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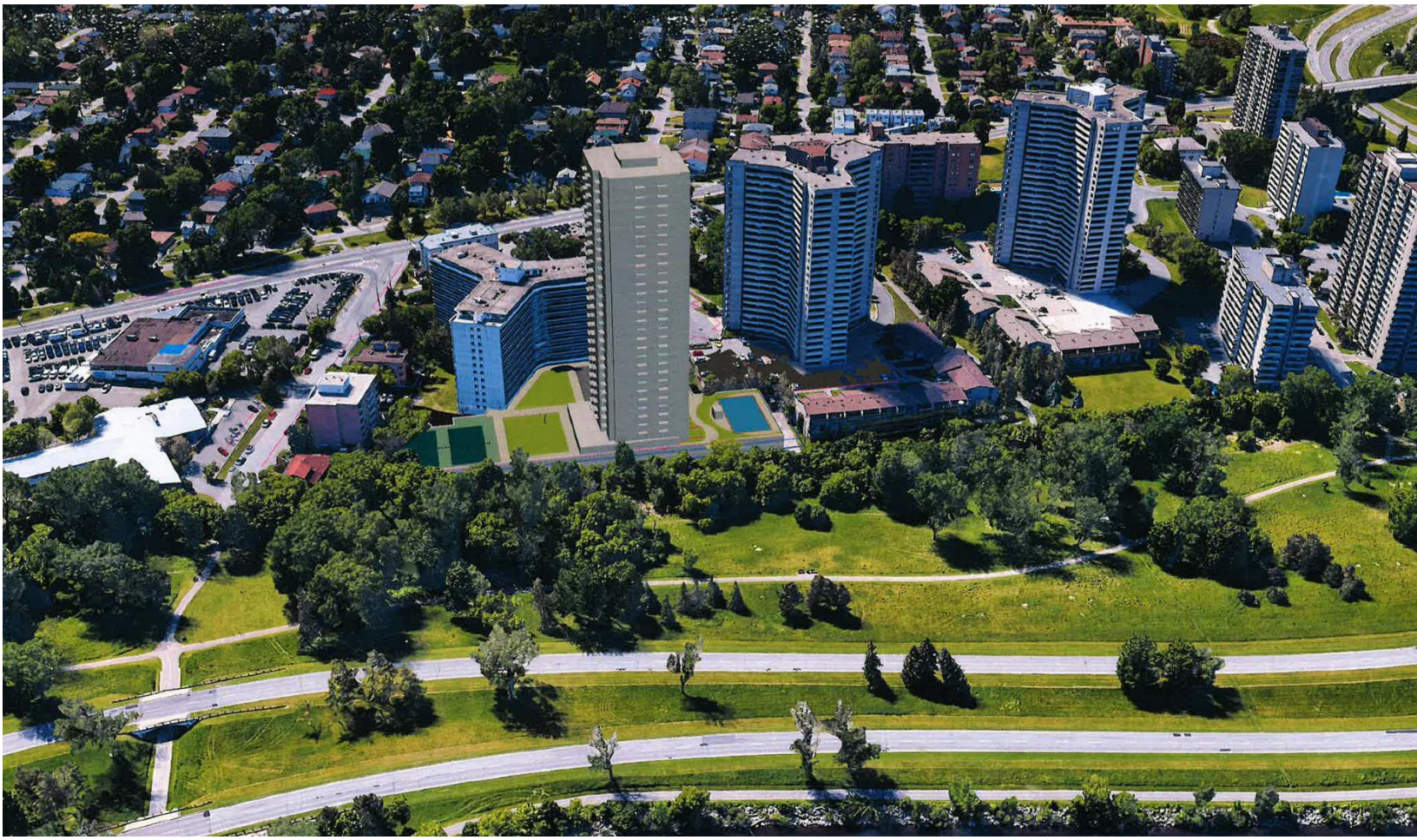

1071 Ambleside Drive

Planning Rationale + Design Brief
Official Plan Amendment + Zoning By-law Amendment
October 8, 2021

FOTENN

Prepared for Osgood Properties

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1.0 Introduction

Fotenn Planning + Design ("Fotenn") has been retained by Osgoode Properties to prepare this Planning Rationale and Design Brief in support of an Official Plan and Zoning By-law Amendments to facilitate the proposed development on the lands municipally known as 1071 Ambleside Drive (the "subject property") in the City of Ottawa.

The proposed development looks to remove the existing surface parking area at the north of the property and replace it with a 30-storey apartment building, underground parking, and outdoor amenity areas. The proposed rezoning will allow for the development of 293 residential dwelling units and 343 underground parking spaces. There is presently a 13-storey apartment building (252 residential dwelling units) on site, which is to be retained.

1.1 Required Application

To proceed with the development as envisioned, the following planning applications are required:

Official Plan Amendment

A site-specific Official Plan Amendment (OPA) is proposed to the Cleary and New Orchard Area-Specific Policies. This OPA would amend specific provisions in Section 3.4.3 to recognize the relationship between the building height reference in the Area-Specific Policy and the Zoning By-law.

Zoning By-law Amendment

The proposed Zoning By-law Amendment proposes to amend the existing zoning, R5C[872] F(3.0) H(39) of the subject property to Residential Fifth Density, Subzone C with a site-specific schedule – "R5C[XXXX] F(3.0) H(95)". A new site-specific zoning schedule will establish permitted building heights as required for the development as proposed.

1.2 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 have already been undertaken in preparation of this application submission or will be undertaken in the following months after the application has been submitted:

- Notification of Ward Councillor, Councillor Theresa Kavanagh
  - The Ward Councillor will be notified by the City of Ottawa's "Heads Up" e-mail once the application is received.
- Notification to residents and local registered Community Associations
  - Will be completed by the City of Ottawa pursuant to the Planning Act and the City of Ottawa's Public Notification Policy.
- Notification to National Capital Commission
  - As an abutting property owner the City of Ottawa will circulate the application for their comments, however the Project Team may also reach directly to engage in discussions.
- Planning Committee Meeting Advertisement and Report Mail out to Public

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

2.0
Site Context and Surrounding Area

2.1 Subject Site

The subject property, municipally known as 1071 Ambleside Drive, is located in the Bay Ward of the City of Ottawa. The proposed development is located at the rear of the property in what is presently a surface parking lot. The subject property is currently improved by a 13-storey apartment building which includes 252 dwelling units and will be retained on site. The subject property has a total area of 14,686.75 square metres and has a frontage along Ambleside Drive of 104.98 metres. Parking access and egress are located on New Orchard Avenue North. An easement of six metres is present at the rear of the property abutting the parkland to the north.

Figure 1: Aerial of subject property, surrounding area and proximity to future rapid transit station.

2.2 Surrounding Area

North: Directly north of the subject property is the National Capital Commission Capital Pathway which runs parallel to the Sir John A. MacDonald Parkway. The pathway offers a multi-use pathway for all forms of active transportation which runs from the centre of Ottawa to the western edge of the City. Beyond the pathway and the MacDonald Parkway is the Ottawa River. Access to the Ottawa River can be found along the Capital Pathway in the form of beaches and look out positions. Additionally, boat access can be found to the north-west of the subject property, at the Britannia Bay Yacht Club.

East: Along the north side of Richmond Road the land-use is characterized by commercial uses. These include two car dealerships, several strip malls, and commercial at-grade apartment buildings, which are 28 and 9-storeys respectively. The south side of Richmond Road is currently under construction for the extension of the Light Rapid Transit Line which is projected to include a station within 150 metres of the subject property. East of Richmond Road is a neighbourhood which is predominantly characterized by detached dwelling units. The

neighbourhood is serviced by two school, two churches, a library, and Carlingwood Shopping Centre which includes a grocery store.

South: Immediately south of the subject property is the Carlingwood neighbourhood, which is characterized by detached dwelling units. The main commercial street south of the subject property is Carling Avenue, which includes restaurants, a gas station, and Lincoln Fields Transit Station. In addition to commercial uses Carling Avenue has multiple medium to high-rise apartment buildings.

West: To the immediate west, along Ambleside Drive are multiple medium and high-rise towers. These properties include some commercial uses and typically have multi-use pathways that connect to the NCC Capital Pathway. Further west is the Britannia Heights neighbourhood, which is characterized by detached dwelling units. In addition to residential uses, the area includes the recreational uses Britannia Beach and Park, a tennis centre, and yacht club. The area also includes two grocery stores, two drug stores, and multiple restaurants.

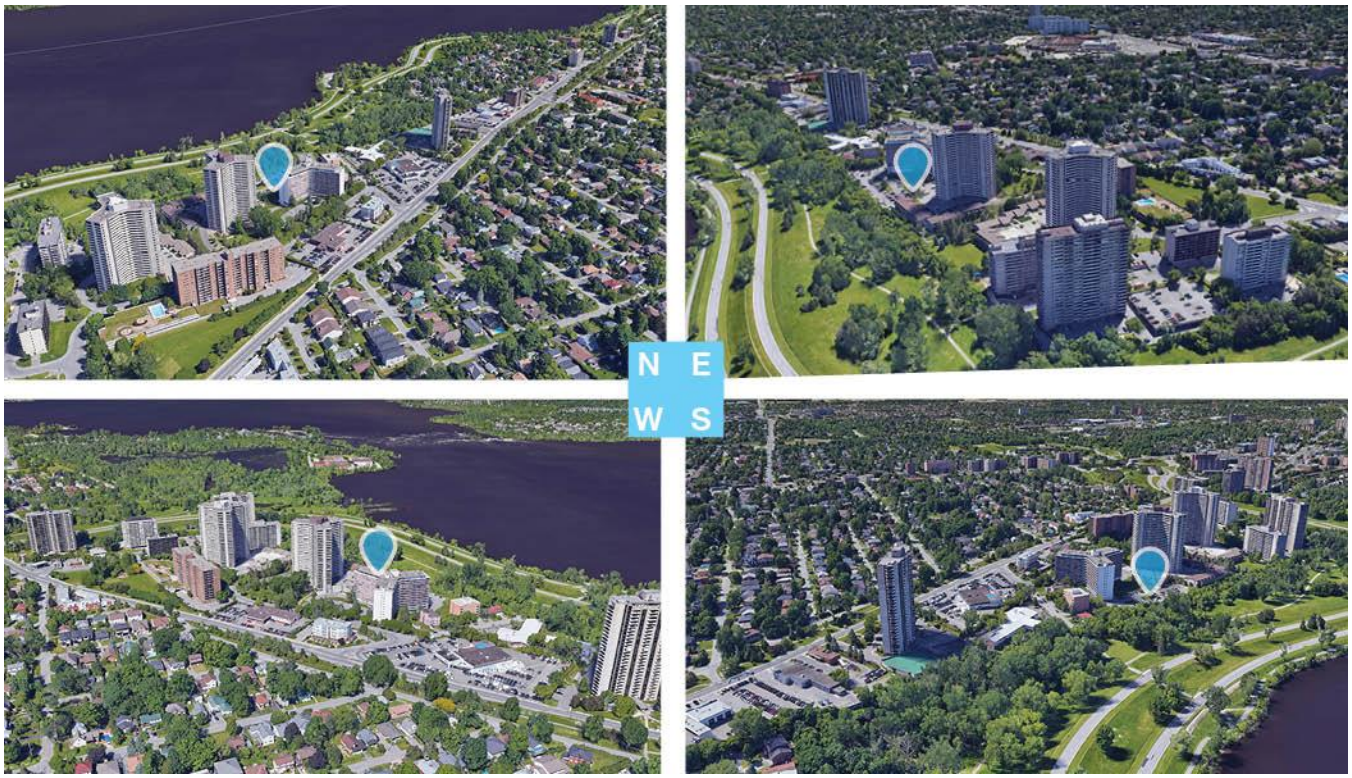

Figure 2: Aerial images of the subject property's surrounding context.

2.3 Road Network

The subject property is located on a local street (Ambleside Drive) but is well served the City of Ottawa's urban road network. Richmond Road is identified as an Arterial Roadway on Schedule E (Urban Road Network) of the Official Plan and a Traditional Mainstreet on Schedule B (Urban Land Use Designation) of the Official Plan. Arterial Roadways are roads within the City that 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. In addition to Richmond Road, the subject property is also located within close proximity of the Sir John A. MacDonald Parkway offering

Figure 3: Schedule F - Urban Road Network, City of Ottawa Official Plan.

connectivity to multiple arterial roads, which lead to the 417 Queensway, a provincially-owned 400-series freeway, located south of the subject property.

2.4 Transit Network

The Subject Property is well served by public transit options. The City of Ottawa is in the process of constructing the extension of the Light Rail Transit corridor along Richmond Road. Construction includes a transit station within 150 metres of the subject property. In addition to LRT the subject property is also presently served by the Lincoln Fields Bus Rapid Transit station which is located 900 metres from the subject property. The site is also served the local bus routes 11, 16, and 153 with stops at key destinations and transfer points on route.

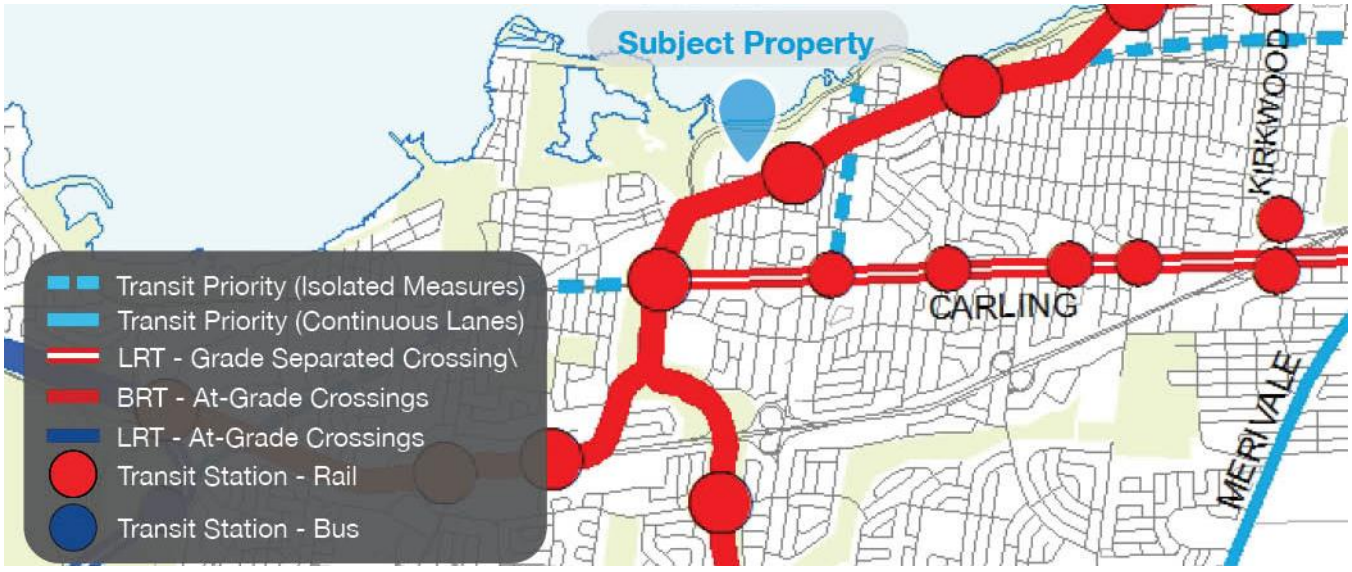

Figure 4: Schedule D - Rapid Transit Network, City of Ottawa Official Plan.

2.5 Active Transportation Network

The area surrounding the subject property offers multiple active transportation options. Richmond Road is a Spine Route with a Cross-Town Bikeway designation on Schedule C (Primary Urban Cycling Network) of the Official Plan. This designation indicates the street as a major cycling connector across the City. Richmond Road includes bike lanes in each direction as well as a multi-use path at several points. In addition to the Cross-Town Bikeway that follows Richmond Road, the Sir John A. Macdonald Parkway is designated a Multi-Use Pathway north of Richmond Road.

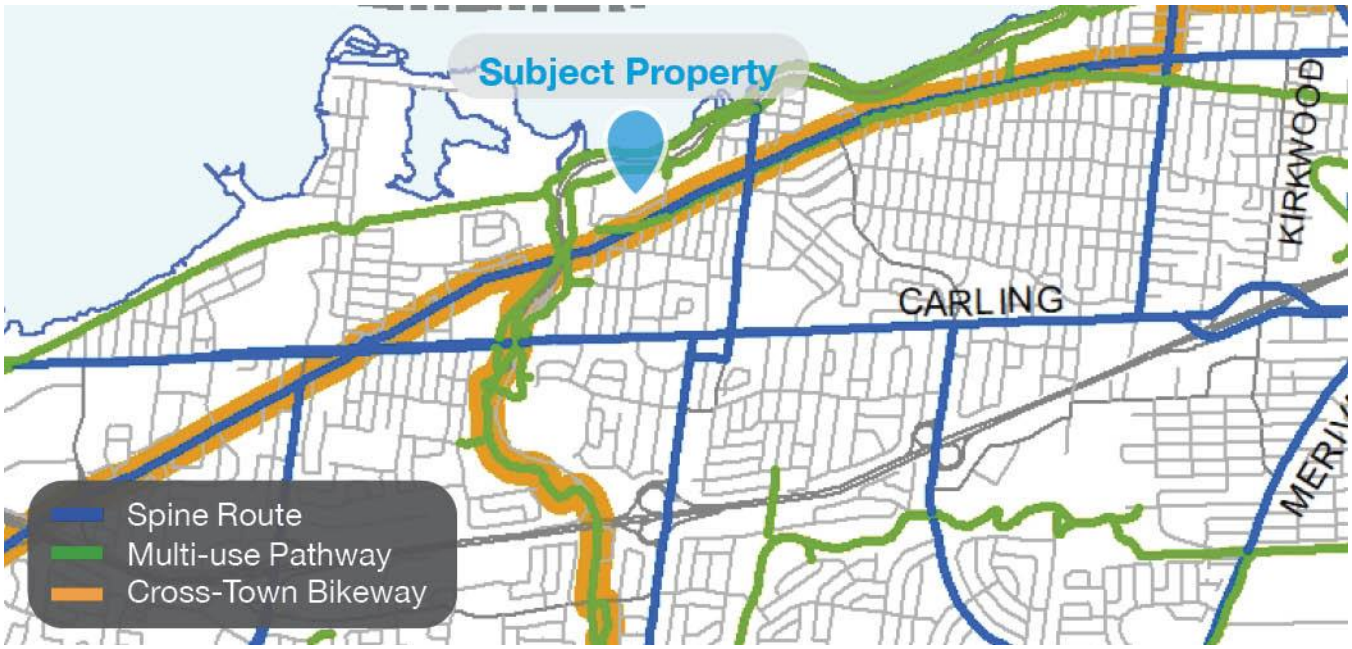

Figure 5: Schedule C - Primary Urban Cycling Network, City of Ottawa Official Plan.

2.6 Neighbourhood Amenities

Considering the subject property's location near a Traditional Mainstreet (Richmond), the subject site enjoys close proximity to many nearby amenities including a variety of commercial uses such as restaurants, retail shops, community services, tourist attractions, and greenspaces. The surrounding neighbourhood benefits from access to three large grocery facilities within a kilometre of the subject property. The site is well-served with respect to attractions, parks, and community facilities, including Britannia Beach, Park, and Yacht Club.

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

- Multiple active transportation routes, including the Ottawa River Pathway, Trans Canada Trail, and Pinecrest Creek Pathway;
- Recreational facilities including tennis courts, baseball diamonds, and public swimming pools;
- Parks including Woodroffe Park, Ambleside Park, New Orchard Park, Lincoln Heights Park, Britannia Park, and trails, pathways, and greenspaces along the NCC Capital Pathway;
- Schools including the Regina Street Alternative School, Woodroffe Highschool, Dr. FJ McDonald Catholic School, Mindware Academy, and Kennedy Public School; and,

3.0
Proposed Development and Design Brief

Osgoode Properties is proposing to infill the subject property with a 30-storey residential tower, where surface parking is presently located, while retaining the existing 13-storey tower already on the property. The proposed building contains 293 units and 343 new underground parking spaces. Further, 152 bicycle parking spaces are proposed. The new parking stalls are proposed to be shared with the existing residential tower and between the two buildings averages to 0.81 spaces per dwelling unit. Surface parking is accessed from Ambleside Drive to the south of the property and underground parking from New Orchard Avenue North to the east of the property.

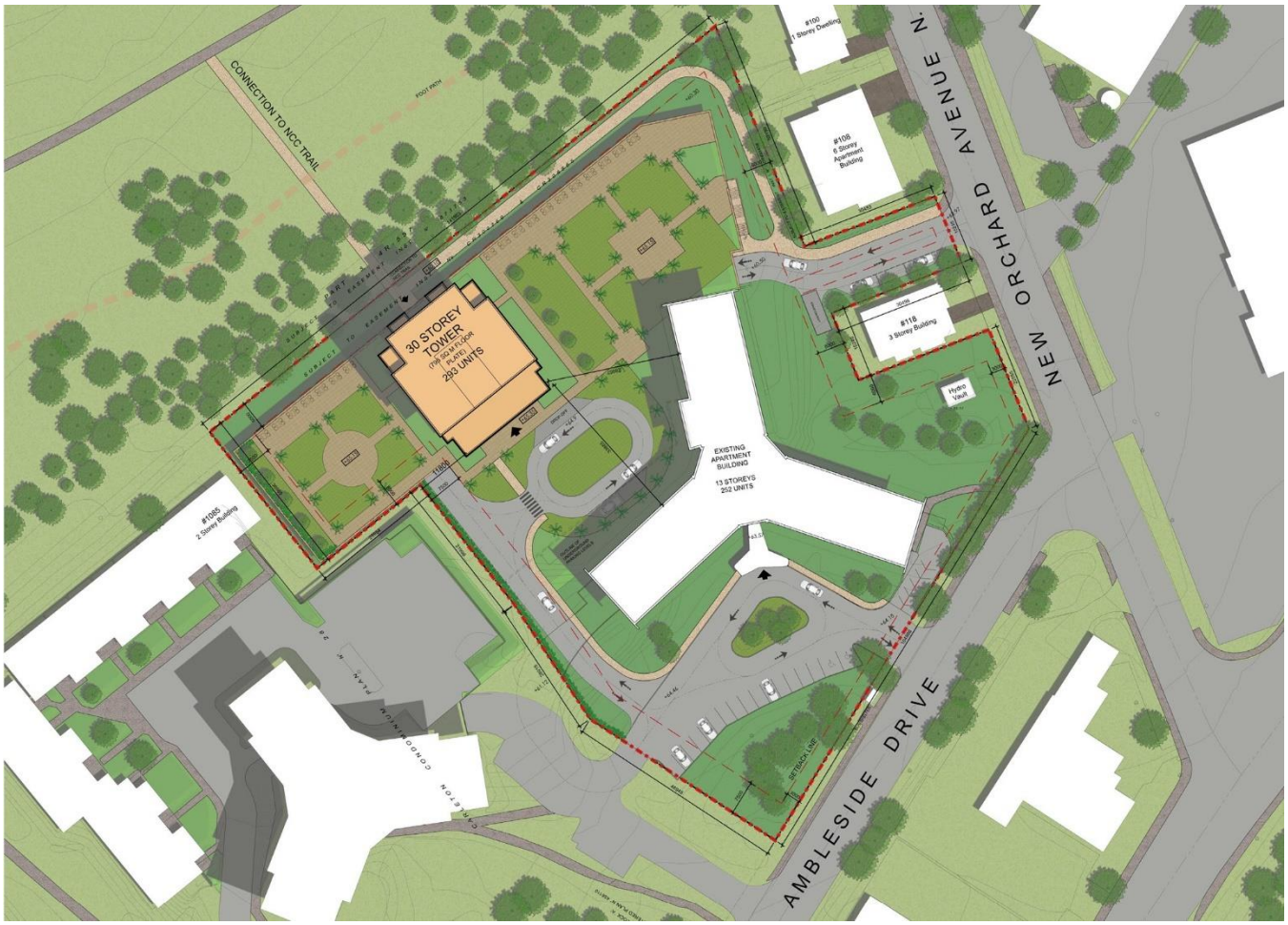

Figure 6: Site Plan of the proposed development.

The proposed development also includes outdoor amenity spaces to the east and west of the proposed building. Further, additional amenity space will be located in the building on the ground and top floor in addition to the private amenity spaces in the form of balconies. Collectively, there is 5,007 square metres of amenity space.

In designing the proposed development, many components were considered in order to respond to the existing and planned context, and to ensure liveability for future residents of the development. The following sections outline and describe these considerations. Further refinement of the site and building design will be made during the application process for Site Plan Control.

3.1 Building Massing

A location near an Arterial Road and in close proximity to a future Rapid Transit Station, the subject property enjoys the opportunity to create a greater level of intensification than presently found in the neighbouring area. In accordance with the planned and existing context for the area, the proposed development meets the criteria for high-rise buildings (further detailed in Section 4.5 of this Report).

The proposed development consists of a 30-storey tower on the north of the property to improve the subject property which presently includes a 13-storey tower on the south side of the property, abutting Ambleside Drive. The proposed building is in keeping with the overall intent of the Official Plan to locate high-rise buildings in an area along an identified Arterial Road which are in close proximity (approximately 150 metres) to a rapid transit station. The proposed development is also in a location that is already characterized by other high-rise buildings.

The tower has been sensitively designed and located to provide sufficient tower separation distances between itself, the existing building on the subject property, and buildings on surrounding properties. In addition to infilling an area of the subject property that is presently surface parking, the proposed development includes amenity space for the whole of the development (both proposed and existing buildings) in an area that is presently unprogrammed grass and surface parking.

Figure 7: Rendering of proposed development, viewed from Ambleside Drive looking north.

3.2 Relationship to Surrounding Planned Context

The subject property is in an area that is anticipated to evolve over the near future, particularly as a result of the planned Rapid Transit Stations at Richmond Road and New Orchard Avenue. Given the subject property's immediate surrounding context, the proposed high-rise tower will not have any undue or adverse impacts on adjacent properties, including their development potential, and existing adjacent uses. Any future development

along Ambleside Drive and the immediate surrounding area would likely be a similar development to that of the subject property, given the direction from the Official Plan, encouraging new residential growth near rapid transit.

Although the proposed development would be the tallest building in the immediate neighbourhood, the area is characterized by high-rise buildings. To the west of the proposed development are 1081 and 1171 Ambleside Drive, both of which are 27-storey towers. Further west is 30 McEwen Avenue which is a 24-storey building, and to the east is a 24-storey tower at 1025 Richmond Road. To meet the Official Plan's intensification goals, developing a high-rise building in an area characterized by similarly sized buildings is appropriate if impacts to existing low-density neighbourhoods are considered.

The proposed tower features adequate separation distances from lot lines to the north and from other buildings to allow for appropriate tower separation. Further, the tower's small floorplate and distance from other buildings will minimize shadowing and microclimate impacts on abutting properties. The proposed tower location and floorplate will permit the redevelopment of adjacent properties with high-rise buildings that are appropriately distanced from the subject property and proposed development.

Figure 8: Perspective of the proposed development looking south from the Ottawa River.

3.3 Access and parking

Vehicular access to, and egress from, the proposed development will be provided on New Orchard Avenue North, and additional surface guest parking will be accessed via Ambleside Drive. Vehicular areas accessible on the subject property are located at the south of the property in front of the existing building, between the proposed and existing building, and at the entrance to the property on New Orchard Avenue North. Entrance to the underground parking garage is located on the east side of the proposed development.

The property development includes a proposed 2 surface visitor parking spaces (in addition to the existing 18 visitor parking spaces in front of the existing building) and 343 proposed underground parking spaces for residents. Additionally, there are a further 77 parking spaces associated with the existing building. This creates a total of 440 parking spaces, which averages 0.81 spaces per dwelling unit.

The garbage pickup pad is located adjacent to the parking garage entrance. Mechanical and electrical equipment are planned to be located in the underground parking area.

3.4 Amenity Space

The proposed development will provide a variety of communal and private amenities for the building's residents. Communal and private amenity spaces will include the following:

- Two interior at-grade amenity spaces, totalling 393.4 square metres;
- Two roof decks, totalling 65 square metres;
- Amenity space located on the top floor of the building, totalling 308.4 square metres;
- Balconies on 291 of the 294 units, totalling 651 square metres; and
- Exterior programmed space abutting the proposed development, totalling approximately 3654.3 square metres.

In total the proposed development is offering residents 5,007 square metres of amenity space, the vast majority of which is outdoor space in and around the proposed development. The total areas and uses will be further refined as part of a future Site Plan Control approval process.

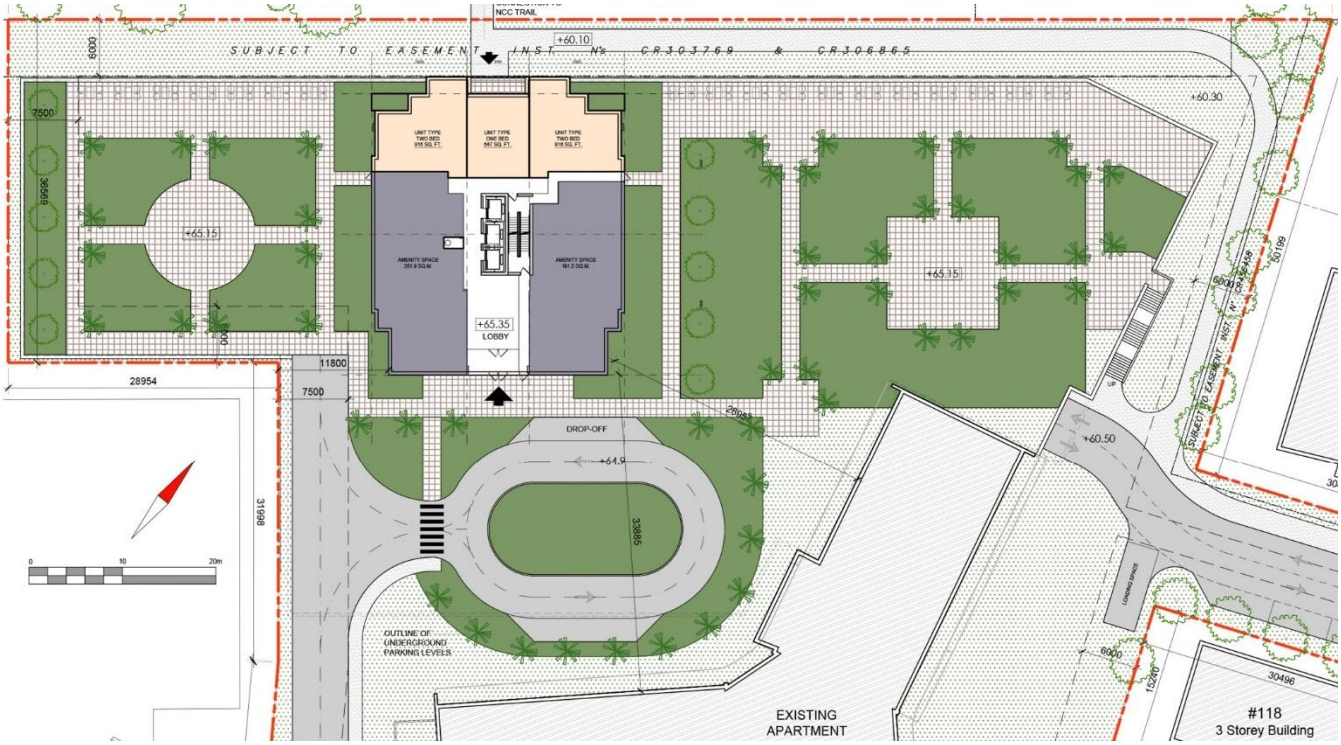

Figure 9: Ground Floor Plan indicating exterior and interior amenity space.

4.0
Policy & Regulatory Framework

4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters "shall be consistent with" policy statements issued under the Act.

The PPS emphasizes intensification in built-up areas in order to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion. To achieve this goal, planning authorities are to identify and promote opportunities for intensification and redevelopment.

As discussed above, **Section 1.1.1** (Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns) of the PPS identifies the ways in which healthy, liveable, and safe communities are sustained, the proposed development meets the following policies:

1.1.1 a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

1.1.1 b) Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

1.1.1 c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns;

1.1.1 d) Avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;

1.1.1 e) Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;

1.1.1 f) Improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society; and

1.1.1 g) Ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

Section 1.1.3 of the PPS speaks to Settlement Areas, including cities, towns, villages and hamlets, recognizing their vitality and regeneration as critical to the long-term economic prosperity of communities. The proposed development meets the following policies:

1.1.3.1 Settlement areas shall be the focus of growth and development;

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

a) Efficiently use land and resources;
b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and / or uneconomical expansion;

c) Minimize negative impacts to air quality and climate change, and promote energy efficiency;
d) Prepare for the impact of a changing climate;
e) Support active transportation;
f) Are transit-supportive, where transit is planned, exists or may be developed; and
g) Are freight supportive.

1.1.3.3 Planning authorities shall identify appropriate locations, and promote opportunities for transit-supportive development, accommodate a significant supply and range of housing options through intensification and redevelopment where it can be accommodated taking into account existing building stock or areas, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs;

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.

Section 1.4 contains policies on Housing. The proposed development meets the following policies:

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:
a) Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate households;
b) Permitting and facilitating all types of residential intensification and redevelopment;
c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are;
d) Promoting densities which efficiently use land, resources, infrastructure and public service facilities and which support the use of active transportation and transit;
e) Requiring transit-supportive development and prioritizing intensification in proximity to transit; and
f) Establishing development standards for residential intensification and redevelopment which minimizes the cost of housing and facilitate compact form, while maintaining appropriate levels of health and safety.

Section 1.6.7 contains policies on Transportation, the proposed development meets the following policies:

1.6.7.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Section 1.7 contains policies on Long Term Economic Prosperity, the proposed development meets the following policy

1.7.1 e) long-term economic prosperity should be supported by encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character,
including built heritage resources and cultural heritage landscapes.

Section 1.8 contains policies on Energy Conservation, Air Quality, and Climate Change, the proposed development meets the following policies:

1.8.1 PPS requires that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which, among other things:

a) Promote compact form and a structure of nodes and corridors;
b) Promote the use of active transportation and transit in and between residential, employment, and institutional uses and other areas;
e) Improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

The proposed development is consistent with the policies of the Provincial Policy Statement. As part of the overall concept, the re-development offers an efficient, cost-effective pattern of growth, capitalizing on an intensification opportunity within the city's urban area, in close proximity to significant transit opportunities and important amenities and employment hubs to promote ease of walking and cycling as an alternative to personal vehicle use. Intensification of the underutilized subject property will make efficient use of existing infrastructure, public service facilities, and will support the City's investment and commitment to public transit.

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

The overarching policy document directing development, land use, and growth in the City of Ottawa, the City of Ottawa Official Plan ('Official Plan'), is composed of eight sections. Each of these addresses a different aspect of the planned function of the City as a whole. Section 2 of the Official Plan provides Strategic Directions or growth and development within the City.

The City's population is estimated to grow to 1,136,000 individuals and 489,000 households by 2031. One third of housing growth is anticipated within the greenbelt. At the same time, average household size inside the Greenbelt is expected to decline from approximately 2.18 people in 2021 to approximately 2.12 people in 2031. Therefore, much of the anticipated demand within the Greenbelt will be for new housing in the form of smaller units such as apartments.

The City plans to meet this growth challenge by managing it in ways that support liveable communities and healthy environments. More specifically, the Official Plan pursues strategic directions in four key areas, two of which are relevant to the proposal:

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 urban area 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.

2. Creating Liveable Communities

- 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; and
- Attention to design will help create attractive communities where buildings, open space, and transportation work well together.

These strategic directions are developed further in the policies of Section 2.2.2 (Managing Growth) and 2.5 (Building Liveable Communities), as discussed below.

4.2.1 Managing Growth

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 in close proximity to transit routes and stations will also ensure that residents can meet many of their daily needs within the community or nearby.

The proposed development meets the following policies of the **Section 2.2.2**, among others:

Policy 1 Residential intensification means the development of a property, building or area that results in a net increase in residential units or accommodation and includes:

a) Redevelopment (the creation of new units, uses or lots on previously developed land in existing communities), including the redevelopment of Brownfield sites;
b) 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;
c) The conversion or expansion of existing industrial, commercial, and institutional buildings for residential use; and,
d) 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 represents the redevelopment of an underutilized lot within the developed area and represents residential intensification as defined by Section 2.2.2, policy 1 of the Official Plan.

Policy 10 Intensification may occur in a variety of built forms from low-rise to high-rise, provided urban design and compatibility objectives are met. Denser development, that often means taller buildings, should be located in areas that support the Rapid Transit and Transit Priority networks and in areas with a mix of uses. Building heights and densities for different areas may be established through this plan or a secondary plan and will be implemented through zoning. A secondary planning process, identified in Section 2.5.6 and undertaken for a specific area may recommend a new or changes to an existing secondary plan to establish different building heights. Low-rise intensification will be the predominant form of intensification in the General Urban Area;

Policy 11 The distribution of appropriate building heights will be determined by:

a) The location in a Target Area for Intensification identified in Policy 4 above or by proximity to a Rapid Transit station or Transit Priority corridor, with the greatest density and tallest building heights being located closest to the station or corridor; and
b) The Design and Compatibility of the development with the surrounding existing context and planned function, as detailed in Section 4.11 (discussed below), with buildings clustered with other buildings of similar height.

Policy 12 Building heights are classified in Figure 2.4 and will be used for establishing appropriate height limits in community design plans, secondary plans, the Zoning By-law and other policy plans, in land use designations in Section 3 and when considering amendments to this Plan.

Figure 2.4 of Section 2.2.2 defines building heights as follows:

- Low-Rise: 4 storeys or less
- Mid-Rise: 5 to 9 storeys
- High-Rise: 10 to 30 storeys
- High-Rise 31+: 31 storeys or greater

Policy 14 Building heights are established in Section 3 and in the following policies. However, secondary plans, including site-specific policies in Volume 2 of this Plan may specify greater or lesser building heights than those established in Section 3 where those heights are consistent with the strategic directions of Section 2.

Policy 16 The location of high-rise building is influenced by the need to provide adequate separation distance from other existing and potential future high-rise buildings. Separation distances are therefore to be considered when considering sites for development of high-rise and high-rise 31+ storey buildings.

The proposed development seeks to intensify the subject property with a high-rise development with careful attention given to ensuring that the design is compatible with the surrounding context and planned function of the surrounding area, including proximity to future rapid transit stations.

The planned development efficiently intensifies a previously under-utilized site in an area currently well served by community facilities, commercial services, park spaces, and transportation options. The continued redevelopment and intensification of the subject property will contribute to the creation of a complete community close proximity to Rapid Transit Stations. Further discussion of the compatibility and design policies in Section 4.11 is below.

4.2.2 Land Designation

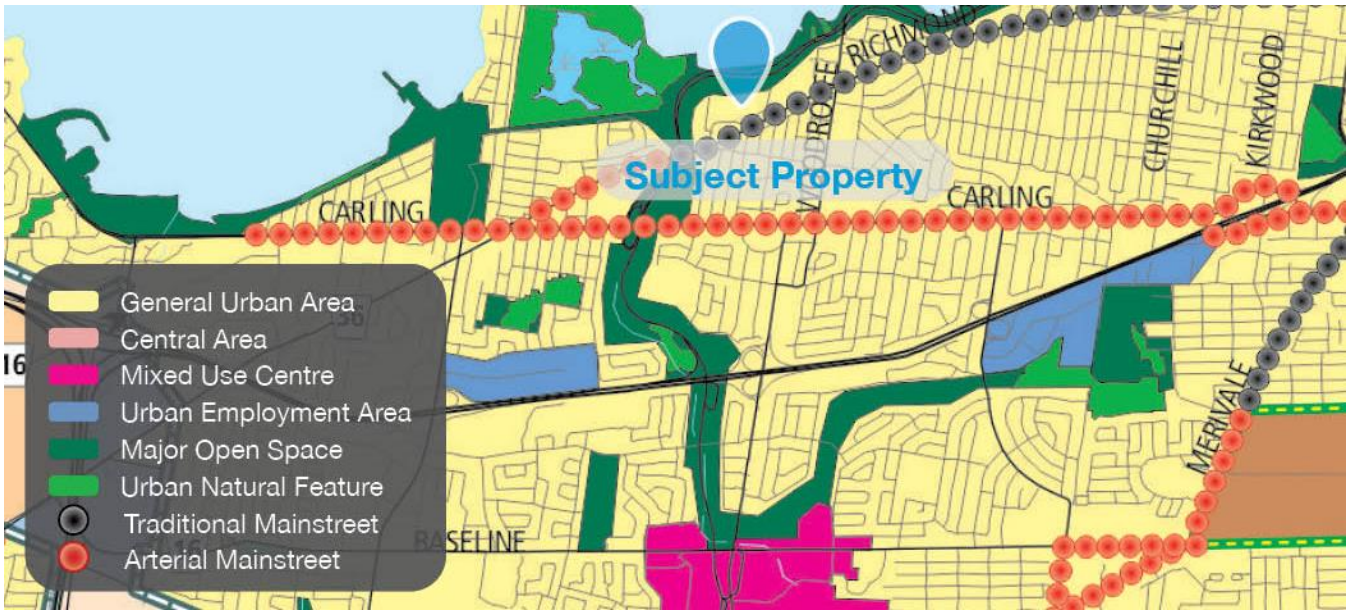

Figure 10: Schedule B - Urban Policy Plan, City of Ottawa Official Plan

The subject property is designated “General Urban Area” on Schedule B (Urban Policy Plan) of the City of Ottawa Official Plan. **Section 3.6.1** define General Urban Area as areas permitted for development of a full range and choice of housing types, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. The intent of the General Urban Area is to contribute to the formation of healthy and complete neighbourhoods.

The proposed development meets the following policies of Section 3.6.1:

Policy 1 The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment, and institutional uses.

Policy 2 New development must follow the design and compatibility directives included in Section 2.5.1 and Section 4.11 of the Official Plan.

The proposed development will contribute to the available rental housing within the existing neighbourhood, adding to the variety of housing types and tenures within the neighbourhood and in proximity to services and amenities. The proposed design and compatibility of the design is evaluated in the context of Section 2.5.1 and 4.11 below.

Policy 3 Building height in the General Urban Area will continue to be predominantly Low-Rise. Within this range, changes in building form, height and density will be evaluated based upon compatibility with the existing context and the planned function of the area. Secondary plans or zoning that currently permit building heights greater than four Storeys will remain in effect.

Policy 4 Notwithstanding Policy 3, new taller buildings may be considered for sites that:

a) Front an Arterial Road on Schedules E or F of this Plan and which are:
   - within 800 metres walking distance of a Rapid Transit Station on Schedule D of this Plan, or
   - on a Transit Priority Corridor on Schedule D of this Plan. For the purposes of this policy only, the “Transit Street” defined in the Riverside South Community Design Plan is considered an Arterial Road;

b) Are in an area already characterised by taller buildings or sites zoned to permit taller buildings.

Per the criteria of policy 4, the subject property is suitable for a taller building, is located 150 metres walking distance from a future Transit Station on the Confederation Line. The subject property is also located in an area characterized by taller buildings. Further, the subject property is ideally located within an area characterized by convenient access and within walking or cycling distance to important employment, retail, and institutional uses.

Policy 5 The City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and planned function of the area. The predominant form of development and intensification will be semi-detached and other ground-oriented multiple unit housing. When considering a proposal for residential intensification through infill or redevelopment in the General Urban Area, the City will:

a) Assess the compatibility of new development as it relates to existing community character so that it enhances and builds upon desirable established patterns of built form and open spaces; and

b) Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area.

The proposed development has been designed to build upon the desirable patterns of the surrounding community while also creating outdoor amenity space. The proposed development will also contribute to the available rental housing stock within the City of Ottawa and within the Bay Ward area, in proximity to existing services, amenities, employment, and will support active transportation and transit in the area.

4.2.3 Designing Ottawa

Section 2.5.1 of the Official Plan provides objectives and policies for achieving compatibility between form and function when introducing new development into existing areas. Compatible development means development that, although not necessarily the same as or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists without causing undue adverse impact on surrounding properties; it "fits well" within its physical context and "works well" among those functions that surround it.

The following **Design Objectives**, which are intended to influence Ottawa's built environment as it grows, are applicable to the subject site and proposed development:

Objective 1 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 in close proximity to current and future transit infrastructure, thereby advancing the objectives of the General Urban Area 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 the evolution of a more complete community.

Objective 2 To define quality public and private spaces through development

The proposed development will add quality private spaces both to the interior and exterior of the building.

Objective 3 To create places that are safe, accessible and are easy to get to.

The building creates places that are safe, accessible, and are easy to get to, and move through by proposing residential uses on upper floors with adequate glazing and balconies that improve passive surveillance along the street.

Objective 4 To ensure that new development respects the character of existing areas.

The design of the building has contemplated a built form that is compatible with existing context. The thirty-storey building adheres to policies established for high-rise buildings ensuring that development adheres to appropriate transitions from the existing community of apartment buildings.

Objective 5 To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.

The proposed development considers adaptability and diversity by intensifying an existing development lot and providing a mix of unit types and accommodations for new residents.

4.2.4 Urban Design and Compatibility

Compatibility of scale and use are to be carefully understood to mitigate the design impacts of intensification. As in Section 2.5.1 of the Official Plan, **Section 4.11** describes a set of criteria to be used to measure the compatibility of a proposed development. At the scale of neighbourhoods or individual properties, consideration for views, design, massing, scale, and amenity space, among others, are key factors for assessing the

relationship between new and existing development. The following provides an analysis of how the proposed development meets the applicable policies of Section 4.11, however a more through review will be provided when the development is further refined and subject to Site Plan Control.

Building Design

Policy 5 New buildings will achieve compatibility with their surroundings in part through the design of the parts of the structure adjacent to existing buildings and facing the public realm.

The proposed development has a high-rise built form that is compatible with the existing context and planned function of the area. Materials, colours, and architectural elements will be carefully considered as to provide a development which is complementary, yet distinctive from existing conditions on site and surrounding the property.

Policy 8 All servicing, loading and other required mechanical equipment should be internalized and integrated into the design of the base of the building.

The proposed development integrates the garbage rooms and service areas within the ground floor of the buildings minimizing impacts on the public realm.

Policy 9 Roof-top mechanical or telecommunications equipment, signage, and amenity spaces should be incorporated into the design and massing of the upper floors of the building.

The rooftop mechanical equipment for both buildings has been integrated into the upper floors of the building to contribute to a distinctive top.

Massing and Scale

Policy 10 The appropriateness of the development will be assessed using compatibility criteria set out in the Secondary Plan.

The policies of the Cleary and New Orchard Area-Specific Policies and the compatibility criteria contained therein are discussed in greater detail in Section 4.4 of this report.

Policy 11 The Shadow Analysis and Wind Analysis will evaluate the potential impacts of the development on the adjacent properties and pedestrian amenity areas. The intent of each Analysis is to demonstrate how these impacts have been minimized or avoided..

A shadow analysis prepared by RLA Architecture demonstrates that the majority of the shadows resulting from the proposed building are mitigated by an appropriate setback to the north of the subject property, with little shadow impacts on properties to the south-east.

Policy 12 Transition refers to the integration of buildings that have greater height or massing than their surroundings. Proposals for developments that are taller in height than the existing or planned context should demonstrate that an effective transition in height and massing, that respects the surrounding planned context, such as stepping down or varying the building form has been incorporated into the design.

The proposed development is sufficiently set back from existing buildings, both on the subject property and abutting sites, to avoid any negative impacts on the massing and scale of the proposed apartment building.

Highrise Buildings

Policy 14 High-rise buildings should be designed to avoid or reduce impacts or disruptions associated with pedestrian comfort, public views, proximity to heritage districts or buildings, and reduced privacy for existing building occupants on adjacent lots.

The proposed development has been designed to mitigate impacts on the pedestrian realm. As noted in the wind study, the resultant winds will not impact the intended function of these spaces.

Policy 15 High-Rise buildings that consist of an integrated base, middle and top can achieve many of the urban design objectives. The tower should step back from the base and incorporate appropriate separation (generally 20 metres in the case of Centretown) from existing or future towers adjacent lots. Responsibility for tower separation shall be shared between abutting properties.

The tower is offset to ensure the appropriate separation and minimize overlap of views. The proposed development appropriately accounts for the potential of future high-rise buildings on adjacent properties and responds to the planned function of the lands to the east and west.

Policy 16 Secondary Plans may provide area-specific directions for the design of high-rise buildings.

The proposed design responds to Secondary Plan criteria as outlined in Section 4.4 of this report.

Outdoor Amenity Areas

Policy 19 Applicants will demonstrate that the development minimizes undesirable impacts on the existing private amenity spaces of adjacent residential units through the siting and design of the new building(s).

As noted above, the adjacent properties far enough removed from the proposed development so as to not be affected by any future uses. The proposed development does not front an active street and is located 40 metres from the closest residential use.

Policy 20 Residential buildings incorporating residences will include well-designed, usable amenity areas, including private and communal amenity spaces such as: balconies, terraces and rooftop patios.

The proposed development is anticipated to include thoughtfully designed indoor and outdoor amenity spaces for residents. These spaces will be further refined through a future Site Plan Control application.

4.3 Cleary and New Orchard Planning Study

The Cleary and New Orchard Area-Specific Policies provides the strategic planning direction to guide future development and redevelopment of lands that are in close proximity to Cleary and New Orchard stations. The plan aims to guide the evolution of the development of the lands based on the arrival of the LRT service on the lands. This will ensure that intensification will be compatible and compliment existing development. More specifically, the plan looks to make sure that the tallest buildings are in proximity to transit.

As indicated on Schedule A (Planning Area and Land Use) of the Cleary and New Orchard Planning Study the subject property is located in the ‘Apartment Neighbourhood’ of the plan. These lands are characterized primarily by existing residential buildings in a tower-in-the-park configuration.

Policy 3.3.4 contemplates redevelopment of underutilized land within this area and what criteria should be considered. The development must follow the following policies:

3.3.4.1 Tower-in-the-park sites within this area are subject to the following:

a) Proposals that retain existing residential towers are designed to integrate the existing tower within the proposed redevelopment and complement the adjacent urban fabric;

b) Provide for a through-block, publicly accessible pedestrian and cycling connection extending, between 1075 Richmond Road and 1090 Ambleside Drive, in order to provide access from Ambleside Drive to Richmond Road;

c) In order to ensure a human scale of development, low-rise buildings are encouraged facing a public street, with any future mid or high-rise buildings ideally located internal to the site; and,

d) Towers are to be adequately spaced so the pedestrian realm of Ambleside Drive is not negatively impacted by a canyon effect.

The proposed development is appropriately positioned on the subject property and adequate in mass and scale to conform to the intent of the policy.

3.3.4.2 Where redevelopment within this area, on lots 1,000 m^2 or greater, takes place on properties that have lot line(s) abutting the National Capital Commission (NCC) open space lands, the following design techniques are to be considered as the basis of a design to enhance the pedestrian environment of the NCC corridor and provide a safe and welcoming pedestrian environment:

a) A two to four-storey building height framing the NCC corridor, which could form part of the base of a larger development;

b) Ground-oriented units facing the open space corridor connecting those units' active entrances to the public realm;

c) Active entrances and transparent windows facing the open space corridor comprising at least the majority of the facade; and

d) High quality building materials.

The proposed development includes high quality building materials, including glazing that faces the NCC open space corridors, and contributes to surrounding pedestrian environment. An entrace is proposed for the façade facing the corridor, encouraging an active interface.

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

The construction of the proposed development, in addition to the existing building on site will remain below the existing FSI of 3 on the subject property.

Section 4.1 of the plan further outlines the built form of high-rise buildings, defining them to between 10 and 30 storeys. The plan also outlines design elements to be integrated into a high-rise building. To qualify for a high-rise building, the following qualifications must be met:

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

a) Lot size generally of 2,000 m2 or more;

b) Provision of a separation distance between towers of generally 20 metres with any minor variation to this provision being required to demonstrate that the existing towers or future towers can be off-set to allow for enough space between tower units and that any shadow impacts are not increased as a result of the minor variation sought;

c) Tower portion of proposed building generally being a minimum of 10 metres from abutting property lines; and

d) The podium animating the pedestrian realm, generally forming a continuous street wall for the totality, or as close as possible to the totality of the frontage, should relate to the adjacent buildings in massing, height and architectural rhythm.

The proposed development meets the outlined provisions.

4.4.1.2 The following provisions are required in the design of high-rise buildings:

a) The tower should be set back from the podium faces and should be articulated to break up building mass and allow sky view, sunlight, and transition towards the abutting properties;

b) The tower should be designed to address shadow impacts of adjacent sensitive areas, including low rise residential;

c) Mechanical penthouses should be architecturally integrated into the tower's design and remain consistent with the overall character of the tower;

d) The tower should be well-proportioned and generally take the podium and tower approach in built form design; and

e) The podium height should be no less than three storeys but no more than six.

The proposed development meets the outlined provisions. Further details regarding design can be found in Section 4.2.

4.4 New Ottawa Official Plan (Anticipated 2021-2046)

The City of Ottawa is currently undertaking an Official Plan review, which will culminate in a new Official Plan, projected to be adopted by Council in Fall 2021. Development applications filed and deemed complete prior to the adoption of the new Official Plan would be subject to the policies of the current Official Plan (summarized in the two previous sections). Regardless it is important to review the draft of the New Official Plan as it provides insight on the direction the City of Ottawa has on land use planning and growth management in the future. It should be noted that the New Official Plan version that was reviewed for the purposes of this Report was the one available as part of the on-line agenda for the October 14, 2021, Joint Planning and Agricultural and Rural Affairs Committing Meeting.

The City has the goal of becoming most liveable mid-sized City in North America. By 2046, population is expected to hit 1.4 million. The City has drafted an Official Plan that is intended to create a flexible, resilient City where people want to live/work/play. The main thrust of the plan in to achieve more growth by intensification than by greenfield development.

Preliminary policy directions include:

- Achieve an intensification target of 60% by 2046;
- Orient land use designations around nodes, corridors, and neighbourhoods;
- Evolve to denser, walkable, 15-minute neighbourhoods;
- A renewed emphasis on building form; and
- Establishing minimum densities for new developments in proximity to important rapid transit stations.

4.4.1 Transect Policy Areas

Schedule A of the Draft 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.

The subject property is in the **Inner Urban Transect**, an area that immediately surrounds the Downtown Core. The built form and site design in this Transect includes both urban and suburban characteristics with the intended pattern being urban. The draft OP sees it continue to develop as a mixed-use environment, where a full range of services are located within a walking distance from home to support the growth of 15-minute neighborhoods.

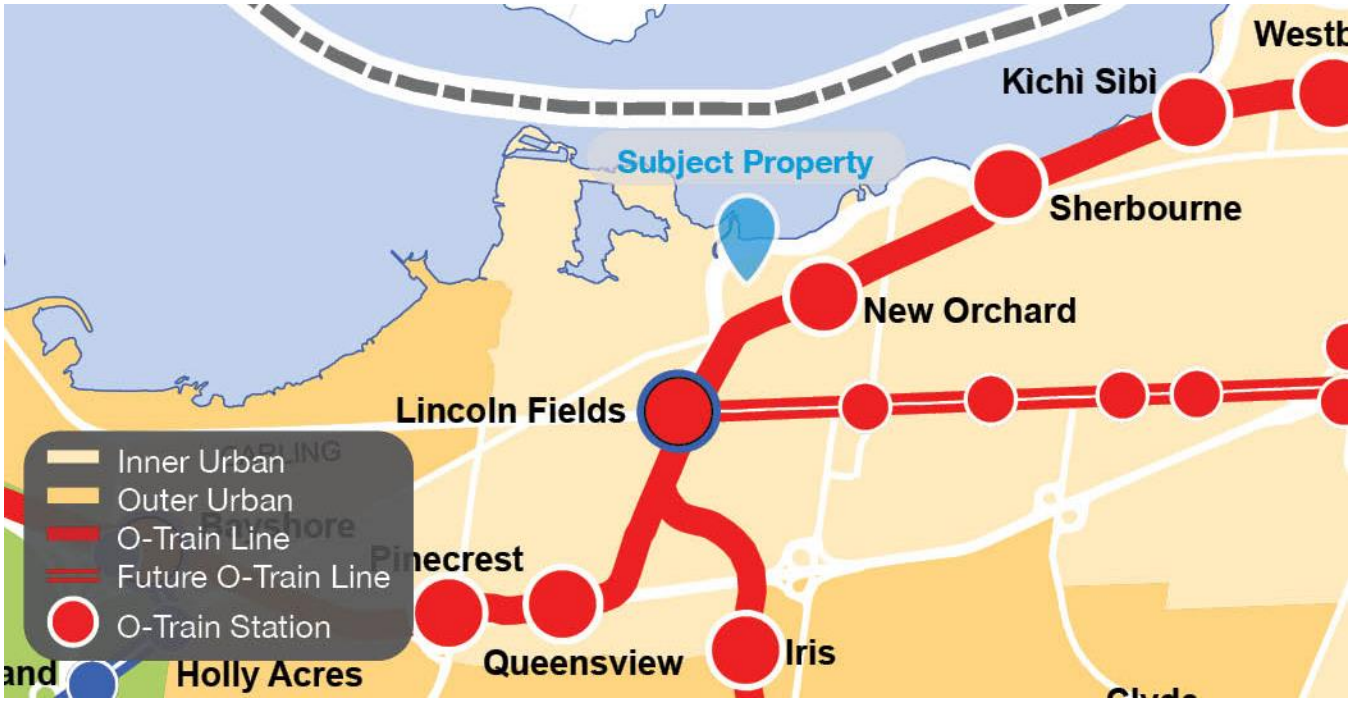

Figure 11: Schedule A - Transect Policy Areas, Draft Official Plan.

4.4.2 Designation

Within each Transect, designations further articulate maximum building heights and minimum densities. The four 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).

The subject property is proposed to be designated as a **Neighbourhood**. Neighborhoods are contiguous urban areas that constitute the heart of communities. Neighbourhood policies will allow for the development of a full range

and choice of housing, with complementary small-scale non-residential land uses to support the creation of 15-minute neighbourhoods.

Most of the development in this designation will be low-rise residential, expect where existing zoning or secondary plans allow for greater building heights; or in areas already characterized by taller buildings.

The subject property would also be subject to the **Evolving Overlay**. Related policies will provide additional guidance on the desired built-form, and public realm interface for these areas that are well-suited to change more rapidly over the life of the Plan. The Overlay is intended to create opportunities allowing the City to reach the goals of its Growth Management Framework for intensification through the Zoning By-law.

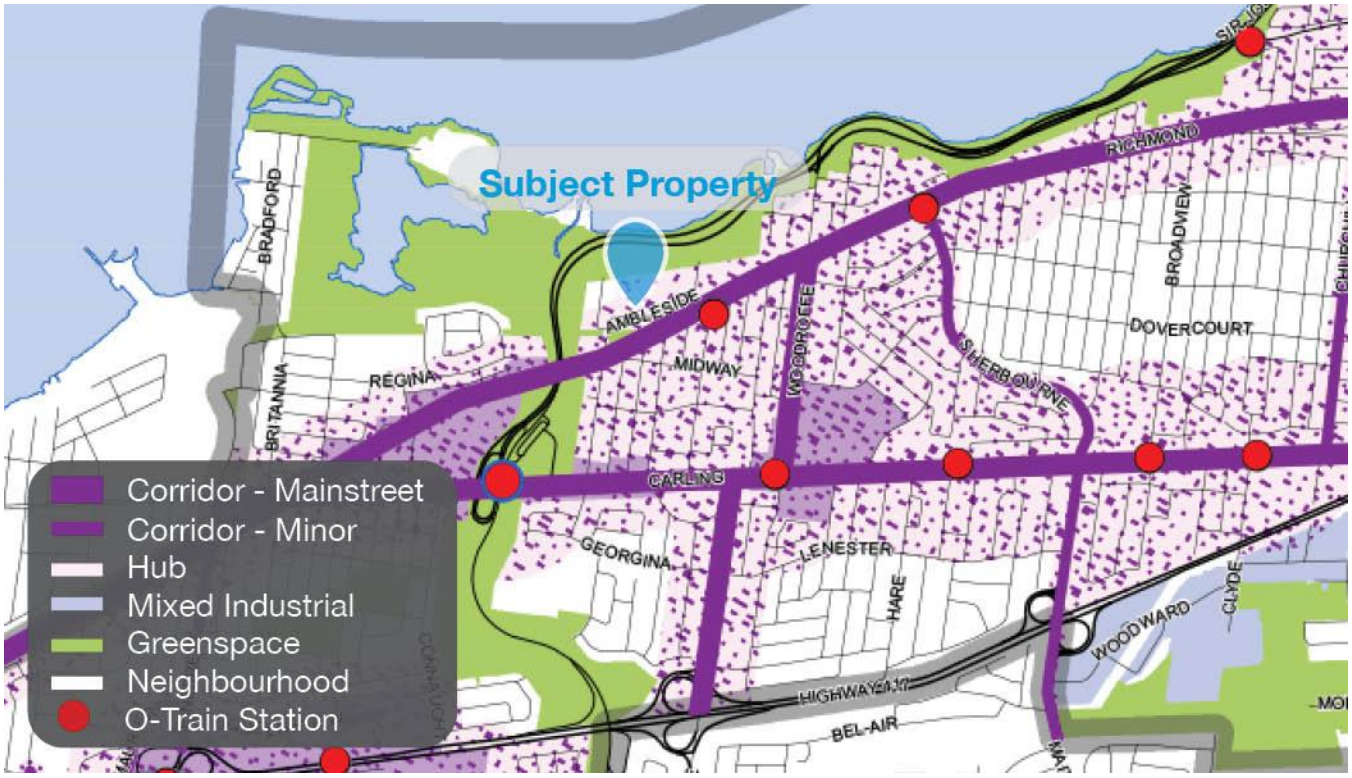

Figure 12: Schedule B2 - Inner Urban Transect, Draft Official Plan.

4.4.3 Sherbourne and New Orchard Secondary Plan

The Sherbourne and New Orchard Secondary Plan provides the strategic planning direction to guide future development and redevelopment of lands that are in close proximity to Cleary and New Orchard O-Train stations as illustrated on Schedule A – Designation Plan of the Secondary Plan. The draft secondary plan is informed and will replace the Cleary and New Orchard Planning Study.

The draft Secondary Plan reaffirms the heights and built form found in the existing Secondary Plan. The subject site is designated Apartment Neighbourhood on Schedule A of the Sherbourne and New Orchard Secondary Plan where the Zoning Bylaw sets out the upper maximum as-of-right permitted height and the density is restricted through the application of Floor Space Index for this area.

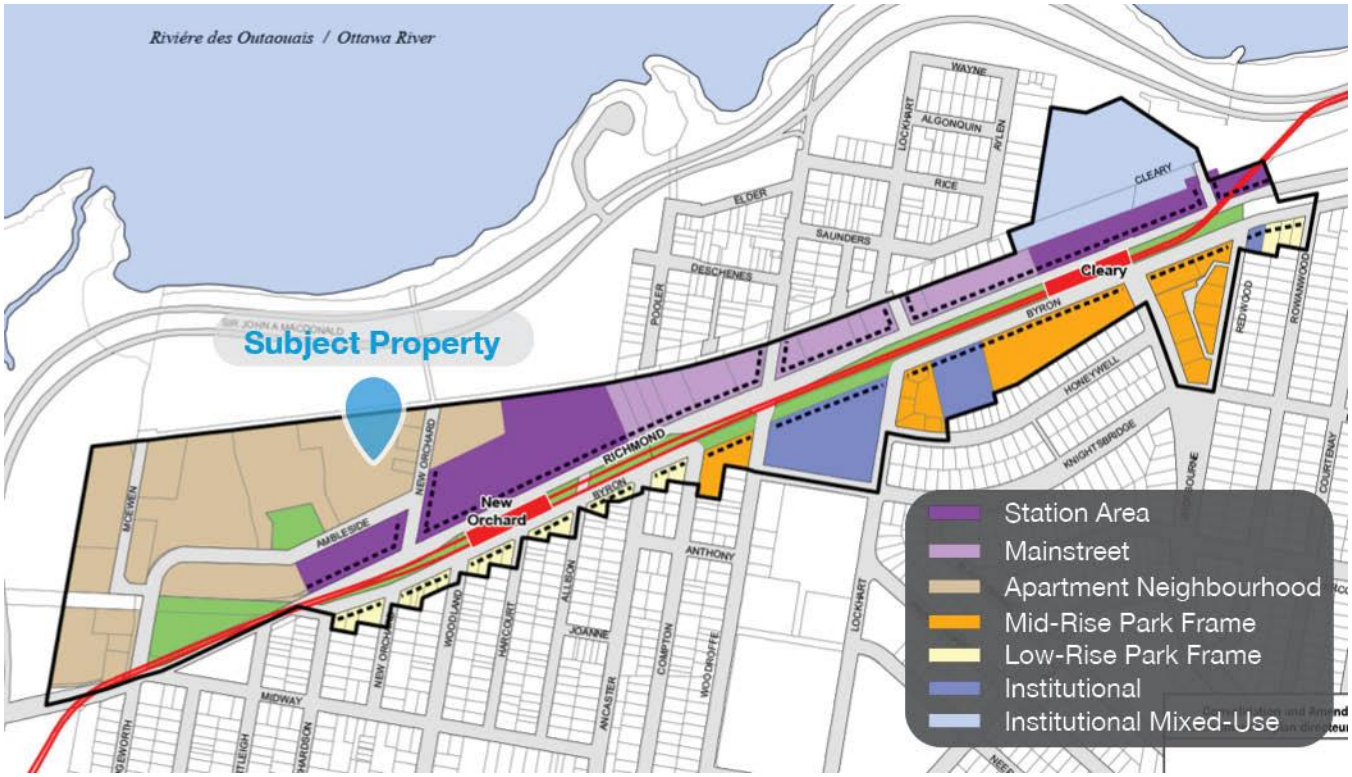

Figure 13: Schedule A - Designation Plan, Cleary and New Orchard Draft Secondary Plan.

4.5 Urban Design Guidelines for High-Rise Buildings

The Urban Design Guidelines for High-Rise Buildings were approved by Ottawa City Council in May 2018. The guidelines are structured to address the base, middle and top of high-rise buildings consecutively. They are general guidelines to be used during the preparation and review of development proposals including high-rise buildings. Where specific policies are provided in an area-specific policy document, the area-specific policies will take precedent over the guidelines.

These guidelines will be assessed again in more detail as part of a future Site Plan Control application.

The proposed development complies with the following guidelines:

Context

1.2	The proposed development does not impact identified views or angular planes;
1.9	A background building should respect and enhance the existing and planned views and vistas through the placement of the building, height transitions, setbacks and step backs, and landscaping;
1.11	When a high-rise building or group of high-rise buildings are proposed on a site surrounded by other high-rise buildings of consistent height, relate the height and scale of the proposed buildings to the existing context and provide variations;
1.15	The subject property abuts the public realm on three sides;
1.16	The subject property has an area greater that 1,350 square metres;
1.22	The proposed development respects the overall building setting;

Built Form

2.13 The proposed development creates a continuous street edge along the public streets and POPS;

2.15 The height of the podiums is appropriate for the site;

2.16 Additional height may be appropriate through the provision of step backs and architectural articulation, particularly on wider streets and deeper lots;

2.20b. Respect the character and vertical rhythm of the adjacent properties and create a comfortable pedestrian scale by determining appropriateness of larger-scale facades in certain areas;

2.21 The proposed materials are high-quality, and durable;

2.23 The ground floors of buildings are highly transparent;

2.24a The tower floorplates are of an appropriate scale for residential towers;

2.25 The tower is appropriately separated per the Cleary and New Orchard Planning Study policies;

2.27 In suburban locations, cluster towers to avoid random placement of buildings;

2.28 The tower has no blank facades;

2.31 Towers have been designed to minimize wind and shadow impacts;

Pedestrian Realm

3.3 At locations with lower pedestrian traffic volumes, extra wide pedestrian zones beyond the prevalent streetscape pattern may not be appropriate. The overall width of the street (building face to building face) should be related to the height of the high-rise base in order to maintain an appropriate sense of scale and proportion;

3.10 The main building entrances have direct access to the sidewalk;

3.14 Parking is located underground;

3.16 All servicing and loading is integrated within the building;

3.19 Garage doors have been integrated into the building design;

3.26 A wind study has been conducted; and,

3.27 A shadow study has been conducted.

The proposed development achieves the objectives of the applicable Urban Design Guidelines for High-Rise Buildings.

4.6 Transit Oriented Development Guidelines

Approved by City Council on September 26, 2007, the City of Ottawa's Transit-Oriented Development Guidelines seek to provide guidance to assess, promote and achieve appropriate Transit-Oriented Development within the City of Ottawa. These guidelines are to be applied to all development throughout the City within a 600 metre walking distance of a rapid transit stop or station to provide guidance to the proper development of these strategically located properties. Enhanced cycling facilities and cycling infrastructure should be considered within a 1,500 metre cycling distance. Areas served by high-quality transit (frequent service, numerous routes, extended hours of service) rather than rapid transit will also benefit from applying these guidelines.
The proposed development meets the following applicable design guidelines, among others:

Land Use

Guideline 1 Provide transit supportive land uses within a 600 m walking distance of a rapid transit station.

Guideline 3 Create a multi-purpose destination for both transit users and local residents through providing a mix of different land uses that support a vibrant area community and enable people to meet many of their daily needs locally, thereby reducing the need to travel. Elements include a variety of different housing types, employment, local services and amenities that are consistent with the policy framework of the Official Plan and the City's Zoning By-Law. The mix of different uses can all be within one building and/or within different buildings within proximity of one another.

Layout

Guideline 6 Create pedestrian and cycling "short cuts" that lead directly to transit. Pathways require a minimum 6-metre right-of-way.

Guideline 10 Orient buildings towards transit stations and provide direct pedestrian access that minimizes conflict with vehicles.

Built Form

Guideline 11 Step back buildings higher than 4 to 5 storeys in order to maintain a more human scale along the sidewalk and to reduce shadow and wind impacts on the public street.

Guideline 13 Set large buildings back between 3.0 and 6.0 metres from the front property line, and from the side property line for corner sites, in order to define the street edge and to provide space for pedestrian activities and landscaping.

Guideline 14 Provide architectural variety (windows, variety of building materials, projections) on the lower storeys of buildings to provide visual interest to pedestrians.

Guideline 15 Use clear windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order provide ease of entrance, visual interest and increased security through informal viewing.

Pedestrian and Cyclists

Guideline 28 Design ground floors to be appealing to pedestrians, with such uses as retail, personal service, restaurants, outdoor cafes, and residences.

Vehicles and Parking

Guideline 35 Locate parking lots to the rear of buildings and not between the public right-of-way and the functional front of the building. For buildings on corner sites, avoid locating parking lots on an exterior side.

Guideline 36 Design access driveways to be shared between facilities

Guideline 39 Encourage underground parking or parking structures over surface parking lots. Locate parking structures so that they do not impede pedestrian flows and design them with active street-level facades, including commercial uses and/or building articulation, non-transparent windows or soft and hard landscaping.

Streetscape and Environment

Guideline 54 Enclose air conditioner compressors, garbage and recycling containers and other similar equipment within buildings or screen them from public view.

4.7 City of Ottawa Zoning By-law

The subject property is currently zoned “Residential Fifth Density, Subzone D, Exception 479, Maximum Floor Space Index of 3.0, and a Maximum Height of 39 metres (R5C[872]F(3.0)H(39)). The site-specific exception allows for the use of retail food store.

The purpose of the R5 zone is to allow a wide mix of residential building forms in areas designated as General Urban Area in the Official Plan. The R5C Zone is applied to allow a wide mix of residential units ranging from semi-detached, to high-rise apartment dwellings and regulates development in a manner that is compatible with existing land use patterns so that the mixed building form and residential character of a neighbourhood is maintained or enhanced.

The R5 zone permits the following uses:

- Apartment dwelling – high-rise
- Apartment dwelling – low-rise
- Detached dwelling
- Diplomatic mission
- duplex
- Bed and breakfast
- Group home
- Home-based business
- Home-base daycare
- Linked detached dwelling
- Park
- Planned unit development
- Residential care facility
- Retirement home
- Rooming house
- Secondary dwelling unit
- Semi-detached dwelling
- Three unit dwelling
- Townhouse dwelling
- Urban agriculture

Figure 14 Excerpt from the City of Ottawa's Zoning Bylaw Map

The proposed Zoning By-law Amendment would rezone the subject lands to the "Residential Fifth Density, Subzone C, Exception XXXX, Schedule YYY (R5C[XXXX] SYYY)" to permit the proposed development. The proposed development is compared to the provisions of the R5C zone in the table below:

Zoning Mechanism	R5C	Proposed	Compliance
Minimum Lot Area	675 m^2	14,690 m^2	✓
Minimum Lot Width	22.5 metres	104.9 metres	✓
Setbacks	Front Yard: 3 metres Rear Yard: 7.5 metres Corner Yard: 3 metres Interior Yard: 6 metres	Front Yard: 7.5 metres Rear Yard: 10 metres Corner Yard: 45.3 metres Interior Yard: 6 metres	✓ ✓ ✓ ✓
Building Height	39 metres	95 metres	✗
Amenity Area 6m^2/unit, 50% communal	1,758 m^2 879 m^2 communal	5,007 m^2 87% communal	✓
Maximum FSI	3.0	2.6	✓
Minimum Landscaped Area	30% of lot area	>30%	✓
Vehicular Parking Spaces Max: 1.75 spaces/unit	954	440	✓
Bicycle Parking Residential: 0.5 spaces/unit	147	152	✓
Driveway Width	6 metres	6 metres	✓
Drive Aisle Width	6 metres	6 metres	✓
City of Ottawa ROW Widening	8 metres	8 metres	✓

As demonstrated in the table above the proposed development adheres to the general intent and majority of provisions within the R5C zone. The proposed Zoning By-law Amendment would address the building height and site layout through a site-specific zoning schedule. The proposed amendment it outlined in Section 5.1.

5.0
Requested Amendments

5.1 Zoning By-law Amendment

The Zoning By-law Amendment is being proposed in order to rezone the site from “R5C[872]F(3.0)H(39)” to “R5C[XXXX] H(95)”. The purpose of the amendment is to:

Increase height limit from 39 metres to 95 metres

- Whereas the subject property’s maximum permitted building height is currently 30 metres, the proposed development would increase building height to 95 metres in order to permit the proposed 30-storey high-rise building.
  - The proposed height increase is appropriate for the subject property, given its proximity to future rapid transit; its location in an area characterized with other high-rise buildings; the building’s design, which will minimize shadowing and privacy impacts on neighbouring areas; and its separation from low-lying residential areas.

5.2 Official Plan Amendment

A site-specific Official Plan Amendment is proposed to the Cleary and New Orchard Area-Specific Policies. The OPA would:

- Amend specific provisions in Section 3.4.3 to recognize the relationship of the proposed increase in building height of 30 storeys requested in the accompanying Zoning By-law Amendment.
  - The proposed amendment to the Area-Specific Policies is necessary to realign the Area Specific Policy to the underlying zoning.

6.0 Conclusion

It is our professional opinion that the applications for an Official Plan Amendment and Zoning By-law Amendment are appropriate, represent good planning, and are 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 also **conforms to the Official Plan**'s vision for managing growth in the urban area. The proposed development responds to the existing context by meeting the urban design and compatibility objectives, principles, and policies in Sections 2.5.1 and 4.11 of the Official Plan.

- The **proposed Zoning By-law Amendment aligns with requirements for developments in proximity Rapid Transit Stations while respecting the planned neighbourhood context**. The modified Residential Fifth Density, Subzone C would ensure efficient development patterns of a suitable scale and density for the subject site.

- The **proposed Official Plan Amendment would realign the Area Specific Policy** for the subject property with the underlying zoning, as per Section 3.4.3 of the Cleary and New Orchard Area-Specific Policies.
- **Supporting studies confirm that the proposal is functional and appropriate**.

Sincerely,

Lisa Dalla Rosa, MCIP RPP
Associate

Tyler Yakichuk, MPlan
Planner