



## 256 Rideau Street

Planning Rationale  
Zoning By-law Amendment  
November 28, 2024

# FOTENN

Prepared for Ashcroft Homes

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# 1.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Ashcroft Homes (“the client”) to assess the development proposal as per the current and applicable policies and to prepare a Planning Rationale in support of Minor Zoning By-law Amendment applications at the address municipally known as 256 Rideau Street, “the subject property”, in the City of Ottawa.

## 1.1 Application Overview

The purpose of the proposal is to formally establish a zoning framework to facilitate the proposed development, which seeks to increase the dwelling units within the existing building from 574 to 579.

### 1.1.1 Required Application

In order to proceed, the following application is required:

#### Minor Zoning By-law Amendment

The requested Minor Zoning By-law Amendment is proposed to rezone the subject property from Mixed-Use Downtown Zone, Urban Exception 2345, Schedule 61 – **MD[2345] S61** to Mixed-Use Downtown Zone, Urban Exception XXXX, Schedule 61 – **MD[XXXX] S61**.

The urban exception will include the following relief:

- / All Urban Exception provisions identified in the existing Urban Exception 2345:
  - Despite Table 101, no parking is required for dwelling units;
  - Despite Table 102, a minimum of 14 visitor parking spaces are required;
  - Despite Section 106, nine visitor parking spaces may be a minimum of 2.4 metres wide;
  - Despite Section 107(1)(a)(ii), the minimum permitted driveway width for a double traffic lane is 4.8 metres;
  - Despite Table 107, the minimum required aisle width accessing parking spaces at 90 degrees is 6.6 metres;
  - Despite Section 111(9), there is no minimum aisle width for accessing bicycle parking spaces located in the yard abutting Rideau Street; and
- / Reduce the required amenity space to 1,349.8 square metres, whereas 2,355.6 square metres is required.

It is our professional opinion that the requested Zoning By-law Amendment to reduce the required amenity space is appropriate given that the proposed development meets the intent of the Official Plan to provide residential uses in and near the Central Area, in a high-density capacity in an existing mixed-use building. Further, the provided amenity spaces meet the design criteria for amenity areas for mid and high-rise development:

- / Provide protection from heat, wind, extreme weather, noise and air pollution; and
- / 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.

## 1.2 Application History

### 1.2.1 SPC

In November of 2015, the client had submitted a Site Plan Control application (File No. D07-12-18-0010) in relation to the proposed development of a 29-storey mixed-use building with 566 dwelling units. The Site Plan Control application included an amenity space of 1,665 square metres. The application was approved in November of 2017. Following the approval, the client revised its Site Plan, which included the addition of a cafeteria as the rooming units proposed could not contain kitchen facilities.

The client changed their plans for development during construction to convert the rooming units to dwelling units. The client added a number of work orders in order to add both bathrooms and kitchen facilities to the units. As the definition of the unit type was modified, the requirements for development had changed as well, now requiring 6 square metres of amenity space per unit instead of 3 square metres. The client revised its plans to increase the amenity space from 1,665 square metres to 2,277.6 square metres, which was still deficient of the Zoning By-law Amendment requirement of 3,396 square metres.

### 1.2.2 Minor Variance and Ontario Land Tribunal

In February 2022 a Minor Variance application was submitted to seek a variance to permit 2,277.6 square metres whereas 3,396 square metres is required. The requested Minor Variance received no concerns from planning staff, but was denied by the Committee of Adjustment, stating that the requested variance was not desirable for the appropriate development or use of the land.

In September 2023 the Ontario Land Tribunal issued an oral decision which concluded that the proposed Minor Variance had met the requirements for the four tests for a Minor Variance. Consequently, the Minor Variance was approved, and the proposed development became compliant with the required amenity space.

### 1.2.3 8 Additional Suites

Following the approval of the requested Minor Variance, the client submitted a building permit to develop an additional eight dwelling units within the existing building. During the permit review process, City staff failed to identify that the proposed development did not meet the required amenity space for the additional dwelling units. As a consequence, the building was 48 square metres deficient of the required amenity space.

## 1.3 Public Consultation Strategy

All public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following Public Engagement steps and activities will/have been undertaken in anticipation of the application submission:

### **Notification of Ward Councillor, Councillor Stephanie Plante**

- / The Ward Councillor has been notified via e-mail by the planning consultant of the proposed development in advance of the application submission.

### **Notification to residents and local registered Community Association(s)**

- / Will be completed by the City of Ottawa pursuant to the Planning Act and the City of Ottawa's Public Notification Policy.

### **Public Consultation Meeting(s)**

- / Should either the Ward Councillor or Community Association request a public consultation meeting, an agreed upon date and meeting format will be accommodated.

### **Planning Committee Meeting Advertisement and Report Mail out to Public**

- / Notification for this statutory public meeting will be undertaken by the City of Ottawa.

## 2.0 Site and Surrounding Context

### 2.1 Subject Property

The subject property, municipally known as 256 Rideau Street, is located in the Downtown area of Ottawa. The through-lot has frontages on the south side Rideau Street (17.7 metres) and north side of Besserer Street (17.1 metres). The subject property is on a block located between King Edward Avenue and Cumberland Street. The lot area of the property is 1,212.16 square metres. The property is presently occupied by a 29-storey mixed-use building, and provides no on-site parking for residents. The property is located within 400 metres of the Rideau LRT station, located on Rideau Street, west of the subject property.

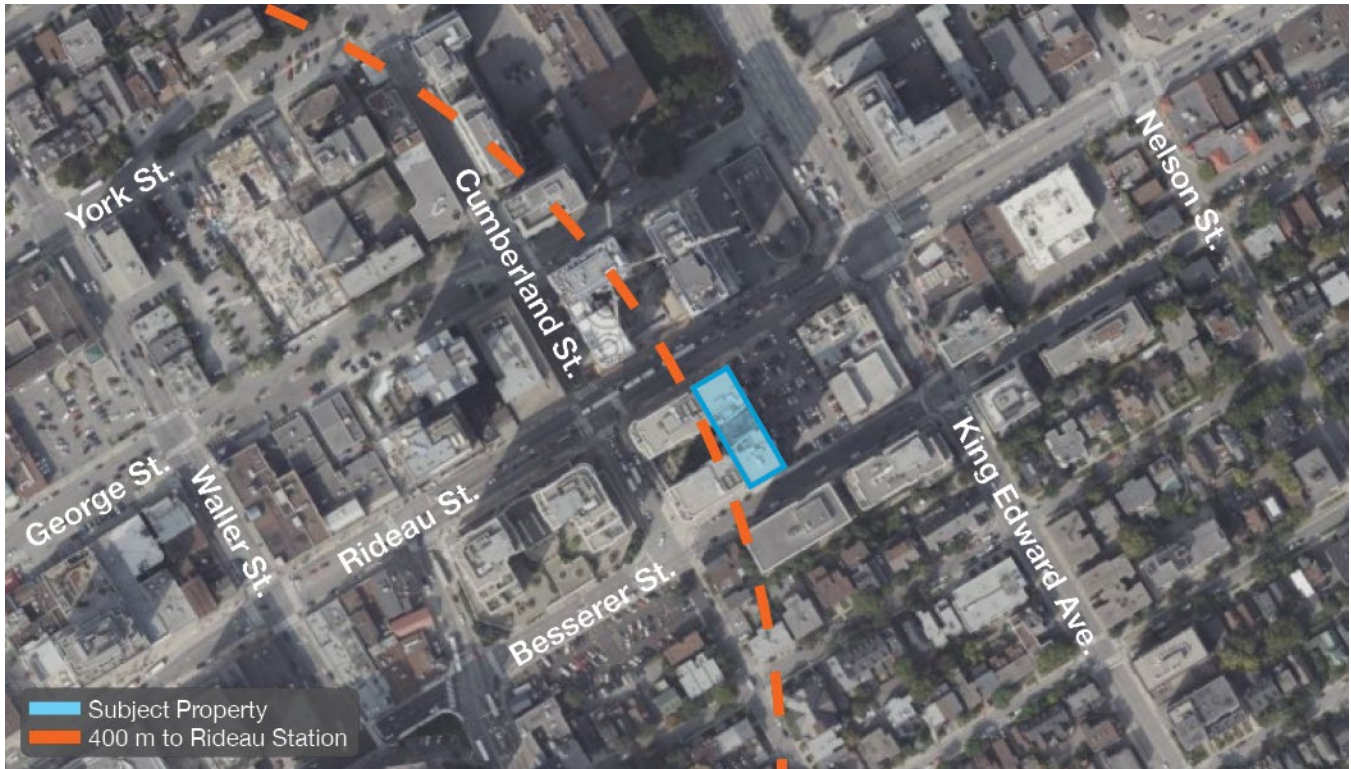


Figure 1: Aerial image of the subject property, its proximity to the, and the surrounding area.

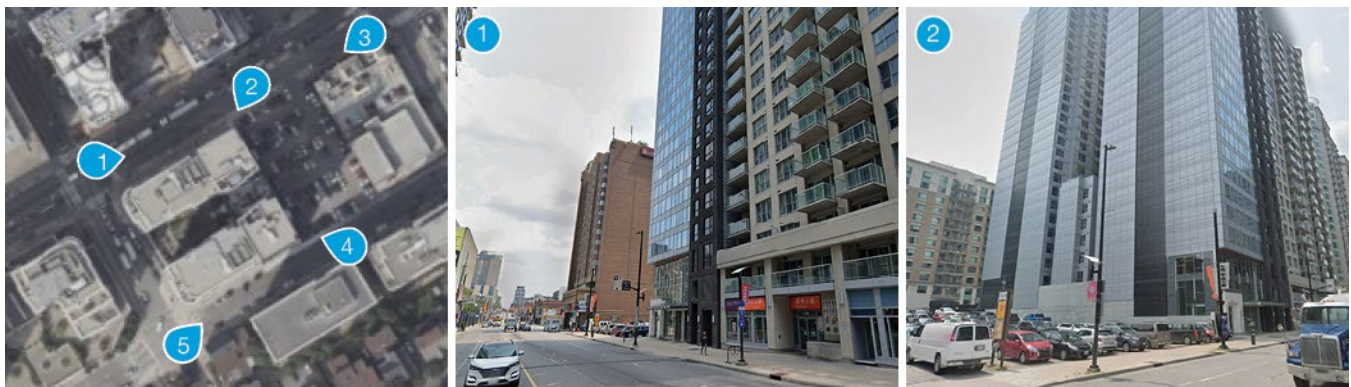




Figure 2: Street views of the subject property from varying locations.

## 2.2 Surrounding Context

The following uses are located in the area surrounding the subject property:

**North:** On the north side of Rideau Street, across from the subject property is the Claridge Royale, a multi-tower mixed use building contemplating heights of up to 28-storeys. Further north of Rideau Street, the area is characterized by a range of residential uses. Housing types range from single detached dwellings to high-rise developments. Other uses in the area include parkland, schools, and recreational facilities.

**East:** To the east of the subject property is the most northern area of the Sandy Hill neighbourhood. The area is primarily characterized by residential uses in the form of low and mid-rise buildings. Other uses in the area include institutional (embassies) schools, and parkland areas.

**West:** The ByWard Market is located approximately 200 metres west of the subject property. The area includes commercial uses such as restaurants, bars, and retail stores. Further west, Major's Hill Park and the Trans Canada Trail are located in close proximity to Parliament Hill.

**South:** The Sandy Hill neighbourhood is located immediately south of the subject property. The area is characterized by residential uses in the form of low and mid-rise development. The area also includes the Rideau Centre shopping centre, University of Ottawa, and the Ottawa Art Gallery.

## 2.3 Neighbourhood Amenities

Given the subject property's location on a Mainstreet in the Downtown Core Transect, the site enjoys close proximity to a variety of amenities, including many commercial uses such as restaurants, retail shops, grocery facilities, and large amounts of green space. The surrounding neighbourhood benefits from access to an LRT station within 400 metres. As well, the site is well-served with respect to attractions, parks and community facilities, including Parliament, ByWard Market, and the Rideau Shopping Centre.

A non-exhaustive list of neighbourhood amenities illustrates the wide range of uses, and includes:

- / Multiple active transportation routes, including the Trans Canada Trail;
- / Recreational facilities including tennis courts, baseball diamonds, and public swimming pools;
- / Parks include Sandy Hill Park, Confederation Park, MacDonald Park, Major's Hill Park, and Strathcona Park;
- / Schools including University of Ottawa, De La Salle Highschool, and York Street Public School.



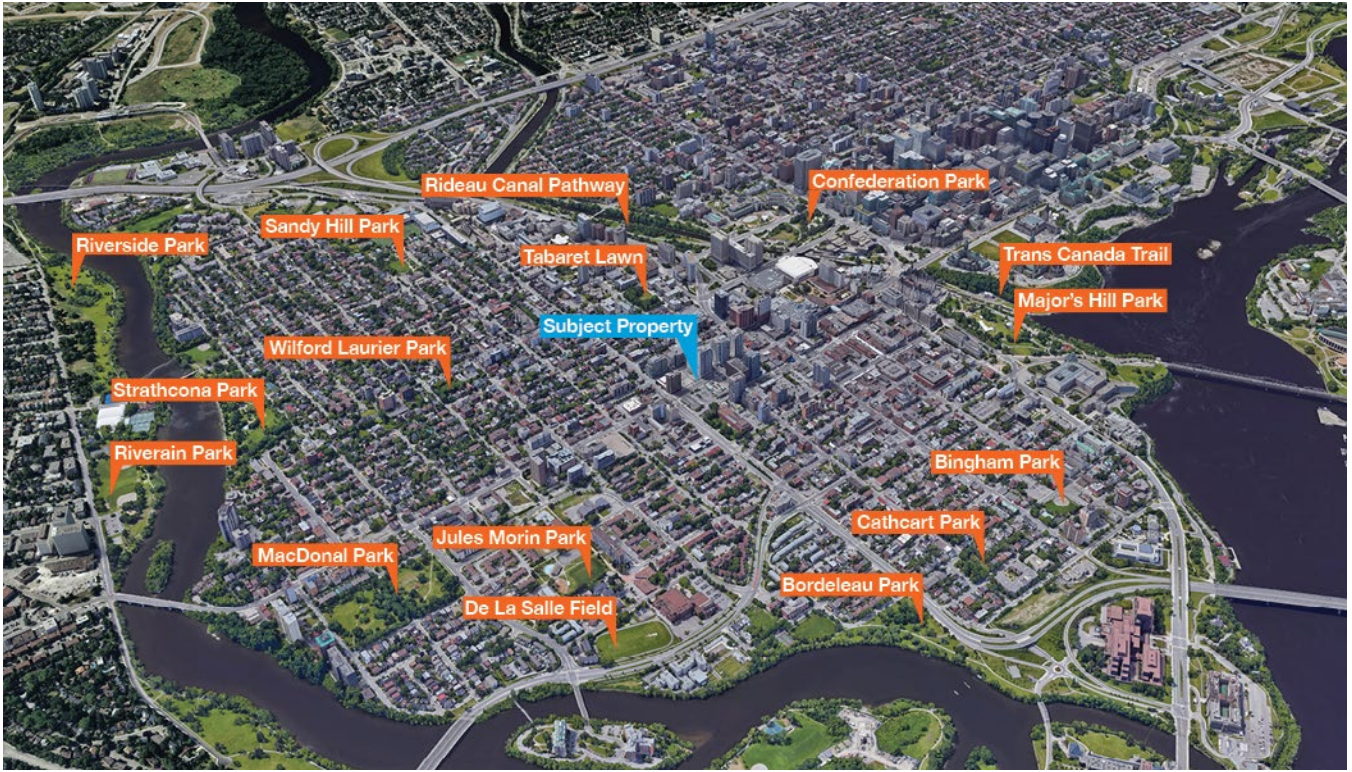


Figure 3: Aerial image of the subject property and parkland area within 1,000 metres of the subject property.

## 2.4 Road Network

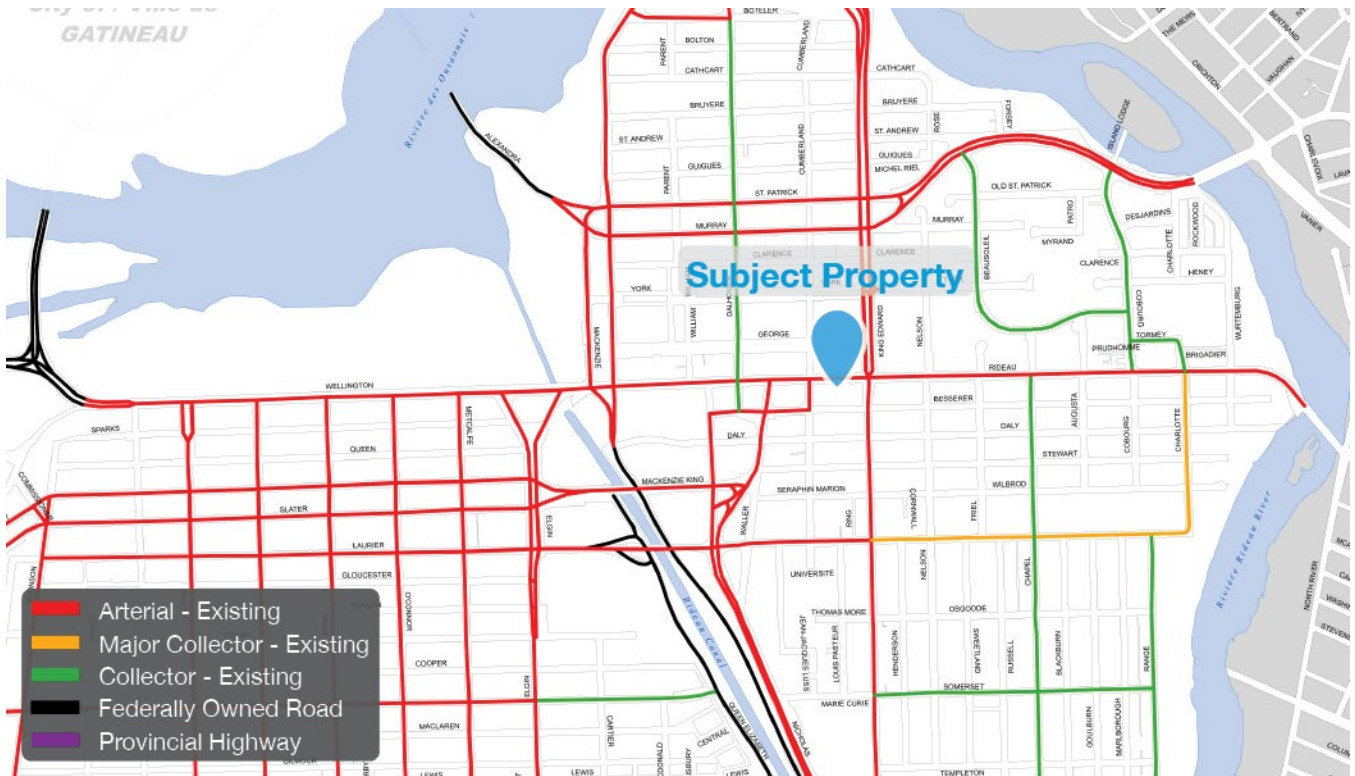


Figure 4: Schedule C5 – Downtown Core Road Network, City of Ottawa Official Plan.

The subject property is located on Rideau Street, which is identified on Schedule C5 (Figure 4) as an Arterial Mainstreet. Arterial Roads are roads within the City intended to carry higher volumes of traffic to local and regional destinations. These roadways function as major public and infrastructure corridors that are intended to accommodate not only vehicular traffic but also pedestrians, public utilities, cyclists and public transit as well. Due to their ability to accommodate increased capacity, Arterial Roadways are generally best suited for increased activity stimulated by residential and commercial intensification. The surrounding area is also characterized by other Arterial Roads, specifically Nicholas Street and Wellington Street, which provide efficient travel in both east-west and north-south directions.

## 2.5 Transit Network

The subject property is located within 400 metres of the Rideau rapid transit station. Additional OC Transpo routes are also conveniently located on Rideau Street. Within 20 metres of the subject property bus stops in both directions provide access to the 7, 12, 14, 15, 18, 31, 33, 35, 36, and 37 routes. Further, Rideau Street is designated as a Transit Priority Corridor, which is reflected in the level of transit services available on the street.



Figure 5: Schedule C2 – Transit Network, City of Ottawa Official Plan.

## 2.6 Active Transportation Network

As identified on Map 1 (Figure 6) of the City of Ottawa Transportation Masterplan, the subject property is in close proximity to the Cross-town Bikeway, located on Laurier Avenue, which provides cycling infrastructure throughout the City of Ottawa in east-west directions. Further, within 500 metres of the subject property cyclists and pedestrians can access major pathways, including the Rideau Canal Pathway and the Trans Canada Trail.

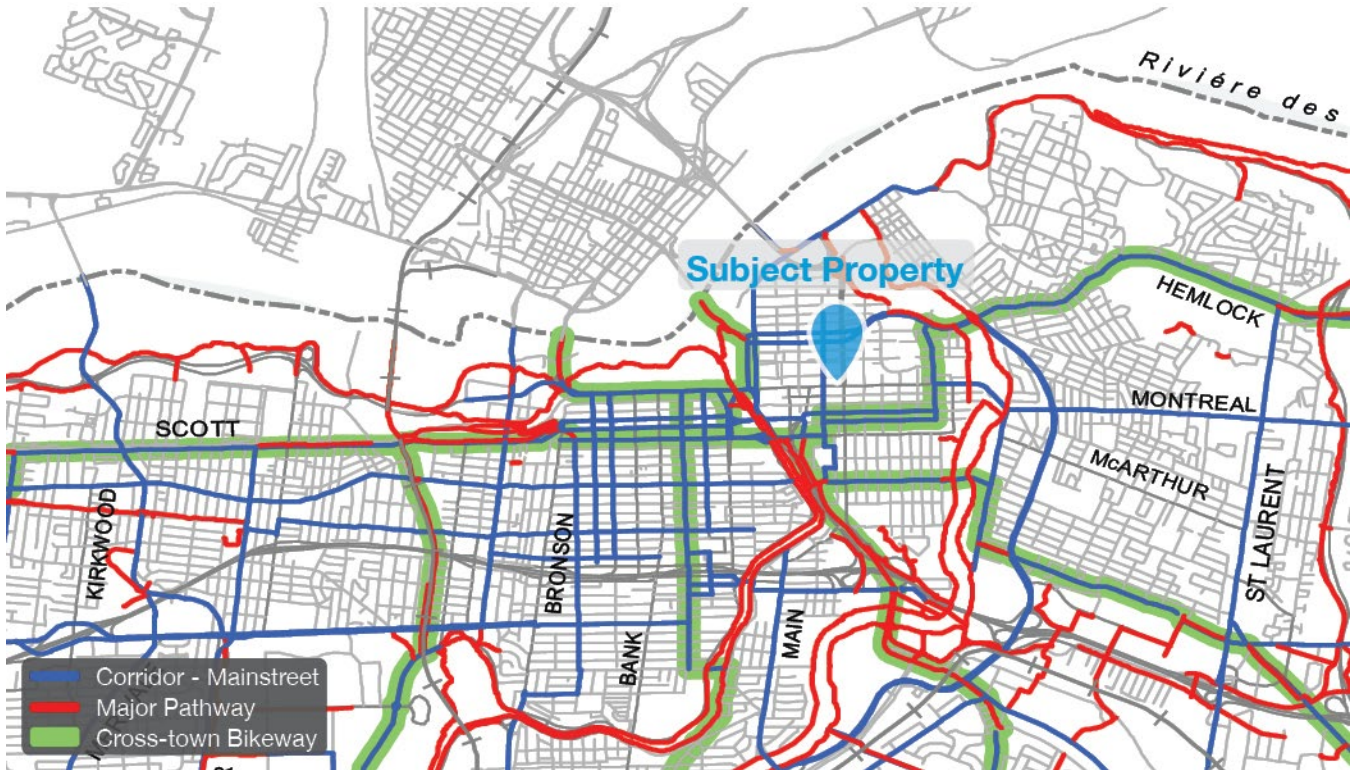


Figure 6: Map 1 – Cycling Network, City of Ottawa Transportation Masterplan.

## 4.0 Provided Amenity Space and Proposed Development

### 4.1 Provided Amenity Space

The existing building provides a variety of interior and exterior amenity spaces. Specific spaces include the following:

**A lounge on the first floor which includes pool tables and an associated sitting area**



Figure 7: Lounge area located on the main floor.

**Fitness area on the third floor which includes both cardio machines and free weights**

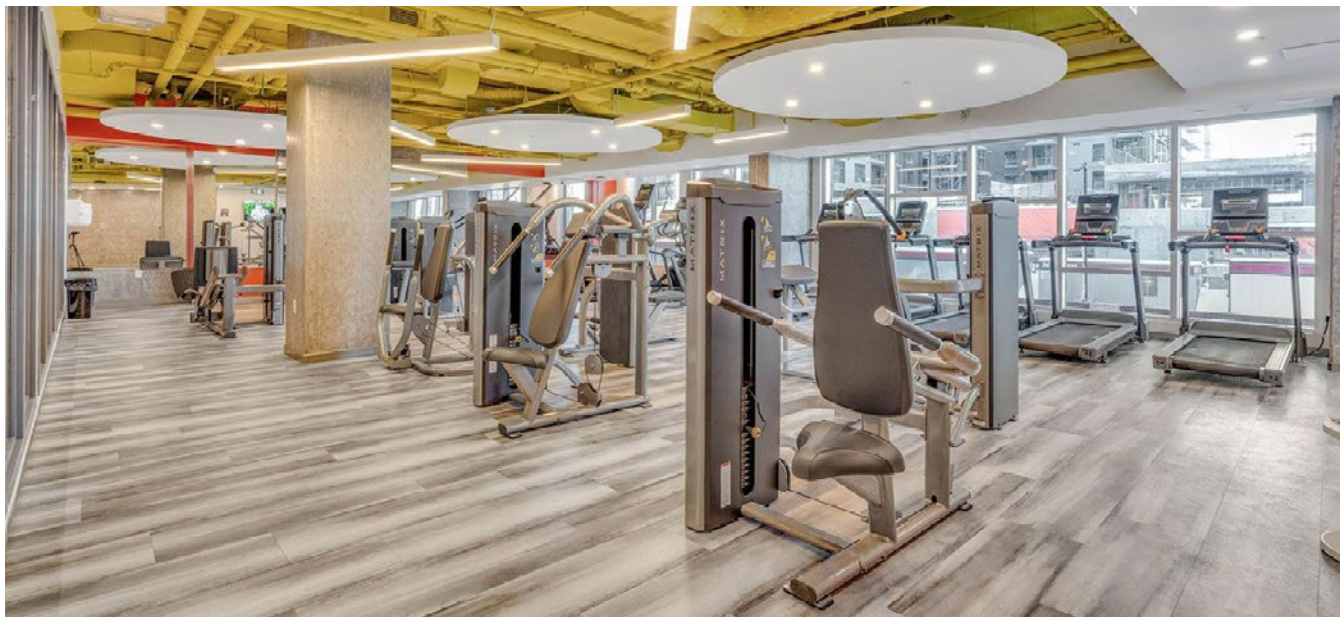


Figure 8: Gym area located on the third floor.  
**Study lounge with shared kitchen on the third floor**



Figure 9: Study area located on the third floor

**Study lounge on the ninth floor**

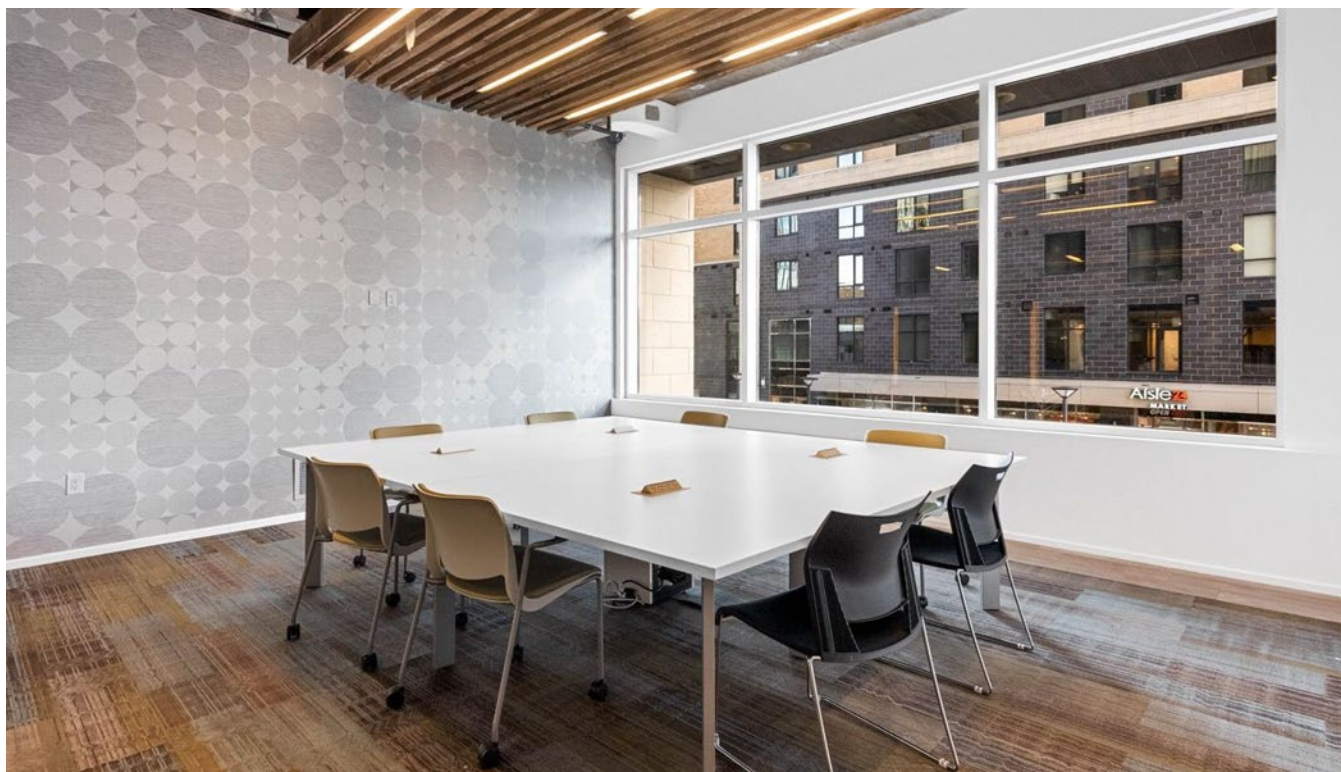


Figure 10: Shared study space located on the ninth floor.

### **Skylounge on the 29<sup>th</sup> floor**



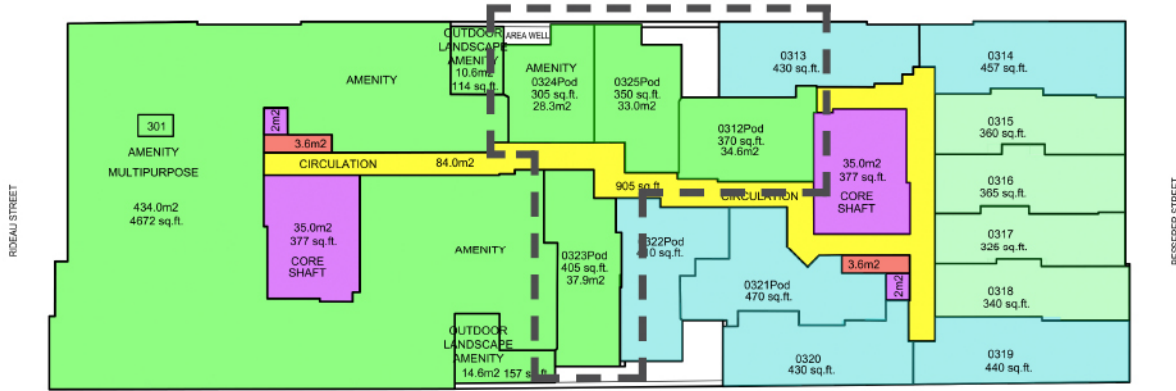
Figure 11: Rendered image of the exterior lounge area located on top of the building.

## 4.2 Proposed Additional Dwellings

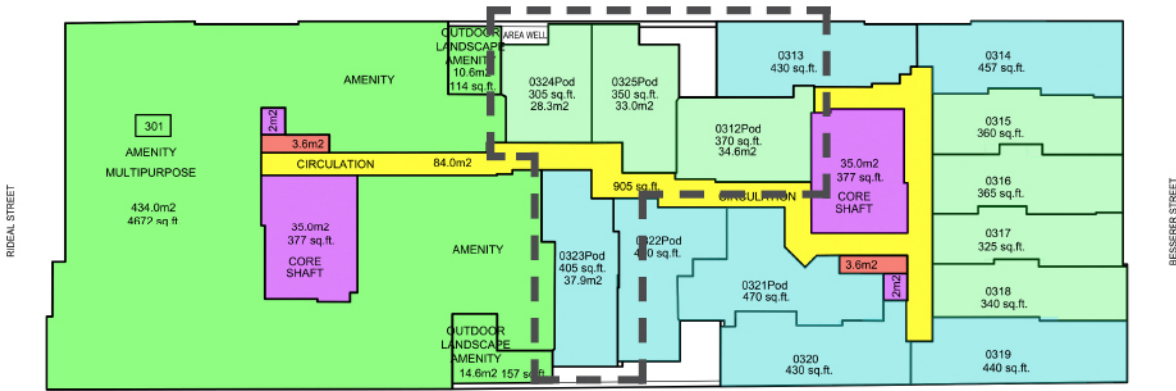
The following drawings identify the location of the proposed additional five dwellings to be located in the existing building.

### 4.2.1 Third Floor

As identified in Figure 12, the existing condition on the third floor of the subject property includes 99.2 square metres of amenity space in units 322, 323, 324, and 325. The proposed development looks to redevelop these four units as residential dwellings.



THIRD FLOOR AREA PLAN - 574 DWELLING UNITS  
 SUITES 0322, 0323, 0324 & 0325 ARE AMENITY



THIRD FLOOR AREA PLAN - 579 DWELLING UNITS

Figure 12: Floor Plan of the third floor of the existing building (top) and Floor Plan of the proposed additional dwellings (bottom).

**4.2.2 Penthouse Floor**

As identified in Figure 13, the tower Penthouse floor of the tower fronting Rideau Street presently has 62 square metres of amenity space located unit 2917 and 2918. The proposed redevelopment of the suites looks to redevelop the amenity spaces into a single barrier free suite of the same area.





## 5.0 Policy and Regulatory Framework

### 5.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) sets out a vision for land use planning in the Province of Ontario that encourages planning and development that is environmentally-sound, economically strong and that enhances quality of life. The PPS promotes intensification of built-up areas to efficiently use land where existing infrastructure and public service facilities are readily available to avoid unjustified and uneconomic expansions. Planning authorities must identify appropriate locations and promote opportunities for intensification and redevelopment.

The relevant policy interests to the subject application are as follows:

#### 2.1 Planning for People and Homes

2.1.4 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.

2.1.6 Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, longterm care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.

#### 2.2 Housing

2.2.1 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;
- b) permitting and facilitating:
  1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
  2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously

developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
- d) d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

### 2.3 Settlement Areas and Settlement Area Boundary Expansions

- 2.3.1.1 Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.
- 2.3.1.2 Land use patterns within settlement areas should be based on densities and a mix of land uses which:
  - a) efficiently use land and resources;
  - b) optimize existing and planned infrastructure and public service facilities;
  - c) support active transportation;
  - d) are transit-supportive, as appropriate; and e) are freight-supportive.
- 2.3.1.3 Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

### 2.4 Major Transit Station Areas

- 2.4.2.2 Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target of:
  - a) 200 residents and jobs combined per hectare for those that are served by subways;
  - b) 160 residents and jobs combined per hectare for those that are served by light rail or bus rapid transit; or
  - c) 150 residents and jobs combined per hectare for those that are served by commuter or regional rail.
- 2.4.2.3 Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:
  - a) planning for land uses and built form that supports the achievement of minimum density targets; and
  - b) supporting the redevelopment of surface parking lots within major transit station areas, including commuter parking lots, to be transit-supportive and promote complete communities.

### 2.9 Energy Conservation, Air Quality and Climate Change

- 2.9.1 Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:
  - a) support the achievement of compact, transit-supportive, and complete communities;
  - b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;
  - c) support energy conservation and efficiency;

- d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and
- e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.

### 3.6 Sewage, Water, and Stormwater

3.61 Planning for sewage and water services shall:

- a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;
- b) ensure that these services are provided in a manner that:
  1. can be sustained by the water resources upon which such services rely;
  2. is feasible and financially viable over their life cycle;
  3. protects human health and safety, and the natural environment, including the quality and quantity of water; and
  4. aligns with comprehensive municipal planning for these services, where applicable.
- c) promote water and energy conservation and efficiency;
- d) integrate servicing and land use considerations at all stages of the planning process;
- e) consider opportunities to allocate, and re-allocate if necessary, the unused system capacity of municipal water services and municipal sewage services to support efficient use of these services to meet current and projected needs for increased housing supply; and
- f) be in accordance with the servicing options outlined through policies 3.6.2, 3.6.3, 3.6.4 and 3.6.5.

**The proposed development is consistent with the policies of the Provincial Planning Statement. The proposed development represents an efficient use of land that has access to existing infrastructure, public facilities, employment, amenities and services. The subject property provides easy access to the active transportation on the existing network of pedestrian and cycling routes in the area. The proposed development supports transit as the subject property is within 400 metres of an existing LRT station and in close proximity to local bus routes along Rideau Street and King Edward Avenue. Finally, the proposed development will contribute to the supply of available housing by providing dwellings in an existing building.**

## 5.2 City of Ottawa Official Plan

The Official Plan for the City of Ottawa was approved November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

### 5.2.1 Strategic Directions

The Official Plan proposes five broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves include the following:

- a) **Achieve, by the end of the planning period, more growth by intensification than by greenfield development.**

Ottawa is projected to grow by 402,000 people by 2046, requiring 194,800 new households. The Official Plan assigns a 60 per cent share of future growth within Ottawa's existing built-up area by putting in place zoning and other mechanisms that avoid or delay further boundary expansions. The remainder of growth

will take place through greenfield development in undeveloped greenfield lands and additional developable land assigned through urban boundary expansion.

**b) By 2046, the majority of trips in the city will be made by sustainable transportation.**

The mobility goal of the Official Plan is that by 2046, more than half of all trips will be made by sustainable transportation. 40 per cent of Ottawa's current greenhouse gas emissions are transportation related. Sustainable transportation options are fundamental to 15-minute neighbourhoods and vibrant communities. Achieving this goal relies on the City's investments in transit, particularly the construction of further stages of Light Rail Transit (LRT) and funding of other rapid transit initiatives.

**c) Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.**

A goal of the Official Plan is to contribute towards stronger, more inclusive and more vibrant neighbourhoods and Villages. The Official Plan introduces a transect approach to distinguish Ottawa's distinct neighbourhoods and rural Villages, resulting in policies that are better tailored to an area's context, age and function in the city. Policies associated with land use designations, including Hubs, Corridors, Neighbourhoods and Rural Villages are specific to the context of each transect.

**d) Embed environmental, climate and health resiliency and energy into the framework of our planning policies.**

The Official Plan contains policies to encourage the evolution of neighbourhoods into healthy, inclusive and walkable 15-minute neighbourhoods with a diverse mix of land uses. It also includes policies to help the City achieve its target of 100 per cent greenhouse gas emissions reduction by 2050, its target of a 40 per cent urban forest canopy cover and to increase the City's resiliency to the effects of climate change.

**e) Embed economic development into the framework of our planning policies.**

In the Official Plan, an economic development lens is taken to policies throughout. While land use policies in the Official Plan alone do not ensure economic development, they provide a foundation for other City initiatives and programs to support economic development. In the Plan, flexible land use designations are adaptable to changing economic conditions, new industries and ways of doing business. The Official Plan also supports a broad geographic distribution of employment so that people have the choice to work closer to where they live.

**The proposed development conforms to the outlined Strategic Directions by providing increased intensification within an existing building, which is located within 400 metres of an existing rapid transit station and in an area that can be characterized as a walkable 15-minute neighbourhood, and in a contextually appropriate built form.**

### **5.2.2 Cross-Cutting Issues**

Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- / Intensification
- / Economic Development
- / Energy and Climate Change
- / Healthy and Inclusive Communities
- / Gender Equity
- / Culture

**The proposed development conforms to the above noted Cross-Cutting Issues by providing intensification with an existing mixed-use building, which makes does not provide services or uses that could be understood to be discriminatory based on gender or cultural associations.**

### 5.2.3 Transect Policy Area

Schedule A of the Official Plan divides the City into six concentric policy areas called Transects. Each Transect represents a different gradation in the type and evolution of built environment and planned function of the lands within it, from most urban (the Downtown Core) to least urban (Rural). Throughout the Transect policies, references are made to urban and suburban built form and site design. The Transect Policies provide direction on minimum and maximum height based on context through the type of Transect and designation.



Figure 14: Schedule A – Transect Policy Area, City of Ottawa Official Plan.

As identified on Schedule A of the City of Ottawa Official Plan (Figure 14), the subject property is located in the **Downtown Core Transect**. The Downtown Core is a mature built environment whose urban characteristics of high-density, mixed uses and sustainable transportation orientation are to be maintained and enhanced. The Downtown Core is the most significant focus area in which intensification will be demonstrated. New development will look to prioritize walking, cycling and transit, maintain and enhance an urban pattern of built form, and site design and mix of uses, and locate the tallest buildings and greatest densities in the Transect.

The proposed development meets the following Downtown Core policies outlined in **Section 5.1**, among others:

#### Maintain and enhance an urban pattern of built form, site design and mix of uses

5.1.1.1 The Downtown Core's established and intended built form is urban as defined by Table 6. All development shall maintain and enhance the urban pattern of built form and site design.

**The proposed development meets all the characteristics outlined in Table 6, which pertain to the urban built form and site design. Specific emphasis is placed on the relationship with the abutting building and limited setbacks to remain compatible with the existing built form of the Downtown Core.**

5.1.1.2 The Downtown Core shall continue to develop as healthy 15-minute neighbourhoods within a highly mixed-use environment, where:

- a) Hubs and a dense network of Corridors provide a full range of services;
- b) A high concentration of employment is maintained and increased;
- c) Existing and new cultural assets are supported, including those that support music and nightlife; and
- d) Residential densities are sufficient to support the full range of services noted in Policy a).

**The proposed development is located on a Mainstreet Corridor and abuts the Hub designation, in an area characterized by employment, residential, and commercial uses, all which support the existing 15-minute neighbourhood. The addition of 5 dwelling units to an existing building will further improve the existing 15-minute neighbourhood.**

5.1.1.3 The public realm in the Downtown Core should be of a consistently high quality that compensates for the smaller public, private and semi-private spaces available in the core

**Please see Figure 3, which identifies parkland and multi-use pathways within 1 kilometre of the subject property. Further, 193 square metres of rooftop amenity space is provided on the ninth floor of the building.**

- 5.1.1.6 The Downtown Core is planned for higher-density, urban development forms where either no on-site parking is provided, or where parking is arranged on a common parking area, lot or parking garage accessed by a common driveway. The following policies apply to private approaches:
- a) The privatization of curb space through increasing private approaches, whereby an on-site private parking space for one or two landowners precludes the use of curb space for street parking and other purposes for all users:
    - i) Is generally discouraged; and
    - ii) May be prohibited on small or narrow lots, or where such private approaches are proposed to serve a small number of parking spaces.
  - b) Maintaining or enhancing unbroken curb space for short-term, visitor and permit-zone street parking and other common purposes and front yard space for trees and intensive landscaping, is given priority over private approaches;

**No parking is presently provided on site to residents, and no parking is contemplated as part of the proposed development of 8 dwelling units.**

### **Prioritize walking, cycling and transit within, and to and from, the Downtown Core**

5.1.2.2 The transportation network for the Downtown Core shall prioritize walking and cycling for short trips, and cycling and transit for longer trips, such that convenience and safety for pedestrians, cyclists and transit users shall take priority over private motor vehicle access and movement in the Downtown Core.

**The proposed development contemplates the additional of 5 dwelling units in an existing building which is located in an area that is well connected to modes of transportations other than automobile travel. This includes an LRT station within 400 metres of the subject property and being located on a Cross-town Bikeway. Further, the property is located in an area that is well connected to employment, commercial, and recreational areas creating a 15-minute neighbourhood, negating the need for a private motor vehicle to access daily needs and activities.**

### **Provide direction to the Hubs and Corridors located within the Downtown Core Transect**

- 5.1.4.1 Maximum and minimum building heights in the Downtown Core where a Hub designation applies, except where a secondary plan permits or restricts otherwise, are as follows:
- a) Up to 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned O-Train station, between 4 storeys and High-rise inclusive;
  - b) Despite Policy a), greater heights, in accordance with Subsection 5.1.3, Policy 1) may be considered subject to a zoning amendment on: i) Lands that contain or are adjacent to, and within 100 metres walking distance of an O-Train station; or ii) North of Nepean Street.
  - c) Outside the area described by a) and b), not less than 3 storeys and not more than 6 storeys; and
  - d) In order to provide a transition from the Hub to the adjacent built form, despite Policy c), on lands within and abutting the boundary of the Hub, heights may be restricted to the maximum height permitted by the Zoning By-law on the lands in the abutting designation.

**The proposed development is located within 400 metres of an LRT station in the Downtown area. The development contemplates the addition of 5 dwelling units in an existing building that is 29-storeys tall which meets all built form provisions outlined in the Official Plan, Secondary Plan, and Zoning By-law.**

- 5.1.4.2 The Zoning By-law may prohibit buildings with only one type of use in Hubs within the Downtown Core Transect, and developments shall be required to co-locate within the same building complementary functions and uses, including but not limited to residential, office, commercial and institutional.

**The existing building provides 193 square metres of commercial area at-grade along Rideau Street. No alteration to the commercial unit is contemplated.**

- 5.1.4.3 On Downtown Core Mainstreet Corridors, minimum 2 storeys and maximum building heights generally up to 9 storeys are permitted subject to appropriate height transitions, stepbacks and angular planes, except where a secondary plan or area-specific policy specifies greater or lower heights.

**The existing building is 29-storeys tall, which is consistent with the maximum permitted building height for the subject property, as outlined in the Central and East Downtown Core Secondary Plan and Schedule 61 of the Zoning By-law.**

#### **5.2.4 Urban Designation**

Within each Transect, designations further articulate maximum building heights and minimum densities. The four residential designations are Hubs, Mainstreet Corridors, Minor Corridors, and Neighbourhoods. Each designation represents a different progression in the type and evolution of built environment and development heights and densities, from taller and denser (Hubs) to lower and less dense (Neighborhoods).



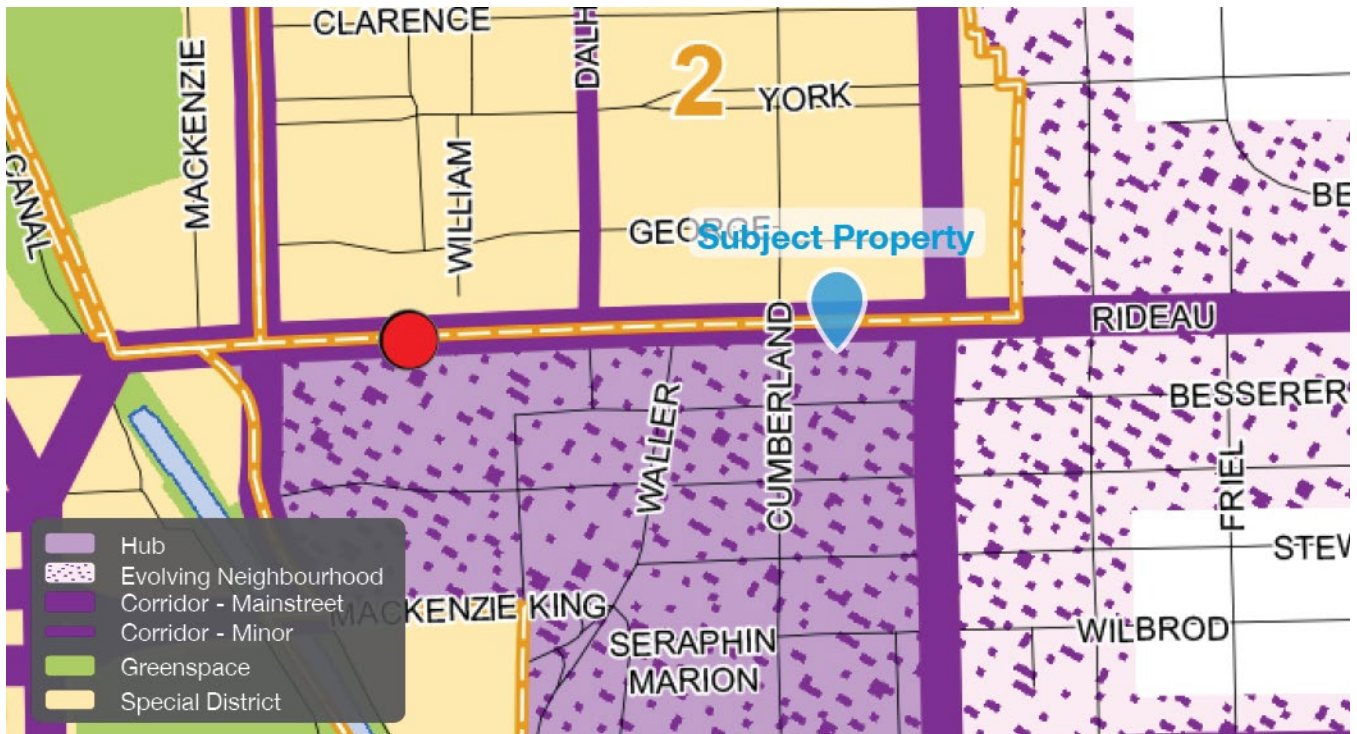


Figure 15: Schedule B1 – Downtown Core Transect, City of Ottawa Official Plan.

As identified on Schedule B2 of the City of Ottawa Official Plan (Figure 15) the subject property is designated as a **Mainstreet Corridor**. The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting Neighbourhoods, but lower density than nearby Hubs. The Corridor designation includes two sub-designations, Mainstreet Corridors (also referred to as Mainstreets) and Minor Corridors. Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. **The subject property overlaps with the Hub designation. As per Policy 6.1.1.6, the building height policies that govern Hubs shall be applied to the subject property.**

The proposed development meets the following Mainstreet Corridor designation policies outlined in **Section 6.2** of the Official Plan, among others:

#### Define the Corridors and set the stage for their function and change over the life of this Plan

- 6.2.1.2** Development within the Corridor designation shall establish buildings that locate the maximum permitted building heights and highest densities close to the Corridor, subject to building setbacks where appropriate. Further, development:
- a) Shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations;

**The proposed development contemplates the addition of 5 dwelling units in an existing building, which provides a built form that is consistent with the policies of the Official Plan, Secondary Plan, and relevant Design Guidelines.**

- 6.2.1.3** Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment. The City may require through the Zoning By-law and/or development applications to amend the Zoning By-law:

- a) Commercial and service uses on the ground floor of otherwise residential, office and institutional buildings with a strong emphasis on uses needed to contribute to 15-minute neighbourhoods;
- b) Residential and/or office uses on the upper floors of otherwise commercial buildings;

**The existing building is a mixed-use building that provides 193 square metres of commercial area, in addition to 574 dwelling units. The proposed development looks to add 5 additional dwelling units which will improve the existing dense mixed-use urban environment present in the surrounding area.**

### 5.2.5 Protected Major Transit Station Area

The subject property is located within a Protected Major Transit Station Area, as identified on Schedule C1 of the Official Plan (Figure 9). PMTSAs are a tool to establish transit supportive densities and uses in defined areas that surround rapid transit stations. PMTSAs include minimum density requirements and minimum large-household dwellings (more than two bedrooms) within the identified intensification area. The Downtown PMTSA has a minimum residential density requirement of 350 dwellings per net hectare, and a minimum proportion of large-household dwellings requirement of five percent, with a target of ten percent.



Figure 16: Schedule C1 – Protected Major Transit Station Areas, City of Ottawa Official Plan.

The proposed development meets the following Protected Major Transit Station Area policies outlined in **Section 6.1.2** of the Official Plan, among others:

#### Set out the direction for Protected Major Transit Station Areas

- 6.1.2.3** Permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions

**The existing building and uses, as well as the proposed development of 5 additional dwelling units is compliant with the permitted uses within a PMTSA.**

**6.1.2.4** The minimum building heights and lot coverage requirements within PMTSAs except as specified by a Secondary Plan, are as follows:

- a) Within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 4 storeys with a minimum lot coverage of 70 per cent;

**The existing building is located within 400 metres walking distance of a rapid transit station and has a lot coverage greater than 70 per cent.**

### 5.2.6 Urban Design

Urban Design is the process of giving form and context to our city to create the theatre of public life. It concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

The subject property is identified as a Tier 2 – National and Regional Design Priority Area (DPA) per Table 5 – Design Priority Areas of the Official Plan, as it is located along a Mainstreet Corridor within the Downtown Core. Tier 2 areas are defined as areas of national and regional importance to defining Ottawa's image. These areas support moderate pedestrian volumes and are characterized by their regional attractions related to leisure, entertainment, nature or culture.

**Section 4.6** of the Official Plan contemplates an urban design framework to outline the City's urban design program.

**Enable the sensitive integration of new development of Low-rise, Mid-rise and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all**

**4.6.6.4** Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential

- a) Provide protection from heat, wind, extreme weather, noise and air pollution; and
- b) 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.

**The requested Minor Zoning By-law seeks relief to provide 1,349.8 square metres of amenity space, whereas 2,355.6 square metres is required. However, the provided amenity space meets both requirements noted. First, the exterior amenity space, located on the ninth floor provides protection from weather and noise pollution through its height above the street, and location between the building's two towers. Further, the provided indoor space includes programmed spaces such as a gym, study areas, lounges, and games rooms.**

**While the proposed development does not meet the required amenity space provision, the space provided is well designed, purpose built, and programmed to offer residents a myriad of spaces and activities within the building.**

### 5.2.7 Growth Management Framework

Ottawa is a large municipality with different geographies that will accommodate different amounts and types of growth. **Section 3** of the Ottawa Official Plan contemplates how the City aims to guide the evolution of growth to create a city of proximities as opposed to a city of distance. Within the Greenbelt, where most of the housing growth in the built-up area is expected to occur, new housing development will be both in the form of larger dwelling units and apartments.

The policy intent of the City's Growth Management Framework is:

- / To provide an appropriate range and mix of housing that considers the geographic distribution of new dwelling types and/or sizes to 2046;
- / To provide a transportation network that prioritizes sustainable modes over private vehicles, based on the opportunities for mode shifts presented by each transect area context;
- / To prioritize the location of residential growth to areas with existing municipal infrastructure, including piped services, rapid transit, neighbourhood facilities and a diversity of commercial services;
- / To reduce greenhouse gas emissions in the development and building sectors and in the transportation network; and
- / To establish a growth management framework that maintains a greater amount of population and employment inside the Greenbelt than outside the Greenbelt.

The proposed development meets the following Growth Management Framework policies among others:

### Designate Sufficient Land for Growth

3.1.3 The urban area and villages shall be the focus of growth and development.

**As outlined in the Transect Policy section, the subject property is within the urban area and located in an ideal location for further intensification based on the policy analysis presented throughout this report.**

### Support Intensification

3.2.1 The target amount of dwelling growth in the urban area that is to occur through intensification is 51% and represents the proportion of new residential dwelling units, excluding institutional and collective units such as senior's and student residences, based upon building permit issuance within the built-up portion of the urban area

**The proposed development looks to add an additional 5 dwelling units to a mixed-use building which presently includes 574 dwelling units and 193 square metres of commercial space.**

3.2.2 Intensification may occur in a variety of built forms and height categories, from Low-rise to High-rise 41+ buildings provided density requirements are met. Unless more specific policies provide alternate direction, minimum densities are intended to establish a minimum starting point for the intensity of development, and maximum building heights are intended to establish a limit to building height.

**The subject property is designated as a Mainstreet Corridor in the Downtown Core Transect. The Official Plan's height category classifies the subject property as suitable for "Low-rise and Mid-rise and High-rise: minimum 2 storeys and maximum 40 storeys dependent on road width and transition". As discussed elsewhere in this Rationale, the redevelopment meets the minimum densities established for this area of the City.**

3.2.3 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 as shown on Schedules B1 through B8.

**The subject property is located within a Mainstreet Corridor and the proposed development looks to contribute to the intensification of an area designated for greater density. Further, the development of 5 additional dwelling units will contribute to the vitality and sustainability of the goals of a 15-minute neighbourhood in the area.**

3.2.4 Intensification is permitted in all designations where development is permitted taking into account whether the site has municipal water and sewer services. This Plan supports intensification and the approval of applications for intensification shall be in conformity with transect and overlay policies as applicable

**The subject property is located along a Mainstreet Corridor within the Downtown Core Transect. Further, the subject property is fully serviced and previously provided supporting studies included in the original Site Plan Control application confirm the available capacity within the municipal water and sewer systems.**

3.2.8 Intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices.

**The proposed development will diversify and increase the variety of dwelling units in the neighbourhood. The unit mix of the building includes a range, from studio units to 4-bedroom units. The unit mix meets the requirement in the Official Plan for large household units at 5% of the units.**

3.2.10 The residential density and proportion of large household dwelling targets as shown on Schedules B1 through B8 are established in Table 3a for Hubs and Mainstreet Corridors and Table 3b for Neighbourhoods and Minor Corridors. Within Neighbourhoods, provide for a diversity of housing opportunities such that generally, higher densities will be directed closer to Mainstreets, Minor Corridors, rapid transit stations, Hubs and major neighbourhood amenities with lower densities further away from such features such that the overall density in Neighbourhoods meets or exceeds those in Table 3.

**Per Table 3a, the minimum area-wide density requirement for Downtown Core is 500 people and jobs per gross hectare, with a minimum residential density requirement for intensification for Mainstreets of 350 dwellings per net hectare. The proposed development's residential density exceeds the Official Plan's density requirements.**

#### **5.2.8 Parks and Recreational Facilities**

Given that Cash-in-lieu of Parkland was provided when the subject property was originally developed, further cash-in-lieu of parkland will be provided as per the Parkland Dedication By-law.

### **5.3 Central and East Downtown Core Secondary Plan**

The Central and East Downtown Core Secondary Plan provides the strategic planning direction to guide future development and redevelopment within the Central and East Downtown Core. This secondary plan consolidates several former secondary plans, including the Central Area, Sandy Hill, Centretown and Uptown Rideau Street Secondary Plans.

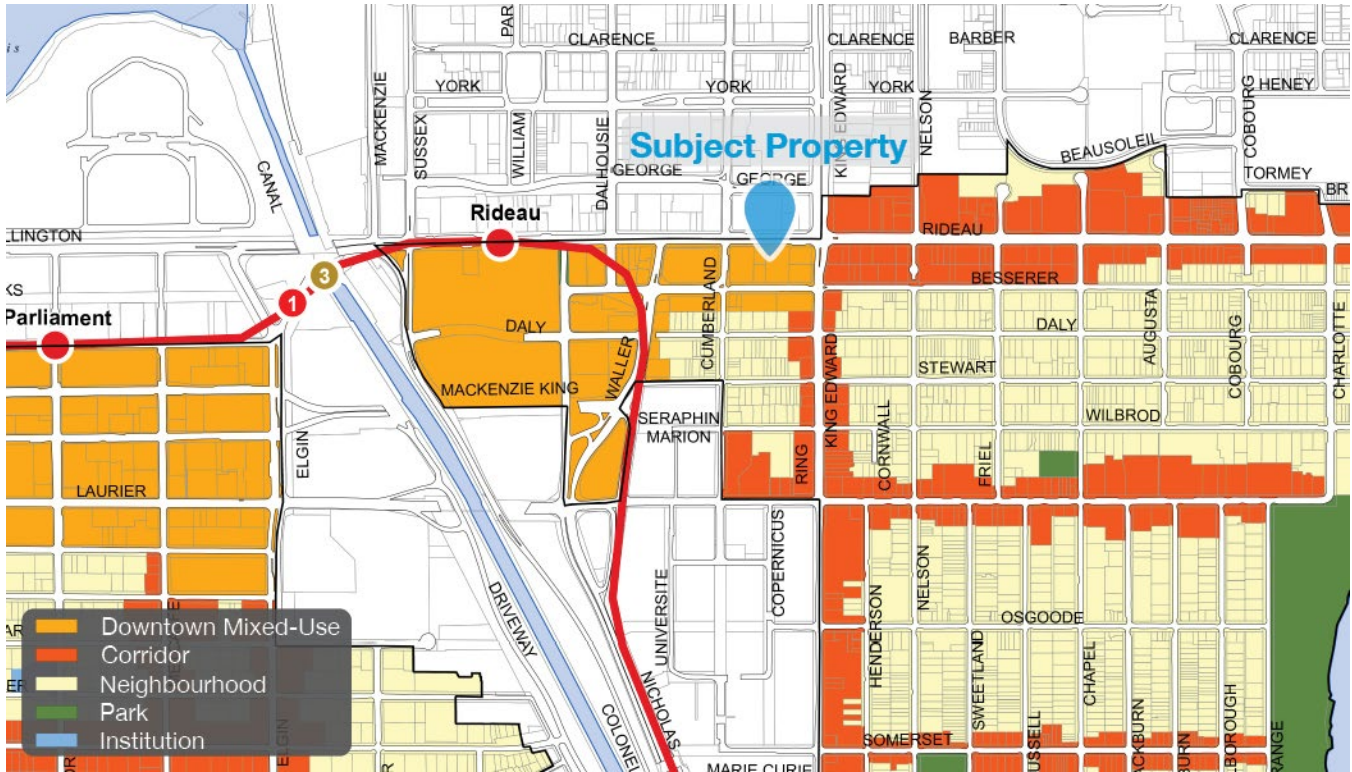


Figure 17: Schedule B – Designation Plan, Central and East Downtown Core.

### 5.3.1 General Policies

General policies that pertain specifically to amenity space are outlined below.

- 3.1.1 Development will contribute positively to the entire adjacent public realm. It should maximize the activity visible from the public realm and the activity easily accessible to it. Measures include but are not limited to:
- b) Usable indoor and/or outdoor amenity areas where possible. These amenities are meant to encourage people to linger in or within view of the public realm. Examples include patios, porches, atria, stoops, etc.
  - d) Notwithstanding Section 3.1 - Built Form, Policies 1) b) and f), residential units at or near the ground floor and their private outdoor amenity spaces should provide a comfortable degree of privacy, while also accommodating easy interaction with the public realm.

**Please refer to Section 4 of this report for a fulsome description of the amenity spaces, their uses, and locations.**

- 3.1.3 Further to Section 3.1 - Built Form, Policy 2), continuous at-grade retail and commercial frontages with public access from the street will be provided along the entirety of Rideau Street, Bank Street and Elgin Street (north of McLeod Street). Amenity rooms or similar types of spaces reserved only for residents of a building shall not be permitted along mainstreet frontages

**Please refer to Section 4 of this report for a fulsome description of the amenity spaces, their uses, and locations.**

**5.3.2 Designation Areas**

The subject property is located in the **Downtown Mixed-Use Designation Area**. Downtown Mixed-Use areas will provide uses and infrastructure which support the Downtown Core Transect’s role as the main hub of the National Capital Region’s activity. These areas require an intense mix of uses, including residential, major employment and retail. Development in this designation should comply with the following provisions:

- / Provide active uses along the entire ground floor frontage;
- / Uses which do not contribute activity and animation to the public realm should be located away from the building’s frontage;
- / Parking garage entrances and loading facilities will, wherever possible, be located on a different wall than that of the main building frontage and accessed from a side street;
- / Residential parking, office parking and loading facilities will share the same curb cut and access point unless it is demonstrated that such arrangement is impossible to design;
- / Curb returns leading to garage and loading doors are not permitted; and
- / Any vehicular access crossing a public sidewalk shall be designed to maintain a level sidewalk and give absolute priority to pedestrian safety.

**The proposed development meets all the provisions of the Downtown Mixed-Use designation.**

**5.3.3 Permitted Heights**

As identified on Schedule C of the Secondary Plan (Figure 12), the subject property is permitted heights that are associated with the **Angular Height Plane** which are identified on Schedule C6B of the Official Plan.

**The proposed development contemplates the addition of 5 dwelling units in two existing 29-storey towers, both of which remain under the Angular Height Plan restrictions for development in close proximity to Parliament.**

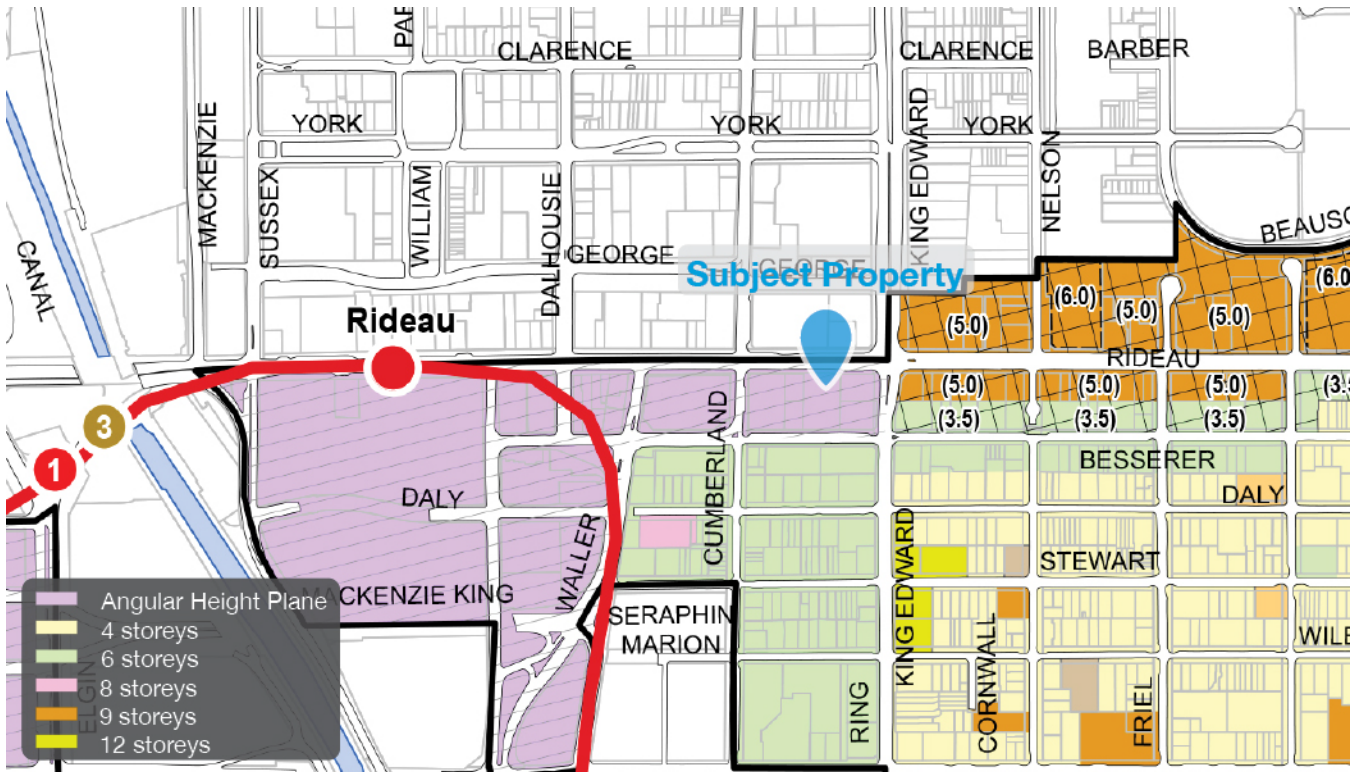


Figure 18: Schedule C – Maximum Built Heights, Central and East Downtown Core Secondary Plan.

The subject property is currently zoned **Mixed-Use Downtown, Urban Exception 2345, Schedule 61 – MD[2345] S61**. The purpose of the Mixed-Use Downtown zone is as follows:

- / Support the Central Area, as designated in the Official Plan, as the central place in the region for employment and shopping while also allowing residential, cultural and entertainment uses;
- / Ensure that the Character Areas in the Central Area, namely the Core Area, the Parliamentary Precinct, the ByWard Market, the Rideau/Congress Centre, the Canal Area, Lowertown, Upper Town, Sandy Hill West, LeBreton Flats and the four Business Improvement Areas, Rideau, Sparks, ByWard Market and Bank Streets, continue to serve as primary business or shopping areas and maintain their distinct character;
- / Facilitate more intense, compatible and complementary development to ensure that the active, pedestrian-oriented environment at street level, particularly along Bank Street, Sparks Street and Rideau Street is sustained; and
- / Impose development standards that will protect the visual integrity and symbolic primacy of the Parliament Buildings and be in keeping with the existing scale, character and function of the various Character Areas and Business Improvement Areas in the Central Area while having regard to the heritage structures of the Central Area.



Figure 19: Zoning map of subject property and surrounding area.

In addition to permitting a large variety of commercial and community oriented uses, the MD zone permits the following residential uses:

- |                                 |                                |                                |
|---------------------------------|--------------------------------|--------------------------------|
| / apartment dwelling, high rise | / apartment dwelling, mid rise | / apartment dwelling, low rise |
| / dwelling unit                 | / retirement home              | / retirement home, converted   |
| / rooming house                 | / stacked dwelling             | / bed and breakfast            |



**Urban Exception 2345** includes the following additional zoning provisions:

- / Despite Table 101, no parking is required for dwelling units.
- / Despite Table 102, a minimum of 14 visitor parking spaces are required.
- / Despite Section 106, nine visitor parking spaces may be a minimum of 2.4 metres wide.
- / Despite Section 107(1)(a)(ii), the minimum permitted driveway width for a double traffic lane is 4.8 metres.
- / Despite Table 107, the minimum required aisle width accessing parking spaces at 90 degrees is 6.6 metres.
- / Despite Section 111(9), there is no minimum aisle width for accessing bicycle parking spaces located in the yard abutting Rideau Street.

**Schedule 61** (Figure 12) identifies permitted heights on the subject property and range from between 141.4 to 155.1 metres above sea level.

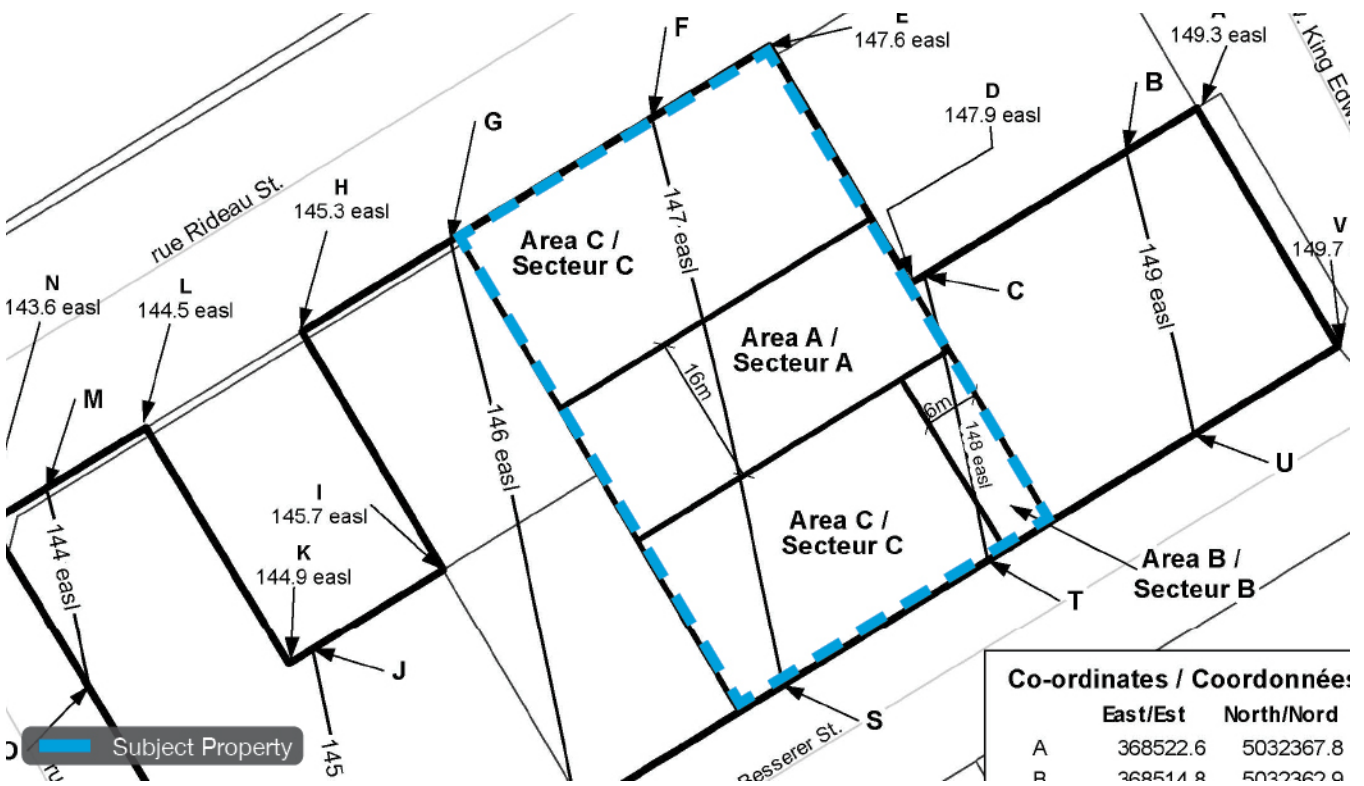


Figure 20: Schedule 61 – City of Ottawa Comprehensive Zoning By-law.

The following table provides a summary of the Mixed-Use Downtown zone as detailed in Zoning By-law 2008-250 and demonstrates how the development meets the provisions.

Zoning Mechanism	Provision	Provided	Compliance
Minimum Lot Area	No minimum	1,222 square metres	✓
Minimum Lot Width	No minimum	20.12 metres	✓
Minimum Front Yard Setback	No minimum	0.6 metres	✓
Minimum Interior Side Yard Setback	No minimum	0.0 metres	✓

Zoning Mechanism	Provision	Provided	Compliance
<b>Minimum Rear Yard Setback</b>	No minimum	0.0 metres	✓
<b>Maximum Building Height</b> <i>Schedule 61</i>	As per Schedule 61	As per Schedule 61	✓
<b>Minimum Amenity Area</b>	2,355.6 square metres	1,349.8 square metres	X

The following table summarizes the proposed development's compliance with zoning relating to parking requirements.

Zoning Mechanism	Provision	Provided	Compliance
<b>Minimum Required Vehicle Parking Spaces</b> <i>Exception 2345</i>	Residential: No Minimum	0	✓
	Visitor: 14	14	✓
	Retail: 0	0	✓
<b>Minimum Driveway Width</b> <i>Exception 2345</i>	Parking garage: 4.8 metres	4.8 metres	✓
<b>Minimum Aisle Width</b>	Parking garage: 6.0 metres	6.0 metres	✓
<b>Minimum Parking Space Dimensions</b> <i>Exception 2345</i>	Length: 5.2 metres Width: 2.6 metres	5.2 x 2.6 m	✓ ✓
	9 of the required parking spaces may be 4.6 m by 2.4 m	9	✓
<b>Minimum Required Bicycle Parking Spaces</b>	Residential: 0.5 per unit (290)	298	✓
<b>Minimum Bicycle Parking Space Dimensions</b>	1.8m x 0.6m	1.8m x 0.6m	✓
<b>Minimum Bicycle Parking Space Aisle Width</b> <i>Exception 2345</i>	No minimum	N/A	✓
<b>Maximum Provision of Vertical Bicycle Parking Spaces</b>	50%	<50%	✓
<b>Loading Space Rates</b>	None required	0	✓

As demonstrated in the zoning tables above, the proposed development adheres to the intent of the MD zone. Which is to regulate development to provide high levels of intensification in a manner that is compatible with the Downtown Core area. The proposed exception will address the reduction in amenity space and is further rationalized in Section 4 of this Rationale.

## 6.0 Proposed Amendment

### 6.1 Minor Zoning By-law Amendment

The requested Minor Zoning By-law Amendment is proposed to rezone the subject property from Mixed-Use Downtown Zone, Urban Exception 2345, Schedule 61 – **MD[2345] S61** to Mixed-Use Downtown Zone, Urban Exception XXXX, Schedule 61 – **MD[XXXX] S61**.

### 6.2 Urban Exception

The Zoning By-law Amendment will include the following relief:

- / All Urban Exception provisions identified in the existing Urban Exception 2345:
  - Despite Table 101, no parking is required for dwelling units;
  - Despite Table 102, a minimum of 14 visitor parking spaces are required;
  - Despite Section 106, nine visitor parking spaces may be a minimum of 2.4 metres wide;
  - Despite Section 107(1)(a)(ii), the minimum permitted driveway width for a double traffic lane is 4.8 metres;
  - Despite Table 107, the minimum required aisle width accessing parking spaces at 90 degrees is 6.6 metres;
  - Despite Section 111(9), there is no minimum aisle width for accessing bicycle parking spaces located in the yard abutting Rideau Street; and
- / Reduce required amenity space to 1,349.8 square metres, whereas 2355.6 square metres is required.
  - The requested reduction in amenity space is appropriate given that the amenity space provided meets the intent of the Urban Design Section of Official Plan (4.6.6) to provide amenity areas in mid and high-rise developments that provide protection from inclement weather in exterior spaces and multi-functional and programmed spaces in interior amenity spaces.
  - Further the provided amenity spaces include a variety amenity types, including a gym, multiple lounge areas, study spaces, meeting rooms, and games rooms.
  - Finally, the required reduction in amenity space is a result of providing additional dwelling units in an existing mixed-use building in an area where the planned function is to provide a high level of intensification in close proximity to transit and public amenity spaces (as identified in Section 1 of this Rationale).

## Conclusion

It is our professional planning opinion that the requested Minor Zoning By-law Amendment is appropriate and represents good planning, and is in the public interest.

- / The proposed development is consistent with the **Provincial Policy Statement (PPS)** by providing efficient and appropriate development on lands within the urban boundary and in an intensification target area and 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 infill and intensification in the areas abutting Mainstreet Corridors within the Downtown Core Transect.
- / The proposed development meets the **Urban Design and Growth Management Framework** objectives, principles, and policies in Sections 4.6 and 3 of the Official Plan.
- / The proposed development is **fully compliant with all Mixed-Use Downtown Zone** provisions relevant to the subject property.
- / The proposed development is **supported by technical studies and plans** submitted as part of this application.

Sincerely



Tyler Yakichuk, MCIP RPP  
Planner



Tim Beed, MCIP RPP  
Associate