

Subject: Zoning By-law Amendment – 1299 Richmond Road

File Number: ACS2025-PDB-PSX-0038

Report to Planning and Housing Committee on 1 October 2025

and Council 8 October 2025

**Submitted on September 25, 2025 by Derrick Moodie, Director, Planning Services,
Planning, Development and Building Services**

Contact Person: Kimberley Baldwin, Planner III, Development Review West

613-580-2424 ext. 23032, Kimberley.Baldwin@ottawa.ca

Ward: Bay (7)

Objet : Modification du Règlement de zonage – 1299, chemin Richmond

Dossier : ACS2025-PDB-PSX-0038

Rapport au Comité de la planification et du logement

le 1 octobre 2025

et au Conseil le 8 octobre 2025

**Soumis le 25 septembre 2025 par Derrick Moodie, Directeur, Services de la
planification, Direction générale des services de la planification, de
l'aménagement et du bâtiment**

**Personne ressource : Kimberley Baldwin, Urbaniste III, Examen des demandes
d'aménagement ouest**

613-580-2424 poste 23032, Kimberley.Baldwin@ottawa.ca

Quartier: Baie (7)

REPORT RECOMMENDATIONS

1. That Planning and Housing Committee recommend Council approve an amendment to Zoning By-law 2008-250 for 1299 Richmond Road, as shown in Document 1, to permit a high-rise mixed-use development with a maximum height of 30 storeys, as detailed in Documents 2 and 3.
2. That Planning and Housing Committee 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 *October 8, 2025*,” subject to submissions received between the publication of this report and the time of Council’s decision.

RECOMMANDATIONS DU RAPPORT

1. Que le Comité de la planification et du logement recommande au Conseil d’approuver une modification au règlement de zonage 2008-250 pour le 1299, chemin Richmond, tel qu’indiqué dans le Document 1, afin de permettre l’aménagement d’un immeuble polyvalent de grande hauteur, d’une hauteur maximale de 30 étages, comme décrit en détail dans les Documents 2 et 3.
2. Que le Comité de l’urbanisme approuve 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 greffier 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 *8 octobre 2025* », à la condition que les observations aient été reçues entre le moment de la publication du présent rapport et le moment de la décision du Conseil

EXECUTIVE SUMMARY

Staff Recommendation

Planning staff recommend approval of the Zoning By-law Amendment for 1299 Richmond Road to permit a high-rise mixed-use development consisting of two towers (28 and 30 storeys). The development proposes to include approximately 588 dwelling units and 734.0 square metres of commercial space.

The purpose of the zoning by-law amendment is to add a high-rise apartment building as a permitted use, to permit a maximum building height of 105.0 metres (30 storeys) for Tower A and 95.0 metres (28 storeys) for Tower B, and to add site-specific exceptions to address building setbacks and stepbacks, tower separation distance, permitted projections and bicycle parking spaces. The proposed amendment will also require a minimum of 10 per cent of units to contain at least two bedrooms.

Applicable Policy

The proposal aligns with applicable Official Plan policies for this area. The site is located within the Inner Urban Transect, designated both as a Hub and a Mainstreet Corridor within an Evolving Neighbourhood Overlay, and within the Lincoln Fields Protected Major Transit Station Area (PMTSA). The site is also designated Mainstreet Corridor within the Lincoln Fields Secondary Plan.

- The proposal is a high-rise, mixed-use development. As per Section 5.2 of the Official Plan, “the Inner Urban Transect is generally planned for mid-to high-density development and “shall continue to develop as a mixed-use environment”.
- The Lincoln Fields PMTSA has a minimum residential density requirement of 250 dwellings per net hectare and a minimum proportion of large-household dwellings target of 10 per cent. The proposed development achieves both targets.
- The policies in the Lincoln Fields Secondary Plan applicable to this site permit building heights up to 30 storeys, recommend 23.0 – 25.0 metre building separation between towers, and recommend maximum tower floor plates of 750.0 square metres. The proposed development meets all of these criteria.

Public Consultation/Input

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.

Planning staff received 32 comments during the review of the application. Feedback staff received was related to concerns about height, density, traffic, parking, affordability, environmental impacts, streetscaping and impacts on existing commercial uses.

RÉSUMÉ

Recommandation du personnel

Le personnel de l'urbanisme recommande d'approuver la modification du règlement de zonage pour le 1299, chemin Richmond afin de permettre l'aménagement d'un immeuble polyvalent de grande hauteur comprenant deux tours (28 et 30 étages). L'aménagement propose d'inclure environ 588 logements et 734,0 mètres carrés de locaux commerciaux.

La modification du règlement de zonage vise à ajouter une tour d'habitation selon l'aménagement autorisé, de permettre une hauteur maximale de 105,0 mètres (30 étages) pour la tour A et de 95,0 mètres (28 étages) pour la tour B, et d'ajouter les exceptions propres à l'emplacement pour tenir compte des retraits et des marges de recul d'immeubles, de la distance de séparation entre les tours, les saillies autorisées et les places de stationnement pour vélos. La modification proposée exigera également qu'un minimum de 10 pour cent des logements possèdent au moins deux chambres à coucher.

Politiques applicables

Le projet est conforme aux politiques du Plan officiel applicables à ce secteur. Le site est situé dans le transect du secteur urbain intérieur, désigné à la fois comme centre et couloir de rues principales dans la surzone de quartier évolutif, ainsi que dans la zone protégée de la grande station de transport en commun (ZPGSTC) Lincoln Fields. Le site est également désigné comme couloir de rues principales dans le Plan secondaire de la station Lincoln Fields.

- Le projet proposé consiste en l'aménagement d'un immeuble polyvalent de grande hauteur. Conformément à la section 5.2 du Plan officiel, « le transect du secteur urbain, dans lequel on planifie généralement des projets d'aménagement de moyenne et de grande densités, est appelé à continuer de se développer sous la forme d'un environnement polyvalent ».
- La ZPGSTC Lincoln Fields impose une densité résidentielle minimale de 250 logements par hectare net, ainsi qu'une cible d'au moins 10 destinée aux grands ménages. L'aménagement proposé permet d'atteindre les deux objectifs.
- Les politiques du Plan secondaire de Lincoln Fields applicables à ce site autorisent des bâtiments d'une hauteur maximale de 30 étages, recommandent une distance de séparation de 23,0 à 25,0 mètres entre les tours et limitent la superficie des plaques de plancher à un maximum de 750,0 mètres carrés. L'aménagement proposé répond à tous ces critères.

Consultation et avis du public

La diffusion de l'avis et la consultation publique se sont déroulées conformément à la Politique sur les avis publics et sur la consultation publique approuvée par le Conseil municipal pour les modifications à apporter au Règlement de zonage.

Le personnel de la planification a reçu 32 commentaires au cours de l'examen de la demande. Les commentaires reçus par le personnel étaient liés à des préoccupations au sujet de la hauteur, de la densité, de la circulation, du stationnement, de l'abordabilité, des répercussions environnementales, de l'aménagement voyer et des incidences sur les utilisations commerciales actuelles.

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

1299 Richmond Road

Owner

Brigil Homes c/o Jean-Luc Rivard

Applicant

Fotenn Planning + Design c/o Tyler Yakichuk

Architect

BDP Quadrangle

Description of site and surroundings

The site is located on the northeast corner of Richmond Road and Assaly Road, within the Lincoln Heights community. The 0.41-hectare site has 96.0 metres of frontage along Richmond Road and 36.0 metres of frontage along Assaly Road. Starflower Lane, a publicly owned lane, runs along the north and east sides of the property.

The property is currently occupied by a two-storey commercial retail plaza. Surrounding land uses include low-rise residential uses to the north, across Starflower Lane, and two high-rise buildings to the east. To the west, fronting Richmond Road, is a mix of commercial uses, while to the south, across Richmond Road, are mid-rise apartment

buildings and a retail food store to the southwest. The Kichi Sibi Mikan Parkway and the Transitway/future LRT rail line are approximately 200.0 metres east of the site. The Lincoln Fields LRT station, currently under construction, is approximately 300.0 metres to the southeast.

Summary of proposed development

The proposal is a high-rise mixed-use development consisting of two towers (28 and 30 storeys) connected by a five-storey podium with a six-storey atrium. There are 588 dwelling units, and 734.0 square metres of commercial space proposed within the development. The proposal also includes 342 parking spaces (292 resident spaces, 60 visitor) accessed via Starflower Lane from Assaly Road, as well as 588 bicycle parking spaces.

Summary of requested Zoning By-law amendment

The requested Zoning By-law Amendment is to rezone the site from AM10 [Arterial Mainstreet Zone, Subzone 10] to AM10(XXXX)(SYYY) [Arterial Mainstreet Zone, Subzone 10, Urban Exception XXXX, Schedule YYY], as detailed in Documents 2 and 3.

The Arterial Mainstreet (AM) zone currently permits a mix of residential and non-residential uses. The current zone has a maximum height limit of 30.0 metres.

The proposed AM zone seeks to permit a high-rise apartment building as a permitted use on the subject site. The rezoning proposes to permit a maximum height of 105.0 metres (30 storeys) for Tower A and a maximum height of 95.0 metres (28 storeys) for Tower B. Site specific exceptions are also requested to address building setbacks and stepbacks, tower separation, maximum tower floor plates, a requirement for large dwelling units, permitted projections and bicycle parking.

DISCUSSION

Public consultation

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.

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

Official Plan designation(s)

[In Volume 1 of the Official Plan](#), the site is located within the Inner Urban Transect, designated both as a Hub and a Mainstreet Corridor within an Evolving Neighbourhood Overlay, and within the Lincoln Fields Protected Major Transit Station Area (PMTSA).

The Inner Urban Transect is the area that immediately surrounds the Downtown Core and contains a mix of both urban and suburban characteristics. Inner Urban Transect Policies in Section 5.2 of the Official Plan support redevelopment of old shopping centres and require such development to orient new buildings closer to public streets. Mid- to high-density development is generally supported in areas in proximity to rapid transit.

Protected Major Transit Station Areas (PMTSAs), along with areas designated as Hubs and Mainstreet Corridors, are intended to evolve into mixed-use environments that provide residents with a full range of employment, commercial and institutional services to support the growth of 15-minute neighbourhoods. Specifically, development within 400.0 metres walking distance from the Lincoln Fields Stations PMTSA shall have a minimum residential density requirement of 250 dwellings per net hectare and a minimum proportion of large household dwelling requirement of five per cent with a target of ten per cent. New development within PMTSAs should also deliver high-quality urban design and create public realm spaces that prioritize transit users, cyclists and pedestrians.

Other applicable policies and guidelines

Lincoln Fields Secondary Plan

The property is designated 'Mainstreet Corridor – Richmond Road' in the [Lincoln Fields Secondary Plan](#), a designation which supports high-rise mixed-use development. With respect to height, the policies support development from four to 30 storeys. The Secondary Plan also requires high-rise buildings to take a base-middle-top approach and recommends a maximum tower floor plate of 750.0 square metres to reduce shadow and wind impacts and to allow natural light.

In the Secondary Plan, Richmond Road is identified as an 'active frontage street'. Buildings are to provide vehicular access and loading away from this frontage. Development shall also offer setbacks that encourage interaction in the public realm and sufficient space for the planting of trees along the active frontage street.

Urban Design Guidelines

As the site is within proximity to a rapid transit station, the [Transit-Oriented Development Guidelines](#) are applicable. These guidelines provide direction on built form, separation and compatibility, and the public realm for sites within 600.0 metres of a rapid transit station.

The proposed buildings are classified as high-rise and are thus subject to the City's [Urban Design Guidelines for High-rise Buildings](#). The objective of these guidelines is to address compatibility and relationship to their existing or planned context, to create human-scaled pedestrian friendly streets and attractive public spaces for liveable communities, and to integrate on-site utilities, parking and services into the design of the building and the site.

The subject site abuts Richmond Road and is zoned Arterial Mainstreet. The proposed development is thus subject to the [Urban Design Guidelines for Development along Arterial Mainstreets](#). These guidelines help facilitate good planning along these streets with respect to streetscape, built form and connectivity.

Urban Design Review Panel

The property is within a Design Priority Area. The applicant's Zoning By-law Amendment and Site Plan Control applications were subject to the Urban Design Review Panel (UDRP) process.

The formal review meeting was held on February 2, 2024. The panel's complete recommendations are found [here](#).

The panel's key recommendations were as follows:

- The Panel expressed a strong appreciation for the overall approach to the building and proposal.
- The Panel recommends integrating townhouse units and considering a step in the podium along the north laneway façade in order to create a better relationship with the properties to the north.
- The Panel appreciates the revisions to the tower heights and adjustments to their locations to provide more breathing room to the properties to the north.
- The Panel appreciates the revisions to the podium and inset along Richmond Road.

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

- Building heights of the towers were revised from 32 and 28 storeys to 30 and 28 storeys
- Separation distance between the two towers increased from 21.0 to 27.0 metres
- Base podium height increased from four to five storeys
- Built form shifted forward towards Richmond Road and westward towards Assaly Road

Planning rationale

Staff are of the opinion that the proposed rezoning is consistent with the Official Plan and Lincoln Fields Secondary Plan policy direction applicable to this property.

The site is designated both as a Hub and a Mainstreet Corridor and within an Evolving Neighbourhood Overlay, in the Inner Urban Transect. These areas adjacent to the downtown core and along main streets are to continue to develop into a mixed-use environment. The proposed development will increase residential density and will provide additional commercial services in the neighbourhood, contributing to the growth of 15-minute neighbourhoods. The Evolving Neighbourhood Overlay designation recognizes areas that will shift overtime into urban built forms and densities. The proposed high-rise development will help advance this evolution.

The site is also situated within a Protected Major Transit Station Area (PMTSAs), where high-rise housing and a full range of employment, commercial and institutional services are encouraged to increase both density and services available around high-order transit. The property is within 400.0 metres walking distance from the Lincoln Fields LRT Station and meets the minimum residential density requirement of 250 dwellings per net hectare applicable to new development in the PMTSA. Furthermore, staff are recommending a zoning provision to require 10 per cent of the units to be large dwelling units (two-bedrooms) to help support the Official Plan's objectives for redevelopment within PMTSAs.

In accordance with the City's Urban Design Guidelines, the proposed high-rise development demonstrates high-quality urban design in a variety of ways. During the review process, the proposed built form was shifted southward towards the Richmond Road main street, providing a greater setback to the adjacent low-rise residential neighbourhood. Additionally, Starflower Lane provides further transition between the Corridor and Neighbourhood designations. Access to the underground parking garage

and loading areas is provided at the rear of the building, with the main vehicular access off the side street.

The 'Mainstreet Corridor – Richmond Road' policies in the Lincoln Fields Secondary Plan supports high-rise mixed-use development on the subject site. The proposed development fits within the 30-storey maximum height limit established in the Secondary Plan. Staff are recommending a maximum tower floor plate of 750.0 square metre and 25.0 metre separation between towers as directed by the Secondary Plan.

The proposed development also aligns with the Secondary Plan's direction for establishing an active frontage along Richmond Road. The proposed setbacks will encourage interaction in the public realm and provide sufficient space for the planting of trees along the street.

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 associated with this report.

COMMENTS BY THE WARD COUNCILLOR(S)

The Councillor is aware of the application related to this report.

LEGAL IMPLICATIONS

With the passage of Bill 185, as amended, a zoning by-law amendment is only subject to appeal by "specified persons", essentially utility providers and government entities, and the registered owner of a parcel of land subject to the amendment. If Council determines to refuse the amendment, reasons must be provided. It is anticipated that a hearing of three days would be required. It would be necessary for an external planner to be retained.

ASSET MANAGEMENT IMPLICATIONS

There are 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

The proposed development will be required to meet the accessibility criteria as detailed 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 livable for all
- A city that is more connected with reliable, safe and accessible mobility options

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D02-02-23-0051) was not processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications, due to the complexity of the application.

SUPPORTING DOCUMENTATION

Document 1 Location Map / Zoning Key Map

Document 2 Details of Recommended Zoning

Document 3 Schedule YYY

Document 4 Consultation Details

Document 5 Concept Site Plan

Document 6 Concept Renderings

CONCLUSION

The Planning, Development and Building Services Department support the proposed Zoning By-law Amendment for 1299 Richmond Road. The proposal is consistent with the Official Plan and Lincoln Field Secondary Plan which permit high-rise development along this Mainstreet Corridor, where adequate transition can be achieved. The site-specific zone provisions incorporated into this amendment will ensure that the site integrates well into its surrounding context, and near rapid transit.

DISPOSITION

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance and Corporate Services Department (Mail Code: 26-76) of City Council's decision.

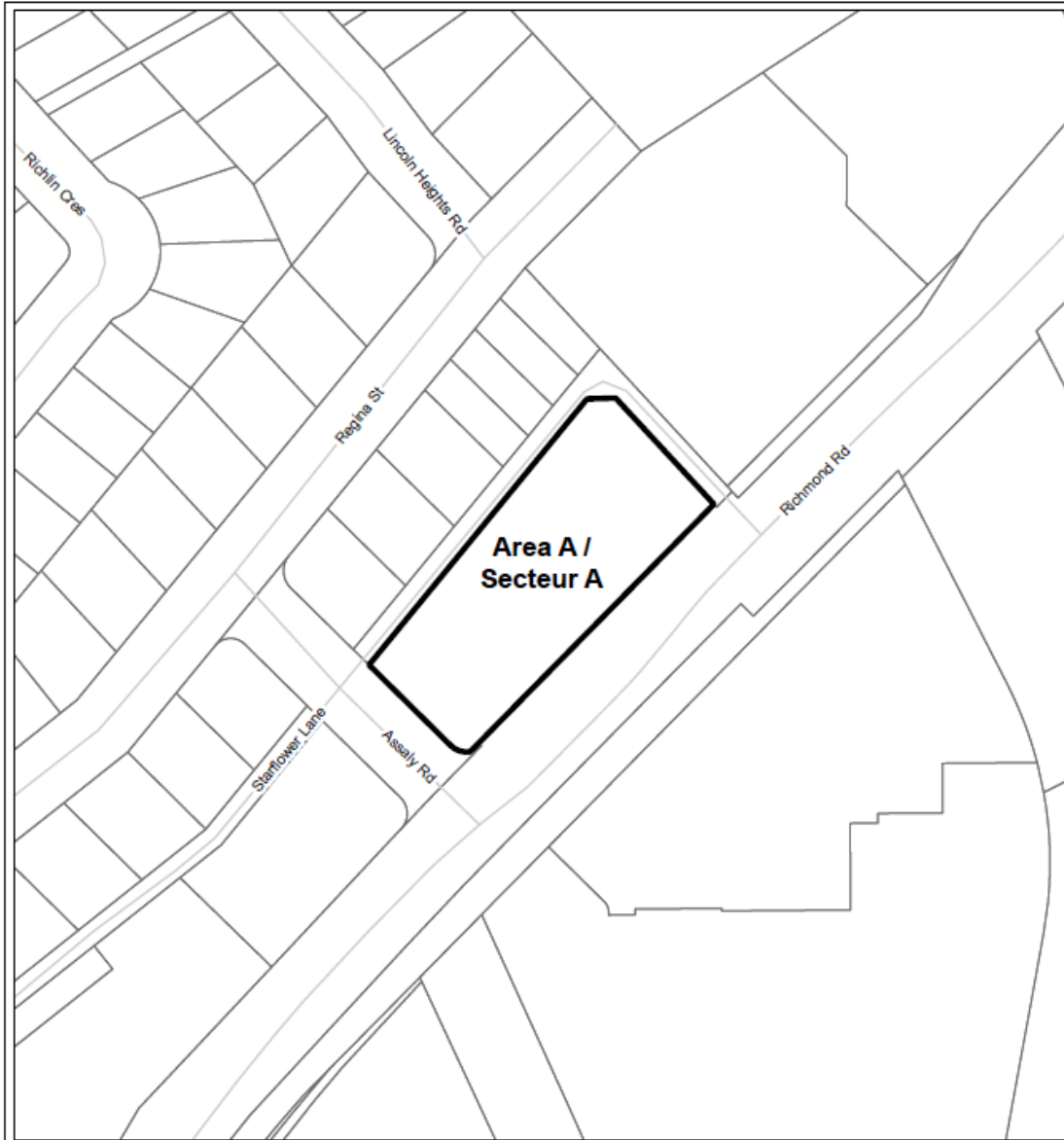
The Planning, Development and Building Services Department will prepare an implementing by-law and forward it to Legal Services.




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 – Location Map / Zoning Key Map

For an interactive Zoning map of Ottawa visit geoOttawa



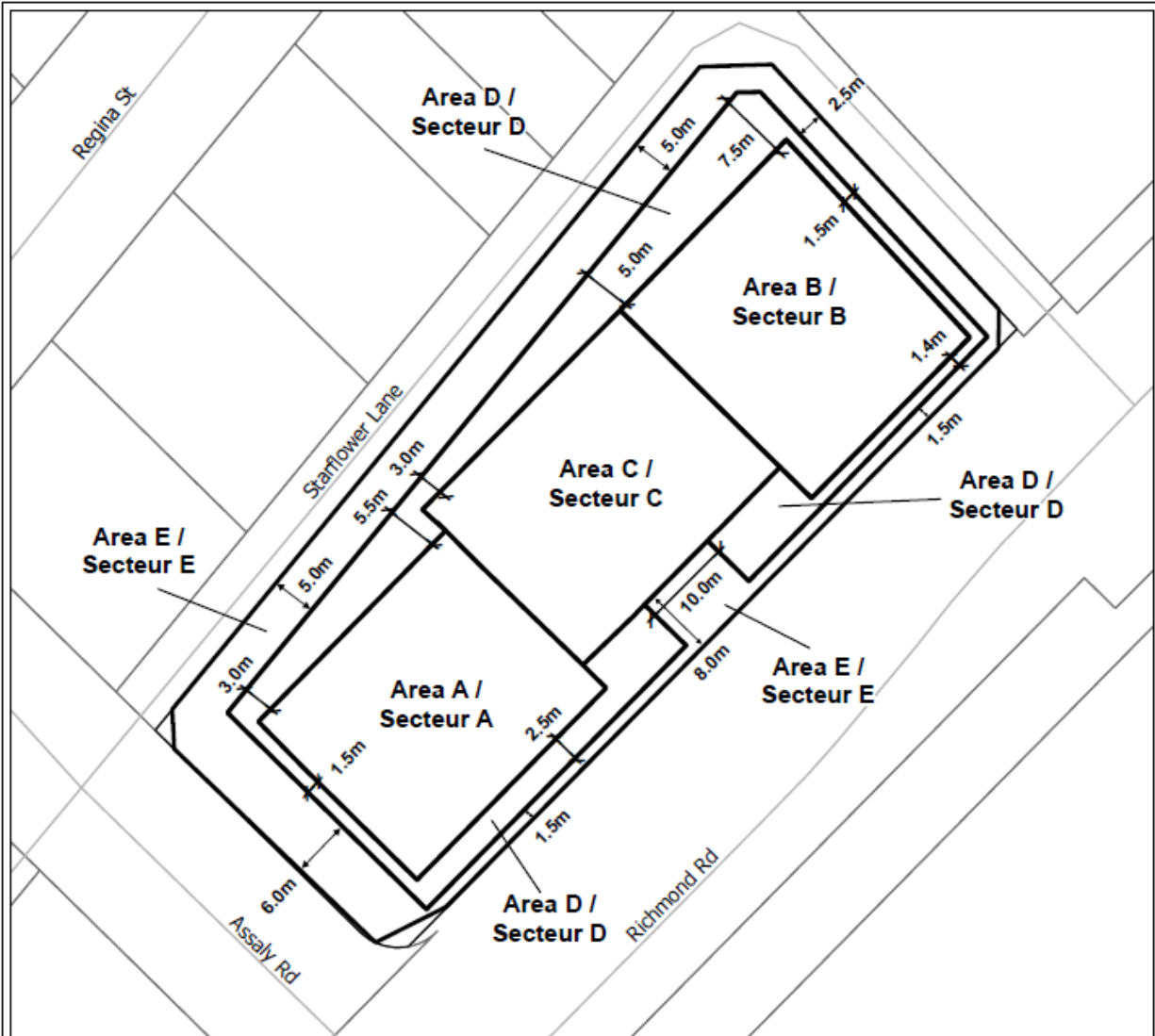
		LOCATION MAP / PLAN DE LOCALISATION ZONING KEY PLAN / SCHÉMA DE ZONAGE	
D02-02-23-0051	25-1127-X	1299 chemin Richmond Road	
I:\COI\2025\ZKP\Richmond_1299		 Area A to be rezoned from AM10 to AM10[XXXX] SYYY Le zonage du secteur A sera modifié de AM10 à AM10[XXXX] SYYY	
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REVISION / RÉVISION - 2025 / 08 / 14			

Document 2 – Details of Recommended Zoning

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 1299 Richmond Road:

1. Rezone the lands as shown in Document 1.
2. Add a new exception XXXX to Section 239 – Urban Exceptions 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 AM10 [XXXX] SYYY
 - c) In Column III, Exception Provision – Additional land uses permitted, add the text:
 - i. Apartment dwelling, high-rise
 - d) In Column IV, Land Uses prohibited, add the text:
 - i. Drive-through facility
 - ii. Stacked dwelling
 - iii. Townhouse dwelling.
 - e) In Column V, Provisions, add the text:
 - i. Minimum required yard setbacks and maximum building heights are as per Schedule YYY.
 - ii. A ‘tower’ is considered as that portion of a building that is 10 storeys or higher. The minimum separation distance between towers on the same lot: 25.0 metres
 - iii. Maximum tower floorplate size: 750.0 square metres.
 - iv. Minimum of 10 per cent of dwelling units must contain at least two bedrooms.
 - v. Minimum bicycle parking rate: One space per dwelling unit
3. Add Document 3 as new Schedule YYY to Part 17 – Schedules

Document 3 - Schedule YYY



MAXIMUM PERMITTED BUILDING HEIGHT / MAXIMUM NUMBER OF STOREYS LA HAUTEUR DE BÂTIMENT MAXIMALE PERMISE / NOMBRE D'ÉTAGES MAXIMAL	
Area /Secteur A : 105m (30 storeys/ étages)	Area /Secteur D : 20m (5 storeys/ étages)
Area /Secteur B : 95m (28 storeys/ étages)	Area /Secteur E : 0.0m - No new buildings permitted / aucun bâtiment nouveau permis
Area /Secteur C : 28m (7 storeys/ étages)	



D02-02-23-0051 25-1127-X


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**This is Schedule _____ to Zoning By-law No. 2008-250
Annexe _____ au Règlement de zonage n° 2008-250**

This is Attachment ___ to By-law Number _____, passed _____, 2025
Pièce jointe n° ___ du Règlement municipal n° _____, adopté le _____ 2025



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.

Public Comments and Responses

Comment: Traffic and Parking

- Increased traffic impact on the neighborhood, especially on Assaly Road, with potential queuing and spillover onto Regina Street and Croydon Road.
- Insufficient parking provisions:
- Concerns about increased on-street parking, particularly overnight.
- Visitor and commercial/retail parking spots needed
- Suggestions to eliminate on-street parking entirely.
- Consider implementing car-share options and reducing the garage to two levels.

Response:

The site is within 400.0 metres of a rapid transit station and close to an extensive active transportation network. It is anticipated that people will walk, cycle and use transit to access the site. While not required, the proposed development will also include approximately 342 vehicular parking spaces for residents and visitors.

Comment: Building Height, Massing, and Design

- Building height is too high, concerns about shadow impacts on Regina Street
- Concern that height and massing does not provide a gradual transition to low-rise residential areas.
- Concern that the proposal does not provide a 45-degree angular plane
- Request to reduce podium height along Richmond to two storeys
- Proposed development is out of character with the surrounding community.

Response:

The Official plan directs density and building heights to key streets and areas. As noted in the report, the site is situated within a Protected Major Transit Station Area (PMTSAs) and along a Mainstreet Corridor (Richmond Road), where high-rise development and a mix of uses are permitted. The proposed 28 and 30-storey towers and maximum 750.0 square metre tower floor plates also align with the policies outlined in the Lincoln Fields Secondary Plan. During the review, the building was shifted southward towards Richmond Road to increase the setback from nearby low-rise homes. Starflower Lane, which runs along the rear of the site, provides further transition between the development and the low-rise residential neighbourhood to the north.

Comment: Environmental Concerns

- Negative impacts on nearby Mud Lake and Britannia Conservation Area:
 - Key migratory bird routes and biodiversity in significant wetlands may be affected.
 - Should consider bird safe designs
- Tree conservation concerns:
 - Shadowing damage will harm neighbourhood trees and vegetation.

Response:

Through the site plan control application process, the applicant will be requested to consider implementing bird safe design measures. The proposed development will add several new trees along Richmond Road and Assaly Road.

Comment: Construction

- Construction disruptions: noise, dust, and prolonged construction periods for nearby residents

Response:

Construction falls outside of the scope of review of a zoning by-law amendment application.

Comment: Affordable Housing and Community Needs

- Request for more affordable housing units

- Need a higher percentage of units dedicated to housing families.

Response:

The proposed zoning details require a minimum of 10 per cent of dwelling units to contain at least two bedrooms.

Comment: Streetscape and Public Realm

- Sidewalk improvements needed along both sides of Regina Street.
- Streetscape concerns along Richmond Road:
 - Unpleasant to walk through; undesirable landscape for local foot traffic.
 - Makes the street feel narrower.

Response:

The proposed development will include improved landscaping, including new trees along Richmond Road and Assaly Road. Wider pedestrian walkways will also be provided to make the site's public frontages more comfortable for pedestrians. Regina Street falls beyond the site boundaries.

Comment: Impacts on Existing Commercial Uses

- Removal of the strip mall may push out local businesses.

Response:

The Official Plan supports redevelopment of low-rise shopping centres into mid- to -high density development in areas in proximity to rapid transit.

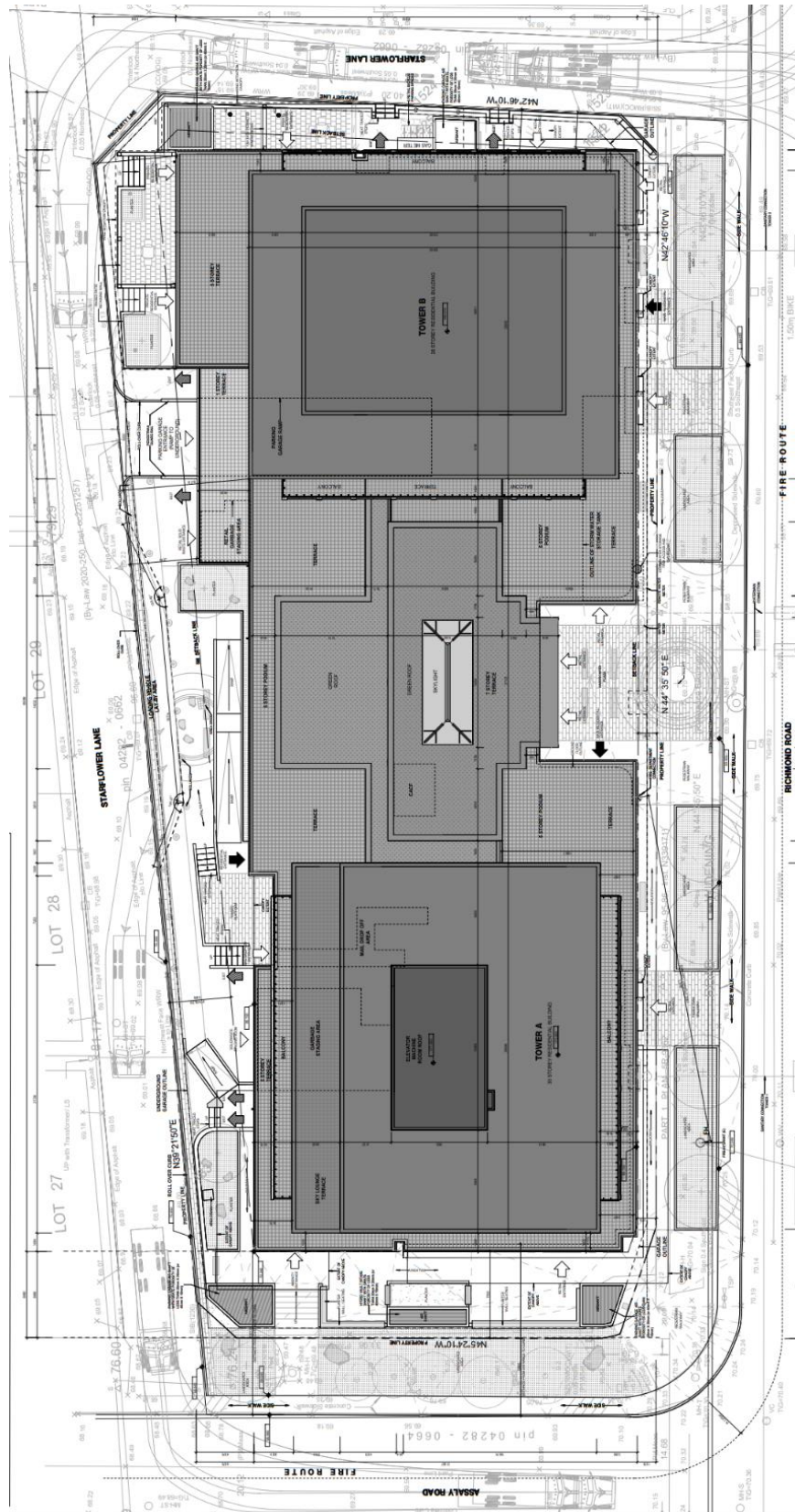
Comment: Energy Efficiency and Sustainability

- Request for energy efficiency considerations in the development to support climate change initiatives

Response:

The request has been shared with the applicant for their consideration during construction.

Document 5 – Concept Site Plan



Document 6 – Concept Renderings



Aerial view of the site looking north



Aerial view of the site looking south