

FOTENN

900 ALBERT STREET PLANNING RATIONALE ADDENDUM NO. 2



March 26, 2018

Planning Rationale
Addendum No. 2

Official Plan and Zoning
By-law Amendment



Prepared for:

TIP Albert GP Inc.
485 Bank Street, Suite 200
Ottawa, ON, M5G 2H4

Prepared by:

FOTENN Planning
+ Design

Fotenn Planning + Design
223 McLeod Street
Ottawa, ON K2P 0Z8
fotenn.com

March 26, 2018

The following is an addendum to the Fotenn Planning Rationale dated March 2016 and the subsequent Addendum No. 1 dated November 2016. This Addendum No. 2 is intended to summarize changes to the development, including adjustments to the number of residential units and the distribution of uses throughout the building, modifications to the heights of the towers, changes to the distribution of parking within the development, and revisions to amenity areas, podium heights, and amenity areas. This Addendum is also intended to respond to the comments received in March 2017 following the last submission of materials in support of the Official Plan and Zoning By-law Amendments. It is Fotenn's opinion that the conclusions of the March 2016 Planning Rationale and November 2016 Addendum No. 1 remain valid in general and specifically with regards to the revised development.

1.1 Plan Revisions

The proposed revisions to the plans respond to comments received from City of Ottawa staff as summarized in a letter dated March 10, 2017. The plans also represent the ongoing evolution of the development and design plans. The following is an inventory of the most significant revisions to the proposal:

- / Building heights have been adjusted as follows:
 - Tower 1 has increased in height from 55 to 65 storeys;
 - Tower 2 has increased in height from 50 to 52 storeys;
 - Tower 3 has decreased in height from 59 to 32 storeys with a larger floorplate for office on the first 15 storeys;
- / The podium linking towers 1 and 3 has decreased in height from 10 storeys to 2 storeys;
- / The podium for Tower 2 remains at three (3) storeys and now extends this three (3) storey form to the edge of the building, in proximity to the intersection of City Centre and Albert Street;
- / The number of residential units has decreased from 1,632 to 1,232 units;
- / The amount of retail GFA has increased from 10,864 square metres to 11,926 square metres;
- / The amount of office GFA has increased from 17,442 square metres to 18,332 square metres;
- / A hotel component has been added, with 150 guest rooms;
- / Despite the reduced number of units, the amount of residential amenity area has increased from 5,749 square metres to 7,226 square metres;
- / The total number of parking spaces has been reduced from 1,183 spaces to 1,153 spaces;
- / The parking layout has been revised. Previously five (5) levels of above-grade parking were proposed within the podium, and four (4) levels were proposed underground. The revised plans include seven (7) levels of underground parking and no parking within the podium;
- / The number of bike parking spaces complies with the Zoning By-law by providing 749 spaces, whereas 929 spaces were previously required and provided.
- / The total gross floor area increased from 125,383 square metres to 129,716 square metres, still within the maximum gross floor area specified for the subject property;
- / The south property line has been revised as follows:
 - Pedestrian path maintained along south edge and enhanced with landscape treatment, interpretive panels, etc.
 - Loading docks are located within the building, screened from view with overhead doors
 - Glazing has been incorporated along residential service areas
 - The number of surface parking spaces has been reduced from 20 spaces to 10 spaces;
 - The driveway has been landscaped to read as a large plaza space, used occasionally as a vehicular driveway.

APPLICATIONS AND REZONING REQUESTED

In March 2016, Fotenn submitted Official Plan Amendment and Zoning By-law Amendment applications for the lands at 900 Albert Street. Applications were submitted for Site 1 (900 Albert Street core property) and Site 1B (900 Albert Street and lands within the rail corridor). The applications for Site 1B have subsequently been put on hold, while the applications for Site 1 are moving forward.

The Official Plan Amendment (OPA) for the core site sought to amend Schedule B to the Bayview Station District Secondary Plan to add a new “Area F” to the Plan that would permit the proposed building heights (55 storeys). The subsequent resubmission for the OPA in November 2016 proposed to increase the requested height to 59 storeys. The current resubmission and development proposal for the lands seeks permission for a 65 storey building within the newly created “Area F” on the subject property. The height of Tower 3 has been substantially reduced to 32 storeys, contributing to a variety of building heights and form on the overall site.

The Zoning By-law Amendment sought to amend the existing site-specific zoning on the property to permit the revised mixed-use development proposal, altering setbacks, building and podium heights, parking rates, and other requirements. The November 2016 resubmission revised the requested amendments to reflect the proposed revised plans. The current resubmission seeks to amend the requested Zoning By-law Amendments, as follows:

Rezone the subject lands from MC[1967] S291, S292-h to Mixed Use Centre, Exception XXXX, Maximum Floor Space Index YY, subject to Schedule ZZZ (MC[XXXX] F(YY) SZZZ)” where the special provisions are as follows:

- / The lands zoned MC[XXXX] F(YY) SZZZ are one lot for zoning purposes
- / The required building heights and setbacks in the parent MC zone do not apply;
- / Maximum permitted building heights, number of storeys, and minimum setbacks are as per Schedule ZZZ;
- / The maximum building heights on Schedule ZZZ do not apply to projections listed in Section 64.
- / Despite Area D on Schedule ZZZ, Section 65 still applies to permit projections into this area. A vent, garage exhaust, knee-wall and foundation are permitted projections and shall be no higher than 1.0 metre. A vent, garage exhaust, knee-wall and foundation along with other permitted projections may project no closer than 0.2 metres to a lot line.
- / Despite the definition of average grade, average grade is to be calculated from the geodetic reference of 63.0 metres above sea level.
- / Section 85(3) does not apply and an Outdoor Commercial Patio may be located within 20 metres of a residential zone with no requirement for screening.
- / Table 137(6) does not apply and the minimum required amenity area is 7,226 square metres; of which at least 50% is required to be communal.
- / Above the 10th floor, the maximum floor plate size for residential uses is 850 square metres, not including balconies.

TIP Albert GP Inc. is proposing to develop an innovative, transit-oriented, mixed-use development at what will soon be the hub of Ottawa's rapid transit network – Bayview Station. The property at 900 Albert Street is located directly adjacent to the station which, when the Confederation Line light-rail transit (LRT) opens in 2018, will be the only connection point between the Confederation and Trillium LRT lines.

The following discussion highlights changes to the proposed development since the November 2016 submission. Reference should be made to the description of the proposed development in Fotenn's previous Addendum No. 1 and to the revised plans.

The proposed built-form consists of three (3) high-rise buildings atop a mixed-use podium and underground parking garage. Tower 1 is proposed as the tallest of the three (3) towers at 65 storeys and is located in the northwest corner of the site. Tower 1 sits atop to the two (2) storey retail podium and includes 60 storeys or residential units and three (3) storeys of amenity spaces.

Tower 2 is the second tallest tower on the site, located in the southeast corner, closest to City Centre Avenue. The revised tower is proposed at 52 storeys which includes a three (3) storey podium containing retail and hotel service uses, 12 additional storeys of hotel spaces, 34 storeys of residential units, and three (3) storeys of amenity area. The three (3) storey podium of Tower 2 extends to the eastern limit of the subject property, animating the full extent of Albert Street with retail uses at-grade and offering hotel function space on the upper storeys.

Finally, Tower 3 is located in the southwest corner of the subject property and has a height of 32 storeys. The tower sits on the same two (2) storey retail podium as Tower 1 and includes 13 storeys of office space, 15 storeys of residential, and two (2) storeys of amenity space. The tower has a larger floorplate for the first 15 storeys to accommodate the office uses before stepping back for the residential floors above.

The podium has three (3) distinct parts. Moving from west to east, the largest section is the two (2) storey retail podium under Towers 1 and 3. The retail are accessed directly from the internal upper drive aisle. Outdoor amenity area for the residential units is planned for the top of the west podium. At the second floor, a direct pedestrian connection is provided to Bayview Station and a retail galleria connects to the second storey of the adjacent central podium. The central podium includes two (2) floors of retail, and one (1) storey of hotel service space above. A roof terrace above the third storey provides outdoor space for the hotel use. Finally, at the east end of the site is the east podium, a triangular section of podium that provides an additional two (2) storeys of retail space and one (1) storey of hotel space. The second storey once again connects to the retail galleria on the second floor of the other podium sections and a rooftop terrace would serve the hotel.

In total, 129,716 square metres of gross floor area is proposed which includes 11,926 square metres of retail, 18,332 square metres of office, 87,865 square metres of residential, and 11,592 square metres of hotel. The total GFA of the development has increased by approximately 4,400 square metres since the November 2016 resubmission and remains under the maximum GFA currently permitted on the site by the Zoning By-law (130,064 square metres). The total number of residential units has been decreased from 1,632 to 1,232 units in the revised plans.

The approach for the development to address the changing grade along Albert Street has not been significantly altered in the current revision of the plans. Vehicular access to the site is from two (2) separate locations along Albert Street. The more westerly access is intended as the primary access to the site and would be a signalized full movement intersection. This access provides access to drop-off areas for the towers and to the parking garage. Retail uses fronting onto this space will have direct access to the street, creating an active pedestrian experience along the wide sidewalks.

Given the significant grade change on the site along Albert Street, the secondary easterly access is approximately three (3) metres below the west access. Vehicles accessing the site using this access would enter on the P1 parking level and could then continue to parking levels below, or travel up the ramp to the west access aisle. All loading and service vehicles would also use this access and would continue south into the site to the loading docks along the south façade of the building. The loading docks are located on Level P2 and are accessed from a paved plaza space. The vehicles would travel through the space, backing into the loading docks within the building and screened from view by overhead doors. The loading for the entire development is shared in this singular location.

Pedestrian movements to or through the site are generally consistent with the November 2016 submission. Pedestrians could enter the site from Albert Street, City Centre Avenue, or from the multi-use pathway (MUP) along the rail corridor. A dedicated pedestrian path along the south edge of the subject property provides access between the MUP within the O-Train corridor and City Centre Avenue. The proposed “Corner Plaza” at the intersection of Albert Street and City Centre Avenue provides opportunities for retail uses within the east podium section to activate the pedestrian realm.

A total of 1,143 parking spaces are proposed within the underground parking garage with an addition 10 spaces proposed at the surface. All parking previously proposed within the podium has been removed and placed underground. The total number of spaces provided has been decreased from 1,183 to 1,153 spaces. A total of 749 bike parking spaces are proposed, consistent with the Zoning By-law requirements. The majority of the spaces are provided on Level P1 while 41 spaces are provided outdoors to serve the retail uses.

The amenity space for the residential uses has been increased to provide 7,226 square metres of indoor and outdoor amenity space. A total of 2,610 square metres of outdoor amenity area is provided as a roof terrace atop the two (2) storey west podium and at the 16th storey of Tower 2 (above the office floors). The total amenity space required for the development is 7,392 square metres.

POLICY AND REGULATORY FRAMEWORK

4.1 Provincial Policy Statement

The revised development is consistent with the policies of the Provincial Policy Statement (PPS), as described in the Planning Rationale Addendum No. 1 prepared by Fotenn Consultants and dated November 2016.

4.2 City of Ottawa Official Plan

Given the applications were submitted in early 2016, the following discussion on the Official Plan references policies in place when the previous Planning Rationale and Addendum No. 1 were in place and does not reference amendments to specific policies as a result of ongoing Ontario Municipal board hearings regarding Official Plan Amendment No. 150 (OPA 150) and associated amendments. The policies of OPA 150 are discussed in Section 4.3.

4.2.1 Managing Growth

The increased height of the revised development proposal continues to be in conformity with the overarching intent of the Official Plan (OP) policies on managing growth within the City of Ottawa. The OP designates Mixed-Use Centres like the Bayview Station District as target areas for intensification. The additional height requested (10 storeys) is appropriate for the subject property given its location directly adjacent to Bayview Station and within an area that is intended to development with a mix of high-rise buildings.

4.2.2 Land Use Designation

The Subject Property is designated “Mixed-Use Centre” on Schedule B of the City of Ottawa Official Plan. Mixed-Use Centres are identified as areas with the potential to achieve compact, mixed-use development, and to accommodate substantial growth. These areas are to be characterized by a variety of transit-supportive land uses such as offices, hotels, institutional, retail, entertainment, restaurant and high- and medium-density residential uses.

The proposed revisions to the development conform to the policies of the Mixed-Use Centre designation, providing a mix of uses (retail, hotel, office, and residential) adjacent to a rapid transit station in a compact, mixed-use form.

The Mixed-Use Centre designation does not specify maximum building heights. The proposed changes to building height conform to the Official Plan designation, subject to the policies of Section 4.11, evaluated below.

4.2.3 Compatibility

The proposed revisions to the development concept will not have any significant impact on the compatibility of the proposed building with the surrounding context per the objectives and principles of Section 2.5.1 and the criteria established in Policy 2 of Section 4.11.

The proposed building heights, including the two (2) to three (3) storey podium, have no undue adverse impacts on abutting lands, including the low-rise residential areas to the east of the site. There are no shadowing impacts or unmanageable transportation impacts as a result of the density, given the site's location at a major transit node.

4.3 City of Ottawa Official Plan Amendment No. 150

4.3.1 Intensification and Building Height

Policies regarding building height have been relocated from Section 4 to section 2.2.2 and the height categories have been expanded to add a second category of high-rise buildings over 30 storeys. Policy 10 states that the distribution of appropriate building heights will be determined by the location in a target area for intensification, the proximity of the lands to a rapid transit corridor, and the design and compatibility of the development with the surrounding existing and planned context. The tallest building heights are to generally be located closest to the transit station.

The plan revisions continue to conform to the policies of OPA 150 with regards to intensification and building height. The greatest building height within the proposed development is located adjacent to the rapid transit station. The location of the 30+ storey buildings satisfy the locational criteria as they are located within a Mixed-Use Centre, are located within 200 metres walking distances of the rapid transit station, and is separated from planned low-rise residential areas by a suitable transition.

4.3.2 Provisions for High-rise Buildings

The proposed Official Plan Amendment to permit the proposed tower heights adjacent to Bayview Station is consistent with the policies of Section 2.5.6 of OPA 150. Policy 14 states that high-rise buildings over 30 storeys should be at a prominent location fronting onto streets, open spaces and other public land (preferably on three sides), should not create negative shadow or microclimate impacts, should contain a mix of uses, has good transportation access, and is located so as to provide an appropriate buffer established low-rise neighbourhoods. The revised plans continue to satisfy these criteria.

4.3.3 Land Use Designation

The compact, mixed-use, and transit-supportive built form proposed in the revised plans conforms to the policies of the Mixed-use Centre designation in OPA 150.

4.3.4 Urban Design and Compatible Development

Section 4.11 was significantly revised and updated through OPA 150. The purpose of the policies of this section are to require high quality urban design in all parts of the city and design excellence in design priority areas. Policy 2 of Section 4.11 speaks to views. Depending on the location, mass or height of new development, it may alter the designated public view points. Development applications proposing high-rise buildings are required to demonstrate how the proposed building will contribute to, and enhance the skyline of the city and existing prominent views or vistas to create new ones. Views of the Parliament Buildings are also to be protected, per annex 8A of the Official Plan.

The revised plans will increase the height of the buildings, but will not significantly impact the previous view analyses completed for this development. The site is located outside of the City's prescribed view corridors and height restrictions relative to the Parliament Buildings. Further, the proposed development provides an opportunity to contribute positively to the City's skyline. The varied tower heights will contribute to an interesting skyline that will integrate well with the planned redevelopment of LeBreton Flats and the planned context of the surrounding areas.

Policy 8 of Section 4.11 encourages loading facilities, servicing areas, and mechanical equipment (including rooftop) to be incorporated into the building design in such a way that they cannot be seen from, and their operation does not impact, the public street, pedestrian and cyclist pathways or adjacent ground-oriented residences.

The subject property is generally triangular, with three (3) frontages – one on Albert Street, one on the O-train corridor, and one abutting the adjacent City Centre property. The proposed loading configuration has been designed to move trucks from the main street access on Albert Street, and into the building as quickly as possible while accounting for underground infrastructure. The proposed loading and service area configuration gets trucks and service vehicles into the building and out of view as soon as possible to mitigate impacts on the south edge of the site. All loading and servicing is well hidden from the public street, and the MUP along the rail corridor.

Policy 13 reiterates the importance of establishing a human-scale and pedestrian-oriented street environment. High-rise buildings are to be designed such that any facade facing a street steps back between the second and sixth storey. Policy 14 describes how new high-rise buildings are designed to minimise wind and shadowing impacts and maintain sunlight penetration to public places, maintain privacy, and preserve public views and sky

views. To achieve this, towers (above the podiums) should be separated a minimum of 23 metres from adjacent towers, either on the same or adjacent properties. Towers should also have a floor plate that is limited – generally to 750 square metres for residential uses and 1,500 square metres of office uses. Buildings with larger floorplates must demonstrate that the objectives listed above are met and provide greater separation distance between towers.

The proposed development creates a pedestrian scale along Albert Street and City Centre Avenue with a pedestrian-scaled podium and towers set back above. The towers provide a minimum of 20 metres of separation, consistent with the Secondary Plan policies. The floorplates are slightly larger than the prescribed 750 square metres however privacy, sunlight, wind and views have all been considered in the design of the buildings.

4.4 Bayview Station District Secondary Plan

The Bayview Station District Secondary Plan is the implementation of the Bayview Station District Community Design Plan (CDP) and is to be read in conjunction with the CDP. The March 2016 Planning Rationale provided a detailed discussion of the CDP document and noted revisions to the document which would be required as part of the Secondary Plan Amendment process. The November 2016 then provided additional discussion of the relevant policies based on the refined plans.

The current plan revisions do not have a significant impact on the findings of the March 2016 Planning Rationale or the November 2016 Addendum No. 1. The proposed development continued to provide compact, mixed-use, and transit-supportive development in proximity to the rapid transit station and defines the Albert Street building edge.

The revised plans continue to request an amendment to the Secondary Plan to permit the additional building height of 65 storeys. As noted above, the Secondary Plan specifies a 20 metre separation for high-rise towers which is provided for in the revised development plan. The additional building height for the towers (65, 52, and 32 storeys) is consistent with the policy direction of the OP and OPA 150 that encourage tall buildings to be located in proximity to rapid transit stations.

The tower footprints of up to 850 square metres for residential uses and up to 1,800 square metres of office uses, although larger than the recommendations within the CDP and OPA 150, are appropriate and reasonable given the separation between towers. The larger floor plates are mitigated to ensure liveability for future and existing residents in terms of appropriate access to sunlight, privacy, and air circulation, as well as to mitigate microclimate impacts of high-rise buildings on adjacent public realm areas.

Section 1.4.9 includes implementation strategies for the CDP and Secondary Plan. Specifically, Policy 4 contains policies for 801 (900) Albert Street that require any redevelopment to contemplate future connections to the City Centre property to the south, reinforce the pedestrian and cycling connection to Bayview Station, consider the realignment and connection through the old Wellington Street right-of-way shared with the City Centre lands, not interfere with the underground infrastructure, and achieve the target modal share of 85% (60% transit), minimizing parking according to the Central Area parking rates.

The revised plans continue to contemplate future extension of access aisles and streets through to any future redevelopment of 250 City Centre Avenue and to provide a pedestrian and cycling connection from City Centre Avenue through the site to the MUP along the rail corridor. The revised plans also retain the previously proposed direct pedestrian connection from the west podium and retail galleria into Bayview Station.

The proposed Zoning By-law Amendment seeks to adopt aggressive parking ratios for the site, encouraging transit ridership as well as alternative means of transportation. Since the CDP and Secondary Plan were written, the City of Ottawa has revised their parking requirements. The subject property is located within “Area Z”, the

designation used to denote areas in proximity to major LRT stations. Within Area Z, no parking is required for any use, aside from visitor parking. The required parking for the entire proposed development would therefore be 30 spaces.

The proposed parking ratio represents aggressive parking ratios and the minimum anticipated to meet market demands. In addition to the minimum parking space ratios, the City has also established maximum parking space ratios for developments within 600 metres of rapid transit stations. For the revised development and mix of uses, the maximum permitted number of parking spaces would be 2,988 spaces (not including parking for the hotel for which there is no maximum specified). Applying the Central Area (Area A) maximum parking rates per the CDP and Secondary Plan, the maximum parking permitted would be 2,150 spaces (again not including parking for the hotel for which there is no maximum specified). In both cases, the revised development is providing parking at a rate that is well below the maximum number of spaces permitted on the site and appropriate for the context of the site. The use of transit and other active modes is encouraged by the provision of direct connections to Bayview Station and the MUP along the O-Train corridor providing connections to the south, east and west. The development will also integrate well with future pedestrian and cycling improvements along Albert Street.

4.5 City of Ottawa Zoning By-law

The subject property is zoned Mixed Use Centre, Special Exception 1967, subject to Schedule 291 and 292 – Holding (MC[1967] S291, S292-h) in the City of Ottawa Comprehensive Zoning By-law 2008-250. The lands were the subject of a previous Zoning By-law Amendment process to permit an office complex on the property.

4.5.1 Requested Zoning By-law Amendment

As noted, a Zoning By-law Amendment is requested to rezone the subject property to “Mixed Use Centre, Exception XXXX, Maximum Floor Space Index YY, subject to Schedule ZZZ (MC[XXXX] F(YY) SZZZ)”. Special Exception XXXX would have provisions similar to the following:

- / The lands zoned MC[XXXX] F(YY) SZZZ are one lot for zoning purposes
- / The required building heights and setbacks in the parent MC zone do not apply;
- / Maximum permitted building heights, number of storeys, and minimum setbacks are as per Schedule ZZZ;
- / The maximum building heights on Schedule ZZZ do not apply to projections listed in Section 64.
- / Despite Area D on Schedule ZZZ, Section 65 still applies to permit projections into this area. A vent, garage exhaust, knee-wall and foundation are permitted projections and shall be no higher than 1.0 metre. A vent, garage exhaust, knee-wall and foundation along with other permitted projections may project no closer than 0.2 metres to a lot line.
- / Despite the definition of average grade, average grade is to be calculated from the geodetic reference of 63.0 metres above sea level.
- / Section 85(3) does not apply and an Outdoor Commercial Patio may be located within 20 metres of a residential zone with no requirement for screening.
- / Table 137(6) does not apply and the minimum required amenity area is 7,226 square metres; of which at least 50% is required to be communal.
- / Above the 10th floor, the maximum floor plate size for residential uses is 850 square metres, not including balconies.

The proposed amendment would also include a maximum floor space index, currently proposed as 9.0, intended to control the maximum density permitted on the site while allowing for some flexibility in the design.

Additionally, schedules 291 and 292 would be replaced with a new Schedule ZZZ that would provide site specific building height and setback requirements.

The proposed development is compared to the requirements of the existing MC[1967] S291, S292-h zone in the table below. Areas where amendments are required are highlighted in red and bolded.

Zoning Provision	Required	Provided
Setbacks	Front (City Centre Ave.): 3m Corner (Albert Street): No minimum Interior (south): No minimum Rear (Rail corridor): No minimum	Front: 25m Corner: 0m Interior: 3m Rear: 0m
Maximum Gross Floor Area	130,064m ²	129,716 m ²
Building Height	Maximum: 132.5m	Maximum: 223.25m
Amenity Area 6m ² per unit of which 50% is required to be communal	7,392m ² 3,696m ² communal	7,226m² 7,226m² communal
Minimum Parking (per By-law 2016-249) Within Area Z No minimum parking requirement for any uses Residential Visitor 0.1/dwelling unit (excluding the first 12 units) up to a maximum of 30 spaces	Total: 30 spaces Residential: No minimum Residential Visitor: 30 spaces Retail: No minimum Office: No minimum Hotel: No minimum	Total: 1,153 spaces
Maximum Parking (per By-law 2016-249) Residential & Visitor: 1.75/dwelling unit Retail Store: 3.6/100m ² of GFA Office: 2.2/100m ² of GFA	Total: 2,150 spaces Residential + Visitor: 1,848 spaces Retail: 119 spaces Office: 183 spaces Hotel: No Maximum	Total: 1,153 spaces
Barrier-Free Parking	6 spaces	161 spaces
Bicycle Parking Residential: 0.5/dwelling unit Retail/Office: 1/250m ² of GFA 50% can be vertical 25% of residential spaces must be indoors	Total: 749 spaces Residential: 616 spaces Retail: 48 spaces Office: 73 spaces Hotel: 12 spaces	Total: 749 spaces Indoor: 708 spaces (93%) Outdoor: 41 spaces
Loading Space	Total: 6 spaces Retail: 2 spaces (1 oversize) Office: 2 spaces Hotel: 2 spaces	Total: 8 spaces (4 oversize)

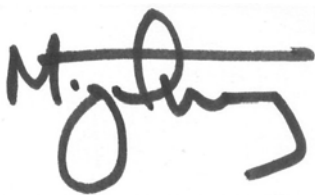
The revised plans seek the same amendments as were previously requested – to permit additional building height and a reduction in the amount of amenity area required for residential units. The increased building height continued to support the City's investment in LRT and conforms to the policy direction of the Official Plan and OPA 150 by concentrating the greatest building height adjacent to rapid transit stations.

The amendment to required amenity area was previously seeking to reduce the requirement from 6 square metres per residential unit to 3.5 square metres. The revised plans provide significantly more amenity area totalling 7,226 square metres. The proposed amendment seeks to amend the requirement to state that a total of 7,226 square metres of amenity area is required, of which 50% is required to be communal. The revised amenity area space rate provides approximately 5.75 square metres of amenity space per unit.

5.0 CONCLUSIONS

In considering the revised development and the applicable policy framework, it is our professional opinion that the revised development proposal represents good planning and is in the public interest as it is consistent with the Provincial Policy Statement, conforms to the City of Ottawa Official Plan and Official Plan Amendment No. 150, generally conforms to the policies of the Bayview Station District CDP and Secondary Plan, meets the applicable urban design guidelines and maintains the general intent of the Zoning By-law.

Overall, the revised development continues to advance several key policy objectives at the Provincial and Municipal levels including: optimizing the use of serviced lands within the existing urban boundary, encouraging growth within the urban boundary, developing a property in proximity to rapid public transit with a compact, mixed-use and transit-supportive built form, and contributing to the range and availability of housing for all ages and incomes.



Miguel Tremblay, MCIP RPP
Director, Planning and Development



Paul Black, MCIP RPP
Senior Planner