

Cleary and New Orchard Secondary Plan

Section 1: Introduction

The Cleary and New Orchard Secondary Plan provides the strategic planning direction to guide future development and redevelopment of lands that are in close proximity to Cleary and New Orchard O-Train stations. The area, as shown on Schedule A - Designation Plan, is bounded by the Ottawa River to the north, the properties adjacent to Byron Avenue to the south; Cleary Avenue to the east and the Sir John A MacDonald Parkway to the west. This area includes parts of the following existing mature neighbourhoods: Ambleside, Woodroffe North, Woodpark and Carlingwood.

Section 2: Vision and Guiding Principles

Vision

The following vision statements provide direction for the future of how the area will evolve and how the mainstreet will develop:

- The arrival of O-Train service will be leveraged to consolidate Richmond Road, within the Cleary and New Orchard area, as a more populated, more mixed and more active and dynamic mainstreet.
- The Byron Linear Park will remain a key green corridor and focus of activities and greenspace for the area and maintain Richmond Road as a single-loaded mainstreet across the entire area.
- The redesign of the Byron Linear Park into a more active green space will complement the activity on the mainstreet and enhance the connection between the mainstreet and the neighbourhood areas to the north and south.
- The existing City parks and City recreational facilities will be enhanced to serve both local and citywide recreational needs.
- The area will continue to evolve into an attractive and liveable urban community, with prominent green space components as well as a wide mix of uses including employment, street front retail, neighbourhood services and community facilities, a range of housing types and excellent transit service.
- Intensification will be compatible and compliment adjacent neighbourhoods, with an emphasis on “human-scale” pedestrian interaction to foster and support the Cleary and New Orchard O-Train stations and the built environment that leads to the stations.
- High quality and fully-connected pedestrian / cycle routes and linkages will be provided to adjacent neighbourhoods and the Ottawa River open space network.



- Richmond Road will continue to provide an important and continuous roadway link to the larger urban community, both to the east, along Wellington Street, and to the west to Carling Avenue, but will become much more traffic-calmed and feature on-street parking.

Guiding Principles

Development or redevelopment of properties within the planning area must demonstrate how the proposal is in conformance with the following:

1. The northern frontage of Richmond Road will be characterized by a mid-rise (either mid-rise buildings or podiums); taller building elements, where permitted, will be set back, and the tallest buildings will be near the two O-Train stations; and
2. All usable public greenspace and recreational facilities will be retained and will be increased or expanded where possible; and
3. All development and redevelopment will be designed with a “human scale” that puts foremost emphasis on pedestrian friendly designs for all ground floors adjacent to any public realm; and
4. The scale and character of existing neighbourhoods will be preserved through appropriate height transitions of new development, with an emphasis on ensuring that new development supports O-Train over individual automobile transportation.

Section 3: Land Designation Policies

Station Area

Cleary and New Orchard are neighbourhood O-Train stations located in established neighbourhoods. They are not key transfer stations. Therefore, the type and scale of development, while needing to be dense, urban and compact, will not be of a profile comparable to what may be found at key transfer stations or Hubs along the rapid transit lines.

Centered around the Cleary and New Orchard O-Train stations, the Station Area, as shown on Schedule A - Designation Plan, permits a wide range of transit-supportive neighbourhood uses to reinforce these neighbourhood stations. The Station Area will be the priority area for public realm improvement, as outlined in Schedule B - Public Realm Plan of this secondary plan.

- 1) Redevelopment of properties designated Station Area must meet all of the following:
 - a) Contain a mix of land uses with a majority or entirety of ground floor space, facing the mainstreet, occupied by retail or commercial uses directly accessed from the sidewalk



- b) Despite policy 1) a) above, remnant residential is permitted on the ground floor, provided active frontage elements are included
- c) Minimize curb cuts and the interruption of the sidewalk by vehicular traffic to the greatest extent possible by combining access points, including those leading to loading areas with those leading to parking garages, and locate those access points on side streets in the case of corner lots
- d) Include all required or provided parking internal to the site or underground
- e) Allow small-scale office uses on the ground floor and require larger-scale office uses to locate above the ground floor

2) The Station Area closest to Cleary Station contains lands that front onto Richmond Road and Cleary Avenue. Redevelopment in this area will meet all of the below:

- a) Be mid-rise buildings generally between six to nine storeys in height
- b) Despite policy 2, a) above, sites which have zoning that allows a greater height, prior to the adoption of this secondary plan, are grandfathered their height permissions
- c) Despite policy 2, a) above, an increased building height to a maximum of 12 storeys will be considered, on a case-by-case rezoning application, where all of the following considerations are included in such requests:
 - i) The provision of parking and the manner in which parking is proposed to be provided, with a preference for no parking spaces being provided for the number of units or uses within the additional gross floor area measured from the pre-zoning as-of-right permitted height and with preference to parking being located within the building and located below grade
 - ii) The provision of affordable housing; and
 - iii) A setback along the front lot line above the fourth storey that results in a clear demarcation of the lower and upper sections of the building and results in reducing wind velocity at ground level.

3) A through-block, publicly accessible pedestrian and cycling connection extending between 809 and 801 Richmond Road, is required in order to provide a publicly-accessible access from Richmond Road to the Institutional Mixed-Use designated area lands, as identified in Schedule B – Public Realm.

4) The Station Area adjacent to New Orchard Station contains lands that front onto Richmond Road, New Orchard Avenue and Ambleside Drive. Redevelopment in this area will meet all of the below:



- a) Be with buildings up to 20 storeys in height in accordance with Section 4.4 and Schedule C – Density Redistribution
- b) Be in accordance with the provisions of Policy 1) above
- c) Primarily be in the form of low-rise buildings that frame the street frontage for redevelopment on lands that front onto Ambleside Drive.

Mainstreet

The Mainstreet area applies to properties located along Richmond Road, between Cleary Avenue and New Orchard Avenue, as shown on Schedule A - Designation Plan. This area is applied to the north side of Richmond Road, as a single-loaded mainstreet, but not to the Byron Linear Park on the entirety of the south side.

- 5) Redevelopment of this area will be with mid-rise buildings of five or six stories. Any increase in height beyond what is permitted in the parent Official Plan are only permitted for lots identified for Density Redistribution in accordance with Schedule C – Density Redistribution.
- 6) Redevelopment is subject to all of the following height transition regulations:
 - a) Sufficient setback along any lot line abutting a low-density neighbourhood zone to ensure visual privacy, sunlight, and cross ventilation, generally in the range of 7.5 metres or greater; and
 - b) Adequate step-back along any lot line abutting a low-density neighbourhood use above the fourth storey, that generally fits within a 45-degree angular plane.
- 7) Redevelopment of properties designated Mainstreet will provide a setback adjacent to the mainstreet that increases sidewalk width while still providing active frontage uses at grade.
- 8) Redevelopment of properties designated Mainstreet are permitted to have residential and office uses on the ground floor facing the mainstreet, provided the active frontage policies of Section 4 are met.

Low- and Mid-Rise Park Frame

The Low- and Mid-Rise Park Frame area applies to properties on the south side of Byron Avenue immediately facing onto the Byron Linear Park, as shown on Schedule A - Designation Plan. Most of these properties are presently comprised of low- and mid-rise neighbourhood development.

- 9) Redevelopment of the low-rise properties will be low-rise buildings.
- 10) Redevelopment of the mid-rise properties will generally be buildings of up to five storeys and six storeys at 150 Woodroffe Avenue, provided that an adequate setback



along any lot line abutting a low-density neighbourhood zone is provided, generally in the range of 7.5 metres or greater.

11) Despite policy 10) above the properties facing Byron Avenue between Redwood Avenue and Sherbourne Road are permitted to redevelop with buildings of up to six storeys to a general depth of 45 metres from Byron Avenue, provided all of the following are met:

- a) A focal point in the building design at the corner of both Sherbourne Road and Byron Avenue and at the corner of and Redwood Avenue and Byron Avenue is included within the design of the building;
- b) Building heights step down from six storeys beyond 45 metres from Byron to reach a maximum of three storeys where the lot approaches Keenan Avenue
- c) Every reasonable effort must be made to retain the existing trees that line Redwood Avenue.

12) The permitted uses are a variety of residential uses, including detached, semi-detached dwellings, town houses, stacked townhouses, duplexes, triplexes and low and mid-rise apartments.

[Apartment Neighbourhood](#)

The Apartment Neighbourhood area applies to lands north of Richmond Road, in proximity to New Orchard Station, as shown on Schedule A - Designation Plan. These lands are characterized primarily by existing residential buildings in a tower-in-the-park configuration. Redevelopment of under-utilized land within this area is encouraged in a manner that advances the below policies.

13) Tower-in-the-park sites within this area are required to meet all of the following:

- a) Proposals that retain existing residential towers are designed to integrate the existing tower within the proposed redevelopment and complement the adjacent urban fabric
- b) Ground floor neighbourhood-oriented commercial uses are encouraged throughout the sector, with an emphasis on the frontages of Richmond Road and New Orchard Avenue
- c) Development along lot lines adjacent to streets are to:
 - i) Provide a building frontage comprising the majority of the lot width in order to achieve a continuous street frontage
 - ii) Locate buildings close to the street to achieve a continuous street wall, generally with a maximum setback of 3 metres



- iii) Design buildings that have active entrances facing the street and at-grade glazing
- iv) Despite policy 13) c)ii) above, properties may provide for greater front yard setbacks where one of the following is provided: a significant public art display; the entrance to a Privately-Owned Public Spaces, or a public plaza
- d) Provide for a through block, publicly accessible pedestrian and cycling connection extending, between 1075 Richmond Road and 1090 Ambleside Drive, in order to provide access from Ambleside Drive to Richmond Road, as identified in Schedule B – Public Realm Plan
- e) In order to ensure a human scale of development, low-rise buildings are encouraged facing a public street, with any future mid- or high-rise buildings ideally located internal to the site
- f) The provision of an interior courtyard is encouraged on lots generally greater than 2,000 m²
- g) Towers are to be adequately spaced so the pedestrian realm of Ambleside Drive is not negatively impacted by a canyon effect

14) Where redevelopment within this area, on lots 1,000 m² or greater, takes place on properties that have lot line(s) abutting the National Capital Commission (NCC) open space lands, all of the following design techniques are to be considered as the basis of a design to enhance the pedestrian environment of the NCC corridor and provide a safe and welcoming pedestrian environment:

- a) A two- to four-storey building height framing the NCC corridor, which could form part of the base of a larger development
- b) Ground-oriented units facing the open space corridor connecting those units' active entrances to the public realm
- c) Active entrances and transparent windows facing the open space corridor comprising at least the majority of the façade
- d) High quality building materials

15) Properties within the Apartment Neighbourhood area have permissive height permissions afforded to them within the underlying zoning; the Zoning Bylaw therefore sets out the upper maximum as-of-right permitted height and the density is to be restricted through the application of Floor Space Index for this area.

16) Despite policy 15) above and Section 4, policy 1), on lots smaller than 1000 m² where the Zoning By-law permits a low- or mid-rise building as of the adoption of this policy, an increase in building height that results in a high-rise building that is in the lower end of the height range for this building type will be considered, on a case-by-case basis through a area-specific rezoning application, where all of the following considerations will be had in reviewing such requests:



- a) The provision of parking and the manner in which parking is proposed to be provided, with a preference for no parking spaces being provided for the number of units or uses within the additional gross floor area measured from the pre-zoning as-of-right permitted height and with preference to parking being located within the building and located below grade
- b) The provision of affordable housing
- c) Options to achieve acceptable separation distances between existing and/or possible future high-rise buildings which could include matters such as varied heights, off-sets, or limiting distance agreements
- d) A setback along the front lot line above the fourth storey that results in a clear demarcation of the lower and upper sections of the building and results in reducing wind velocity at ground level.

[Institutional Mixed-Use Area](#)

17) Redevelopment of this area will be with buildings in a range of heights, in accordance with the following:

- a) The portions of the lot adjacent and closest to a residential zone must comprise of a transition zone, generally 30 metres in depth, which includes a 7.5 metre setback, measured from the residential lot line, with a low-rise built form
- b) Mid-rise buildings for the portion of the lot with street frontage on Cleary Avenue
- c) High-rise buildings up to 16 storeys are permitted and must be located:
 - i) Must be located and designed to minimize the shadow impacts on the adjacent low-rise neighbourhood community
 - ii) In a position with minimal view impacts on adjacent high-rise buildings
 - iii) Be located close to the NCC corridor or in a location that will break up the cumulative massing along Richmond Road.

18) Redevelopment of lands within this designation will require the majority of the uses to be institutional community servicing uses, such as: day care; church; retirement residential; community centre; long term care facility; garden; housing with emphasis on affordable, supportive or multi-faith units; public park; fitness centre; medical clinic; and community gardens. A zoning amendment will be required to demonstrate how the majority of the land uses includes institutional community servicing uses. Other uses may be permitted where the planning rationale and development phasing demonstrates the concurrent construction of the community serving uses required in this policy, and the compatibility of all other uses being proposed. Small-scale commercial uses are



permitted, with emphasis on medical, pharmacy, personal service, restaurant and other retail uses ancillary to the permitted institutional community serving uses.

19) Redevelopment will include all of the following:

- a) A pedestrian and cycling pathway connection extending from the east side lot line of 809 Richmond Road leading into the site
- b) Continuous sidewalk connections on either side of Cleary Avenue into the site
- c) Interior streets, public or private, to break-up the large site

20) A future zoning bylaw amendment application to add permitted uses and/or alter the as-of-right permitted height must provide a concept plan document which details all of the following:

- a) The proposed development of the site in its entirety
- b) Compatibility of proposed built form adjacent to any residential zone
- c) The vehicular, pedestrian and cycling access points
- d) Conformity with the provisions of Section 3: policies 17) to 20).

Institutional Area

Lands identified within the Institutional area, as shown on Schedule A - Designation Plan, are currently utilized as core community uses, church and school. Lands which front onto Byron Avenue provide a core community function to the greater area and contribute to a high degree of usage of the Byron Linear Corridor.

21) Any major redevelopment or changes in use of lands designated Institutional are encouraged to follow the requirements of the Section 3: policies 18) and 20) a) to c) with a maximum building height limit of five storeys.

Section 4: Built Form

High-Rise Buildings

1) High-rise buildings are limited in the planning area to be between 10 to 30 storeys. Where high-rise buildings are identified as appropriate, all of the following provisions are to be met to qualify for a high-rise building:

- a) Lot size generally of 2,000 m² or more;
- b) Provision of a separation distance between towers of generally 20 metres with any minor variation to this provision being required, to demonstrate that the existing towers or future towers can be off-set to allow for enough space between tower units



and that any shadow impacts are not increased as a result of the minor variation sought

- c) Tower portion of proposed building generally being a minimum of 10 metres from abutting property lines
- d) The podium animating the pedestrian realm, generally forming a continuous street wall for the totality or as close as possible to the totality of the frontage, should relate to the adjacent buildings in massing, height and architectural rhythm.

2) All of the following provisions are required in the design of high-rise buildings:

- a) The tower should be set back from the podium faces and should be articulated to break up building mass and allow sky view, sunlight, and transition towards the abutting properties
- b) The tower should be designed to address shadow impacts of adjacent sensitive areas, including low-rise neighbourhood
- c) Mechanical penthouses should be architecturally integrated into the tower's design and remain consistent with the overall character of the tower;
- d) The tower should be well-proportioned and generally take the podium and tower approach in built form design
- e) The podium height should be no less than three storeys but no more than six.

Mid-Rise Buildings

3) Mid-rise buildings are defined as five to nine storeys. Where mid-rise buildings are identified as appropriate, all of the following design features are encouraged:

- a) The provision of an appropriate base in the range of two to four storeys that relates to the sidewalk and pedestrian realm;
- b) An upper portion (of a height that is approximately equivalent to the width of the right of way) forming part of the street wall and relating to the adjacent buildings, through a combination of alignment, building materials, symmetry of spacing or other urban design techniques that provide unity for the streetscape
- c) Other design techniques such as setbacks and step backs to avoid the canyon effect along adjacent public streets and to minimize the visual and microclimate impacts on public and private realms.

Active Frontages



Properties that have a lot line abutting the Active Frontage Line, identified in Schedule B – Public Realm Plan, are to provide the following attributes at the time of redevelopment:

4) All development on the north side of Richmond Road adjacent to an Active Frontage Line will be designed to animate the public spaces they face, through various techniques including incorporating pedestrian-oriented uses and architectural features and details that will enhance pedestrian safety and provide visual interest to enrich pedestrian experience, including all of the following considerations:

- a) Provision of transparent glazing and active main entrances for a majority of the ground floor wall that abuts the Active Frontage Line;
- b) Use of high-quality building materials on all elevations facing the public realm;
- c) Provision of a continuous built edge along the street or public space, with a provision for varied setbacks where a Privately-Owned Public Space is provided at the ground level
- d) No exterior surface parking between the building and the street
- e) No interior parking spaces being located on the ground or upper floors of any mid- or high-rise building where such parking adversely impacts the public realm or the continuity of uses that contribute to an animated street environment
- f) Provision of individual direct pedestrian access to ground level uses
- g) Parking internal to a site being screened from view to any public realm space
- h) The public realm includes existing or new trees.

5) All development on the south side of Richmond Road adjacent to an Active Frontage Line will be designed to meet all of the following:

- a) Permitted at-grade residential, provided each dwelling unit which faces the active frontage street has a direct individual pedestrian main access
- b) Required to provide for vehicular access from a side street, if available, and eliminate or minimize vehicular access from Byron Avenue
- c) Where side street access is not available, development or redevelopment is to minimize the visual and functional presence of any provided interior and exterior parking spaces, with the width of a garage door generally not being wider than one-third of the width of the entire building, and avoiding double driveways and garage doors



d) Only permitted one curb cut per lot, which permission will be set out in the in the Zoning By-law

Density Redistribution

Certain sites within the Planning Area are identified as appropriate for density redistribution. Density redistribution is to allow the as-of-right permitted density in the underlying zoning to be redistributed to reflect the built form principles of this secondary plan and other urban design guidelines of the City.

6) Council may approve a built form design that deviates from the maximum building height provisions described in Section 3 – Land Designation Policies, for properties identified on Schedule C - Density Redistribution, provided all of the following conditions are met, as prerequisite requirements:

- a) The lot is a minimum of 2000 m² in size
- b) The floor plate for a residential tower is generally a maximum of 750 m² in size
- c) The lot must abut at least two public realms (such as roads paths or greenspaces)
- d) The proposed development does not exceed the maximum height allowance established by this secondary plan, as detailed in Schedule C - Density Redistribution
- e) The proposed development provides a minimum 200 m² of Privately-Owned Public Spaces
- f) The proposed development achieves the built form principles found in Section 4.1 and 4.2, as applicable.

7) To protect the established characteristics and pattern of existing neighbourhood areas within and adjacent to the planning area, this secondary plan identifies properties that are not appropriate for density redistribution based on circumstances and context of the lots, as shown in Schedule C - Density Redistribution.

Section 5: Public Realm

- 1) New urban parks and plazas will be created in association with redevelopment in areas identified on Schedule B - Public Realm Plan, through the development review process with a priority for securing lands through parkland dedication.
- 2) Privately-Owned Public Spaces (POPS) are intended to serve as outdoor open spaces on private lands and are to be made available for public uses through agreements. The location of future POPS are to be determined and secured through the development review process. Future POPS are:



- a) To provide signage that is placed in visible locations to identify the name and address of the space and that the space is open to the public;
- b) To provide programming for public uses; and
- c) Additional to land that would be in a setback, a landscaped open space, and/or an at-grade amenity space required by the Zoning By-law and cannot be credited in-lieu of parkland dedication; and
- d) Subject to a surface easement registered on title for all areas of the POPS being provided solely for general public access and will remain as such in perpetuity to allow public access. Agreements will further provide for private areas next to POPS to be open to the public in association with the adjacent use that the area of the POPS supports (such as an outdoor patio).

3) Greenstreets, identified on Schedule B - Public Realm Plan, will serve to connect the community to the surrounding greenspace network, community facilities and the open space along Ottawa River and shoreline. Properties that have a lot line abutting a Greenstreet are to be developed to provide canopy trees lining the street, either within the public right-of-way or on private land, as part of the redevelopment of their property.

Section 6: Implementation

- 1) Transportation Demand Management strategies will be pursued for the area, at the time of redevelopment, through the development review and approval process. The provision of transit passes for new residents and on-site, public car-sharing facilities are recommended Transportation Demand Management strategies to be advanced.
- 2) The following are community benefits that may be pursued through development applications that are subject to Section 37 of the *Planning Act*. These have been identified through the public consultation process in developing the area specific policies for the planning area:
 - a) New community gathering space (such as Winston Square)
 - b) New community centre (i.e. for recreation, arts, theatre, meeting rooms, etc.)
 - c) New pocket parks along Richmond Road (i.e. at Lockhart and Richmond, at Redwood and Sherbourne, near Tim Horton's, etc.)
 - d) Traffic calming along Sherbourne Road
 - e) "Beautify" Woodroffe Avenue (from Richmond to Parkway)
 - f) New public art
 - g) Enhanced urban design at O-Train stations or their immediate surroundings;



- h) Improvements to Ambleside, McKellar, McEwen and Woodroffe Parks, including seating, shade, game boards, new play structures for older children, picnic tables, community gardens, washrooms, splash pads, picnic tables, and a new field house
- i) Place-making within Byron Linear Park

3) The conceptual location of parks identified on Schedule B – Public Realm Plan, are intended to identify the lot where a parkland dedication is to be taken. The location of the stars do not represent the exact location on the lot of the possible future park. The park location and size will be determined at the time of future redevelopment applications, through consultation with the City, and in accordance with the Parkland Dedication By-law. The types of Urban Park Plazas intended for the Cleary New Orchard Area are:

- a) Active spaces with landscaping and children play structures (99 New Orchard, 975-955 Richmond Road, 950 Byron and the lands between Sherbourne Rd and Redwood Ave south of Byron)
- b) Linkage plazas to provide a through block pedestrian and cycling connection with hard surface treatment and seating areas (between 1090 Ambleside Drive and 1075 Richmond Road)
- c) Public plaza spaces at the north-east corner of New Orchard and Richmond (1047 Richmond Road) and adjacent to Cleary Avenue (30 Cleary Avenue) to provide multi-functional public spaces with hard surface treatments, landscaping and seating areas.

Schedules

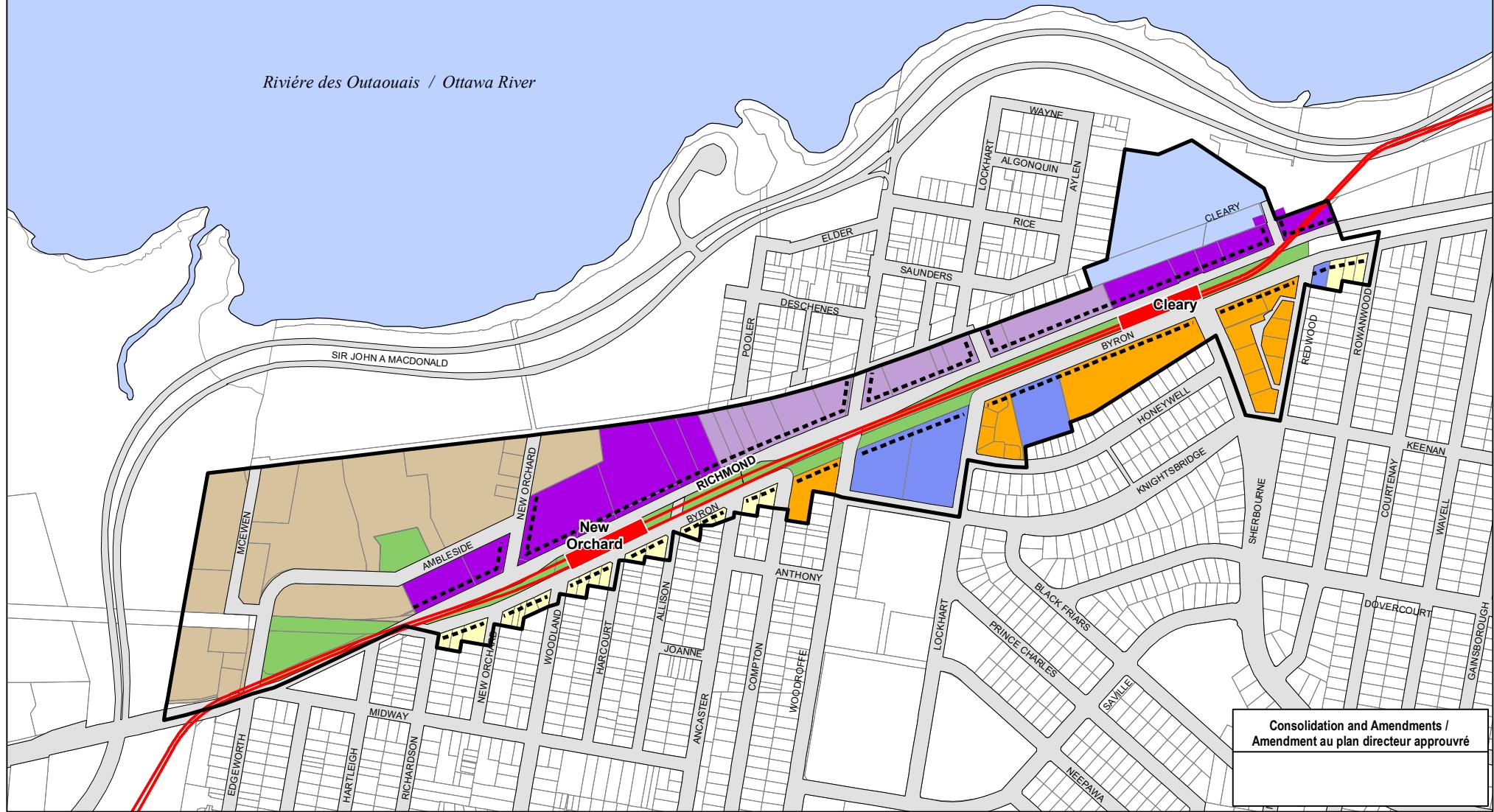
Schedule A – Designation Plan

Schedule B – Public Realm Plan

Schedule C – Density Redistribution



Rivière des Outaouais / Ottawa River



Cleary and New Orchard / Cleary et New Orchard

SECONDARY PLAN - VOLUME 2
Schedule A - Designation Plan

PLAN SECONDAIRE - VOLUME 2
Annexe A - Plan de désignation

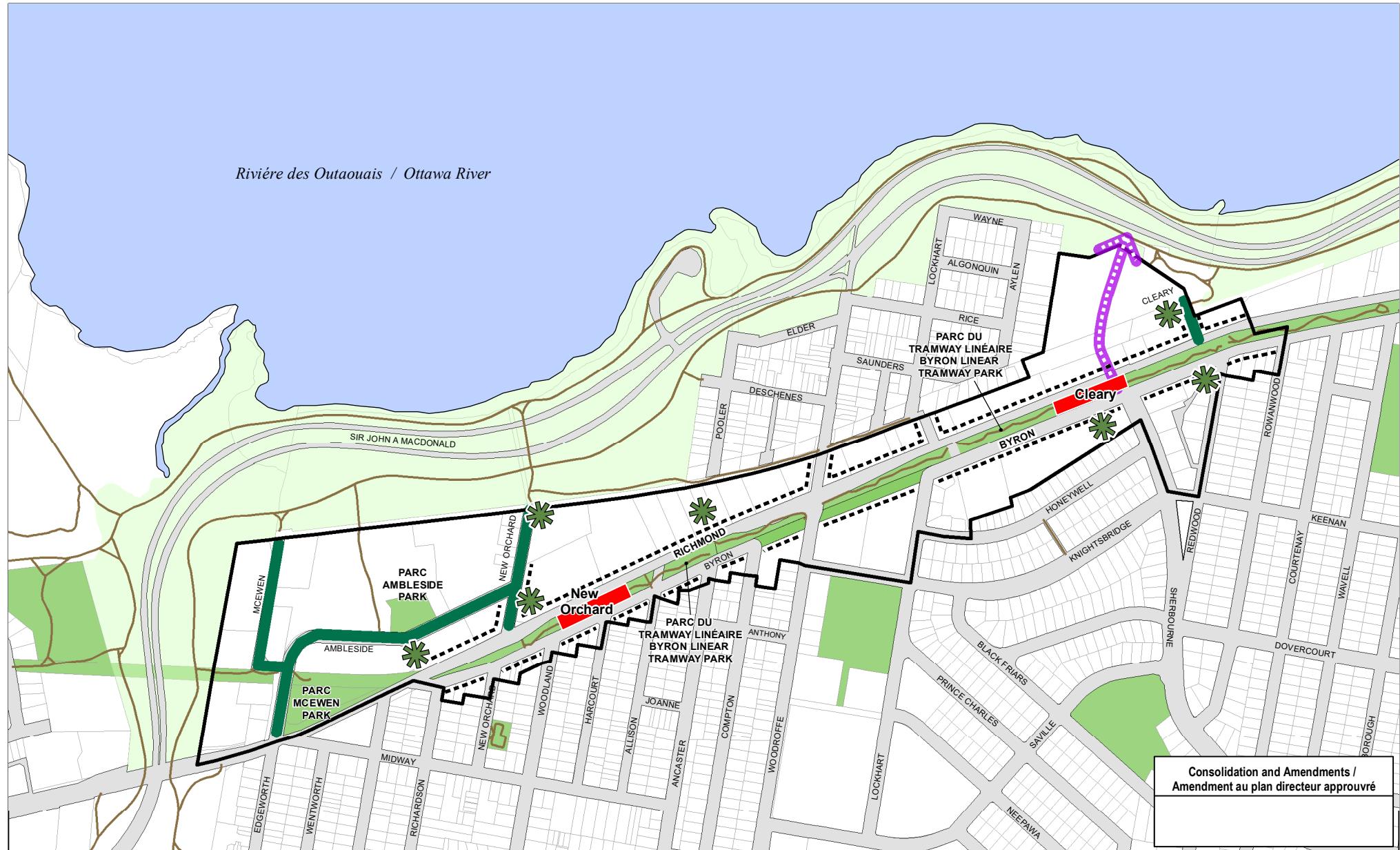
- White Box: Cleary and New Orchard Secondary Plan / Plan secondaire - Cleary et New Orchard
- Purple Box: Station Area / Zone de Station
- Purple Box: Mainstreet / Rue principale
- Yellow Box: Low-Rise Park Frame / Aménagements de faible hauteur autour du Parc
- Orange Box: Mid-Rise Park Frame / Aménagements de moyenne hauteur autour du Parc
- Brown Box: Apartment Neighbourhood / Quartier d'immeubles de logements

- Light Blue Box: Institutional Mixed-Use/ Institutionnelles Polyvalent
- Dark Blue Box: Institutional / Institutionnelles
- Green Box: City-Owned Park / Parc municipal
- Dashed Line: Active-Frontage / Façade active
- Red Line: O-Train Station / Station O-Train
- Red Line: O-Train Alignment / Coulis du O-Train



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Planning, Infrastructure and Economic Development Department,
Geospatial Analytics, Technology and Solutions
Services de la planification, de l'infrastructure et du développement économique,
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Cleary and New Orchard / Cleary et New Orchard

SECONDARY PLAN - VOLUME 2
Schedule B - Public Realm Plan

PLAN SECONDAIRE - VOLUME 2
Annexe B - Plan du domaine public



Cleary and New Orchard Secondary Plan /
Plan secondaire - Cleary et New Orchard



Through Block Pedestrian/Cycling Connection (approximate location) /
Liaison piétonnière et cyclable traversant le quadrilatère
(emplacement approximatif)



Greenshoots /
Rues vertes



Active-Frontage /
Façade active



Green Corridor (NCC) /
Espace vert (CCN)



City-Owned Park /
Parc municipal



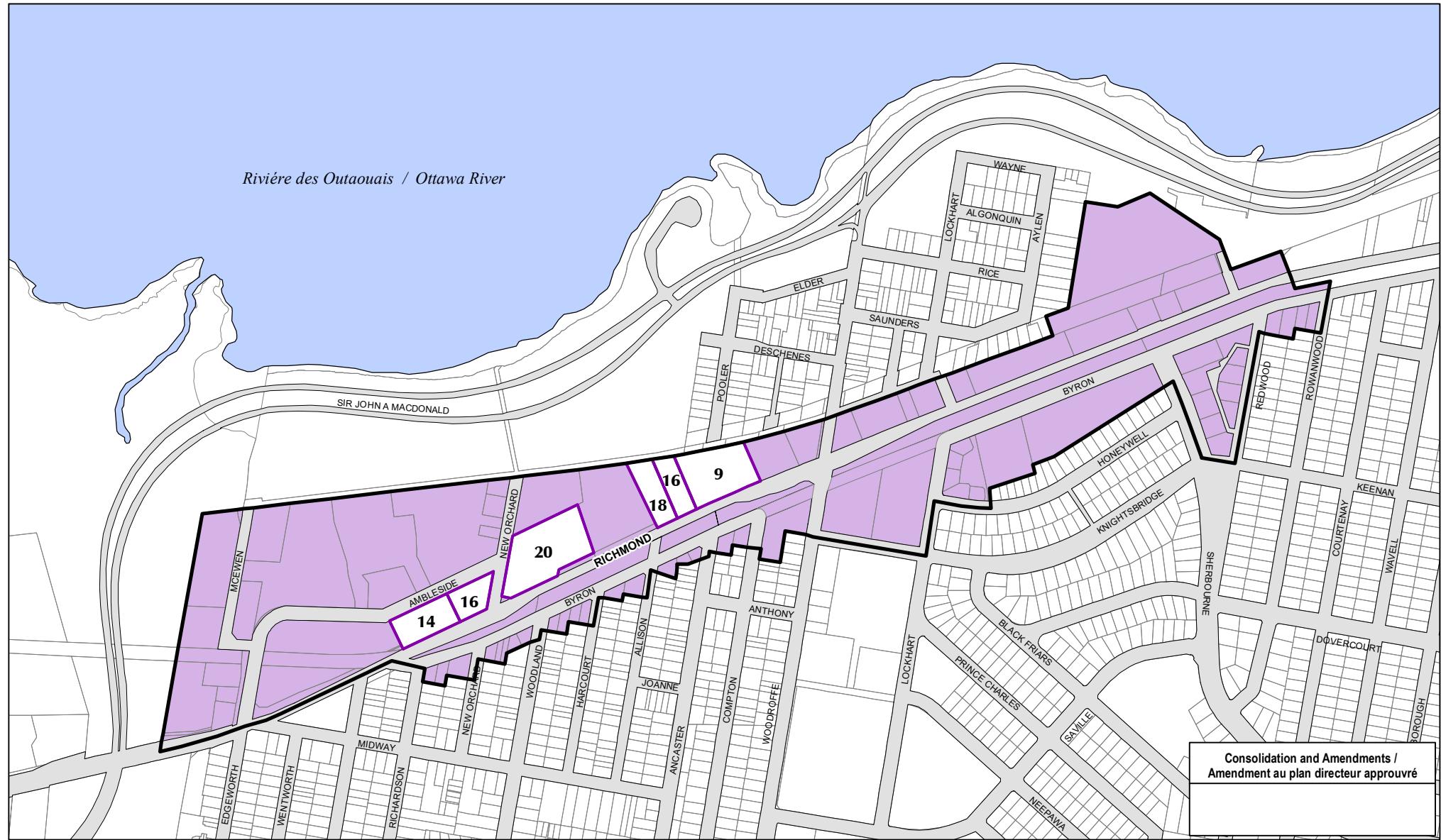
Conceptual Location of Future Urban Park Plaza - 400m² /
Emplacement conceptuel de la future place du parc urbain - 400 m²



O-Train Station /
Station O-Train



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Cleary and New Orchard / Cleary et New Orchard

SECONDARY PLAN - VOLUME 2
Schedule C - Density Redistribution Plan

PLAN SECONDAIRE - VOLUME 2

Annexe C - Plan de répartition de la densité

**Note: The max height shown on this schedule indicates the max permitted height in each character area identified in this Plan. It is NOT an as-of-right condition applicable to every single property. It only applies to properties where density redistribution may be deemed appropriate in accordance with the conditions established in this Plan.
** Remarque: La hauteur maximum indiquée sur ce calendrier indique la hauteur max autorisée dans chaque zone de caractère identifiés dans ce plan. Il est pas une condition que de plein droit applicable à chaque propriété unique. Elle ne concerne que les propriétés où la répartition de la densité peut jugées appropriées en conformité avec les conditions établies dans ce plan.

0 50 100 200 Meters

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