



770 Brookfield Road

Planning Rationale
Site Plan Control (Phase II)
July 11, 2022



Prepared for Campus Developments (Global) Inc.

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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Campus Developments (Global) Inc. to prepare this Planning Rationale and Design Brief in support of a Site Plan Control application to facilitate the second phase of the redevelopment of the property municipally as 770 Brookfield Road (the “subject property”) in the City of Ottawa.

1.1 Application History

1.1.1 Minor Variance Application

On October 5, 2017, a Minor Variance application was filed at the Committee of Adjustment by Hobin Architecture Inc. to facilitate the first phase of a mixed-use development proposal that consisted of ground floor retail along Brookfield Road and two blocks of rental housing units wrapped around a central courtyard. The previous GM1[155] F(1.50) S147, S148 zoning on the site was established about a decade prior to the submission date to permit a mixed-use development with specific exceptions listed in Schedule 147. Following community consultation in 2014, the proposed development was revised to reduce the impact on residential neighbours to the south.

A hearing was held on November 1, 2017, for Committee of Adjustment File No. D08-02-17/A-00282, with the following minor variances being proposed:

- / To permit a building height of 27 metres at a distance of 3 metres from the front lot line, whereas Area C of Schedule 147 requires building heights of 27 metres to be setback from 15.03 metres;
- / To permit a building height of 27 metres to a depth of 26.5 metres from the front lot line at a maximum distance of 80.7 metres from the west property line, whereas Areas B and D of Schedule 147 restrict building heights to 21 metres and 18 metres;
- / To permit a building height of 27 metres at a distance of 20 metres from the rear lot line, whereas Area B of Schedule 147 limits building heights to 21 metres; and
- / To permit dwelling units located on the ground floor to be located within 31.5 metres of Brookfield Road whereas the By-law requires dwelling units located on the ground floor must not be located within 35 metres of Brookfield Road.

On December 4, 2017, the City of Ottawa granted the variances, with no appeals filed.

1.1.2 Zoning By-law Amendment Application

On November 17, 2017, Fotenn filed Zoning By-law Amendment Application (File No. D02-02-17-0107) to reduce the listed setbacks for residential units and increase the listed building heights established in Zoning Schedule 147. The purpose of the application was to permit future development of the eastern side of 770 Brookfield Road not addressed through the previous minor variances.

On July 10, 2019, the Council of the City of Ottawa passed By-law 2019-256, which rezoned the property from GM1[155] F(1.5) S147, S148 (General Commercial, Subzone 1, Exception 155, Floor Space Index 1.5, Schedule 147, Schedule 148) to GM1[155] F(1.75) S147, S148 (General Commercial, Subzone 1, Exception 155, Floor Space Index 1.75, Schedule 147, Schedule 148). The rezoning applied to the entire property, including both phases of the development, including replacing Schedule 147 with a new schedule reflecting the proposed development design.

On August 7, 2020, Fotenn received confirmation from the City that no appeal had been filed.

1.1.3 Site Plan Control Application (Phase I)

On October 31, 2017, Fotenn filed Site Plan Control Application (File No. D07-12-17-0140) to permit a mixed-use development on the western portion of the subject property.

Fotenn received confirmation of Site Plan approval on November 7, 2019. The approved development consists of seven (7) buildings containing a mix of residential and commercial uses. Among all the phases, a total of 852 units are proposed with a total of 1,199.52m² of retail space. The buildings are described as follows:

- / Block "A": A nine-storey residential building along the western portion of the site, and an additional nine-storey residential building along the northern portion of the site with frontage along Brookfield Road, with a gross floor area (GFA) of 14,488 m².
- / Block "B": A six-storey residential building located at the south-central portion of the site, contains a GFA of 6,226.86 m². Surface vehicle parking spaces are located to the south and east of this building.
- / Blocks "E1" and "E2": Both buildings are two-storey commercial buildings with frontage along the southern edge of Brookfield Road, with a GFA of 1,199.34 m². The buildings are attached by a pedestrian walkway at the second level, below which is a private way allowing vehicle access to the site.
- / A landscaped courtyard is located central to the aforementioned buildings. Underground parking is accessed via a ramp between Block A and Block B to the south of the site, which connects to a private way that runs along the western and southern portions of the site.

The City of Ottawa issued a conditional Building Permit on February 14, 2020, triggering the start construction of Phase I. Construction of Phase I is now complete, with the residential portions of the buildings occupied.

1.2 Required Application

The Site Plan control application for Phase II of 770 Brookfield Road proposes to redevelop with the eastern portion of 770 Brookfield Road to complete the development of site. Phase II of 770 Brookfield Road is comprised of the following elements:

- / Building "C": A nine-storey residential building along the eastern portion of the site, and an additional nine-storey residential building along the northern portion of the site connected to Block E2 of Phase I, with frontage along Brookfield Road, with a GFA of 14,488 m².
- / Building "D": A six-storey residential building located to the southern portion of the site, east of the central drive aisle and Block "B" in Phase I, containing a GFA of 6,226.86 m². Surface vehicle parking spaces are located to the south and west of this building, which were constructed as part of Phase I.
- / A landscaped courtyard is located central to the aforementioned buildings, mirroring the courtyard in Phase I.
- / Underground parking is accessed via a ramp between Block C and Block D along the southern edge of Phase II, accessed via the private way that runs along the eastern and southern portions of the site.

While the Phase I Site Plan Approval applied only to the western portion of the development, the approved plans included a Master Site Plan that illustrated both development phases. The proposed development for Phase II remains reflective of the original development concept previously reviewed by the City of Ottawa.

While the development is generally symmetrical, creating a mirror image on both sides of the north-south central access way, the Phase I approval included Building F and parking facilities on the east side of the access. Consequently, the Phase II development does not include these previously-constructed elements.

Additionally, a Consent Application has been submitted to sever the Phase II lands from Phase I lands.

2.0

Subject Property and Surrounding Context

2.1 Subject Property

The subject property is located in the Riverside Park neighbourhood and is legally described as Part of Blocks B and C and Part of Hobson Road, Registered Plan 787, City of Ottawa. The subject property has 201.87 metres of frontage on Brookfield Road and has a total site area of 19,803.55 m² (1.98 ha). The subject property currently contains four low-rise to mid-rise buildings at between two storeys and nine storeys in height at the western and northern portions of the property, which were recently constructed. Three additional mid-rise blocks are planned for construction for Phase II, as seen in dark grey on Figure 1.

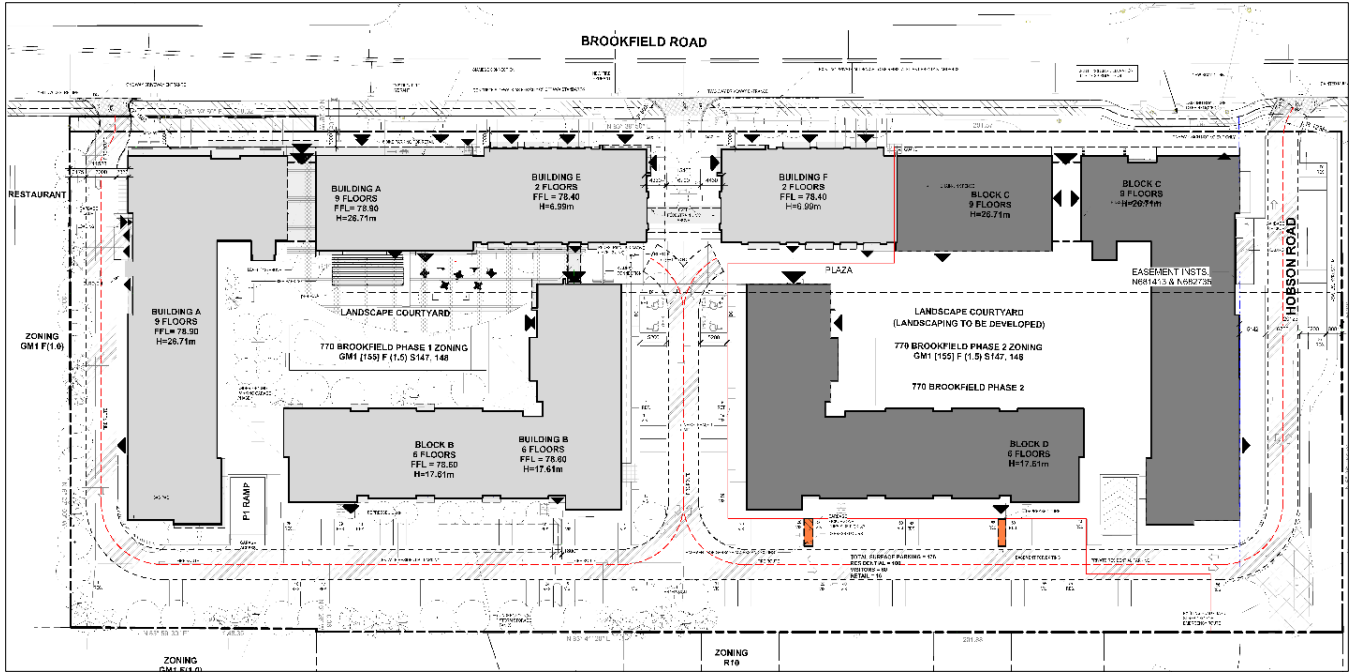


Figure 1: 770 Brookfield Road, with Phase I indicated in light grey, Phase II indicated in darker grey.

Vehicle and pedestrian accesses are planned from Brookfield Road at the western, central, and eastern portions of the site. An additional emergency vehicle access is planned at the south-eastern portion of the site, connecting to Egan Road to the south. Both surface parking and underground parking is planned throughout the development.

2.2 Surrounding Context

The subject property is located in a mixed-use area, with commercial and institutional uses to the north, west, and east, and residential uses to the south.

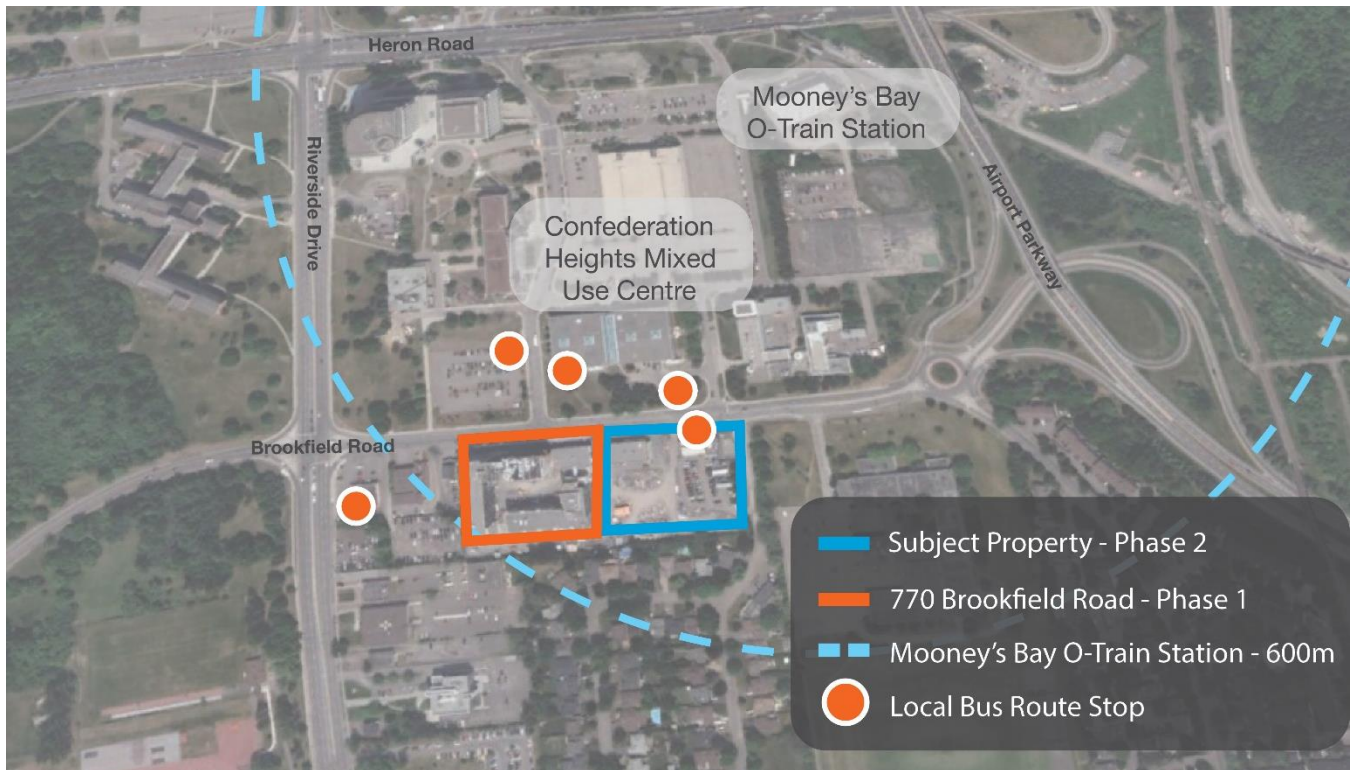


Figure 2: Aerial photo of both phases of 770 Brookfield Road and the surrounding context.

More specifically, surrounding uses consist of:

North: Immediately north of the subject property across Brookfield Road are large office buildings containing the Canada Post head offices, surrounded by trees and landscaping. Surface parking and a four-storey parkade are located further north of this. The area north of the property is generally characterized by low-rise and mid-rise office buildings through to Heron Road.

East: Immediately east of the subject property is the Brookfield High School. Further east are low-rise residential buildings beyond the school through to Airport Parkway.

South: Immediately south of the subject property is a low-rise residential neighbourhood along Egan Road and Hobson Road. Additionally, low-rise commercial buildings are found to the west, abutting Riverside Drive. This condition continues further south, where mid-rise and high-rise buildings are located along Riverside Drive through to Ridgewood Avenue.

West: Immediately west of the subject property are low-rise commercial and institutional buildings along Brookfield Road, most notably Ottawa Fire Station 34. Further west across Riverside Drive is Hog's Back Park and Mooney's Bay Park, which contain outdoor recreation facilities and greenspace through to the Rideau River and Hog's Back Falls.



Figure 3: Site photo of the subject property, looking west from Brookfield Road. The site is largely used as a construction staging area for Phase I.



Figure 4: Site photo of the Subject Property looking west from Brookfield Road. Phase I of 770 Brookfield Road can be seen to the west.

2.3 Road Network

The Subject Property abuts Brookfield Road, a Major Collector, which provides connectivity to the City of Ottawa’s road urban network as shown in Figure 5. From east to west, Brookfield Road is intersected by the nearby north-south Arterial Roads of Colonel By Drive, Riverside Drive, and Airport Parkway providing connections to downtown Ottawa, Ontario Highway 417, and the Ottawa International Airport. Major Collector Roads serve travel between Collector and Arterial Roads, providing access to neighbourhoods and adjacent lands.

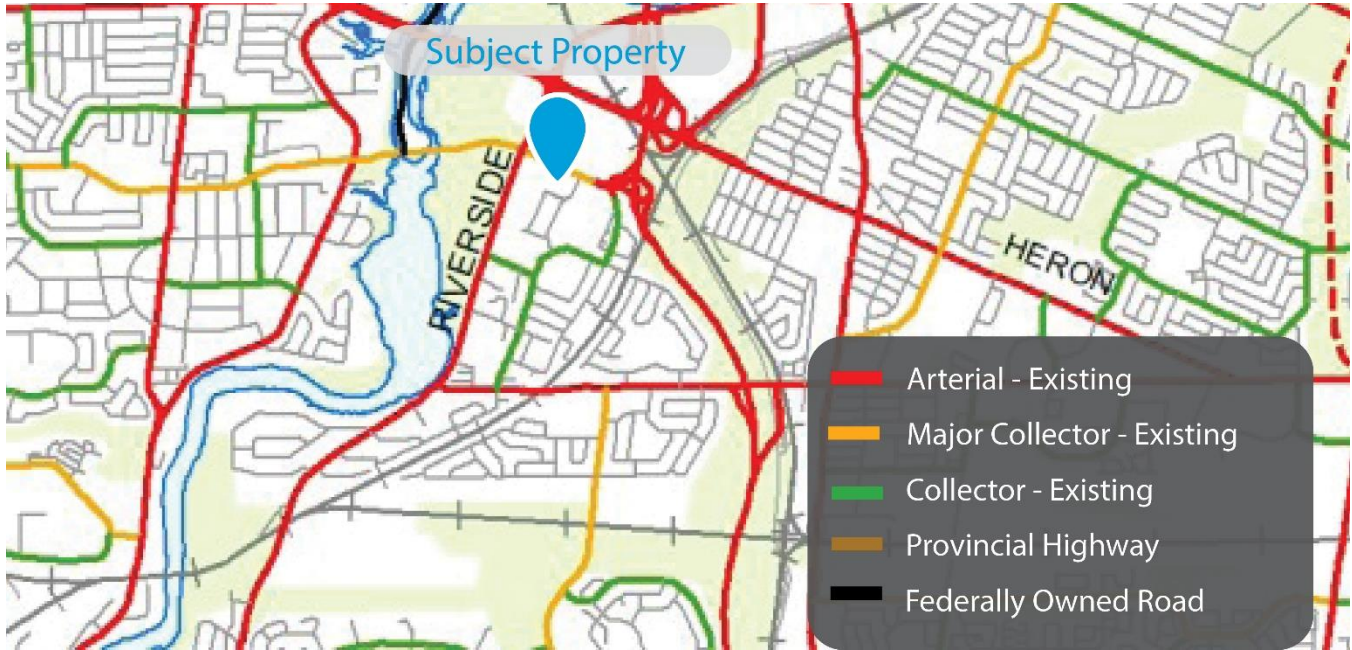


Figure 5: Subject Property on Schedule E – Urban Road Network of the City of Ottawa Official Plan (2003, as amended).

2.4 Transit Network

The Subject Property is located in proximity to rapid and local public transit infrastructure, as shown in Figure 6. Most notably, the Subject Property falls within a 600-metre radius of both the Confederation Heights and the Mooney’s Bay Trillium Line stations. A Bus Rapid Transit (BRT) with separated crossings along Heron Road is located within 400 metres, while two local OC Transpo Bus stops are located on both sides of Brookfield Drive in proximity to the property.

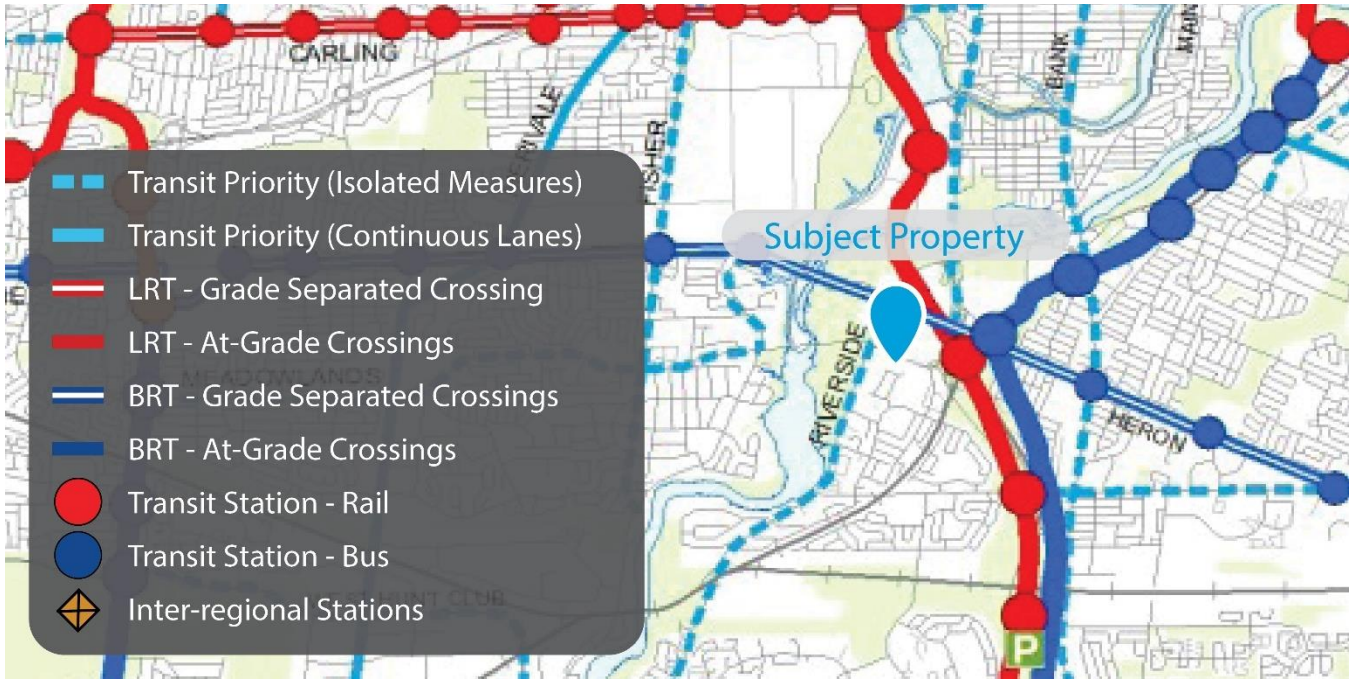


Figure 6: Subject Property on Schedule D – Rapid Transit and Transit Priority Network of the City of Ottawa Official Plan (2003, as amended).

2.5 Cycling Network

The subject property is well-served by City of Ottawa’s cycling network as shown in Figure 7. Schedule C of the Official Plan illustrates a combination of a Spine Route and a Multi-use pathway directly abutting the north side of the property . The abutting access point connects to several north-south Cross-Town Bikeways, particularly along Heron Road.

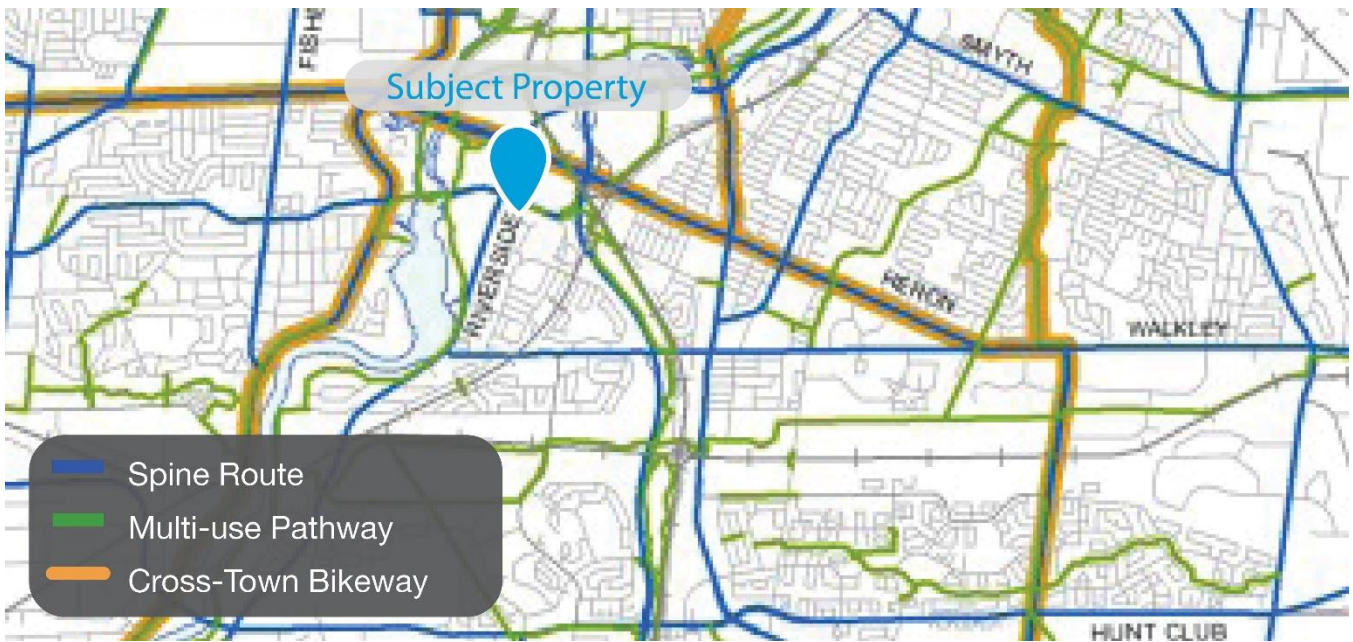


Figure 7: Subject Property on Schedule C – Primary Urban Cycling Network of the City of Ottawa Official Plan (2003, as amended).

3.0 Proposed Development & Design Brief

3.1 Project Overview

The proposed development of the Phase II lands at 770 Brookfield Road involves the redevelopment of the undeveloped eastern portion of the subject property, as shown in Figure 8. The proposed developing will comprise of mixed-use buildings consisting of ground-floor retail units and residential dwelling units on the uppers floors. The development features Building C at the Northeast section of the lot and Block D to the south, each with L shaped building footprints.

A total of 426 units are proposed, with 288 units located within Block C and 138 units located within Block D. The development provides a mix of unit types, including 241 bachelor suites, 39 1-bedroom suites, 70 2-bedroom suites, 29 3-bedroom suites, 14 4-bedroom suites, and 46 4-bedroom (2-bathroom) suites.

A total of 503 vehicle parking spaces are being provided, including 427 residential spaces, 60 visitor spaces, and 16 spaces for retail parking. The majority of parking will be underground, with 133 spaces located in the Phase I underground parking lot and 199 located in the Phase II underground parking lot. Surface parking is predominantly located in Phase I, some of which is directly south and west of Building D in Phase II. New surface parking east of the Hobson Road corridor is proposed as part of the Phase II development. A total of 445 bicycle parking spaces are proposed for Phases I and II, where 429 spaces are provided for the residential buildings and 16 spaces are provided for the retail uses.

The internal amenity area of Phase II will mirror that of Phase I, with 855 m² provided in Block C (equivalent to Block A in Phase I) and 346 m² provided in Block D (equivalent to Block B in Phase I). Exterior amenity areas of Phase II also match Phase I, with Block D contain a 124 m² exterior terrace (equivalent to Block B in Phase I) and a 1,867 m² landscaped courtyard (equivalent to the courtyard in Phase I).

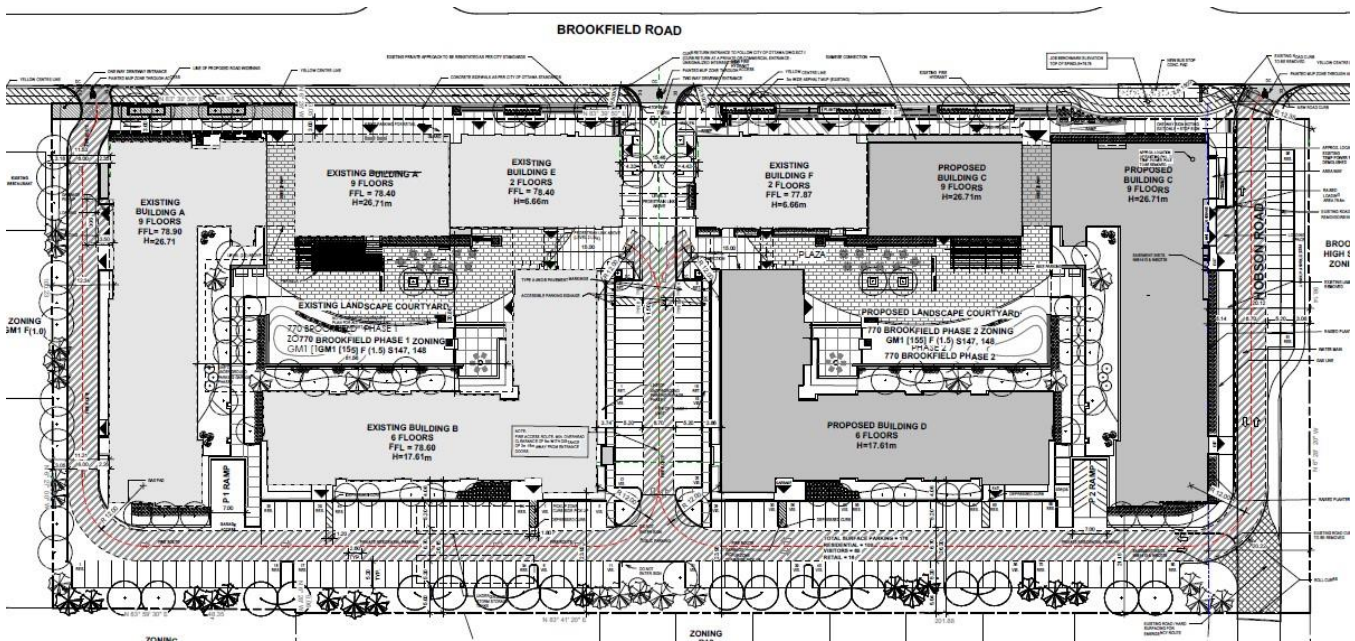


Figure 8: Site Plan of the Subject Property, prepared by Hobin Architecture.

3.2 Massing, Scale, and Building Design

The proposed Phase II development mirrors the massing, scale, and building design of the Phase I development, including the use of similar aesthetic design elements. The proposal complies with height limits and setbacks established in Schedule 147 of the Zoning By-law. As shown in Figure 9, the massing of the proposed development is concentrated in Building C along the northern edge of the development, transitioning from nine storeys to six storeys to the south. Figure 10 illustrates the north elevations of the building, as viewed from Brookfield Avenue, where the proposed building features active entrances along Brookfield Road, articulation of the building façade, and a strategically-placed mechanical penthouse on the roof. Additionally, Building C and Building D are connected through the existing Building E, as shown on Figure 10. Overall, the exterior façade consists predominately of a darker masonry cladding, with aluminum panels and spandrel glass strategically situated through the design.



Figure 9: South Elevation of the Proposed Development, with Building D in the front and Building C in the back



Figure 10: North Elevations of the Proposed Development, with Building C to the left, existing Building E to the right

The residential blocks vary in shape and size, but are generally oriented around a rectangular courtyard in the centre of the development. The courtyards provide amenity areas for building residents and visitors and are generally shielded from the traffic noise of Brookfield Road. Direct pedestrian access to the courtyards is provided from the adjacent buildings, as well as from a common plaza proposed at the north-centre area of the development between the buildings of each phase. In addition to the interior courtyards, soft landscaping is proposed along the perimeter of the property.

3.3 Vehicular Access, Parking, and Bicycling Parking

The proposed Phase II Development will be primarily accessed by vehicle through Phase I of the development, entering from Brookfield Road at the west end of the property. Access to surface parking, underground parking, and Hobson Road to the east is provided by a private way internal to the development.

The loading space servicing Phase II fronts on to Hobson Road to the east, away from the amenity areas of the proposed development. Mail delivery and waste collection functions are co-located in the loading area.

The underground parking ramp in Phase II is accessed from the private way in the south portion of the site, away from Brookfield Road, to minimize traffic impacts. Surface parking has already been constructed as part of Phase I of the development.

Bicycle parking is located in the northern portion of the Phase II courtyard, providing a secure location with passive surveillance from the buildings windows.

4.0 Policy & Regulatory Framework

4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) is a policy document issued under the Planning Act that provides direction on matters of provincial interest related to land use planning, growth, and development. All decisions on planning matters shall be consistent with the PPS. The PPS recognizes that “land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns”. In order to respond to the current and future needs of municipalities, a range of housing options is encouraged through new development and intensification.

Policies that support the development and intensification of the subject property include:

- / Efficient development and land use patterns that sustain the financial well-being of the Province and municipalities over the long term (Policy 1.1.1 (a));
- / Accommodating an appropriate affordable and market-based range and mix of residential types, including multi-unit housing, and other uses to meet long-term needs (Policy 1.1.1 (b));
- / Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (Policy 1.1.1 (e)); and
- / Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs (Policy 1.1.1 (g)).

The proposed development of Phase II will implement the objectives of the Provincial Policy Statement and achieves provincial goals related to healthy, livable, and safe communities.

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

4.2.1 General Urban Area Designation

As shown in Figure 11, the subject property is designated General Urban Area on Schedule B – Urban Policy Plan of the City of Ottawa Official Plan. The General Urban Area designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes, and life circumstances, in combination with conveniently located employment retail, service, cultural, leisure, entertainment and institutional uses. The intent is to facilitate the development of complete and sustainable communities.

The following General Urban Area policies support the proposed development:

- / Section 3.6.1 – General Urban Area, Policy 1, states the General Urban Area designation will permit many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment and institutional uses.
- / Section 3.6.1, Policy 4(b) states that building heights greater than four storeys are permitted on sites zoned to permit taller buildings.
- / Section 3.6.1, Policy 5 states The City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. The predominant form of development and intensification will be semi-detached and other ground-oriented multiple unit housing. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:
 - Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces

- Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area
- / Section 3.6.1., Policy 7 states the General Urban Area permits uses that may generate traffic, noise or other impacts that have the potential to create conflicts with the surrounding residential community. These types of uses are often large and serve or draw from broader areas. Such uses will be directed to locations on the Rapid Transit and Transit Priority network, or an arterial or major collector road with sufficient capacity to accommodate the anticipated traffic generated and where frequent, all-day transit service can be provided.

The proposed development conforms with policies of the General Urban Area. The development complies with applicable zoning provisions on the property and reflects the existing conditions in Phase I on the west side of the property. The close proximity to the mixed-use Confederation Heights Centre, Rail and BRT lines, and the Major Collector of Brookfield Road justify the greater height and potential increase in traffic and noise impacts as stated in the policies.

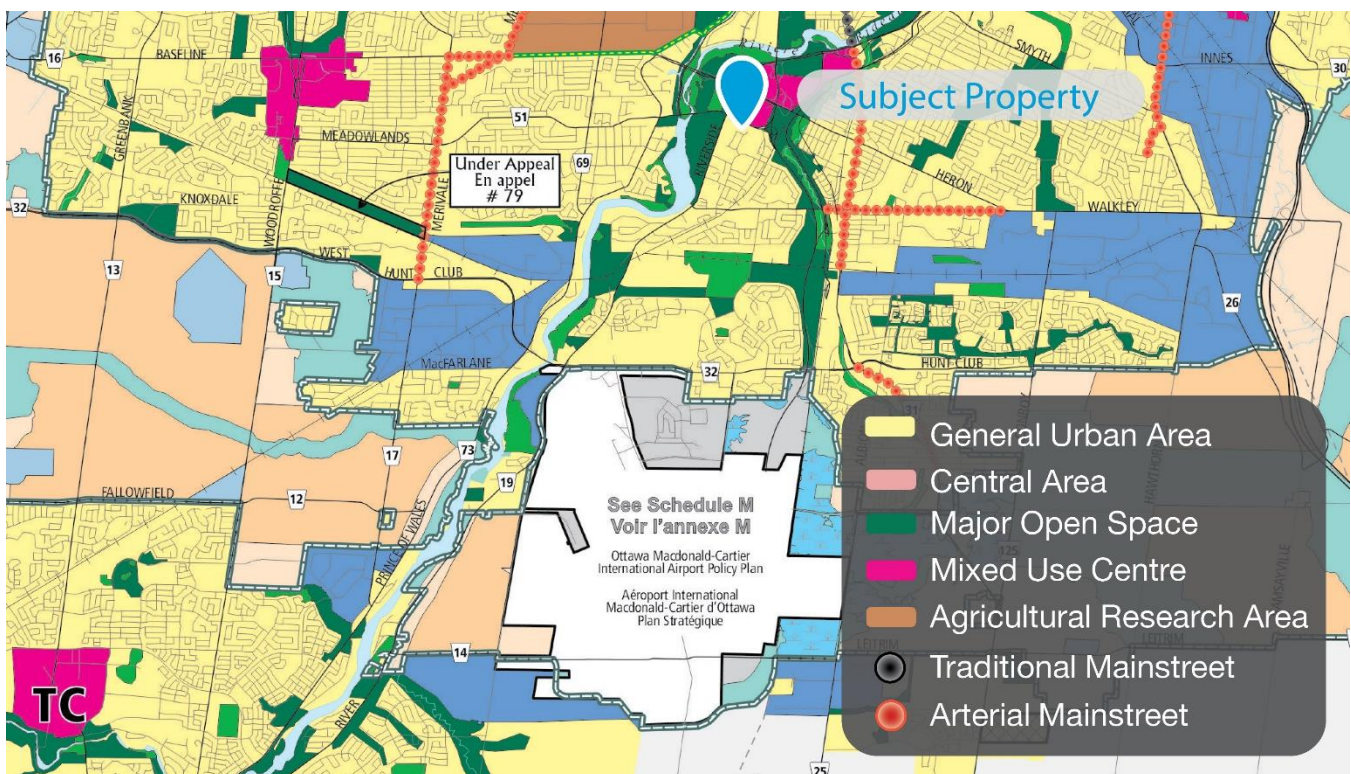


Figure 11: Subject Property on Schedule B – Urban Policy Plan of the City of Ottawa Official Plan (2003, as amended).

4.2.2 Managing Intensification Within the Urban Area

- / Policy 22: The City also supports compatible intensification within the urban boundary, including areas designated General Urban Area. Intensification that is compatible with the surrounding context will also be supported on underdeveloped sites such as current or former parking lots.

The proposed development contributes to the intensification goals of Section 2.2.2 through the proposed redevelopment of an underutilized property. Phase II of 770 Brookfield is located within 600 metres of the future Confederation Heights and Mooney's Bay Transit Stations. The proposed design is compatible with the surrounding context and is similar to the existing Phase I development on the west side of the property.

4.2.3 Designing Ottawa

- / Section 2.5.1 - Designing Ottawa, provides a list of Design Objectives which outline an array of qualitative statements on how the City of Ottawa intends to influence the built environment as it matures and evolves:
1. To enhance the sense of community by creating and maintaining places with their own distinct identity.
 2. To define quality public and private spaces through development
 3. To create places that are safe, accessible and are easy to get to, and move through.
 4. To ensure that new development respects the character of existing areas.
 5. To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.
 6. To understand and respect natural processes and features in development design.
 7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

The proposed development satisfies the design objectives of Section 2.5.1 by proposing compatible buildings that are consistent with the Phase I development to the west.

4.2.4 Urban Design and Compatibility

As in Section 2.5.1 of the Official Plan, Section 4.11 includes a set of criteria to be used to measure the compatibility of a proposed development. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, scale, and amenity space, among others, are key factors for assessing the relationship between new and existing development. The following table provides an analysis of how the proposed development meets the applicable policies of Section 4.11.

Policy	Proposed Development
Building Design	
<p>5. Design of the parts of the structure adjacent to existing buildings and facing the public realm will achieve compatibility through design of:</p> <ul style="list-style-type: none"> / Setbacks, heights and transition; / Façade and roofline articulation; / Colours and materials; / Architectural elements including windows, doors and projections; / On site grading; and / Elements and details that reference common characteristics of the area. 	<p>The proposed development provides an enhanced building design which is suitable for the subject property and complements its existing and planned context. The proposed development complies with applicable zoning provisions and ensures appropriate transition to the low-rise neighbourhood to the south.</p>
<p>6. Orient the principal façade and entrances to the street, include windows on elevations adjacent to public spaces, and use architectural elements, massing and landscaping to accentuate entrances.</p>	<p>The proposed development provides a street-oriented ground floor entrance running the length of Building C on Brookfield Road, with active entrances throughout. Building C features a generous amount of windows, including a central window column.</p>
<p>8. To maintain a high quality, obstacle-free pedestrian environment, all servicing, loading areas, and other</p>	<p>Servicing, loading areas, utilities, and mechanical equipment will be maintained internal to the site and away</p>

<p>required mechanical equipment and utilities should be internalized and integrated into the design of the base of the building where possible. If they cannot be internalized these services are to be screened from public view (i.e. trees, landscaping, decorative walls and fences etc.) and are to be acoustically dampened, where possible. The location and operation these areas and equipment should be designed to maintain a pedestrian friendly environment and not impede public use of the sidewalk.</p>	<p>from the public realm. Underground parking is access via a ramp between Block C and Block D to the south of the site, accessed via a private way that runs along the eastern and southern portions of the site.</p>
<p>9. Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building</p>	<p>A mechanical penthouse is provided on both Building C and Building D with appropriate housing to blend into the building façades.</p>
<p>Massing and Scale</p>	
<p>12. Transition refers to the integration of buildings that have greater height or massing than their surroundings. Transition is an important building design element to minimize conflicts when development that is higher or has greater massing is proposed abutting established or planned areas of Low-Rise development. Proponents for developments that are taller in height than the existing or planned context, or are adjacent to a public open space or street, shall demonstrate that an effective transition in height and massing that respects the surrounding planned context, such as a stepping down or variation in building form, has been incorporated into the design.</p>	<p>The massing of the buildings complies with applicable zoning provisions. The proposal deliberately adds density to the front of the property, incorporating a transition to the south and shifting density further away from the adjacent residential area.</p>
<p>13. Building height and massing transitions will be accomplished through a variety of means, including:</p> <ul style="list-style-type: none"> a) Incremental changes in building height (e.g. angular planes or stepping building profile up or down); b) massing (e.g. inserting ground-oriented housing adjacent to the street as part of a high-profile development or incorporating podiums along a Mainstreet); c) Building setbacks and setbacks. 	
<p>Outdoor Amenity Areas</p>	
<p>19. Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building. Design measures include the use of transitions or terracing and the use of screening, lighting, landscaping, or</p>	<p>As the proposed development will maintain the scale, form, and massing of the existing building, no new undesirable impacts on existing spaces and surrounding land uses are anticipated. At-grade landscaped areas and enhanced outdoor amenity spaces will achieve an appropriate transition between existing uses and the Phase I lands.</p>

<p>other design measures that achieve the same objective.</p>	
<p>20. Applications to develop residential or mixed-use buildings incorporating residences will include well-designed, usable amenity areas for the residents that meet the requirements of the Zoning By-law, and are appropriate to the size, location and type of development. These areas may include private amenity areas and communal amenity spaces such as: balconies or terraces, rooftop patios, and communal outdoor at-grade spaces.</p>	<p>Phase II features a landscaped multi-purpose courtyard located central to the Phase II buildings.</p>

The proposed development conforms to the policy direction of Section 4.11. The proposed development will positively contribute to its existing context by completing the second phase of the development, reflecting a similar built form and design as Phase I. The Phase II development complies with applicable zoning provisions.

4.3 New City of Ottawa Official Plan (2021, subject to Ministerial Approval)

The new City of Ottawa Official Plan was adopted by City Council on November 24, 2021, as By-Law 2021-386. The Official Plan is currently under review by the Ministry of Municipal Affairs and Housing for Ministerial approval, anticipated in late 2022. Until such time that approval is granted, the New Official Plan is not yet in full force and effect. However, New Official Plan policies, as adopted, have been reviewed as part of the Site Plan Control application.

4.3.1 Neighborhood Designation in the Outer Urban Transect

The subject property is designated 'Neighbourhood' with an 'Evolving Neighbourhood' overlay on Schedule B3 – Outer Urban Transect of the New City of Ottawa Official Plan. The Outer Urban Transect comprises neighbourhoods inside the Greenbelt built in the last third of the twentieth century, with a pattern of development representative of the classic suburban model, generally characterized by the separation of land uses, standalone buildings, generous setbacks, and low-rise building forms. The existing neighbourhoods are anticipated to evolve gradually, with more substantial changes in strategic locations, including sites located in Hubs or Corridors that are well-served by rapid transit. Over the medium to long term, this Transect will evolve toward an urban model in support of 15-minute neighbourhoods (Policy 5.3.1.1).

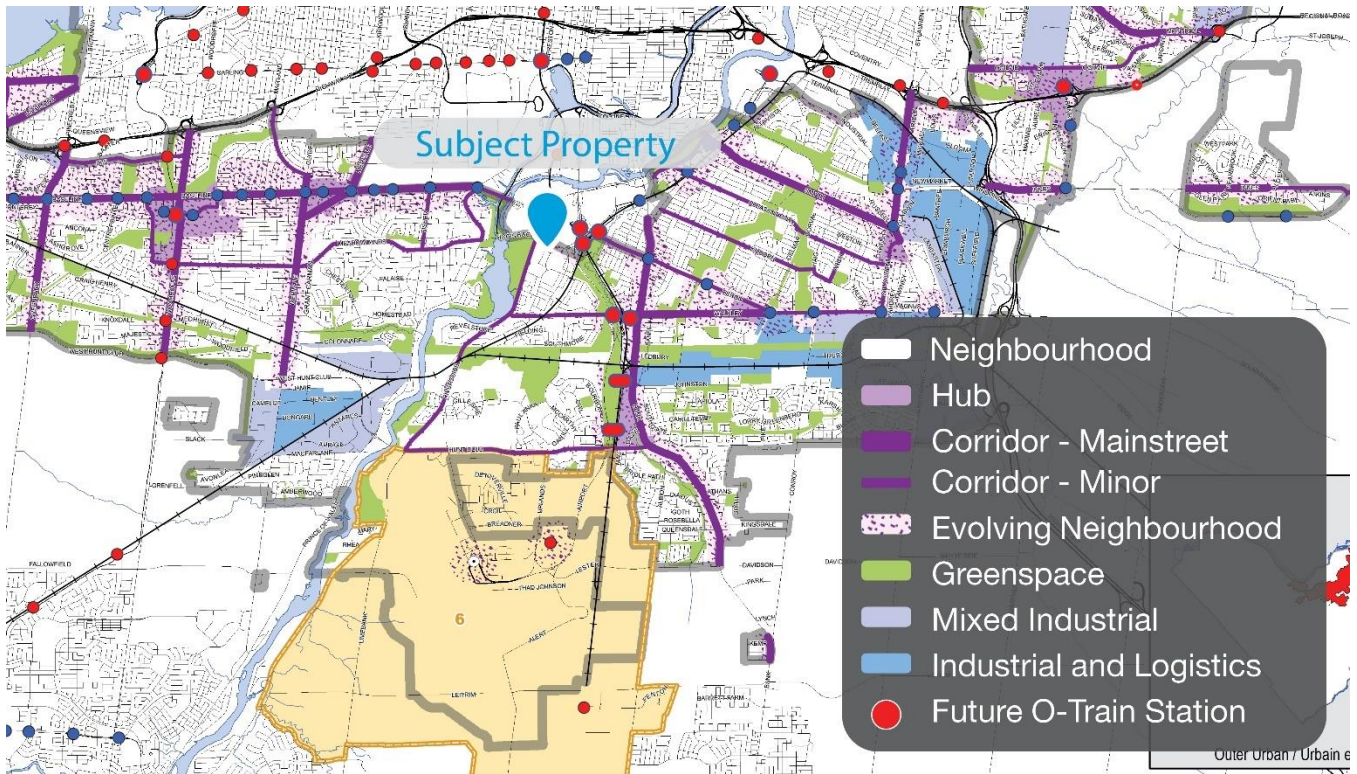


Figure 12: Subject Property on Schedule B3 – Outer Urban Transect of the New City of Ottawa Official Plan (2021, subject to ministerial approval).

4.3.2 Evolving Neighbourhood Overlay

The Evolving Neighbourhood Overlay is applied to areas within 150 metres of Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including a change in character from suburban to urban to allow new built forms and more diverse functions of land. The overlay is intended to provide opportunities to reach the City's growth management framework for intensification through the Zoning by-law by providing:

- / Guidance for a gradual change in character;
- / Allowance for new building forms and typologies, such as missing middle housing;
- / Provide direction to built form and site design that supports more urban built form patterns and applicable transportation modal share goals; and
- / Provide direction to govern the evaluation of development.

The new Zoning By-law will provide development standards for the built form and buildable envelope within the Evolving Neighbourhood Overlay and will apply minimum density targets. In the Outer Urban Transect area covered by the Evolving Neighbourhood Overlay, substantial increases of density are planned and building form and massing is anticipated to change significantly from existing context. Form-based regulation will provide for built form and site development characteristics that are urban, as opposed to suburban.

The proposed development adheres to the direction of the Evolving Overlay by proposing an urban and compact built form and site design. The proposed developed has been designed in a manner which reflects and considers the existing character of the area, including its proximity to the existing neighbourhood to the south, Confederation Heights and future LRT stations.

The following policies support the proposed development:

4.3.3 Supporting Intensification

- / Section 3.2, Policy 2 states the vast majority of residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them. Hub and Corridor designations are intended to be diverse concentrations of employment, commercial, community and transportation services (in addition to accommodating significant residential opportunities) that are accessible to adjacent Neighbourhood designations on a daily and weekly basis.
- / Section 3.2, Policy 10 states the following residential density and dwelling targets for the Outer Urban Transect:
 - Target residential density range for intensification: 40 to 60 dwellings per net hectare
 - Minimum proportion of large-household dwellings within intensification: Target of 5% for mid-rise or taller buildings

The proposed development supports the intensification policies of the New Official Plan.

4.3.4 Shifting Towards Sustainable Transportation

- / Section 4.1.4, Policy 10 states parking garages and their access points are to be designed to maintain continuity of the street edge, pedestrian environment and function of the street, as identified in transect and designation policies, through strategies such as:
 - Minimizing the number and width of vehicle entrances that interrupt pedestrian movement;
 - Providing landscaping, art, murals or decorative street treatments;
 - Including other uses along the street, at grade, to support pedestrian movement;
 - Minimizing the frontage and visibility of the parking garage from the street, where appropriate; and
 - Ensuring that the primacy of pedestrians along the sidewalk is maintained at all times through the use of traffic control and other measures that regulate the crossing of vehicles at all access points.

The proposed development features underground parking with the parking ramp located on the south side of the site, away from public roads, while ensuring the pedestrian connectivity to, through, and along the site is uninterrupted.

4.3.5 Greater Flexibility and an Adequate Supply and Diversity of Housing Options

- / Section 4.2.1 Policy 1 states that a diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by, among others:
 - Promoting diversity in unit sizes, densities and tenure options with neighbourhood including diversity in bedroom count availability; and
 - Permitting a range of housing options across all neighbourhoods to provide the widest possible range of price, occupancy arrangements and tenure.

The proposed development contributes to a diversity in housing types in the area.

4.3.6 Urban Design

- / Section 4.6.6, Policy 2 states transition between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood, will be achieved by providing a gradual change in height and massing, through

the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning Bylaw or Council-approved Plans and design guidelines.

- / Section 4.6.6, Policy 4 states amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. The following amenity area requirements apply for mid-rise and high-rise residential:
 - Provide protection from heat, wind, extreme weather, noise and air pollution;
 - With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.
- / Section 4.6.6, Policy 7 states Mid-rise buildings shall be designed to respond to context, and transect area policies, and should:
 - Frame the street block and provide mid-block connections to break up large blocks;
 - Include a base with active frontages, and a middle portion that relates to the scale and character of the surrounding buildings, or, planned context;
 - Be generally proportionate in height to the width of the right of way;
 - Provide sufficient setbacks and stepbacks to:
 - Provide landscaping and adequate space for tree planting;
 - Avoid a street canyon effect; and
 - Minimize microclimate impacts on the public realm and private amenity areas.

The proposed development ensures a gradual transition to the surrounding low-rise neighbourhood properties by siting the higher nine (9) storey Block C buildings along Brookfield Road to the north, while transitioning down to the six (6) storey Block D, with parking and circulation areas adding and additional buffer. The layout of the proposed development provides adequate spacing from surrounding buildings, including those on 770 Brookfield Road, minimizing street canyon and microclimate impacts:

- / The amenity area is located in the middle of Buildings C and D, shielding the space from the natural elements.
- / The separation of Blocks C and D provides a mid-block connection throughout the site.

4.3.7 Neighbourhood Designation Policies

- / Section 6.3.1, Policy 2(b) states permitted building heights shall be low rise, except in areas already characterized by taller buildings.
- / Section 6.3.1, Policy 5(a) states the zoning by-law will distribute permitted densities in the Neighbourhood by allow higher density densities and permitted heights, including predominantly apartment and shared accommodation forms, in areas closer to, but not limited to, rapid-transit stations, corridors, and neighbourhood amenities

The proposed development complies with applicable zoning provisions and achieves an appropriate transition to neighbouring land uses.

4.4 Secondary Plans

The subject property is located within both the Confederation Heights Secondary Plan area and the Riverside Park Secondary Plan area.

Under the Confederation Heights Secondary Plan, the site is within a Mixed Use Area designation, which is intended for low-profile retail and residential intensification in accordance with the zoning in place at the time of the Secondary Plan, having since been amended. The Plan also references policies under the Riverside Park Secondary Plan.

Under the Riverside Park Secondary Plan, the site is designated Mixed Use Residential / Commercial. Development within this designation is intended to provide a transition between the Confederation Heights Mixed Use Centre to the north, the residential area to the south, and Mooney's Bay Park to the west. The Plan includes guidelines for development with respect to parking, amenity space, entrances, building and site design and landscaping, which will contribute to the transition.

The proposed development generally conforms with the policies of the Confederation Heights Secondary Plan and the Riverside Park Secondary Plan. However, it should be noted that the Confederation Heights and elements of the Riverside Park Secondary Plan are proposed to be repealed under the new City of Ottawa Official Plan, to be replaced with a Site-Specific Policy for Confederation Heights that does not encompass the subject lands.

4.5 Transit-Oriented Development Guidelines

The Transit-Oriented Development Guidelines were approved by Ottawa City Council in September 2007. The guidelines are intended to provide design guidance to development applications within proximity to rapid transit stations. The proposed development meets the following guidelines:

- / Provides a transit-supportive land use within a 600-metre walking distance of a rapid transit station.
- / Provides a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally.
- / Locates buildings close to each other and along the front of the street to encourage ease of walking between buildings and to public transit.
- / Creates transition in scale between higher intensity development around the transit station and adjacent lower intensity communities by stepping down building heights and densities from the transit station.
- / Uses clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order to provide ease of entrance, visual interest and increased security through informal viewing.
- / Designs pedestrian connections that are convenient, comfortable, safe, easily navigable, continuous and barrier-free.
- / Ensures pedestrian walkways are an adequate width to accommodate anticipated pedestrian volumes, with a minimum width of 2.0 metres with accessible grade changes.
- / Designs ground floors to be appealing to pedestrians.
- / Provides no more than the required number of vehicle parking spaces, as per the Zoning By-law.
- / Locates parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building.
- / Designs access driveways to be shared between facilities.
- / Provides underground parking.
- / Designs parking lots to include direct and safe pedestrian linkages while maintaining pedestrian comfort and access.

- / Locates loading areas off the street, behind the buildings. Avoid routing deliveries through parking areas and across primary pedestrian, transit and cyclist routes.

The proposed development is consistent with the Transit-Oriented Guidelines by providing a high-density residential use building within 600 metres of future LRT stations. The completion of Phase II will enhance the subject property in a manner consistent with the guidelines. The landscaping and parking ensures a more efficient and high-quality design, while promoting connectivity and use of pedestrian, cycling, and rapid transit infrastructure.

4.6 City of Ottawa Comprehensive Zoning By-law (2008-250)

The subject property is zoned General Mixed Use Subzone 1, Exception 155, Maximum Floor Space Index of 1.5, Schedules 147 and 148 (GM1 [155] F(1.5) S147, S148). The intent of the GM zone is to:

- / Allow residential, commercial and institutional uses, or mixed-use development in the General Urban Area Official Plan designations, among others;
- / Limit commercial uses to individual occupancies or in groupings in well-defined areas such that they do not affect the development of the designated Traditional and Arterial Mainstreets as viable mixed-use areas;
- / Permit uses that are often large and serve or draw from broader areas than the surrounding community and which may generate traffic, noise or other impacts provided the anticipated impacts are adequately mitigated or otherwise addressed; and
- / Impose development standards that will ensure that the uses are compatible and complement surrounding land uses.



Figure 13: Zoning map of the Subject Property and surrounding area on the City of Ottawa Comprehensive Zoning By-law (2008-250).

The GM parent zones permits a range uses:

Residential Uses

- / Apartment dwelling, low-rise
- / Apartment dwelling, mid-rise
- / Dwelling Unit
- / Planned Unit Development
- / Stacked Dwelling
- / Townhouse Dwelling

Non Residential Uses

- / Community Centre
- / Office
- / Recreational and athletic facility
- / Restaurant
- / Retail Store
- / Retail Food Store

In the GM1 zone, the following provisions apply:

- / No more than 50% of the permitted floor space index may be used
- / The minimum width of landscaped area abutting a residential or institutional zone of 3 metres applies but maybe be reduced to 1 metre where a 1.4 metre high opaque screen is provided
- / The 50% floor space index maximum cited above does not apply to the following uses, where the full floor space index may be used:
 - Apartment dwelling, low rise
 - Apartment dwelling, mid-high rise
 - Community centre
 - Community health and resource centre
 - Dwelling unit
 - Group home
 - Planned unit development
 - Residential care facility
 - Retirement home
 - Retirement home, converted
 - Rooming house
 - Rooming house, converted
 - Rooming unit
 - Stacked dwelling
 - Townhouse dwelling

Exception 155 permits parking lot and parking garage uses, and establishes additional provisions:

- / A parking lot attendant's shelter may locate anywhere in this zone

- / Each building with a façade along Brookfield Road must provide a minimum of 22.5% of the ground floor area for a non-residential use or not less than 500m² of non-residential space, whichever is greater
- / Dwelling units on the ground floor must not be located within 27m of the front lot line
- / Maximum building heights are shown on Schedule 147 (as seen in Figure 14)
- / For zoning purposes, the entire lot is considered as one lot
- / The required parking is to be calculated in accordance with rates applicable to Area X of Schedule 1A of the Zoning By-law

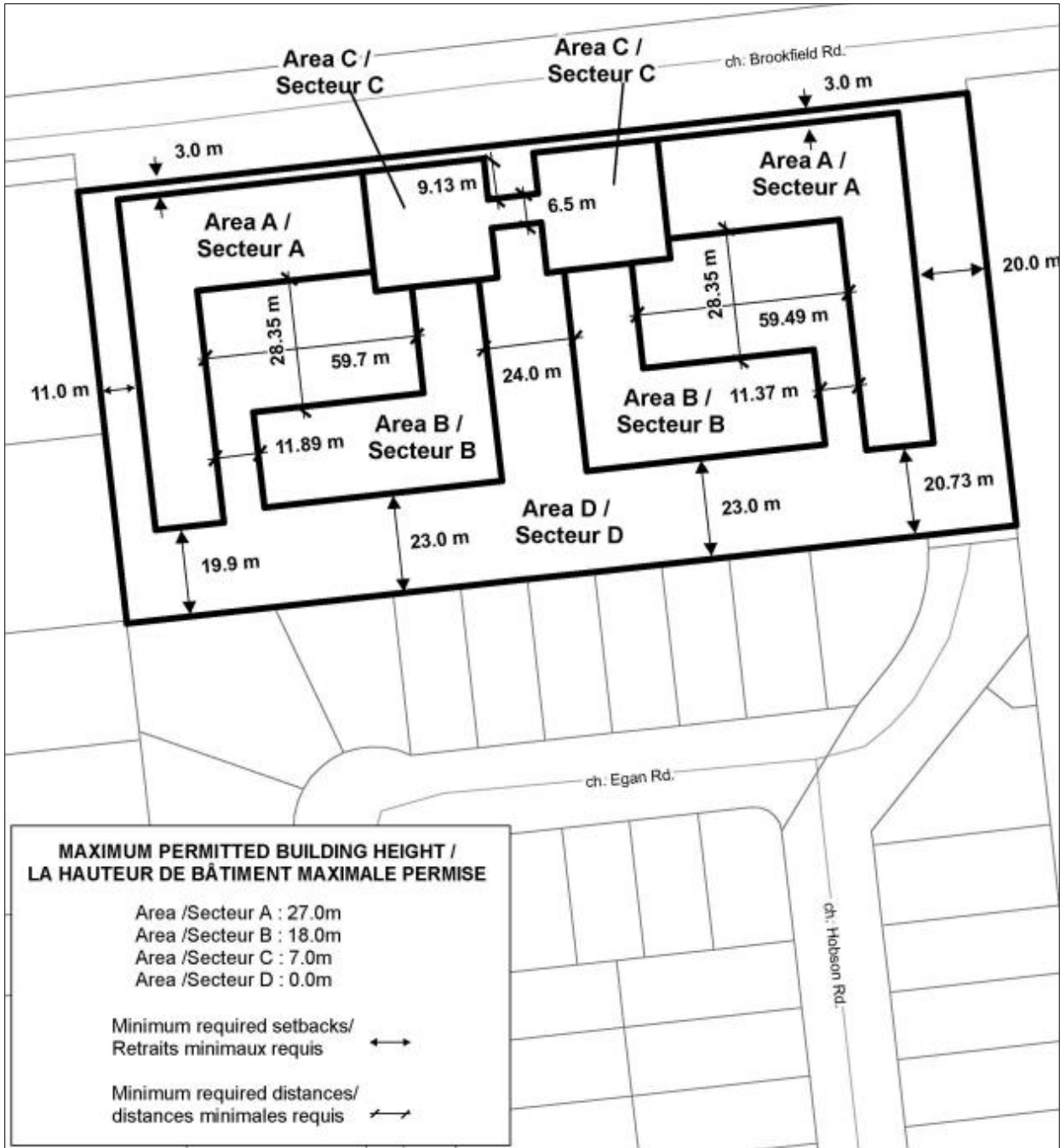


Figure 14: Schedule 147 of City of Ottawa Zoning By-Law (2008-250).

The table below evaluates the proposed development against the applicable zone provisions.

Table 1: Zoning Provisions, Requirements, and Compliance for the GM1 [155] F(1.5) S147, S148 zone.

Provision	Required	Proposed	Compliance
Minimum Lot Area	No minimum	24,655m ²	Yes
Minimum Lot Width	No minimum	201.88m	Yes
Minimum Front Yard Setback	3m	3m	Yes
Minimum Interior Side Yard Setback	For a building height higher than 11m in height: 3m	11.53m	Yes
Minimum Rear Yard Setback (Per Schedule 147)	Area A: 20.73m	Proposed Building C: 21.15m	Yes
	Area B: 23.0m	Proposed Building D: 26.20m	
Maximum Building Height (Per Schedule 147)	Area A: 27.0m	Proposed Building C: 26.71m	Yes
	Area B: 18.0m	Proposed Building D: 17.61m	
Maximum Floor Space Index	2	1.73	Yes
Minimum Width of Landscaped Area	Abutting a street: 3m	Brookfield Road: 3m	Yes
	Abutting a residential or institutional zone: 3m	South Lot Line: 5.04m	
	In all other cases: 0m	West Lot Line: 3m	
Minimum Width of Landscaped Area Around a Parking Lot A minimum of 15% of the area of any parking lot must be provided as perimeter or interior landscaped area comprised of: / a landscaped buffer must be provided between the perimeter of the parking lot and a lot line / in addition to the landscaped buffer, interior landscaping may be provided (landscaped islands, medians,	Abutting a street: 3m Not Abutting a street: / Parking lot containing 100 or more spaces: 3m	South Lot Line: 5.04m	Yes

pedestrian pathways, or public plazas)			
Outdoor Refuse Collection	All outdoor refuse collection and refuse loading areas contained within or accessed via parking lot must be: <ul style="list-style-type: none"> / Located at least 3.0m away from any other lot line / Screened from view by an opaque screen with a minimum height of 2.0m 	South Lot line: 11.74m Located internal to building	Yes
Non-Residential Use Condition	Each building with a façade along Brookfield Road must provide a minimum of 22.5% of the ground floor area for a non-residential use or not less than 500m ² of non-residential space, whichever is greater	Block C Retail Area/Phase II Level I area: 578.8m ² /1,165m ² = 49.7%	Yes
Minimum Setback for Dwelling Units	Dwelling units on the ground floor must not be located within 27m of the front lot line	>27m	Yes
Required Parking (Area X Rates) One lot for zoning purposes	Residential Dwelling, Mid Rise Apartment or Mixed Use Building: 0.5 per dwelling unit minus no parking required for the first 12 units per building Units for Phase I and Phase II: 852 units – 24 x 0.5 units: 414 spaces Retail 0 spaces for tenancies <500 square metres Phase I and Phase II Retail GFA: 2,334m ²	Residential 427 Spaces Retail 16 Spaces Total 443 Spaces	Yes
Required Visitor Parking	0.1 Per dwelling unit, less 12 units up to a maximum of 30 spaces per building: 60 spaces	60 Spaces	Yes
Parking Space Provisions	Minimum: 2.6m x 5.2m	2.6m x 5.2m	Yes
Minimum Drive Aisle Width	3m for single lane traffic 6m for double lane traffic	6.7m	Yes

Bicycle Parking	<p>Residential 0.5 per dwelling unit x 852: 426 spaces</p> <p>Retail 1 per 250m² 2,334m²/250m²: 9 spaces</p> <p>Total 435 Spaces</p>	<p>Residential 429 spaces</p> <p>Retail 16 spaces</p> <p>Total 445 Spaces</p>	Yes
Required Amenity Area	<p>Mid rise apartment: 6m² per dwelling unit</p> <p>Communal area: must consist of 50% of the required total amenity area)</p> <p>Aggregated areas up to 54m² and where more than one aggregated area is provided, at least one must be a minimum of 54m²</p> <p>Required Phase I (6m²/unit) Block A: 1,722m² Block B: 834m²</p> <p>Required Phase II (6m²/unit) Block C: 1,722m² Block D: 834m²</p> <p>Required, Phase I and Phase II: 5,112m²</p>	<p>Phase I Block A: 855m² Block B: 346m² Block B Exterior Roof Terrace: 124m² Block E: 635m² Block F: 635m² Phase I Courtyard: 1,867m²</p> <p>Phase II Block C: 855m² Block D: 346m² Block D Exterior Roof Terrace: 124m² Phase II Courtyard: 1,867m²</p> <p>Total: 7,623m²</p>	Yes

5.0 Supporting Studies

5.1 Building Acoustics Assessment

A Building Acoustic Assessment was prepared for the subject property by Gradient Wind Engineers and Scientist, dated June 17, 2020. The report summarizes recommendations related to the indoor acoustics and vibration control for the proposed student apartment development consisting of several mid-rise blocks. The assessment involves separate consideration of both occupant noise and mechanical noise for indoor acoustic design.

The report states that the Ontario Building Code (OBC) requires a minimum sound transmission class (STC) rating of 50 between adjacent suites, as well as between suites and corridors. The OBC requires a STC 55 rating between suites and elevators or garbage shafts. The report determines that majority of the building surpasses the STC 55 rating, with improvements required for the 1 Hour Shaft Wall (STC rating 50) and the Typical Floor Slab (STC rating 55). In order to achieve the required STC ratings, the report offers general construction guidelines targeted towards the construction of acoustic partitions, plumbing noise, and duct runs, and the vibration from mechanical equipment. Furthermore, noise from mechanical equipment will be controlled to appropriate Noise Criteria levels using mitigation measures such as silencers and acoustic lining.

5.2 Environmental Site Assessment

A Phase I Environmental Site Assessment was prepared for the subject property by Paterson Group Inc., dated October 25, 2017. The purpose of the Phase I ESA is to assess the potential presence of environmental impacts on the proposed development due to activities on or near the property. The assessment includes an evaluation of the historic development on the subject property, noting that the property was first developed with residential or farmstead buildings as early as 1871. The property was initially used for residential or agricultural purposes until the late 1960's and early 1970's when the last residential dwelling was demolished from the property, and a multi-storey office building was constructed. That same building was demolished in 2004.

The historical research identified several potentially contaminating activities in the Phase I study area, one of which was considered to be an area of potential environmental concern (APEC). This APEC was identified in the search for well records, where an underground fuel storage tank was reported in the southeast corner of the property. The remaining potentially contaminating activities included retail fuel outlets and a garage on adjacent properties to the west but were not considered to pose a concern to the subject property based on their locations downgradient (with respect to groundwater flow) as well as information collected by Paterson during Phase II-ESAs on these properties, or properties between the garages/retail fuel outlets and the subject property. The initial study concluded that an additional environmental investigation in the form of a Phase II Environmental Site Assessment would be required.

On December 16, 2019, a supplementary Phase I Environmental Site Assessment Update concluded that the subject property does not require a Phase II Environmental Site Assessment based on additional historical research, record updates, and a follow up site visit. Additionally, it was recommended that an environmental site remediation program, involving the removal of all contaminated soil (fill, including demolition debris) be completed concurrently with site redevelopment.

5.3 Geotechnical Investigation Report

A Geotechnical Investigation was prepared for the subject property by Paterson Group Inc., dated May 30, 2022. Paterson conducted a geotechnical investigation at the Phase II development site on May 4 and 5, 2022, drilling 6 boreholes extending to a maximum depth of 9 metres below the existing ground surface.

The report concluded that the subject property is considered suitable for the proposed development from a geotechnical standpoint. Due to the anticipated building loads, a raft foundation or deep foundation, such as end-bearing piles, is recommended for support of the proposed multi-storey buildings. For the portions of the underground parking level extending beyond the multi-storey building footprints, it is recommended that foundation support consist of conventional spread footings. Due to the presence of a silty clay layer, the proposed development will be subjected to permissible grade raise restriction of 1 metre for grading within 6 metres of the proposed building footprints and foundation design elements such as strip footing, specific raft slab dimensions, and a deep foundation.

5.4 Servicing and Stormwater Management Report

A Servicing and Stormwater Management Report was prepared McIntosh Perry Consulting Engineers Ltd., dated June 24, 2022. The main purpose of this report is to present a servicing design for the development that addresses the water, sanitary and storm sewer servicing for the development, ensuring that existing and available services will adequately service the proposed development.

The report indicates:

- / a 150mm diameter water service is proposed to be connected to the existing 200mm diameter watermain within Hobson Road.
- / Two 200mm diameter sanitary services are proposed to service the development via the 300mm diameter sanitary sewer within Hobson Road, tributary to the Rideau River Collector.
- / A new 250mm storm service for rooftop, surface, and foundation drainage are proposed to service the developments. The storm service will connect to the 375mm diameter storm sewer within Hobson Road, tributary to the Sawmill Creek sub-watershed approximately 1.1 km downstream.
- / Storage for the 5- through 100-year storm events will be provided through roof attenuation and internal cistern attenuation.
- / Quality control is provided via the cistern settling pit and existing Phase I OGS unit.

Overall, the report recommends the City of Ottawa approve the Servicing and Stormwater Management Report based on the information presented.

5.5 Traffic Impact Assessment Strategy Report

A Traffic Impact Assessment Strategy Report was prepared by Parsons, dated February 5, 2018. As part of the Site Plan Approval process, the City of Ottawa requires a submission of a formal Transportation Impact Assessment (TIA) consistent with their updated 2017 guidelines. The report notes the existing study area intersection is currently operating acceptably, with the exception of the Brookfield/Riverside intersection that currently experiences long queues and delays along all legs. The intersection is operating close to above-capacity during the weekday morning and afternoon peak hours. Additionally, an existing MMLoS analysis at the signalized Brookfield/Riverside and Brookfield/Canada Post intersections indicate that the pedestrian and cycling levels of service at both intersections are not meeting the City's target level of service for the area. This is to be addressed through a proposed MUP along the south side of Brookfield Drive. In contrast, the student-oriented development is expected to achieve a high transit mode split, given its close proximity to Mooney's Bay Trillium Line Station.

Overall the report concludes the proposed development fits well into the context of the surrounding area, and its location and design serves to promote use of walking, cycling, and transit modes, thus supporting City of Ottawa policies, goals, and objectives with respect to redevelopment, intensification and modal share. As such, the proposed residential development of 770 Brookfield Road is recommended by Parsons.

6.0 Conclusion

It is our professional opinion that the proposed Site Plan Control application to permit the development of Phase II of 770 Brookfield Road constitutes good planning and is in the public interest. As outlined in the previous sections:

- / The proposed development is consistent with the Provincial Policy Statement (PPS) by providing efficient and appropriate development within the urban boundary that contributes to the range of housing options available in the community.
- / The proposed development conforms to the Official Plan's vision for managing growth in the urban area and meets the policies for the General Urban Area. The development also meets the urban design and compatibility objectives, principles, and policies on Section 2.5.1 and 4.11. The proposed development is considerate of its existing and planned context through its proposed land uses, building heights, and unit types.
- / The proposed development conforms to the direction and intent of Confederation Heights Secondary Plan and the Riverside Park Secondary Plan.
- / The proposed development conforms to the direction and intent of the New Official Plan policies for the Outer Urban Transect, Neighbourhood Designation, and Evolving Overlay. The proposal provides a new range and mix of housing types in a compact, urban building form near future LRT stations. The proposed development and second phase of 770 Brookfield Road completes the overall development with a high quality urban built form which is appropriate for the surrounding context.
- / The proposed development meets several of the Transit-Oriented Development Guidelines and has been designed in a manner which effectively applies the overarching built form principles of these guidelines. The proposed development will provide a high-quality, contemporary building form which is distinctive, yet complementary to the neighborhood, while maintaining and enhancing the pedestrian realm and connectivity through the site.
- / The proposed development meets the applicable requirements in the Comprehensive Zoning By-law 2008-250.
- / The proposed development is supported by technical studies, plans, and reports submitted as part of this application.

Sincerely,



Bipin Dhillon, MPA M.PL
Planner



Jaime Posen, MCIP RPP
Associate