the subject lands are maintained in the proposed development.

The proposed height is also consistent with the policies contained within the Official Plan, which support up to nine storeys along the Mainstreet Corridor designation within the Inner Urban Transect where road widths are narrower than 30.0 metres. The proposed building height of 24.7 metres is approximate to the planned road width of 24.5 metres along this segment of Beechwood Avenue. Further, the proposed three- to six-storey podium will provide for a more pedestrian scale public realm along the public frontages by providing a less imposing building massing directly abutting the public right-of-way.

Relief from setback requirements are only requested from the rear yard, abutting the residential zoning along Douglas Avenue. Stepback requirements are requested to permit up to a six-storey podium along western portions of the building abutting Springfield Road and Beechwood Avenue. The request from the rear yard stepback is appropriate, as the massing abutting the residential provides for a 3.0 metre rear yard setback, and three-storey podium abutting the residential zoning along Douglas Avenue provide for a low-rise massing and transition in scale which is complementary to the adjacent low-rise uses. Permitting up to a six-storey podium abutting the western portion of Beechwood Avenue and Springfield Road is also appropriate, as it provides for architectural prominence at the corner of the intersection while still having a pedestrian friendly scale. The podiums have been designed to replicate the datum lines along Beechwood Avenue, which are greater in height to the west of the subject property, and lower in height to the east of the subject property. A shadow analysis submitted in support of the application indicates a minimal net increase of shadow impacts when comparing the proposed development to the as-of-right permissions on the subject lands to the adjacent low-rise neighbourhood and Beechwood Corridor.

The Traffic Impact Assessment submitted in support of the application has been reviewed by Traffic Engineering Services in relation to the proposed accesses, trip generation, and right-of-way improvements, for which the final design details will be approved through the Site Plan Control process. The proposal includes 30 residential parking spaces, seven retail spaces, and 11 visitor spaces, which would not contribute to significant changes to vehicular movements surrounding the subject lands. The service lane provided along Douglas Avenue will minimize traffic along Springfield for pick-ups, drop-offs, move-ins, deliveries, and garbage pick-up in lieu of a curb-side layby.

With respect to providing for a community-focused development, the proposed development achieves a community focus by providing for mixed-uses at-grade which will animate the Beechwood Avenue corridor as well as contribute to the local economy. The proposed development will also contribute to the improvement of local infrastructure in the community by providing for a protected bike lane and a new two metre sidewalk adjacent to the subject lands. The proposed development also includes the planting of eight new trees along Beechwood Avenue, Springfield Road, and the rear amenity area, contributing to the urban tree canopy within the neighbourhood. Details of the tree plantings will be finalized as part of the Site Plan Control application.

The building contains an outdoor landscaped amenity in the rear yard, an indoor amenity room on the ground floor, and an indoor amenity room with an associated rooftop amenity terrace on the second floor. As such, the building achieves an adequate

amount of functional shared amenity space which meets the requirements of the zoning by-law.

Manor Park Community Association

The MPCA appreciates the opportunity to submit comments on the Amendments sought by the Developer on the above noted property.

Manor Park is one of the adjacent communities to Beechwood and residents enjoy it as the main street hub for shopping and community activities. It is also a highly used active transportation link and has a high level of commuter traffic for a main street.

The following are the concerns of the MPCA with respect to the amendments requested.

1. Requested removal of rear yard set back:

As the City has determined that Beechwood is the frontage for the purposes of interpreting the by-law, The MPCA does not agree that the rear setback be zero. This poses too great an impact on the properties to the north.

2. Removal of the Angular Plane:

The MPCA firmly asks that the City make the Developer respect the Angular Plane set backs to help lessen the impact to the residences on Douglas and Springfield and to not set a precedent for other developments yet to occur on the road.

3. Reduction in the height of the ground floor commercial space

Once again, the Developer will claim that this amendment is required in order to make the project viable however, 3.5 metres in ceiling height as opposed to the prescribed 5 metres reduces the desirability of the ground floor spaces as commercial spaces thus probably leading the Developer to abandon the ground floor retail in favour of “live-work” units like the Claridge proposal further up Beechwood did a few years ago. The City espouses 15 minute neighbourhoods and THIS site is the centre of many communities and THE shopping hub for thousands of residents so the potential loss of what is currently thriving retail would be devastating to the communities and completely go against what the City is trying to create. We would insist that at a minimum, the height on the ground floor be no less than 4.5 metres.

4. City Right-of-Way

This proposal does not deal with the requirement for tree-scaping and bicycle lanes. A very clear understanding must be reached with the developer and the community to

ensure that these things will be implemented at the time of construction of the development (or sooner). Going forward, the communities will insist on seeing the plans put in place and subsequently built. We would highly encourage the use of “soil cells” for the trees and suggest these might be made obligatory for all developments on main streets as a way to give those trees a fighting chance.

We welcome the redevelopment of this property but are concerned about its size and setbacks. We will lose valuable retail assets when the construction happens, likely not to return to the street, so we hope that the City will help the communities ensure that the best possible solutions are found in order to continue to help Beechwood thrive and find that this new development can attract tenants to this retail space unlike the Minto Beechwood #1 development with its retail that has sat empty now since construction.

Staff Response:

The proposed rear yard setback is 3.0 metres, whereas 5.0 metres is required. The building also includes an additional 2.5 metres step-back above the third storey from the rear lot line, providing a total 5.5 metres setback between floors four to seven from the rear lot line. The proposed rear yard setback is appropriate, as the massing contributes to a transition of the built form to a low-rise condition adjacent to the residential context of Douglas Avenue. Further, the relief from the angular plane provisions are appropriate, as the proposed development provides for a low-rise podium adjacent to the residential uses along Douglas Avenue with an adequate amount of separation and transition as noted above. The shadow study submitted in support of the application indicates minimal net new shadows when compared to the as-of-right zoning permissions on the subject lands. Further, if 12 Douglas Avenue were to develop individually, it would be considered an interior lot, and therefore would not be subject to step-back or angular plane provisions within the zoning by-law to the lands to the north.

The interior lot line along Springfield Road is proposed to have a 1.0 metre setback, which is permitted by the zoning. The lands to the north of the subject properties along Springfield Road are similarly zoned Traditional Mainstreet Subzone 8 (TM8) and no minimum setback is required between mixed-use and non-residential buildings within the TM8 zone.

Regarding the proposed development's interface with the public realm and right-of-way, no relief for the floor to ceiling height is being proposed, with the ground floor of the building being 3.5 metres in height, which will positively contribute to the immediate public realm by providing activation of the Beechwood Avenue frontage. The zoning schedule will permit a maximum height of 4.5 metres for the first storey of the building, should the proposal change in scope to provide a greater floor to ceiling height for the

at-grade commercial units. Improvements to the public right-of-way occurring as part of this development approval, which will be finalized through the Site Plan Control Application, include the implementation of protected westbound bicycle lanes, new two metre sidewalks, and the planting of approximately five street trees along Beechwood Avenue and Springfield Road.

Vanier Community Association

SUMMARY: The Vanier Community Association (VCA) welcomes the redevelopment of the site provided that the applicable zoning by-law is mainly respected, that the Official Plan is respected, that the Beechwood Community Design Plan is taken into account to the extent possible and that the proposed development replicates the active ground floor spaces in support of the 15-minute goal of the OP, reflecting the importance of this popular site at a strategic location at the Beechwood/Springfield intersection seen as a gateway to the Lindenlea neighbourhood. The VCA welcomes the application for mixed use with greater density. The VCA supports calls for sufficient ground floor height to accommodate similar retail spaces currently located on the site and highlights the importance of avoiding a repetition of the flip flop associated with the application for 91-81-97 Beechwood nearby which eliminated ground floor commercial space in the context of site plan control despite the Beechwood Community Design Plan. The VCA is concerned about the extended elements of the proposed by-law amendment as outlined below.

The VCA appreciates the effort to provide a more realistic traffic impact assessment and notes that the application seeks to address many of the TIA targets. It is generally supportive of the recommendations, including the unbundling of parking from the rent while, noting the limits in off-site parking. However, the traffic impact on both Springfield and Douglas do not appear to be addressed, nor recommendations made concerning the design of functional access for personal motor vehicles and service vehicles.

The responsibilities for road modification along the ROW including the bike track, tree planting and other landscaping is unclear with the applicant noting this is the responsibility of the City. The VCA requests clarification from City staff on this point.

Pre-Application Consultation Process: The VCA has noted the failure of City planning staff to include the VCA and other neighbouring community associations, members of the Beechwood Village Alliance (BVA) as part of the pre-application consultation process. Apparently, the planning staff concerned were not aware of City procedures in this regard and the VCA understands this will not be repeated.

Site plan: The VCA welcomes implementation of the OP requirements to widen the Beechwood right-of-way (ROW), including the installation of suitable sidewalk space,

public open spaces (at the corners and mid-block and a new bike track. However, it is not clear whether the building design and vehicle access is optimized to reduce impacts on the public realm at this prominent corner site. The community worked with the 88 Beechwood project to promote the concentration of functional access in the development's interior, for pedestrian, loading, drop off and vehicle access. The VCA welcomes efforts by the Applicant to address the public realm along Beechwood as outlined in the Design Brief. It is noted that the applicant recommends further study of the sidewalk and public realm facing Beechwood once the ROW protection has been "sorted out". The design brief poses the question whether sufficient space has been allocated to support the future of the street. The document notes that the applicant has taken care in the design of the public realm of this project, keenly aware of how active and important this section of New Edinburgh [actually Lindenlea]. It indicates that the ROW protection limits have been determined and the public realm surrounding the building has been designed to facilitate an active and inviting pedestrian realm. As proposed, the building would have plazas at both ends of the site, along with another patio space mid-block. The document states that there will be a generous amount of space from the edge of the building to the street to allow for street trees, furniture and wide sidewalks which is a significant improvement over the current condition where the existing buildings all extend well beyond the property line and greatly restrict the pedestrian realm. The VCA notes the turning at the corners as intended work well on both corners adding additional space at each of them.

The document, however, goes on to note that all of this area falls within the city ROW (increased by 11.5 metres as per the Official Plan, so the applicant is eager to see how city staff design this space, position street trees and foster the vision for this urban pedestrian space. The VCA would welcome clarification by City staff about its intent regarding the ROW. Like the applicant, the VCA is similarly concerned to ensure trees are planted in the ROW, whether by the applicant or the City, as finally completed at 411 Mackay following years of delay and most recently at 88 Beechwood (under Section 37).

The VCA thinks that the reduction to zero of the rear yard set back is inappropriate, not only because it means that the angular plane requirement is not met but also because of the impact on neighbouring buildings, not only on Douglas but also on Springfield should the latter be redeveloped. While the use of secondary windows closest to Douglas is noted in the application, rear yards of adjacent buildings and potentially any redevelopment of the Springfield properties are to be overlooked by balconies, which could rise to privacy concerns.

Mixed Use (Retail and Housing): The VCA welcomes confirmation that the development will be mixed use, including ground floor commercial space and rental accommodation.

The VCA encourages the applicant to consider the provision for affordable housing, for example, through the City's Affordable Housing Community Improvement Plan (CIP) and as appropriate the CMHC affordable housing program. A project of this scale adjacent to residential neighbourhoods, schools and parkland/green space and other amenities should better meet family accommodation needs, including three-bedroom units as indicated in the application and even exceed the Official Plan policies. A reduction in the number of units would eliminate the need for a zoning by-law amendment to reduce the minimum parking space requirement.

Concerns about the number of commercial units have been raised in the neighbouring communities. Currently there are six business locations with gaps between buildings which if built on would provide an additional two business locations. The project proposal is for only four commercial units. The VCA suggests consideration be given to the addition of more small business units, for example, at the corner of Douglas where a plaza is proposed in lieu of the garbage access area (which could be relocated to the interior dock area).

According to the application's building elevations, the proposal is for a floor-to-floor height for the ground floor of only 3.5 metres. This appears tight for retail spaces ceilings, especially restaurants, and the VCA requests consideration be given to increased ground floor height, at least by 1-1.5 metres. The VCA recognizes that the ground floor commercial spaces are relatively shallow, like 88 Beechwood, an approach which serves to attract small retail.

Building Massing: The VCA notes the effort to address the design guidelines of the Beechwood CDP which the VCA expects will continue to be taken up under the new secondary plan. This includes the proposed transition in the MacKay Sector to the lower buildings in the St Charles sector along the north side of the Beechwood. The Beechwood façade's proposed design to look like a collection of smaller buildings also reflects the CDP and past community consultations. The VCA has reservations concerning the proposed by-law amendment to permit a seven-storey step back and suggests a compromise which, while retaining the white stone materiality, provides for a step back at a level below that proposed. The reference should be given to the 88 Beechwood approach to setbacks and transitioning building heights along both Beechwood and Barrette.

The VCA notes the proposed zoning by-law amendment to permit a height of eight storeys appears consistent with the new Official Plan for mainstreet corridors, while apparently still within the OP-designated sight line plane limit as documented in the application. However, with respect to the proposed amendment to the angular plane requirement, the VCA questions the use of a hypothetical case of a nine-storey building

along the rear property line as justification for the amendment, especially since the relevant part of the lot is currently used for parking. The VCA encourages the applicant to consider alternatives in building height transitions to the north. The reduction of the rear yard setback by 4.5 metres, affects both the Springfield side also impacts existing and future buildings and their use (possible six-storey building). Similarly, the VCA does not support an amendment to reduce the requirement landscaping abutting the rear yard lot line which in addition to alteration of the angular plane will increase impacts on properties to north.

Communal Amenity Space: The VCA does not support the reduction in communal amenity space for residents. The proposed reduction is not insignificant and would affect livability and reduce the enjoyment of their rented premises.

Traffic Impact Assessment (TIA): The updated TIA based on the new provincial guidelines for TIAs proposes a number of solutions to facilitate traffic management, including for the bike track, taking in to account the ROW widening requirements. The study appears to describe a current problematic pedestrian and traffic conditions which residents are all familiar with:

Based on the results of the segment Multi-Modal LOS analysis:

- o No boundary streets meet the target pedestrian level of service (PLOS);
- o No boundary streets meet the target bicycle level of service (BLOS);
- o Beechwood Avenue does not meet the target transit level of service (TLOS);
- o Beechwood Avenue meets the target truck level of service (TkLOS).

Functional Vehicle Access and Parking: While supportive of reduced parking on site, unlike neighbouring Vanier, Ward 13 lacks residential on-street permit parking in the vicinity and transit along Beechwood is inadequate as the low modal share for transit suggests. A reduction in the number of units with a view to more family-sized accommodation, instead of seeking a zoning by-law amendment is suggested.

The new development would appear to eliminate parking and service delivery along Beechwood and Springfield but it is not clear whether functional vehicle access to the new building is optimized in the design. For example, the TIA notes traffic safety issues related to the proposed garage access off of busy Springfield. The proposed garage would eliminate the possibility of retail and possibly affect pedestrian safety in passenger boarding/disembarking from the bus adjacent to the garage.

In the development and administration of the road modification agreement, it is important that the error acknowledged by staff concerning the completion of the

Beechwood bike track at 88 Beechwood not be repeated. Similarly, it is not clear how safety concerns will be addressed at the Springfield/Beechwood intersection to meet complete street requirements including the construction of a protected intersection at this busy point.

Functional Access (Garbage, Heavy Moving Truck, Loading Dock and Drop-Off): The application proposes that the project's garbage be collected directly on Douglas Street close to Beechwood and the proposed plaza with garbage bins presumably to be placed on the sidewalk. The loading dock is also accessed from Douglas, adjacent to existing residential housing. Heavy truck movements including commercial deliveries, moving trucks and garbage collection, in addition to existing City services along Douglas suggest a noisy heavy truck movement environment along Douglas and adjacent access streets, all exclusively lowrise residences. The proposed drop off site of one parking space appears intended to address the lack of such access along Springfield and Beechwood but is not readily visible to service delivery. The TIA does not appear to address the various issues related to vehicle access and other functional conditions. It hardly promises a "harmonious relationship with the surrounding context" as suggested in the Design brief. The VCA suggests these functional access questions be reviewed to minimize impacts both with respect to traffic and pedestrian safety on Springfield, garbage collection adjacent to the plaza and residential housing on Douglas (ie relocate the garbage room closer to the loading dock for garbage location there) and requirements to reduce landscaping along the rear lot line

Landscaping and Trees: The VCA is uncomfortable with respect to the lack of clarity concerning responsibilities to plant trees in the ROW as well as along Douglas and Springfield. Tree planting and other landscaping were clear in planning documents for 88 Beechwood and has been completed both on the ROW for Beechwood and Barrette. The proposed townhouses along Douglas permit the addition of street trees in the ROW as part of the tree-lined residential character of Douglas Ave. It is not clear what bicycle infrastructure is proposed along Springfield and whether trees can be planted in the ROW along the new development. Overall, the public realm would be greatly enhanced with increased canopy along Beechwood, Springfield and Douglas. Noise attenuation would be increased with rear yard vegetative screening as is currently the case.

Staff Response:

The improvements to the ROW directly abutting the site, including the new sidewalks, street trees, cycling lane, pavers, and landscaping, will form part of the Site Plan Approval and will be a mix of the City and applicant's responsibility to implement and construct. These details will be finalized as part of the Site Plan Control application.

The proposed development includes a variety of unit sizes, with a majority of the proposed units containing two-bedrooms, or one-bedroom with a den, and will support a wide variety of resident's needs. The proposed development will include four ground floor commercial units. The height of the ground floor is 3.5 metres, which is zoning compliant and provides for adequate ceiling heights which will support a variety of business needs while also contributing to the pedestrian scale along Beechwood Avenue. The Zoning Schedule will permit a maximum height of 4.5 metres for the first storey, should the proposal change in scope during the Site Plan Control process. While the proposed development will contain fewer commercial uses than currently existing on the subject lands, the new units will positively contribute to and activate the Beechwood Corridor, achieving the Mainstreet Corridor policies of the Official Plan by providing for at-grade access of the units directly abutting the public right-of-way with a high-level of glazing and extending across the full frontage of the property. The units will be designed with the future ability of further partitioning should there be interest in more commercial space at-grade.

Relief from the stepback requirements are requested to permit up to a six-storey podium along western portions of the building abutting Springfield Road and Beechwood Avenue. Permitting up to a six-storey podium abutting the western portion of Beechwood Avenue and Springfield Road is appropriate, as it provides for architectural prominence at the corner of the intersection while still provide for a pedestrian friendly scale. The request from the rear yard stepback and removal of landscape buffer is also appropriate, as the massing abutting the residential provides for a threemetre rear yard setback, with a three-storey podium abutting the residential zoning along Douglas Avenue providing for a low-rise massing and transition in scale which is complementary to the adjacent low-rise uses. A shadow analysis submitted in support of the application indicates a minimal net increase of shadow impacts when comparing the proposed development to the as-of-right permissions on the subject lands to the adjacent low-rise neighbourhood and Beechwood Corridor.

The Traffic Impact Assessment submitted in support of the application has been reviewed by Traffic Engineering Services in relation to the proposed accesses, trip generation, functionality of parking, loading and waste collection, as well as the proposed right-of-way improvements, for which the final details will be approved through the Site Plan Control process. Traffic Engineering Services has no concerns with the proposed amendments to the Zoning By-law.

The building contains approximately 375 square metres of communal amenity area consisting of a dog wash, an outdoor landscaped amenity in the rear yard, an indoor amenity room on the ground floor, and an indoor amenity room with an associated rooftop amenity terrace on the second floor. As such, the building meets the

requirements of the zoning by-law. With respect to tree plantings and greening of the site, eight trees, and various shrubs, grasses, and perennial flowers are proposed through the Site Plan Control application. Three trees are proposed in the rear yard, three street trees along the frontage of the building on Beechwood Avenue, and two street trees along the Springfield Road frontage.