

FOTENN

2280 CITY PARK DRIVE PHASE 2





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Fotenn Consultants Inc. has been engaged by RioCan Management to assess the appropriateness of the second phase of a multi-building, residential redevelopment of their lands at 2280 City Park Drive. The lands are directly adjacent to the new Blair Station which is the eastern terminus of the Stage 1 Confederation Line LRT project set to open in November 2018.

The proposed development is the next phase in the previously contemplated redevelopment of the lands. The first phase, now under construction, included a 23 storey residential apartment building. The current phase (“Phase 2”) continues with the previously endorsed master concept plan for the lands, adding a new 20 storey residential building along the southern edge of the lands.

1.1 Application History

In anticipation of land development pressure in proximity to the LRT stations, the City has adopted Transit Oriented Development (TOD) plans for priority areas along the LRT network. The TOD plans seek to set the stage for future transit-supportive, intensified land development, identifying appropriate locations for additional land uses and density. The plan for the Blair Station area was adopted in January 2014 and identified the RioCan lands, given their proximity to the station and existing use (at the time) as a retail shopping centre and surface parking area, as an area for increased height and density. The majority of the lands were rezoned to the TD2 and TD3 zones to permit 20 and 30 storey buildings, respectively.

In 2015, RioCan submitted application for Phase 1 of a mixed-use redevelopment of their lands. While the applications focused on the lands to the south of City Park Drive, a long-term vision for the redevelopment of all of RioCan’s land holdings was also presented for discussion. A Zoning By-law Amendment (File No. D02-02-15-0086) was submitted to rezone the lands in the southwest corner of the property which had not previously been amended through the City’s TOD process. A Site Plan Control application (File No. D07-12-15-0187) was submitted concurrently for the first phase of the redevelopment which included a 23 storey residential apartment building in the southeast corner of the lands, including the construction of a significant “village lawn” at the centre of the site and demolition of the existing retail plaza. The existing restaurant use in the northeast corner of the site was retained through the Phase 1 development. Phase 1 was approved in November 2016 and construction is now well underway.

1.2 Purpose of the Applications

To facilitate the Phase 2 development, Zoning By-law Amendment and Site Plan Control applications are being submitted. The Zoning By-law Amendment application seeks to make all the lands one lot for zoning purposes to set up future subdivision requests and also seeks to increase the permitted height of the TD2 zone areas from 60 metres to 65 metres. Both amendments will facilitate the development of the lands in a form consistent with the original vision of the applicable Transit Oriented Development (TOD) plans.

The Site Plan Control application will amend the previous site plan approval to accommodate the second building and to define other associated site improvements.

2.0 SITE CONTEXT

2.1 Subject Property

The subject property is located on the south side of City Park Drive, west of Blair Road and north of Highway 174. The property is known municipally as 2280 City Park Drive. The area is characterized by two retail shopping centres – the Gloucester Centre and RioCan’s Silver City Centre. The lands are part of the Silver City Centre, though are separated from the balance of the shopping centre by City Park Drive.

The lands have a frontage of approximately 137 metres on City Park Drive and an area of approximately 28,622 square metres. More specifically, the Phase 2 area is located at the southwest corner of the site and has an area of 8,185 square metres.

2.2 Regional Context

The subject property is located in the Nation’s Capital, the City of Ottawa, in eastern Ontario. The site is directly adjacent to the Blair Transit Station - a primary destination within the existing (Bus Rapid Transit and City bus), and future (Light Rail Transit) regional public transportation networks. From Blair Station, bus (and in the future train) service connects to the city centre in less than 15 minutes.



Figure 1: Site Context (subject property outlined in orange)

The subject property is also well served by its surrounding vehicular transportation network. It is located adjacent to Regional Road 174 and approximately 1 kilometre from the Trans-Canada Highway (Highway 417).

2.3 Local Context

The area surrounding the subject property is characterized by a diversity of land uses and building forms including low-rise residential buildings, retail plazas, and office complexes. The subject property is directly adjacent to the Blair Rapid Transit Station which will be the eastern terminus of the Confederation Line light-rail line to open in November 2018. It is also adjacent to the Gloucester City Centre large-format retail centre that includes a Loblaws retail food store and a Walmart.

The surrounding uses can be described as follows:

North: Directly north of the subject property is the Silver City Centre, a large-format retail centre including a cinema and several free-standing retail buildings. On the north side of Ogilvie Road is the recently constructed CSIS Complex.

East: Directly east of the subject property is the Blair Transit Station which provides both local and rapid transit service to the surrounding area. Northeast of the subject property is the Gloucester Centre, a large-format shopping centre which includes a retail food store (Loblaws), Walmart, and other retail uses. Further east is the Blair Road interchange with the 174.

South: Directly south of the subject property is Regional Road 174, which connects in the west to Highway 417 (the Queensway) and east to Orleans and Rockland. On the south side of the 174 is a low-rise residential neighbourhood and a small business park containing several mid-rise office buildings. To the southeast, are lands which form part of the National Capital Commission's Greenbelt.

West: Directly west of the subject property is a low-rise residential neighbourhood characterized by a townhomes. Further west is a mix of housing types including a twelve (12) storey apartment building, and a series of low-rise subdivisions.

2.4 Road Network

The subject property is well-served by the local road network. Ogilvie Road and Blair Road are both designated as Arterial Roads, while City Park Drive is designated as a Collector Road. Highway 174 to the south is a City Freeway and Highway 417 to the west is a Provincial Highway.

A City Freeway is a limited access highway with high-speed traffic serving the needs for intra-city travel similar to the Provincial highways.

Arterial Roads are the major roads of the City intended to carry large volumes of traffic over the longest distances. They also function as major public and infrastructure corridors.

Collector Roads are the principal streets in urban neighbourhoods that are used by local residents, delivery and commercial vehicles, transit and school buses, cyclists and pedestrians.

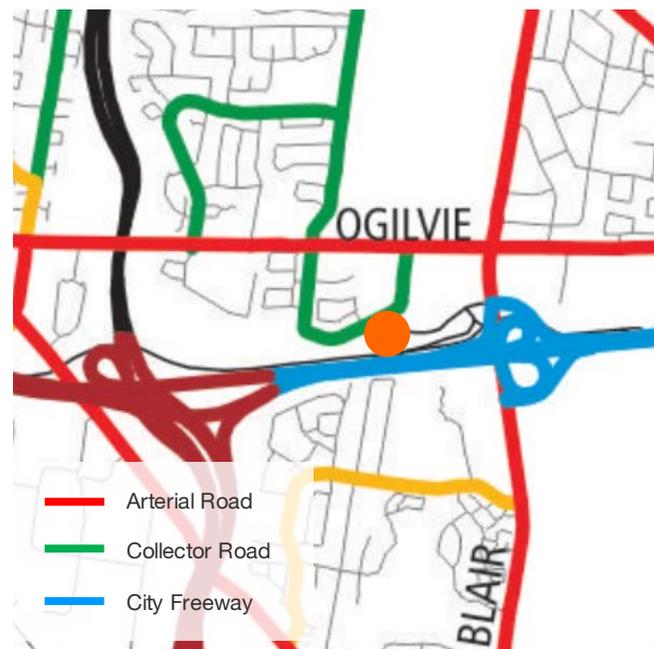


Figure 2: Urban Road Network - Official Plan Schedule E Excerpt (subject property highlighted in orange)

2.5 Rapid Transit Network

The subject property directly adjacent to the Blair Transit Station which is the eastern terminus of the Confederation Line Stage 1 Light Rail Transit (LRT) line, to be completed in November 2018. The Confederation Line will provide rapid transit service between Blair Road in the east and Tunney's Pasture in the west, including a connection with the Trillium Line at Bayview Station.

Stage 2 of the LRT project will include extension of the network to the west, south, and east. From Blair Station, the Confederation Line will be extended east to Trim Road to be completed by 2022.

The Official Plan also indicates a future bus rapid transit (BRT) extension from Blair Station to the south, and running along Innes Road and ultimately along Brian Coburn Boulevard in Orleans. This extension is a future project, anticipated in the 2013 Transportation Master Plan to be completed by 2031.

Transit Priority Corridors with isolated measures are designated along Ogilvie Road, Blair Road north of Ogilvie, and along Innes Road to the south.



Figure 3: Rapid Transit Network - Official Plan Schedule D Excerpt (subject property highlighted in orange)

2.6 Cycling Network

The subject property is located adjacent to planned and existing cycling paths as noted on Schedule C of the Official Plan. In addition to the planned and existing pathways shown on the schedule, additional pathways are noted in the Blair Transit Oriented Development (TOD) Plan – specifically a multi-use pathway along the south edge of the subject property to continue west towards downtown.

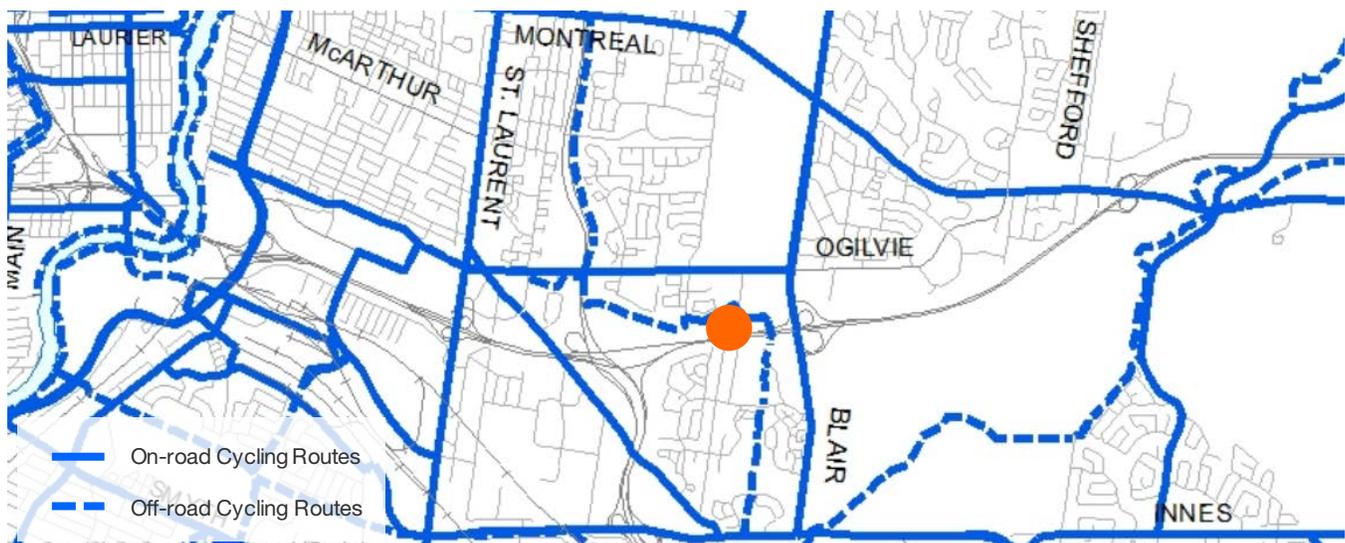


Figure 4: Urban Cycling Network - Official Plan Schedule C Excerpt (subject property highlighted in orange)

3.0 PROPOSED DEVELOPMENT

RioCan is proposing to construct the second tower in the redevelopment of the subject lands. The second phase tower is a 20 storey residential rental apartment building with a total of 208 dwelling units. The building will have a measured height of 64.4 metres from average grade as defined in the City of Ottawa Zoning By-law.



Figure 5: Phase 2 Tower Main Entrance (Looking southwest)

The building features a three (3) storey podium, with a ground floor that is fully glazed and two (2) floors above that are differentiated from the body of the tower with a change in materials. Horizontal aluminium panels separate the mass base of the tower from the floors above. The tower above features a mix of brick, glazing, and aluminium panels that will add visual interest to the tower, while also differentiating various components. The top floors are again varied with a higher proportion of glazing. The mechanical penthouse on top of the building has been integrated into the architecture of the building and uses the same materials and finishes to ensure a uniform look.

Similar to the tower of Phase 1, the building entrance is at-grade with the main driveway on the north side of the building and is one (1) storey above grade on the south side (abutting Highway 174). As a result, the first level of the underground parking garage is exposed along the south side of the property. This has been addressed through a landscape treatment where the ground has been sloped against the parking garage wall and is planted, minimizing the impact.

As with Phase 1, the parking for the residential building is accessed via the drive aisle that extends from City Park Drive in the north, south along the western property edge, and then east along the south edge of the site, behind the Phase 1 and 2 towers. Access is provided via a new ramp to the west, as well as through the existing Phase 1 garage access. The two garages will be connected on level 1. The proposed underground parking garage has three (3) levels in total.

A total of 227 parking spaces are provided for Phase 2, including 169 new spaces within the parking garage, and 58 surface parking spaces. Included within this total are 20 spaces for visitors to the Phase 2 building. As with Phase 1, Phase 2 utilizes some of the existing surface parking on an interim basis. This parking will be replaced as the site continues to develop with new parking being provided underground to service the existing and future buildings.

The Village Lawn proposed in Phase 1 will also serve as a communal outdoor amenity space for Phase 2 residents. The large lawn is a landscaped space that provides opportunities for passive and active recreation in their immediate community. An additional park space is located on the east end of the site, behind the retained restaurant that provides additional recreational space along the pathway network to the transit station.

POLICY AND REGULATORY ENVIRONMENT

4.1 Provincial Policy Statement

In Ontario, the Provincial Policy Statement (PPS), enacted in April 2014, provides direction on land use planning and development issues of provincial interest. The Provincial legislation states that decisions impacting planning matters, “shall be consistent with” the policy statements within the Provincial Policy Statement.

The PPS encourages the formation of, “healthy, liveable and safe communities”, through efficient land use patterns and infrastructure development incorporating increased densities and a mix of uses representing efficient development to minimize air quality impacts, promote energy efficiency, support active transportation, are transit and freight supportive, and include opportunities for intensification.

Section 1.4 contains policies specific to housing, stating that planning authorities shall provide a suitable range of housing types and densities to meet projected requirements of current and future residents. This objective is to be accomplished by:

- / Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are, or will be, available to support current and future projected needs;
- / Promoting densities for new housing that efficiently use land, resources, infrastructure, and public service facilities and that support the use of active transportation and transit in areas where it exists or is to be development; and,
- / Establishing development standards for residential intensification, redevelopment, and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

Healthy, active communities should be promoted by planning public streets, spaces, and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.

Policy 1.6.5.4 states that land use patterns, densities, and a mix of uses should be promoted to minimize the length and number of vehicle trips and to support the development of viable choices for public transit and other alternative transportation modes.

The proposed development is consistent with the policies of the Provincial Policy Statement. As part of the overall concept, the proposed development offers an efficient, cost-effective pattern of growth, capitalizing on an intensification opportunity within the city’s urban area, adjacent to significant transit facilities. Intensification of the underutilized subject property will make efficient use of existing infrastructure, public service facilities, and will support the City’s investment in public transit.

4.2 City of Ottawa Official Plan

The City of Ottawa Official Plan is composed of eight (8) sections, each addressing a different aspect of the planned function of the City as a whole. Section 2 of the Official Plan provides Strategic Directions for growth and development within the City. The City is anticipated to grow by approximately 143,000 homes by 2036. The City intends to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. This means that growth will be directed towards key locations with a mix of housing, shopping, recreation and employment and that are easily accessible by transit and that encourage walking and cycling.

The Official Plan recognizes that to support a high-quality transit service and to make better use of existing roads and other infrastructure. Intensification at higher densities in nodes around rapid-transit stations and along corridors served by transit is recognized as the most affordable form of development.

The Official Plan meets the challenges of growth by pursuing strategic directions. Specifically applicable to the proposed development are:

1. Managing Growth

- / The City will manage growth by directing it to the urban area where services already exist or where they can be provided efficiently.
- / Growth in the existing designated urban areas will be directed to areas where it can be accommodated in compact and mixed-use development, and served with quality transit, walking and cycling facilities.
- / The Central Area, designated Mainstreets, Mixed Use Centres and Town Centres will be compact, liveable, and pedestrian-oriented with a vibrant mix of residential uses, and social, cultural and economic activity.
- / Infill and redevelopment will be compatible with the existing context or planned function of the area and contribute to the diversity of housing, employment, or services in the area.

2. Building Liveable Communities

- / Attention to urban design will help create attractive communities where buildings, open space and transportation work well together.
- / Growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing, and places to work and shop.
- / The City will pursue a more affordable pattern of growth that allows for more efficient use of municipal infrastructure and reduces the need to build and maintain new infrastructure throughout its life-cycle.

These strategic directions are developed further in the policies of Section 2.2 (Managing Growth) and 2.5 (Building Liveable Communities) as discussed below.

4.2.2 Managing Growth

The City anticipates that approximately 90 percent of the growth in population, jobs, and housing will be accommodated within the urban area. Concentrating growth within the urban area makes efficient use of existing services and infrastructure and allows for a pattern and density of development that supports transit, cycling, and walking as viable and attractive alternatives to private automobiles.

Growth will be distributed throughout the urban area to strengthen liveable communities through intensification and infill, and new development on vacant land in designated growth areas.

In all areas, the density, mix of uses, and land use pattern will work together to make the most efficient use of transit. Transit service is to be accessible by other active modes of transportation (i.e. walking and cycling) and densities will be highest adjacent to transit stations. A mix of uses around transit stations will also ensure that residents can meet many of their daily needs within the community or nearby.

Section 2.2.2 deals specifically with the management of growth within the urban area and recognizes that intensification is generally the most cost-effective pattern of development for the provision of municipal services, transit, and other infrastructure. Consequently, the Official Plan employs a hierarchy of nodes and corridors for managing growth. Nodes are activity areas built at a higher density than their surroundings and accommodate a mix of uses and community activities. Corridors are linear routes that move people and goods via walking, cycling, transit, and vehicles. The Central Area is the most intensive node with light rail connections to Mixed-Use Centres within the Greenbelt and Town Centres in the communities beyond the Greenbelt.

Policy 1 of Section 2.2.2 defines residential intensification as the “intensification of a property, building or area that results in a net increase in residential units or accommodation and includes:

- / Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
- / The development of vacant or underutilized lots within previously developed areas, being defined as adjacent areas that were developed four or more years prior to new intensification.
- / Infill development;
- / The conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and
- / The conversion or expansion of existing residential buildings to create new residential units or accommodation, including secondary dwelling units and rooming houses.

The proposed development of the subject property is residential intensification as defined by the Official Plan.

Policy 4 of Section 2.2.2 identifies target areas for intensification including the Central Area, Mixed-Use Centres, Arterial Mainstreets, Town Centres, and Transit-Oriented Development Areas as defined by the Plan. Figure 2.3 of the Official Plan sets a density target of 200 people and jobs per gross hectare by 2031 for the Blair-174 Mixed-Use Centre. This is compared to the existing 2006 density which was 93 people and jobs per gross hectare.

The subject property is located within the Blair-174 Mixed-Use Centre, and within the Blair TOD Area – both identified as target areas for intensification in the Official Plan. The density of the proposed development conforms to the requirements of the Official Plan and will contribute to the achievement of the density target for the Mixed-use Centre of 200 people and jobs per gross hectare.

The Phase 2 development continues the redevelopment and intensification of the subject property with residential uses to complement the existing retail uses and to contribute to the creation of a complete community adjacent to a major rapid transit station.

4.2.3 Land Use Designation

The subject property is designated “Mixed-Use Centre” on Schedule B of the City of Ottawa Official Plan. The Mixed-Use Centre designation, outlined in Section 3.6.2 of the Official Plan, applies to areas that have been identified as strategic locations on the rapid-transit network and that are adjacent to major roads. These Centres offer substantial opportunities for new development or redevelopment and represent a key element in the Official Plan's strategy to accommodate and direct growth within the City of Ottawa.

Mixed-Use Centres are to be characterized by a broad variety of transit-supportive land use such as offices, secondary and post-secondary schools, hotels, hospitals, large institutional buildings, community and leisure centres, day care centres, services (such as restaurants), high and medium density residential uses and mixed-use developments. Policy 7 through 10 of Section 3.6.2 support the intention of Mixed-use Centres as mixed, compact areas that enhance opportunities for walking, cycling and transit and provide opportunities for a variety of activities.

The proposed development contributes to the creation of a compact, mixed-use centre by adding a high-density residential building adjacent to the transit station and in proximity to a range of existing employment and service commercial uses.

Given the mix of uses in proximity to the subject property, residents are able to access rapid transit and meet many of their daily needs by walking or cycling, reducing the reliance on personal vehicles and promoting opportunities for active transportation. The balance of the multi-use pathway block along the

transit corridor will set up future connections to the east and west to provide further opportunities for cycling and walking.

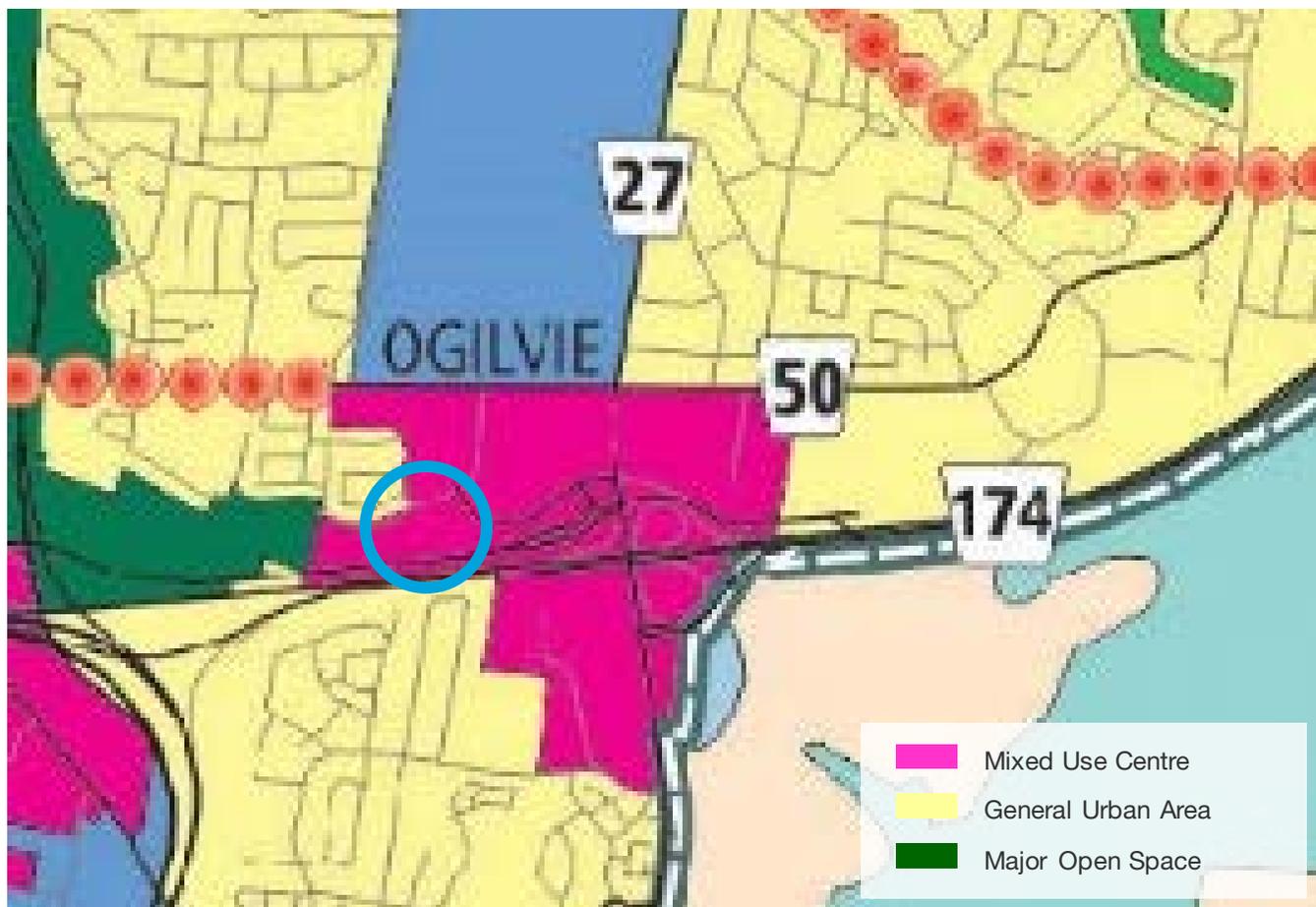


Figure 6: Official Plan - Schedule B Excerpt (subject property noted in blue)

4.2.4 Building Liveable Communities

Section 2.5 proposes that Ottawa's communities be built on the basics of appropriate and affordable housing, ample greenspace, places for people to shop, socialize, and play nearby, access to community services, and workplaces within a reasonable commute. More liveable communities will be created by focusing more on community design and through engaging in collaborative community building, particularly around Mixed-Use Centres.

Section 2.5.1 (Urban Design and Compatibility) sets out design and compatibility objectives, principles, and policies applicable to intensification and infill development within the urban area. The policy states, that compatible development is development that enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties.

The City influences the built environment using design objectives within Section 2.5.1 that are broadly stated and are intended to be applied to all land use designations. Design principles provide further detail on how each of the objectives may be achieved.

The following objectives are considered the most applicable to the proposed development:

To enhance the sense of community by creating and maintaining places with their own distinct identity.

The proposed development seeks to redevelop and intensify an underutilized site, located adjacent to a rapid transit station, thereby advancing the objectives of the mixed-use centre designation and implementing the city’s vision for intensification. The proposed residential use will offer additional housing options in proximity to transit, retail, employment and other amenities, contributing to creating a comprehensive community.

To define quality public and private spaces through development.

Both during interim phases, and at full build-out, the proposed development will add quality public and private spaces. Phase 2 will utilize both the existing “Village Lawn” (being constructed as part of Phase 1) which is a privately-owned public space in the centre of the subject property accessible to everyone. Phase 2 also includes additional outdoor spaces at both grade level and on the rooftop to provide amenity space for residents of the community. These attractive spaces are critical to the achievement of a community feeling within the phased redevelopment of the lands.

To create places that are safe, accessible and are easy to get to.

The proposed development and the overall Concept for the lands recognizes the importance of the subject property as a link between Blair station and the broader community to the north. The proposed development creates defined pedestrian and cycling routes through the site to ensure safe, accessible and secure routes to move to or through the site. Residents of the proposed development will also have direct connections to the transit station, to the entertainment, service commercial, and employment uses to the north, and to the future multi-use pathway along the transit corridor to the south providing easy connections to surrounding areas.

To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

The current proposed development is the second phase of a long-term redevelopment of the subject property as a compact, mixed-use community. The Concept Plan for the future build-out of the lands allows for flexibility and adaptability over time.

4.2.5 Design Priority Areas

Policy 5 of Section 2.5.1 notes that the City recognizes lands within Mixed-Use Centres as Design Priority Areas. In these areas, all projects are reviewed for their contribution to and enhanced pedestrian environment and for their response to the distinct character and unique opportunities of an area.

The proposed development is within a Design Priority Area and will therefore be subject to review by the Urban Design Review Panel (UDRP) as part of the application review process.

4.2.6 Compatibility

To achieve compatibility of scale and use requires a careful design response that appropriately addresses impact generated by infill or intensification. The policies of Section 4.11 are intended to set the stage of requiring both high quality urban design in all parts of the City and design excellence in design priority areas.

Policy 2 of Section 4.11 establishes compatibility criteria that the City will use to evaluate the compatibility of development applications. These criteria are discussed below:

Traffic	<p>Given the subject property's location adjacent to Blair Station, which is the terminus for Stage 1 of the Confederation Line LRT project, and the proximity of the subject property to a range of services and amenities, the proposed development is anticipated to have limited traffic impacts.</p> <p>The subject property fronts onto City Park Drive which connects to Ogilvie Road. Ogilvie Road is an Arterial Road, intended to carry high volumes of traffic over long distances and provides connections to Blair and Highway 174 – also high capacity roadways.</p>
Vehicular Access	<p>The existing vehicular access points to the subject property (as approved through Phase 1 of the development) are not proposed to change as part of the Phase 2 development. Two vehicular access points to the site exist along City Park Drive. The western access will be the primary access point for residents as it provides access to the underground parking garages in Phase 1 and 2.</p>
Parking Requirements	<p>Given the proximity to Blair Station, the City of Ottawa's Zoning By-law requires no minimum parking for any use, except for residential visitors. The proposed development includes a 169 space, three (3) level parking garage that connects to the 31 space parking garage constructed in Phase 1. Additional parking is provided in surface parking areas on lands that will be developed in future phases.</p> <p>The subject property is also subject to maximum parking rates per the Zoning By-law. The proposed vehicular parking rates are within the permitted range for the subject property.</p> <p>A total of 190 bicycle parking spaces have been provided within the parking garage for Phase 2. This adds to the existing 110 spaces constructed in Phase 1 and existing surface bicycle parking spaces for the retained restaurant.</p>
Outdoor Amenity Areas	<p>The proposed development will not have any impact on adjacent outdoor amenity areas. The proposed development is consistent with the Concept Plan for the redevelopment of the lands which envisioned buildings framing the central Village Lawn and outdoor amenity spaces between buildings.</p>
Loading Areas, Service Areas, and Outdoor Storage	<p>All loading and service areas for the proposed building have been located internal to the parking structure and as a result will not impact any surrounding properties.</p>
Lighting	<p>Lighting will be design and installed to provide a safe and secure environment while meeting the City's requirements and ensuring no significant impacts on adjacent properties.</p>
Noise and Air Quality	<p>No significant impacts related to noise or air quality are expected as a result of the proposed development. The noise study prepared for</p>

	<p>Phase 1 of the development contemplated a version of the proposed Phase 2 building and a review of the changes has confirmed no changes to the findings of that original report. Recommendations for noise mitigation measures will be implemented through site plan control approval and the building permit process, as appropriate.</p>
Sunlight	<p>A revised Sun Shadow Study was prepared for Phase 2 which demonstrated the shadow impacts resulting from the proposed development. As demonstrated in the study, the impacts on adjacent properties are considered appropriate and are minor in nature with limited shadows affecting adjacent properties. The study also demonstrates limited shadow impacts on the Village Lawn and other greenspaces, especially during what is expected to be peak times of use.</p>
Microclimate	<p>As with the Noise Study, an addendum to the original Pedestrian Level Wind Assessment was prepared and notes no additional impacts as a result of the proposed development.</p>
Supporting Neighbourhood Services	<p>The proposed development is in close proximity to several neighbourhood amenities including schools, parks, and the Silver City and Gloucester Centre shopping centres. The site is supported by excellent rapid transit connectivity and also well connected to existing and future walking and cycling pathways.</p>

4.2.7 Location of Tall Buildings

Policy 7 of Section 4.11 defines high-rise buildings as any building over 10 storeys. High-rise buildings may be considered within specific land use designations, including the Mixed-Use Centre designation, and in several other specific instances (e.g. when located within 600 metres of a rapid transit station or where a Secondary Plan permits them).

The subject property is within a Mixed-Use Centre and is therefore in an area identified as appropriate for high-rise buildings.

4.3 City of Ottawa Official Plan Amendment No. 150

In 2013, the City of Ottawa reviewed the Official Plan resulting in numerous policy changes. Ottawa City Council adopted Official Plan Amendment (OPA) 150 in December 2013, and the Ministry of Municipal Affairs and Housing approved the revisions in April 2014. Significant portions of OPA 150 remain under appeal, while other policy changes have been incorporated and reviewed in Section 4.2 above.

Several policies, specifically relating to building heights, design, and intensification, remain under appeal and so the existing policies, reviewed in Section 4.2 above, remain in full force and effect. The applicable proposed policies of OPA 150 that are relevant to OPA 150 are considered below as the intended direction of Council.

Section 2.2.2 of the Official Plan which was entitled “Managing Growth”, is amended in OPA 150 to “Managing Intensification with the Urban Area”. This section has been revised to better reflect the general focus on intensification throughout the urban area where there are opportunities to accommodate more jobs and housing and to increase transit use. Intensification is to be directed to target areas which have the potential to develop at moderate to high densities in a compact form.

Mixed-Use Centres remain as target areas for intensification in OPA 150. Previously established minimum density targets are now expressed as density requirements. The minimum density requirement for the Blair-174 Mixed-Use Centre remains the same, at 200 people and jobs per gross hectare. A revised policy 6 in Section 2.2.2 states that Secondary Plans may specify higher or lower densities and that the Zoning By-law will convert the requirements from gross density to net density and from people and jobs per hectare to dwelling units and gross floor area.

The proposed Phase 2 tower has a proposed density of 254 units per net hectare, consistent with the requirements of the Blair TOD plan and the applicable zoning.

Building height policies, which were previously part of Section 4.11, have been moved to Section 2.2.2. Generally, the policies state that building heights are established by the land use designation policies in Section 3 but notes that Secondary Plans and Site-Specific policies may specify greater or lesser heights. New policies address how both the existing and planned function of communities will guide planning decisions about intensification and urban design.

The subject property continues to be designated as “Mixed-Use Centre” in OPA 150. The City will support intensification in Mixed-Use Centres where it provide an increased number of jobs and increased housing options resulting in increased transit ridership. In the long-term, it is envisioned that these Centres will become complete, liveable communities attracting people for the jobs, leisure, lifestyle and business opportunities they provide.

Development and intensification will be transit-oriented. When considering a proposal for transit-oriented development through infill or redevelopment in Mixed-Use Centres, the City highlights the importance of the following factors:

- / Creating public areas that are visually interesting, well-designed and edged by buildings with doors and windows opening onto pedestrian areas and greenspace that make these attractive places to live;
- / Connecting transit to all locations within the centre along safe, direct and easy-to-follow routes for pedestrians and cyclists;
- / Directing the highest density close to the station so that transit is the most accessible to the greatest number of people;
- / Encouraging a mix of transit-supportive uses such as offices, shops and services that provide for the needs of residents and workers and reduce the need to travel outside the area for everyday needs;
- / Supporting a mix of multi-unit housing, including affordable housing and housing for those who rely on public transit;
- / Carefully managing traffic and the supply of parking.

The proposed development continues to conform to the policies for Mixed-Use Centres by intensifying a site in proximity to transit and contributing to the creation of a transit-oriented development in proximity to the rapid transit station. The additional housing will provide opportunities for people to live in proximity to the rapid transit station, to employment opportunities, and to retail and entertainment uses.

Revisions to Section 4.11, renamed Urban Design and Compatible Development, contain more robust policies related to building and site design, organized into several categories. The applicable categories are addressed below.

Building Design

The proposed development maintains a similar architectural style as Phase 1, using a similar palette of materials. The building’s primary entrance has been oriented towards City Park Drive and the internal

Massing and Scale	private street network. The main entrance has been accentuated in the building’s architecture, and through the landscaping.
High-Rise Buildings	The massing and scale of the building is consistent with the existing zoning and the Transit Oriented Development plan prepared by the City for the lands. A Sun Shadow Study confirms that the shadow impacts resulting from the proposed building will not cause any undue adverse impacts on surrounding outdoor amenity areas.
Outdoor Amenity Areas	The proposed Phase 2 tower has a three-storey podium, strengthened by the use of varied materials. Glazing on the ground floor allows people to see in, and out of the amenity spaces on the ground floor of the building. The Phase 1 and 2 towers are separated by 26 metres, ensuring adequate privacy and separation. The proposed Phase 2 tower will make use of the Village Lawn outdoor space constructed as part of Phase 1. This greenspace provides a public gathering space and opportunities for active or passive recreation on the subject property.

The proposed development conforms to the proposed policies of OPA 150.

4.4 Blair Transit-Oriented Development Plan

In anticipation of land development pressure in proximity to the future LRT Stations, City of Ottawa Council established priority areas for the creating Transit Oriented Development (TOD) Plans, including The Blair Transit Oriented Development Plan which encompasses the subject property. The TOD Plans are to be treated as a council-approved policy document similar to a Community Design Plan.



Figure 7: Blair TOD Plan - Building Heights and Densities (subject property outlined in orange)

One of the primary goals of the TOD studies is to support public transit usage by improving pedestrian and cycling access to the stations and by providing opportunities for additional types of development at higher transit supportive densities.

Specific policies within the Blair TOD Plan which are particularly pertinent to future development of the subject lands include:

- / New multi-use pathways envisioned along the south, east, and west sides of the development parcel, and along the south side of City park Drive;
- / The intersection of City Park Drive and the private street at the northeast corner of the subject property has been identified as a key pedestrian/cyclist crossing.
- / Priority Streetscape design direction along City Park Drive;
- / Maximum permitted building heights range from 30 storeys adjacent to the transit station to 6 storeys adjacent to City Park Drive. Minimum required densities are also greatest adjacent the transit station; and
- / Active Frontage Streets, including both City Park Drive and Ogilvie Road are to be, 'Complete Streets', with a built form that reinforces the pedestrian experience and improves the public realm. They are expected to be the main spines of activity within the station areas.

The proposed development is consistent with the direction for the lands as set out in the Blair TOD Plan. The portion of the lands which are included in Phase 2 area are designated for up to 20 storeys of building height, as proposed. The proposed residential use will support the evolution of the mixed-use community at Blair Station.

4.5 Blair Secondary Plan

The Blair TOD Plan is implemented through the Blair Secondary Plan. To achieve adequate transit-supportive development densities over the long-subject term, the Blair Secondary Plan provides direction regarding maximum building heights and minimum densities. The Phase 2 area of the subject property is designated for 20 storeys/250 units per net hectare on Schedule A of the Secondary Plan.

The proposed development will provide a minimum density significantly greater than the prescribed minimum in the Secondary Plan.

4.6 Urban Design Guidelines for High-Rise Buildings

The Urban Design Guidelines for High-Rise Buildings were approved by Ottawa City Council earlier in May 2018. These guidelines seek to highlight ways to:

- / Promote high-rise buildings that contribute to views and vistas and enhance the character and the image of the city;
- / Address compatibility and the relationship between high-rise buildings and their existing and planned context;
- / Create human-scaled, pedestrian-friendly streets, and attractive public spaces that contribute to liveable, safe and healthy communities;
- / Coordinate and integrate parking, services, utilities, and public transit into the design of the building and the site; and,
- / Promote development that responds to the physical environment and microclimate through design

The newly adopted guidelines are to be used during the review of development proposals to promote and achieve appropriate high-rise development. While these guidelines are aimed at residential development, they are a useful reference when considering high-rise commercial development as well. These are general guidelines, and not all will apply equally in all circumstances. Each context will inform the application of, and the

emphasis on, various guidelines. Specific site context and conditions will be considered in conjunction with these guidelines.

The guidelines are general, and are not to be used as a checklist for evaluating a proposal. In cases where specific policies are provided in a Secondary Plan or TOD plan, the area-specific policies have precedence. These guidelines have been developed to improve and enhance compatibility, transition, and livability, as well as to manage the relationship between high-rise buildings and nearby, buildings, streets, parks, and open spaces.

The proposed development achieves the following guidelines:

- / Relate the height and scale of the proposed buildings to the existing context and provides variations [Guideline 1.11].
- / The lot is a size sufficient to accommodate multiple high-rise buildings [Guideline 1.16].
- / Enhances and creates the overall pedestrian experience in the immediate surrounding privately owned public space through the design of the lower portion of the building which animates the public spaces and establishes new views [Guideline 2.1].
- / The design of the top of the building respects and enriches the urban fabric and skyline [Guideline 2.2(b)].
- / Building design adopts a base, middle, top approach to effectively achieve urban design objectives [Guideline 2.3(a)].
- / Places the base of the building to form a continuous building edge around the interior privately-owned public space [Guideline 2.13(a)].
- / The base has a height of three (3) storeys [Guideline 2.17].
- / Uses high-quality materials, an appropriate variety in texture, and carefully crafted details to achieve visual interest and longevity for the façade [Guideline 2.21].
- / The ground floor is highly transparent and animated by interior common amenity spaces [Guideline 2.23].
- / Uses larger tower floor plates, given the suburban location of the site and the mitigation of shadow and wind impacts, and maintenance of skyviews and access to natural light [Guideline 2.24(c)].
- / Provides a minimum of 26 metres of separation between the Phase 1 and Phase 2 towers [Guideline 2.25(a)].
- / The tower has been oriented to minimize shadow and wind impacts on the public and private spaces [Guideline 2.31].
- / Designs the top of the building as an integral part of the overall architecture of the building, terminating the middle portion of the tower [Guideline 2.35].
- / Integrates rooftop mechanical equipment and amenity spaces into the design of the upper floors [Guideline 2.36].
- / Provides wide pedestrian zones between the building face and the internal road network [Guideline 3.3].
- / Provides at-grade public space (plaza and Village Lawn) which are under private ownership [Guideline 3.4].
- / The public spaces complement and are integrated into the network of public streets and pathways and have a direct visual connection to City Park Drive along the pedestrian promenade entrance [Guideline 3.5].
- / Designs the public spaces to be perceived as a public space and not as a private spaces [Guideline 3.6(a)].
- / Main pedestrian access to the building is located with direct access to the internal private road network [Guideline 3.10].
- / Animates the internal street and pedestrian network by using a high proportion of clear glazing on the portions of the building that face the public realm [Guideline 3.12(d)].
- / Locates parking underground and at the rear of the building [Guideline 3.14].
- / Locates drop-off and pick up areas on private lands [Guideline 3.15].

- / Internalizes and integrates servicing and loading into the design of the base of the building [Guideline 3.16].
- / Locates access to servicing and parking at the rear of the building to minimize visual impacts and interference with the public realm [Guideline 3.18].
- / Implements the City's Accessibility Design Standards on the internal street network [Guideline 3.25].
- / Conducted wind and shadow analyses to inform the placement of the buildings [Guidelines 3.26 and 3.27].

The proposed development is consistent with the intent of the Urban Design Guidelines for High-Rise Buildings.

4.7 Transit-Oriented Development Guidelines

In September 2007, City Council approved design guidelines to address Transit-Oriented Development. The guidelines apply to all development throughout the City that is within 600 metres walking distance of a rapid transit stop or station and provide guidance for the proper development of these strategically located properties. The guidelines address six elements of urban design including: land use, layout, built form, pedestrians and cyclists, vehicles and parking, and streetscape and environment.

The proposed development meets the following applicable design guidelines:

- / Provides a transit-support land use within 600 metres walking distance of the Blair rapid transit stations [Guideline 1].
- / Discourages non transit-supportive land uses that are oriented primarily to the automobile and not the pedestrian, cyclist or transit user [Guideline 2].
- / Creates a multi-purpose destination for both transit users and local residents by contributing to the mix of land uses that support a vibrant community and enables people to meet their daily needs locally in a mix of buildings located in proximity to one another [Guideline 3].
- / Creates a pedestrian and cycling "shortcut" that shortens the walking distance to transit [Guideline 6].
- / Locates the highest density immediately adjacent and as close as possible to the transit station [Guideline 8].
- / Create transition in scale between higher intensity development around the transit station [Guideline 9].
- / Creates a highly distinctive landmark with distinctive design features that can easily be identified and located [Guideline 12].
- / Sets buildings back from the internal street network to define the street edge and to provide space for pedestrian activities and landscaping [Guideline 13].
- / Provides architectural variety on the lower storeys to provide visual interest to pedestrians [Guideline 14].
- / Uses clear windows and doors to make the pedestrian level façade facing the street highly transparent, providing ease of entrance, visual interest, and increased security through informal viewing [Guideline 15].
- / Design ground floors to be appealing to pedestrians [Guideline 28].
- / Locate parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building [Guideline 35].
- / Designs access driveways to be shared between buildings [Guideline 36].
- / Designs and locates parking lots and internal roads to minimize the number of vehicle crossings over primary pedestrian routes [Guideline 38].
- / Places parking underground [Guideline 39].
- / Locates loading areas off the street, behind or underneath buildings. Avoids routing deliveries through parking areas and across primary pedestrian, transit and cyclist routes [Guideline 43].
- / Encloses air conditioner compressors, garbage and recycling containers and other similar equipment within buildings [Guideline 54].

The proposed development meets the urban design direction provided in the Urban Design Guidelines for Transit-Oriented Development.

4.8 City of Ottawa Comprehensive Zoning By-law

The subject property is entirely within the “Transit Oriented Development Zone” with multiple subzones and exceptions applying to various portions of the property. The Phase 2 area is zones “Transit Oriented Development Zone, Subzone 2, Special Exception 2350 (TD2 [2350]) in the Zoning By-law.



Figure 8: City of Ottawa Zoning By-law Excerpt (subject property outlined in blue)

The zoning for the majority of the subject property was amended through the 2014 TOD studies completed by the City. The southwest corner of the site, including the Phase 2 lands, were rezoned through a subsequent Zoning By-law Amendment application in 2016 so that the zoning matched the TOD Plan.

The purpose of the TD – Transit Oriented Development Zone is to:

- ✓ Establish minimum density targets needed to support Light Rail Transit (LRT) use for lands within Council approved Transit Oriented Development Plan areas and;
- ✓ Accommodate a wide range of transit-supportive land uses such as residential, office, commercial, retail, arts and culture, entertainment, service and institutional uses in a compact pedestrian-oriented built form at medium to high densities;
- ✓ Locate higher densities in proximity to LRT stations to create focal points of activity and promote the use of multiple modes of transportation; and,

- / Impose development standards that ensure the development of attractive urban environments that exhibit high-quality urban design and that establish priority streets for active use frontages and streetscaping investment.

Permitted uses in the TD zone include a range of transit-supportive land uses including the proposed high-rise apartment dwelling.

The TD zone includes three (3) subzones which are intended to further stipulate the minimum densities and maximum building heights to be achieved in each area. Subzone 3 is the highest density zone and also permits the greatest heights while subzone 1 has the lowest minimum density requirements and height permissions. As a result, the TD3 zones are generally located in greatest proximity to the rapid transit station with the TD2 and TD1 zones radiating outward. The requirements of each subzone are a direct implementation of the Blair Secondary Plan.

Special Exception 2350 was introduced in the 2016 amendment (By-law 2016-250) and is intended to permit the continuation of the existing retail uses on the property. The exception also includes triggers for when the requirements of the TD zone need to be fully implemented. The expectation was that, as the site is redeveloped, the new development reflects the transit-oriented nature of the area.

The Phase 2 development is located entirely within the TD2 zone and is compared to the provisions of the TD2 [2350] zone in the table below. Items that are subject to the proposed Zoning By-law Amendment are highlighted in bold and orange.

Zoning Mechanism	TD2 [2350] Requirement	Proposed
Minimum Lot Area	No Minimum	Total Area: 28,622m ² Phase 2 Area: 8,185m ²
Minimum Lot Width	No Minimum	137.15m
Setbacks	Front (City Park Drive): 3m Interior – under 6 storeys: 0m Interior – over 6 storeys: 12m Rear (Confederation Line): 2m	Front: Varies, > 3m Interior – East: 112.2m Interior – West: 71.2m Rear: 25.5m
Building Height	Minimum: 6.7m (2 storeys) Maximum: 60m (20 storeys)	64.4 metres from average grade (75.557) 20 storeys
Amenity Area 6m ² per unit of which 50% is required to be communal	1,248m ² 624 m ² communal	
Minimum Width of Landscaped Area:	No minimum	1m
Minimum Density 250 units/net hectare	204 units/net hectare	254 units/net hectare
Required Stepback	N/A	N/A

Zoning Mechanism	TD2 [2350] Requirement	Proposed
Required Communal Outdoor Space For lots greater than 1,250m ² , 2% of the total lot area, at-grade	Phase 1: 108m ² Phase 2: 163m ²	Provided in Phase 1: 1,413m ²
Vehicular Parking Minimum: Residential: No minimum Residential Visitor: 0.1 spaces/unit after the first 12 units; Maximum 30 spaces Restaurant: No minimum Maximum: Residential & Visitor: 1.75 spaces/unit Restaurant: No maximum	Minimum: Residential (Phase 1 & 2): None Residential Visitor Phase 1: 21 spaces Phase 2: 20 spaces Restaurant (existing): None Maximum: Residential & Visitor Phase 1 & 2: 749 spaces Restaurant: No maximum	Total parking: 481 spaces Phase 1 (Existing): Residential: 86 spaces (31 interior; 55 surface) Residential Visitor: 21 spaces (surface) Phase 2 (Proposed): Residential: 187 spaces (169 interior; 18 surface) Residential Visitor: 20 spaces (surface) Existing Parking to be Retained: Residential: 143 spaces (surface) Restaurant: 24 spaces (surface)
Bicycle Parking Residential: 0.5 spaces/unit Restaurant: 1 spaces/250m ² of GFA 50% may be vertical 25% of residential spaces must be indoors	Residential: Phase 1: 110 spaces Phase 2: 104 spaces Restaurant: 2 spaces	Total Bicycle Parking: 302 spaces Phase 1 (Existing): 110 spaces Phase 2 (Proposed): 152 spaces Level P1: 77 spaces Level P2: 37 spaces Level P3: 38 spaces 41% vertical Restaurant (existing): 2 spaces
Tower Separation	Where two buildings on the same lot are both more than 6 storeys in height that part of the buildings greater than 6 storeys tall must be a minimum of 24 metres away from each other.	26.4m

Section 195(12) of the Zoning By-law contains Active Frontage Streets provisions which specify minimum and maximum building setbacks and minimum requirements for building frontage and glazing along the public street. City Park Drive is a designated Active Frontage Street on Schedule 316 of the Zoning By-law, however the proposed Phase 2 building is not within proximity of the street and therefore the provisions do not apply. As demonstrated by the Concept Plan for the full build-out of the lands, future phases will achieve the requirements for an active street edge along City Park Drive.

4.8.1 Section 37 Requirements

Part 19 of the City of Ottawa Zoning By-law contains provisions or agreements outlining the facilities, services, or matters that are the subject of a by-law passed pursuant to Section 37 of the Planning Act. As part of the Zoning By-law Amendment approved in 2016, RioCan agreed to Section 37 provisions, listed in Section 12. The relevant requirements are noted in section 12(b) and (f), quoted below:

(b) The public benefits to be provided without a monetary contribution are:

- **At least five per cent of the total number of dwelling units to be constructed in the building(s) on the portion of the lot zoned TD2[2350] shall be capable of being designed as three bedroom units or two bedroom plus den units in compliance with the provisions of the Ontario Building Code.**

(f) The building permit for any development proposed on the portion of the lot zoned TD2[2350] shall not be issued unless the provisions of (b) above are met.

As the lands are located within the TD2 [2350] zone, they are required to comply to the provisions above. The proposed breakdown of units is shown in the table below.

Unit Type	Number of Units	% of Units
Bachelor	10	4.8%
1 Bedroom	112	53.8%
1 Bedroom + Den	9	4.3%
2 Bedroom	61	29.3%
2 Bedroom + Den/3 Bedroom	16	7.7%
Guest Suite	1	0.5%
Total	208 units	100%

The proposed unit mix complies with the relevant provisions of the Section 37 provisions for 2280 City Park Drive in the City of Ottawa Zoning By-law.

4.8.2 Proposed Zoning By-law Amendment

Concurrent with the Site Plan Approval application for Phase 2, a Zoning By-law Amendment is also submitted to amend two (2) provisions of the By-law, discussed below.

4.8.2.1 One Lot for Zoning Purposes

Section 93 of the Zoning By-law contains provisions regarding “One Lot for Zoning Purposes” which states that a group of occupancies in a range of mixed-use zones, including Mixed-Use Centre zones, Arterial Mainstreet zones, Mixed-Use Downtown zones, and others, that are designed, developed, and managed as a unit whether by a single owner or by a group of owners or tenants acting in collaboration are considered as one lot for zoning purposes. When applicable, the provisions of the zoning apply to the group of building or occupancies collectively, as opposed to individually.

Section 93 lists a specific grouping of zones where the one lot for zoning provision is applicable. This list does not include the Transit Oriented Development (TD) zone, however. The proposed Zoning By-law Amendment seeks to add, to all exceptions applicable on the subject property, a provision stating that the lands are one lot for zoning purposes. The proposed provision is as follows:

The lands zoned TD3[2084], TD2[2350] and TD2[2084] are one lot for zoning purposes.

Several of the zones in which the “One Lot for Zoning” provision is currently applicable are zones where a mix of uses and compact development are encouraged (e.g. Mixed-Use Centres, Mixed-Use Downtowns, and Arterial Mainstreets). The TD zone, being a newer zone created only in 2013/2014, has not been added to this list, despite replacing the Mixed-Use Centre zone on several properties. The proposed amendment seeks to return the “one lot for zoning” rights which would have existed on the subject property previously, when it was zoned Mixed-Use Centre.

The intent of the amendment is to permit the subject property to be divided in the future while still applying the provisions of the zoning (setbacks, parking, etc.) to the entirety of the lands that have been developed as a single community. Per the provisions of the Zoning By-law, the lands would be a “group of occupancies managed as a unit by a group of owners working in collaboration”. A future plan of subdivision application will create the various development blocks and common areas that will be managed collaboratively.

4.8.2.2 Building Height

The second component of the Zoning By-law Amendment application is a request to increase the permitted building height in the TD2 zone from 60 metres to 65 metres on the subject property. This amendment is requested for both the TD[2350] and the TD2[2084] zone.

The building height provisions in the TD2 zone were established as a direct implementation of the Blair Secondary Plan which states that buildings within the TD2 area of the subject property are permitted to have a building height of 20 storeys. When this provision was translated into the zoning regulation, an allowance of 3 metres per floor was provided, giving the total height of 60 metres but providing no flexibility for greater floor to ceiling heights.

The proposed building has floor to ceiling heights ranging from 3.0 metres to a maximum of 4.5 metres contributing to the overall building height of 64.4 metres. The majority of the floors have a building height of 3.02 metres. The increased floor to ceiling heights allow for a more pronounced building base and create a better environment within the building for residents. The impact of the increased building height would be minimal and the intent of the zoning, which is to have a 20 storey building, would be maintained.

The Zoning By-law defines building height as “the vertical distance between the average grade at the base of a main wall of the building and the highest point of the roof surface, if a flat roof.” Similarly, grade is defined as “the average elevation of the finished level of the ground adjoining all the walls of a building”.

The subject property has a significant change in grade from north to south, resulting in a full floor different in height from the north side of the Phase 2 building to the south side along the transit corridor. This grade change has been integrated into the building design with parking access to level P1 provided from the south side, along the transit corridor. The change in grade lowers the average grade of the site to 75.557 metres, further increasing the building height to 64.4 metres. From the pedestrian realm on the north side of the building, the increased height difference would be approximately 2.4 metres.

The increase in building height to 65 metres would still provide differentiation from the height of the Phase 1 tower, which had a height of 72 metres. Providing variation in the building heights is important to ensure a varied and interesting skyline.

The proposed building height increase conforms to the Official Plan, the Blair TOD Plan, and the Blair Secondary Plan as it permits the proposed 20 storey building and would also build in flexibility for the future towers within the TD2 zone on the subject property.

In considering the proposed development and applicable policy framework, it is our professional opinion that the proposed development is in the public interest for the following reasons:

Consistent With the Provincial Policy Statement

The proposed development is consistent with the Provincial Policy Statement which promotes the efficient development of serviced, underutilized lands located within settlement areas. The development of the subject property and proposed Zoning By-Law Amendment will facilitate the continued redevelopment of the lands at an appropriate TOD density and will contribute to a mix of uses in proximity to the rapid transit station.

Conforms to the City Of Ottawa Official Plan

The subject property is designated “Mixed-Use Centre” in the Official Plan and has been identified as an appropriate site for intensification given its proximity to the Blair rapid transit station. The proposed development represents the continued implementation of the Official Plan for the areas in proximity to transit, providing additional housing in a compact form, adjacent to transit, and in an area where residents will be able to meet most of their daily needs by walking, cycling, or taking transit.

The proposed development will not generate undue adverse impacts on the neighbouring properties and fulfills the compatibility objectives and design principles outlined in Section 2.5.1 and the compatibility criteria outlined in Section 4.11, including policies related to building height and massing.

Implements the Blair TOD Plan and the Blair Secondary Plan

The proposed development applications continue the implementation of the Blair TOD Plan and the Blair Secondary Plan to create the transit-oriented district around Blair Station. The Site Plan Control application will allow for the second phase of the development to proceed, while the Zoning By-law Amendment permits greater flexibility for the current and future phases of the redevelopment to facilitate the mixed-use community in keeping with the objectives of the TOD Plan and the Secondary Plan.

Meets the Applicable Design Guidelines

The proposed development meets the urban design direction provided in the Urban Design Guidelines for High-Rise Buildings and for Transit-Oriented Development. The proposed Phase 2 building takes advantage of an infill opportunity and achieves a compatible building in terms of form and design.

Maintains the General Intent of the Zoning By-Law

The proposed Zoning By-law Amendment will provide greater flexibility for the future redevelopment phases while conforming to the Official Plan, the TOD Plan, and the Secondary Plan.

Represents Good Planning

The proposed development advances 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, capitalizing on the proximity to public transit, and contributing to the range and availability of housing for all ages and incomes.

Based on the above analysis, the proposed development represents good planning and is in the public interest.



Paul Black, MCIP RPP
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