



1052, 1060 and 1064 St. Laurent Boulevard

Planning Rationale
Official Plan Amendment + Zoning By-law Amendment
January 29, 2026



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January 2026

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1.0 Introduction	1
1.1 Summary of Proposal	1
1.2 Purpose of Applications	1
2.0 Site Context and Surrounding Area	3
2.1 Subject Site	3
2.2 Surrounding Context	3
2.3 Neighbourhood Amenities	4
2.4 Road Network	5
2.5 Transit Network	6
2.6 Active Transportation	8
3.0 Proposed Development	10
3.1 Overview	10
4.0 Policy and Regulatory Framework	14
4.1 Provincial Planning Statement (2024)	14
4.2 City of Ottawa Official Plan	16
4.3 Inner East Lines 1 and 3 Stations Secondary Plan	28
4.4 Transit-Oriented Development Guidelines	29
4.5 Urban Design Guidelines for Development along Arterial Mainstreets	30
4.6 Urban Design Guidelines for High-rise Buildings (2018)	31
4.7 City of Ottawa Comprehensive Zoning By-law (2008-250)	35
5.0 Requested Amendment	38
5.1 Official Plan Amendment	38
5.2 Relief Required	39
6.0 Other Applicable Requirements	40
6.1 Hydro Ottawa Separation Distance Requirements	40
7.0 Public Consultation Strategy	41
8.0 Conclusion	42

1.0 Introduction

Fotenn Consultants Inc. (“Fotenn”) has been retained by Stan Bernard Automotive Limited (“the Owner”) to prepare this Planning Rationale in support of a Zoning By-law Amendment and Official Plan Amendment Application for lands municipally known as 1052, 1060 and 1064 St. Laurent Boulevard, located in the Overbrook neighbourhood of the City of Ottawa (“the subject site”).

The intent of this Planning Rationale is to assess the proposed development against the applicable policy and regulatory framework and determine if the development is appropriate for the subject site and compatible with adjacent development and the surrounding community.

This Planning Rationale should be read in conjunction with the suite of materials submitted as part of this complete application package. Specifically, the concurrently submitted Urban Design Brief prepared by Project 1 Studio provides additional analysis and discussion of the architectural and urban design merits of the proposal.

1.1 Summary of Proposal

The owner is seeking to redevelop the subject site with a 30-storey mixed-use building consisting of 401 dwelling units and three levels of below-grade parking. The proposed building applies a 6-storey podium which interfaces with the public realm. Ground floor retail uses are contemplated along St. Laurent Boulevard. Following a stepback, the podium height increases to 9 storeys. To the rear, the podium steps down to 4 storeys to accommodate a transition to the established context to the west.

Soft landscaping is accommodated internal to the site through the inclusion of raised soil cells to accommodate adequate depth for tree planting.

1.2 Purpose of Applications

The proposed Official Plan and Major Zoning By-law Amendment applications will facilitate the proposed redevelopment and intensification of the subject site with a mixed-use, transit-oriented development.

1.2.1 Official Plan Amendment

An Official Plan Amendment (OPA) application is required to amend Schedule A – Inner East Lines 1 and 3 Station Secondary Plan to permit a building height of 30 storeys where 20 storeys is currently permitted; recognizing the importance of the subject site as a transit-oriented development opportunity given its proximity to the St. Laurent LRT Station.

To achieve transit oriented development in an efficient and sustainable fashion, Ottawa has outlined through its Official Plan that more growth must be achieved via intensification than by greenfield development and that the majority of trips in the city will be made by rapid and active transportation in the future.

While respecting, facilitating, and implementing the vast majority of policy objectives of the Inner East Lines 1 and 3 Station Secondary Plan, the proposal responds appropriately to the ongoing housing crisis and policy and legislative direction now established in the City and Province as a whole with the inclusion of building heights better aligned with the current growth management context for the area and city.

1.2.2 Zoning By-law Amendment

A Zoning By-law Amendment application is also being submitted to facilitate the redevelopment of the subject site, rezoning the lands from the current split zone consisting of “Arterial Mainstreet – AM” for 1064 St. Laurent and “Arterial Mainstreet, Subzone 10, Urban Exception 2199 – AM10[2199]” to “Arterial Mainstreet, with a new site

specific exception – AM[XXXX]” for the entire subject site permitting the mixed-use, pedestrian-friendly, compact, and transit-oriented development. The proposed Zoning By-law Amendment would include a special exception zone and a height schedule to define the permitted building envelope. This would serve to implement the policy modifications being sought for the Secondary Plan.

2.0 Site Context and Surrounding Area

2.1 Subject Site

The subject site is known municipally as 1052, 1060 and 1064 St. Laurent Boulevard. 1052 St. Laurent Boulevard is currently occupied by a two (2) storey commercial building. 1060 St. Laurent Boulevard is currently occupied by a single storey restaurant. 1064 St. Laurent Boulevard is currently occupied by a single storey auto garage. 1052, 1060 and 1064 have a combined area of 3561.6 square metres with 79.9 metres frontage along St. Laurent Boulevard. The subject site is located approximately 700 metres north of the St. Laurent LRT station on the Confederation Line.



Figure 1: Aerial image of the subject site and surrounding area

The subject site is bounded by roads on two sides being St. Laurent Boulevard to the east and Queen Mary Street to the south.

2.2 Surrounding Context

North: Abutting the subject site to the north is a single story retail plaza featuring a range of commercial uses. Further north is a mixture of low rise residential and commercial properties.

East: Abutting St. Laurent Boulevard is a large commercial shopping plaza dominated big box format retail outlets featuring an array of business including a sports store and two full-service grocery outlets. Further east are two high rise towers accessed via Donald Street.

South: Abutting Queen Mary Street to the south is an automotive dealership. Further south is St. Laurent Shopping Centre which features a range of retail, service, and commercial amenities. Connected to the shopping

centre is the St. Laurent Transit Station which is part of the east-west Confederation Line of the Light Rail Transit (LRT) system.

West: Abutting the site to the west are low-rise residential properties owned by Ottawa Community Housing. Further west is a low-rise residential neighbourhood featuring a range of semi-detached and detached housing, Queen Mary Street Public School and Lawson Park.

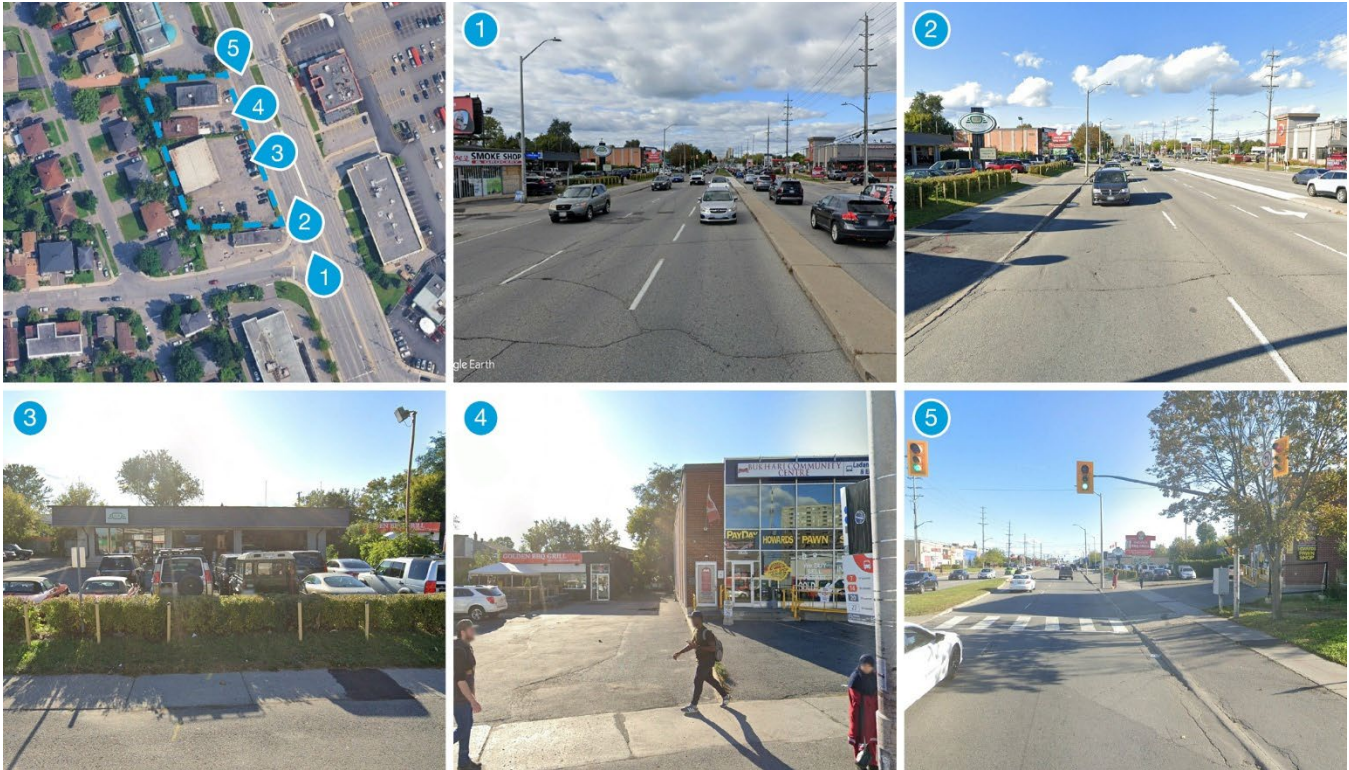


Figure 2: Street views of the subject site from varying locations.

2.3 Neighbourhood Amenities

Given the subject site's location on a mainstreet corridor, the site benefits from proximity to a variety of amenities, including many commercial uses such as restaurants, retail shops, grocery facilities, and green space. As well, the site is well-served with respect to attractions, parks and community facilities, including Ogilvie North Park.

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

- / St. Laurent Shopping Centre;
- / Multiple active transportation routes, including the Aviation Parkway pathway network;
- / Recreational facilities including tennis courts, baseball diamonds, and public swimming pools;
- / Parks include Ogilvie North Park, Ken Steele Park and Cummings Park;
- / Schools including Queen Mary Street Public School, Ottawa Technical Secondary School and Rideau High School.



Figure 3: Aerial view identifying amenities in close proximity to the subject site.

2.4 Road Network

The subject site is well connected to multiple major road networks. The subject site abuts St. Laurent Boulevard which is identified as an Arterial Road on Schedule C4 - Urban Road Network of the City of Ottawa Official Plan (Figure 4), connecting Montreal road to the north with Highway 417, a Provincial freeway to the south. Arterial Roads are those within the City which are 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 vehicular traffic as well as pedestrians, public utilities, cyclists and public transit. Due to their ability to accommodate increased capacity, Arterial Roads are generally best suited for increased activity stimulated by residential and commercial intensification.

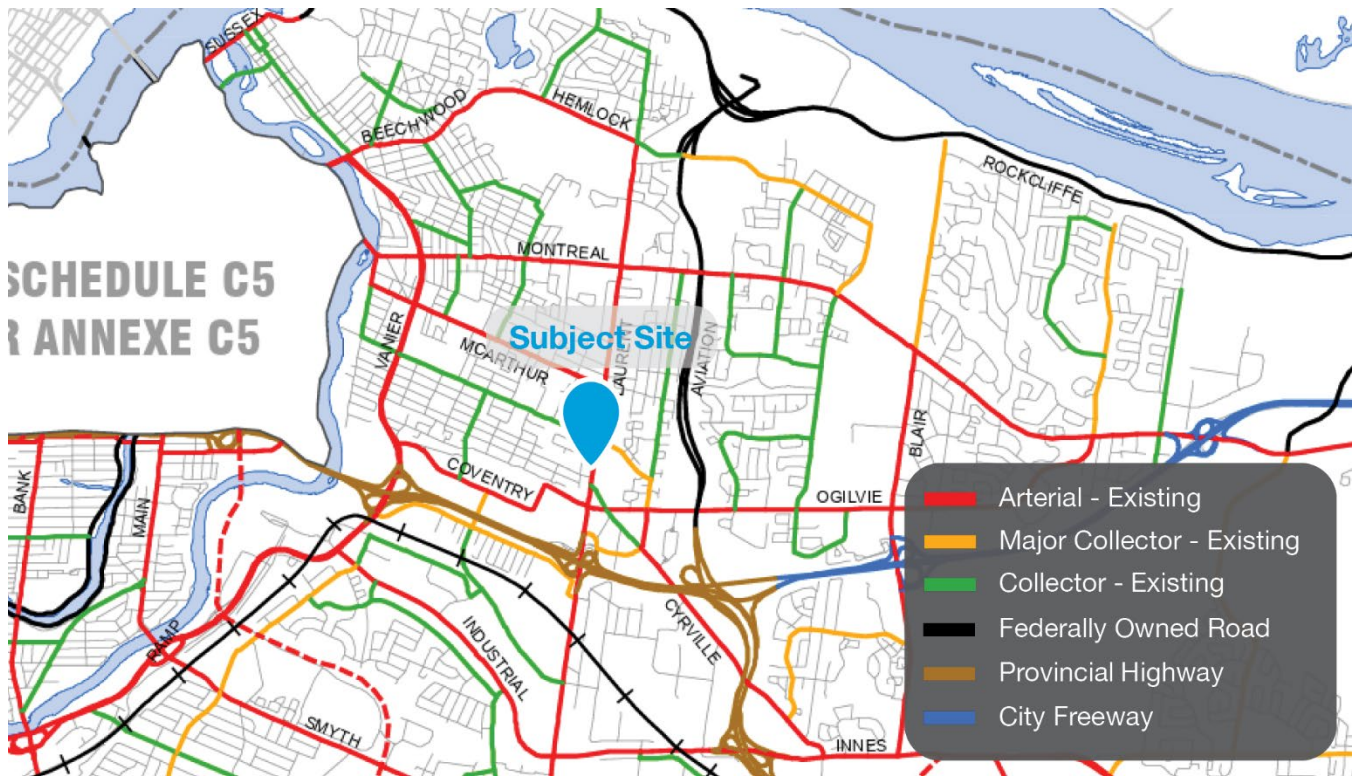


Figure 4: Schedule C4 - Urban Road Network, City of Ottawa Official Plan

The subject site is also close to the federally owned segment of the Aviation Parkway as well as the Provincial Highway 417. These roads are designed to move large volumes of traffic throughout the city with limited stoppages.

2.5 Transit Network

St. Laurent Boulevard is identified as a Transit Priority Corridor on Schedule C2 – Transit Network of the City of Ottawa Official Plan (Figure 5). Transit Priority Corridors refer to roadways with frequent street transit that is prioritized by the implementation of transit priority measures. The Transit Priority Corridor works with the City’s Rapid Transit System to provide improved city-wide transit access to major destinations such as employment, commercial and institutional land uses.

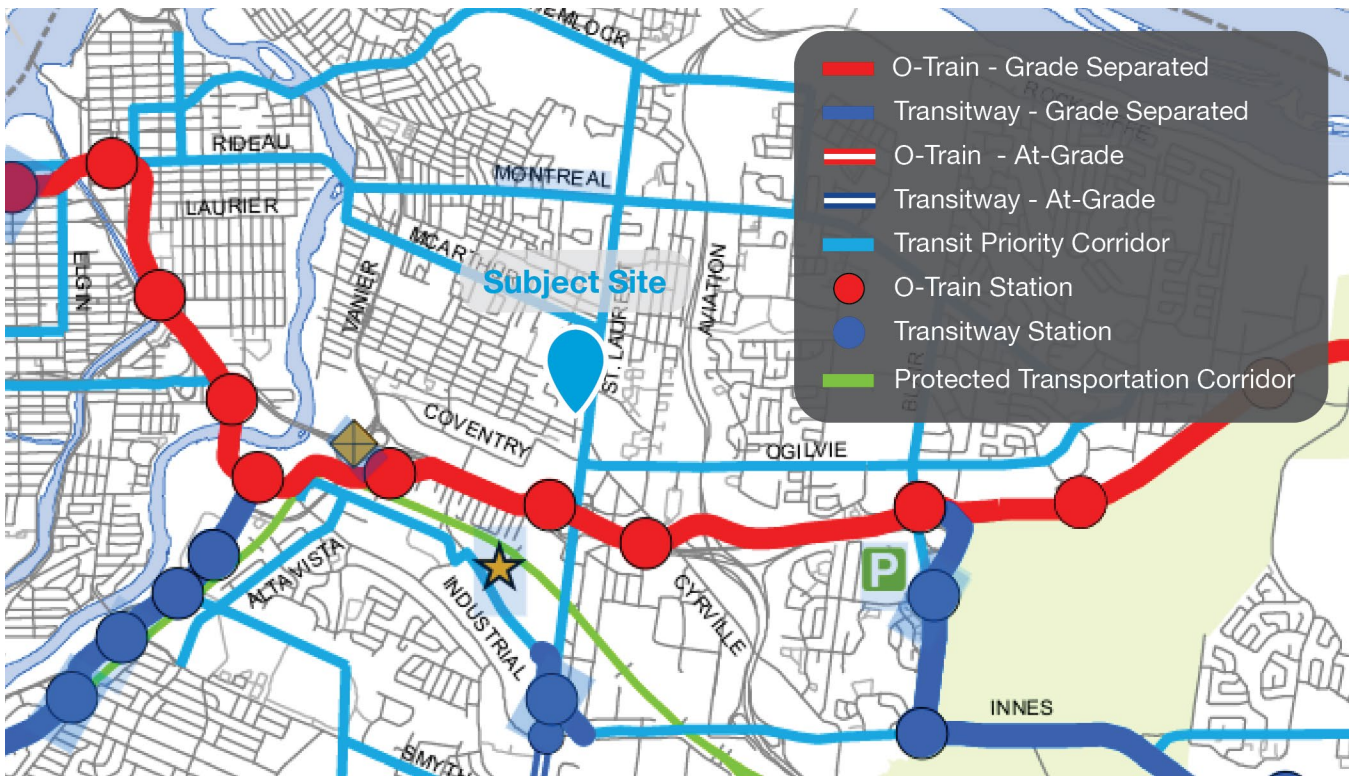


Figure 5: Schedule C2 Transit Network, City of Ottawa Official Plan.

According to the “New Ways to Bus” Network Map, the proposed development would be served by Route 7 and 14, both Frequent Routes providing connections to the St. Laurent LRT station via St. Laurent Boulevard. Frequent routes provide service every 15 minutes or less on weekdays between 6:00 AM and 6:00 PM, and operate seven (7) days a week in all time periods. Local routes provide custom routing to local destinations.



Figure 6: New Ways to Bus Network Map (OC Transpo, August 19, 2024)

2.6 Active Transportation

As identified in the City of Ottawa Transportation Master Plan, the subject site is located on a Spine Route, which is designated to provide efficient travel for cyclists. The subject site is also closely located to several Major Pathways which provide dedicated travel for cyclists throughout the Overbrook community.

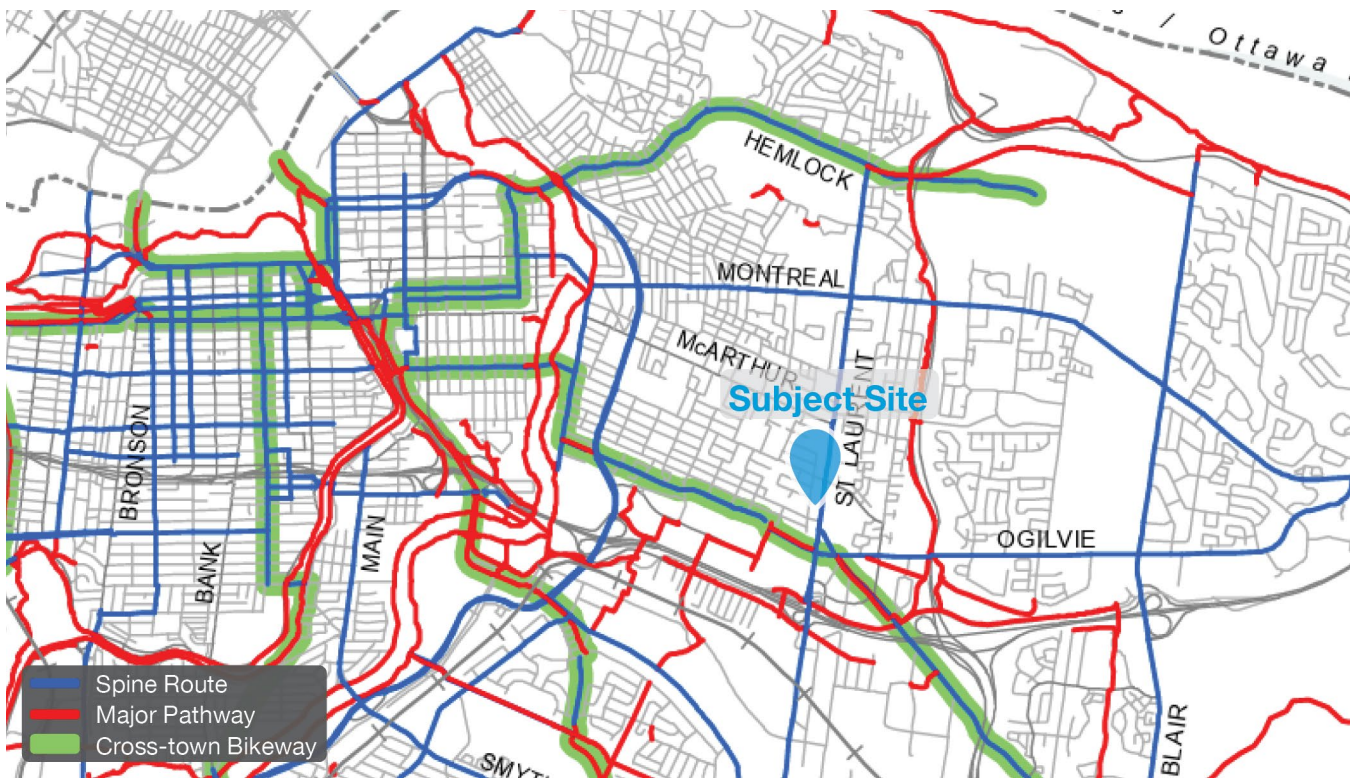


Figure 7: Map 1 - Cycling Network, City of Ottawa Transportation Master Plan.

3.0 Proposed Development

3.1 Overview

The applicant is seeking to redevelop the subject site with a 30-storey mixed-use building consisting of 401 dwelling units and three levels of below-grade parking. The proposed building applies a 6-storey podium which interfaces with the public realm. Ground floor retail uses are contemplated along St. Laurent Boulevard. Following a setback, the podium height increases to 9 storeys. To the rear, the podium steps down to 4 storeys to accommodate a transition to the established context to the west.

Soft landscaping is accommodated internal to the site through the inclusion of raised soil cells to accommodate adequate depth for tree planting.



Figure 8: At-grade view looking southwest across the subject site.

Table 1: Distribution of Proposed Residential Units

Unit Type	Count	Percentage
1 bedroom	247	62%
2 bedroom	125	31%
Studio	29	7%
Total	401	

3.1.1 Massing and Transition

The proposed tower consists of a 746 m² tower floorplate sited towards the southeast extremity of the site. The podium mass includes a 6-storey component which steps back to 2.5 metres to a 9 storey podium. To the west of the tower is a 4-storey podium.

The proposed development provides a 33.37 metre tower setback to the property line to the north and a 19.11 metre tower setback to the west. A tower setback of 3.5 metres is provided to the north, where the corner lands are not of a sufficient area to accommodate a tower.

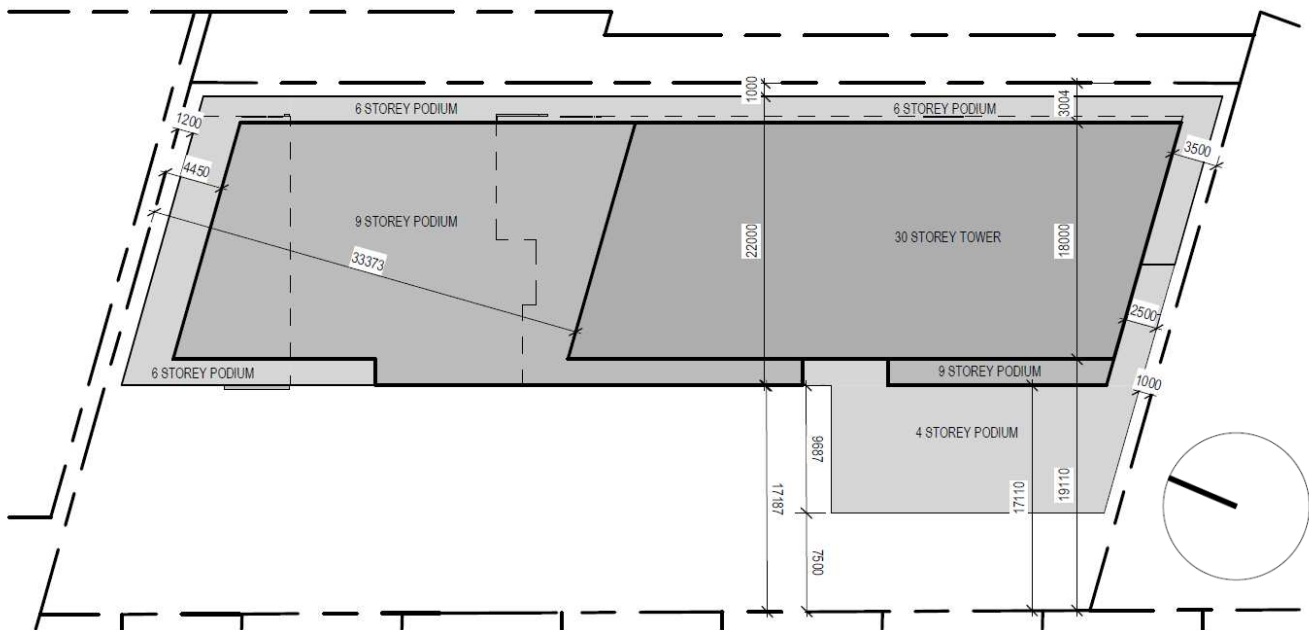


Figure 9: Proposed Setback Plan

3.1.2 Access, Circulation, and Parking

Access to the site is provided via a driveway aisle to the north of the site. With consideration to the median along St. Laurent Boulevard, movements will be right-in, right-out. The building podium is cantilevered over the driveway aisle allowing for continuity of the datum lines while also screening the rear circulation area.

The driveway aisle provides adequate width to allow 2-way circulation on-site. A paved surface area to the rear of the building will allow adequate vehicle turning movement to take place on-site. Six (6) visitor sports are proposed at-grade. At-grade bicycle parking is also proposed.

A ramp to the below-grade parking is proposed at the edge of the property line. The below-grade parking area includes space for bicycle storage, tenant storage, vehicle storage, mechanical building elements, and a dog wash station.

The proposal includes 201 residential parking spaces across three floors of underground parking; resulting in a parking ratio of 0.5 spaces per unit. The proposal also includes 6 at-grade visitor spaces and 24 in the vehicle parking garage for a total of 30 spaces. Bicycle parking is proposed at a total of 440 underground (1.1 space per resident) and 3 at-grade spaces.

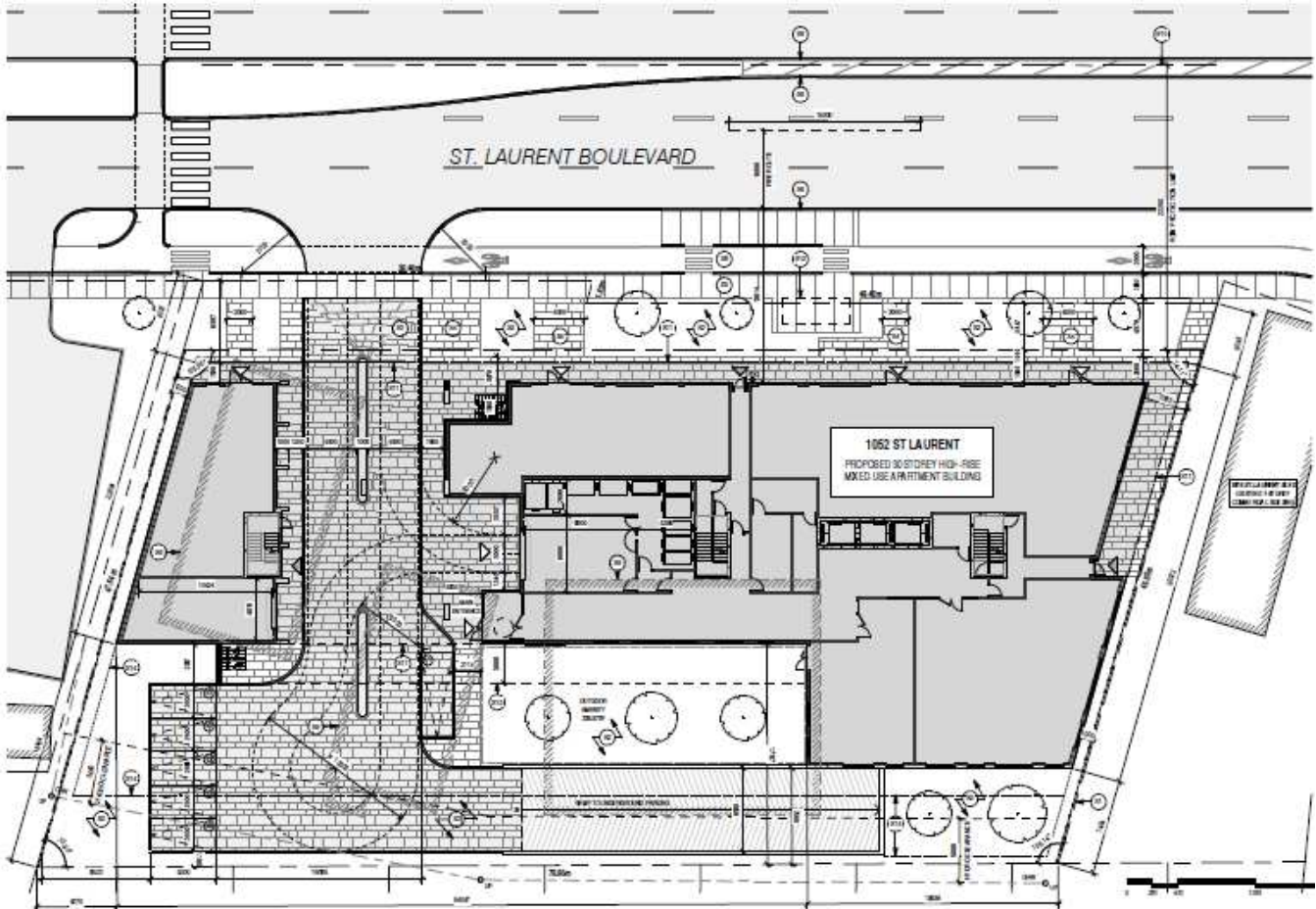


Figure 10: Proposed Site Plan

3.1.3 Ground Floor and Amenity Area

At the ground floor of the building, three (3) distinct retail units are proposed fronting onto St. Laurent Boulevard. Distinct areas for retail and residential garbage storage are also proposed. A loading and move-in room is also located on the ground floor.

Amenity is also located on the ground floor. Two internal amenity rooms of 100 m² and 201.5 m² are proposed. An outdoor amenity area of 239 m² is also proposed at-grade. Additional amenity is provided at the tenth floor, where an amenity room of 71.8 m² and outdoor terrace of 630.6 m² are proposed. In total the site accommodates 1,242 m² of communal amenity area in addition to the balconies which provide 3,297 m² for a total of 4,539 m².

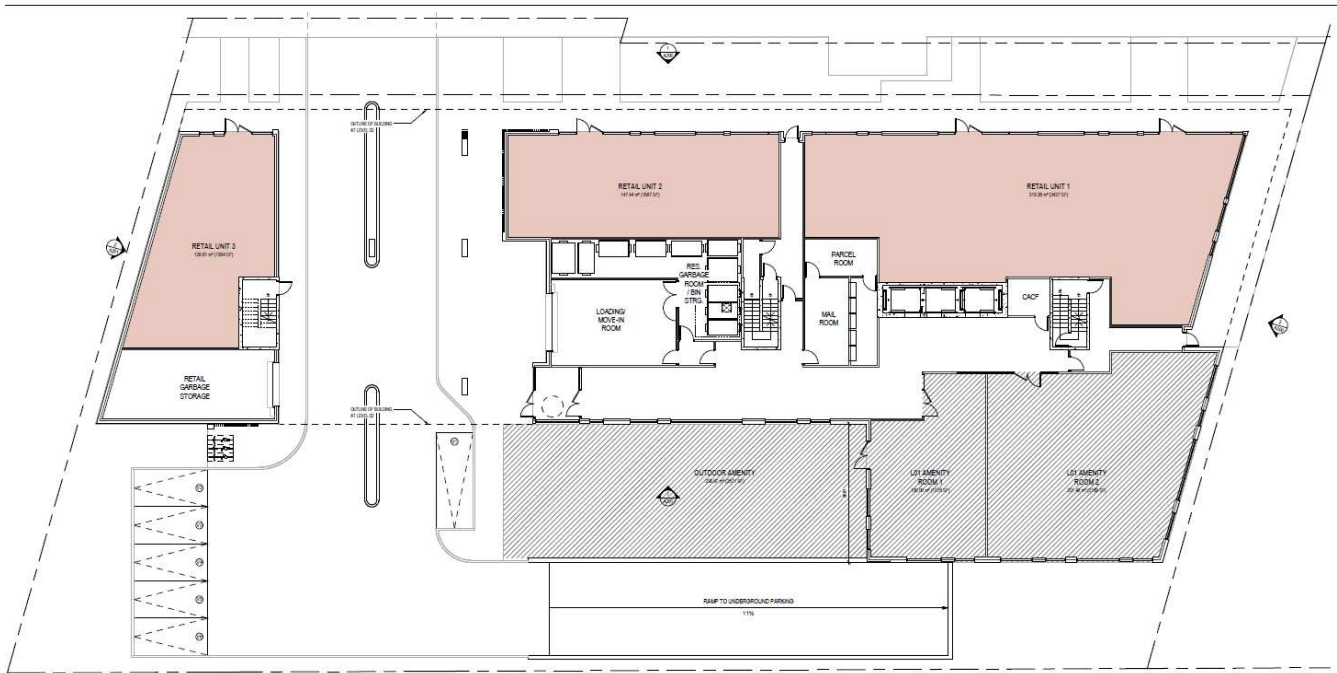


Figure 11: Ground Floor Plan

3.1.4 Public Realm

A right-of-way protection of 44.5 metres is assigned along the frontage of the site. This consideration has been applied to the proposed design and will serve to normalize the front property line. Within the public right-of-way, a cycle track is proposed with a median separating it from the road. A bus stop and landing area are proposed directly in front of the site.

A landscaped strip is proposed between the building and the sidewalk, where tree planning can be accommodated. Paved walkways serve to connect the site and the retail areas to the sidewalk. The vehicle access and egress is clearly defined and curbed accordingly. The sidewalk continues across the driveway aisle to delineate pedestrian priority.

4.0 Policy and Regulatory Framework

4.1 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) 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 General Policies for Settlement 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 Strategic Growth Areas

2.4.1 General Policies for Strategic Growth Areas

- 2.4.1.2 To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:
- a) To accommodate significant population and employment growth;
 - b) As focal areas for education, commercial, recreational, and cultural uses;
 - c) To accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
 - d) To support affordable, accessible, and equitable housing.

2.4.2 Major Transit Station Areas

- 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.

The proposed development is consistent with the policies of the Provincial Planning Statement. The proposed development on the subject site represents an efficient use of land with access to existing infrastructure, public facilities, employment, amenities and services. The subject site facilitates access to the existing, active transportation network of pedestrian and cycling routes in the area. The proposed development supports transit as the subject site is within 700 metres of an existing LRT station and in close proximity to local bus routes along St. Laurent Boulevard. Finally, the proposed development will

contribute to the supply of available housing within the surrounding neighbourhood in a built form that will offer greater variety of housing types.

4.2 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.

4.2.1 Strategic Directions

The Official Plan proposes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These directions include the following:

1. 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.

2. 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.

3. 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.

4. 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.

5. Embed economic development into the framework of our planning policies.

In the Official Plan, an economic development lens is taken to policies throughout. 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.

4.2.2 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

The Strategic Directions and Cross-Cutting issues are addressed in other City policy documents and plans, and consequently, the Official Plan needs to be read in conjunction with those other policy documents. For this reason, this Rationale provides further details of these policy directions and how this proposal meets them in the following sections.

The proposed development meets the goal of intensification by concentrating residential, commercial and employment uses within a single footprint and achieving density through vertical form on a well-serviced site. The mixed-use tower contributes to economic development by introducing new residential units, employment opportunities and commercial activity within a consolidated development. Ground-floor retail uses support local business, increase pedestrian activity, and strengthen the surrounding commercial environment.

High-density mixed-use development supports climate-change mitigation and efficient energy use by reducing per-capita energy consumption and automobile dependence. The site's proximity to existing transit facilities encourages the use of public transport and reduces the reliance on private vehicles. The proposal promotes healthy and inclusive communities by providing a range of housing types and tenures within a single development, accommodating diverse household sizes, ages, and income levels.

4.2.3 Transect Policy Area and Urban Designation

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. Transect Policies provide direction on minimum and maximum height based on context through the type of Transect and designation.

The subject site is located within the Inner Urban Transect; an area that immediately surrounds the Downtown Core as shown on Schedule A (Figure 12).

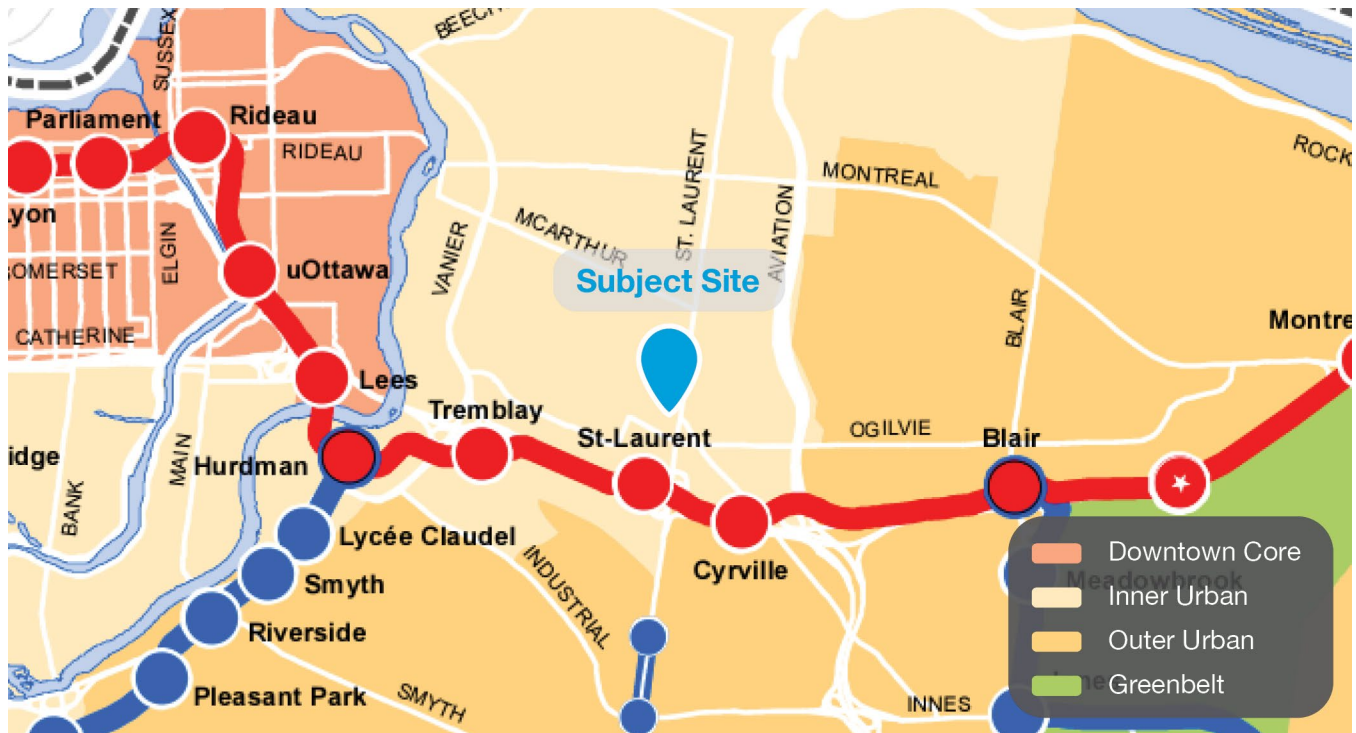


Figure 12: Schedule A - Transect Policy Areas, City of Ottawa Official Plan

Section 5.2 provides policies related to the Inner Urban Transect, which includes the pre-Second World War neighbourhoods that immediately surround the Downtown Core, and the earliest post-Second World War areas directly adjacent to them. Generally, the older neighbourhoods reflect urban built form characteristics, while the postwar neighbourhoods reflect suburban characteristics.

Section 5.2.1 discusses how to enhance or establish an urban pattern of built form, site design and mix of uses. Per Policy 1, the Inner Urban Transect's built form and site design includes both urban and suburban characteristics. Its intended pattern is urban.

Per 5.2.1.3, the Inner Urban Transect is generally planned for mid- to high-density development, subject to:

- a) Proximity and access to frequent street transit or rapid transit;
- b) Limits on building heights and massing, as per the underlying functional designation, and the separation of tower elements, established through secondary plans or area-specific policy, the functional designations and urban design policies in Subsection 4.6, or as a result of the application of heritage conservation policies in Subsection 4.5; and
- c) Resolution of any constraints in water, sewer and stormwater capacity.

5.2.1.4 states that the Inner Urban Transect shall continue to develop as a mixed-use environment, where:

- a) Hubs and a network of Mainstreets and Minor Corridors provide residents with a full range of services within a walking distance from home, in order to support the growth of 15-minute neighbourhoods;
- b) Small, locally oriented services may be appropriately located within Neighbourhoods;
- c) Existing and new cultural assets are supported, including those that support music and nightlife;
- d) Larger employment uses are directed to Hubs and Corridors; and
- e) Increases in existing residential densities are supported to sustain the full range of services noted in the first bullet above.

The proposed development will increase residential density within the neighbourhood while also introducing new opportunities for non-residential uses. The inclusion of non-residential uses, such as commercial and employment-oriented functions, contributes to a more complete and mixed-use environment, enhances local access to services and amenities, and supports day-to-day activity within the area which supports the growth of 15-minute neighbourhoods.

5.2.1.5 notes that the Inner Urban area is planned for mid- to high-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; and
- c) Further to the above, development applications may be required to
 - i) Reduce the number and/or width of private approaches on a site;
 - ii) Re-use existing private approaches; or
 - iii) Relocate and/or combine existing private approaches with no net increase in number or width.
- d) In the case of completely new areas or neighbourhoods developed by Plan of Subdivision, each city block shall be planned to minimize the number of vehicular private approaches and combine or share accesses to the greatest extent possible.

Section 5.2.2 notes that the city shall prioritize walking, cycling and transit within, and to and from, the Inner Urban Transect.

5.2.2.2 states that the transportation network for the Inner Urban Transect shall: prioritize walking cycling and transit and accommodate motor vehicle access and movement provided doing so does not erode the public realm nor undermine the priority of pedestrians, cyclists and transit users.

The subject site's close proximity to a designated hub zone and a rapid transit station will actively encourage the use of active transportation and public transit by providing convenient, safe, and direct access to key destinations. This transit-supportive location reduces reliance on private automobiles and promotes walking, cycling, and transit use as viable and attractive modes of travel for residents, employees, and visitors.

Motor vehicle access to the site is designed to function efficiently while minimizing potential conflicts with pedestrians, cyclists, and transit users. Access points are limited and strategically located to reduce curb cuts and interruptions along the streetscape, thereby preserving pedestrian continuity and safety. This approach also minimizes visual and functional impacts on the public realm and supports a high-quality streetscape.

Per 5.2.2.3, motor vehicle parking in the Inner Urban Transect shall be managed as follows:

- a) Motor vehicle parking may only be required for large-scale developments, and only to the extent needed to offset sudden large increases in parking demand;
- b) No parking shall be required as a condition of development within Hubs;
- c) Surface parking within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, shall be limited to a very small amount of spaces only for short-term drop-off and pick-up, or delivery vehicles; shall not be located between the building and the sidewalk; and shall be accessed and egressed by the narrowest possible driveway; and
- d) Where new development is proposed to include parking as an accessory use, such parking:
 - i) Shall be hidden from view of the public realm by being located behind or within the principal building, or underground;
 - ii) Shall be accessed by driveways that minimize the impact on the public realm and on both City-owned trees and privately-owned distinctive trees, and result in no net increase in vehicular private approaches; and
 - iii) May be prohibited on small lots or where parking cannot reasonably be accommodated in a manner consistent with the intent of this Plan.

The provision of a structured parking garage, rather than extensive surface parking, reflects a restrained and deliberate approach to parking supply. The planned garage accommodates necessary parking demand in a controlled manner without oversupplying spaces, ensuring that parking is provided only to the extent needed to support the scale and function of the development. Additionally, the parking is hidden from view being located internal to the site and underground.

4.2.4 Urban Designation and Overlay

Within each Transect, designations further articulate land uses and building heights. 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).



Figure 13: Schedule B2 - Inner Urban Transect, City of Ottawa Official Plan.

Per Schedule B2 of the Official Plan (Figure 13), the subject site is designated as “Mainstreet Corridor” within the “Hub” designation and is also subject to the “Evolving Neighbourhood” overlay. The OP clarifies that when a site is located on a Mainstreet Corridor and within a Hub, the policies for the Mainstreet Corridor prevail except regarding heights, in which case the Hub policies prevail.

The Official Plan defines building heights as follows:

- / Low-rise: 1-4 storeys
- / Mid-rise: 5-9 storeys
- / High-rise: 10-40 storeys
- / High-rise 41+: 41 storeys and taller

Policy 5.2.3.1 of the Official Plan states that within Hubs, permitted building heights are as follows:

- a) Up to a 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 3 storeys and up to High-rise;
- b) High-rise 41+ where permitted by a secondary plan;
- c) Outside the area described by Policy a), not less than 3 storeys and up to a High-rise where the parcel is of sufficient size to allow for a transition in built form massing; and
- d) On parcels that are within a designated Hub but not covered by a local plan, High-rise buildings shall only be permitted on parcels of sufficient size to allow for a transition in built form massing, and their height shall be lowest at the outer edge of the Hub and tallest at the centre of the Hub and near a rapid transit station.

The Official Plan defines a “local plan” as Secondary plans and area-specific polices that provide more detailed policies to guide growth and change in specific areas or neighbourhoods. Local plans adapt and implement the overall planning approach of this Plan but may deviate from specific policies to fit local contexts.

As the subject site is located more than 300 metres from St. Laurent Station and is 700 metres away via walking distance, it falls under 5.2.3.1.c), which indicates that heights up to High-rise, dependent on transition in built form massing, is permissible.

Policy 5.2.3.4 of the Official Plan states that all buildings along Mainstreets or Minor Corridors shall have active entrances facing the Mainstreet or Minor Corridor, regardless of use.

The proposal strategically positions active entrances to the ground-floor retail spaces along the Mainstreet Corridor, creating a strong visual and physical connection between the building and the public realm. By orienting the retail access points towards the corridor, the design encourages pedestrian activity, enhances street-level engagement, and contributes to a vibrant, walkable environment.

4.2.5 Hubs

Section 6.1 of the Official Plan outlines policies for lands designated as Hubs. Hubs are areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The planned function of Hubs is to concentrate a diversity of functions, a higher density of development, a greater degree of mixed uses and a higher level of public transit connectivity than the areas abutting and surrounding the Hub. Hubs are also intended as major employment centres.

Section 6.1.1.1 defines hubs as areas that may include lands adjacent to, or within a short walking distance of an identified rapid transit station or major frequent street transit stop, and:

- a) Hubs generally include lands up to 600 metre radius or 800 metres walking distance, whichever is greatest, from an existing or planned rapid transit station or major frequent street transit stop, and are shown on the B-series of schedules;
- b) Despite Policy a), the specified walking distance may be reduced where the pedestrian route abuts or crosses features of real or perceived friction to pedestrian movement such as tunnels, grade changes, major intersections and pedestrian dead zones; and
- c) In any case, Hubs do not include any lands identified as a Special District on the B-series of schedules.

Section 6.1.1.2 discusses the strategic purpose of Hubs is to:

- a) Focus major residential and non-residential origins and destinations including employment within easy walking access of rapid transit stations or major frequent street transit stops;
- b) Integrate with, and provide focus to, Downtown Core and Inner Urban Neighbourhoods and Downtown Core, Inner Urban, Outer Urban and Suburban Corridors to establish a network of residential, commercial, employment and institutional uses that allow residents of all income levels to easily live, work, play and access daily needs without the need to own a private automobile;
- c) Establish higher densities than surrounding areas conditional on an environment that prioritizes transit users, cyclists and pedestrians, as well as excellent urban design; and
- d) Reduce greenhouse gas emissions and contribute to the goals of 15-minute neighbourhoods by concentrating residential and non-residential uses, including compatible employment uses, within the network referenced in Policy b).

The Official Plan transect, and designation policies provide for a range of development opportunities on the subject site. The policies of the Official Plan encourage and permit up to, 40 storeys of mixed-use development subject to a successful transition. Many of the opportunities for high-density development are supported by the Official Plan and its policies but would require a Zoning By-law Amendment to permit additional height. As discussed later in this document, this property is subject to a Secondary Plan which further elaborates on the planned intent for the lands.

4.2.6 Protected Major Transit Station Area

The subject site is located in a Protected Major Transit Station Area (PMTSA). Section 6.1.2 provides direction to PMTSAs.

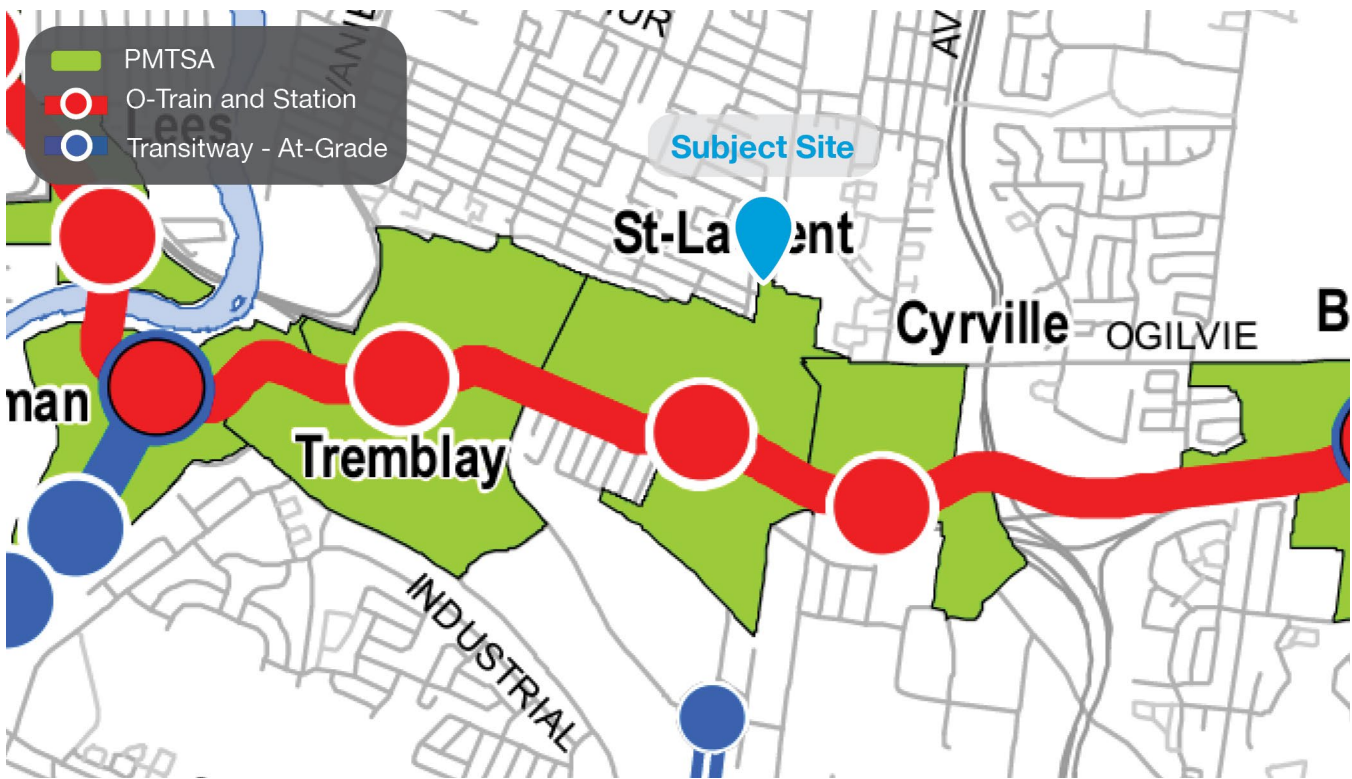


Figure 14: Schedule C1 - Protected Major Transit Station Areas (PMTSA), City of Ottawa Official Plan, 2022

Table 1: Hubs, Mainstreets, and Protected Major Transit Station Area (PMTSA) Density and Large Dwelling Requirements (Identified as Table 3a in the Official Plan)

Designation	Minimum Area-wide Density Requirement, People and Jobs per Gross Hectare*	Minimum Residential Density Requirement for Intensification, Dwellings per Net Hectare**	Minimum Proportion of Large-household Dwellings within Intensification
St-Laurent	200	As per Secondary Plan	Minimum: 5 per cent Target: 10 per cent

* Gross hectares refers to the area within the designation including non-developable lands such as roads and parks.

** Net hectares refers to privately owned lands prior to any potential severance or division and excludes private road areas that provide the same function of a public right-of-way. The expressed densities are for new developments on a per-parcel basis.

6.1.2.1 sets out the minimum density of people and jobs for PMTSAs per gross hectare that shall be implemented through the Zoning By-law, in an effort to increase the future density of development around transit.

6.1.2.2 states that low-density employment uses such as auto wreckers, warehousing and storage facilities and auto-oriented uses such as gas stations, service centres and drive-through establishments are prohibited from locating within a PMTSA.

6.1.2.3 states that 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, excluding those uses listed in Policy 2, above.

6.1.2.4 states that 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; and
- b) Outside the area described above, not less than 2 storeys with a minimum lot coverage of 70 per cent.

Per the above policy, if the site was not located in a Secondary Plan, it would have a minimum height of 2 storeys and a minimum lot coverage of 70%. The proposal introduces a high-density residential built form, together with complementary non-residential uses, within an area designated as a Protected Major Transit Station Area (PMTSA). By concentrating a mix of housing and employment-supportive functions in close proximity to rapid transit, the development maximizes the efficient use of transit infrastructure, supports ridership, and advances the long-term objective of creating a compact, mixed-use, and transit-oriented urban environment.

4.2.7 Mainstreet Corridor Designation

Section 6.2 of the Official Plan outlines policies for lands designated as Corridors. 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.

Policy 6.2.1.1 of the Official Plan notes that Corridors are shown as linear features in the B-series of schedules. The Corridor designation applies to any lot abutting the Corridor, subject to:

- a) Generally, a maximum depth of:
 - i) In the case of Mainstreet Corridors, a maximum depth of 220 metres from the centreline of the street identified as a Mainstreet Corridor;
 - ii) In the case of Minor Corridors, a maximum depth of 120 metres from the centreline of the street identified as a Minor Corridor;
 - iii) Where part of a lot lies beyond the maximum depths specified in Policies i) and ii), that part of the lot is excluded from the Corridor designation; and
 - iv) Despite Policy iii) above, where that part of the lot excluded from the Corridor designation is less than 20 metres in depth, the Corridor designation may extend to the entire lot;
- b) Where a side street intersects with a Corridor, the Corridor designation may include one or more lots on the side street so as to extend the Corridor designation along the side street to the average depth of the Corridor designation along the rest of the Corridor block; and
- c) Despite a) and b), where a secondary plan defines a Corridor differently, the boundaries in the secondary plan prevail.

Policy 6.2.1.2 of the Official Plan notes that 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. Development 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.

Policy 6.2.1.3 of the Official Plan states that 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; and/or
- c) Minimum building heights in terms of number of storeys to ensure multi-storey structures where uses can be mixed vertically within the building.

Per Policy 6.2.1.4 of the Official Plan, unless otherwise indicated in an approved Secondary Plan, the following applies to development of lands with frontage on both a Corridor and a parallel street or side street:

- a) Development shall address the Corridor as directed by the general policies governing Corridors, particularly where large parcels or consolidations of multiple smaller parcels are to be redeveloped;
- b) Vehicular access shall generally be provided from the parallel street or side street.

Per Policy 6.2.2.1 of the Official Plan, In the Mainstreet Corridor designation, this Plan shall permit a mix of uses including offices. These uses are permitted throughout the building, however the Zoning By-law may require active commercial or service uses on the ground floor, which include those that support cultural development in order to maintain, extend, or create a continuous stretch of active frontages along a Mainstreet.

The proposed development contemplates non-residential elements at-grade along St. Laurent Boulevard in spaces that provide a combination of commercial and amenity areas available to both the public and building residents. The inclusion of the mixed-use space will provide the opportunity for street activation and contribute to the 15-minute neighbourhood.

The Official Plan directs that development within the Corridor designation locate the greatest permitted building heights and highest densities in close proximity to the Corridor. The proposal responds appropriately to this direction by siting a high-rise building within the designated Corridor area while providing a sensitive and gradual transition in height toward both the Corridor itself and the low-rise residential uses located to the west of the subject site.

4.2.8 Evolving Neighbourhood Overlay

The subject site is also subject to the “Evolving Neighbourhood” overlay. This overlay is applied to areas near Hubs and Corridors to signal a gradual evolution over time that will see a change in character to support intensification, including guidance for a change in character from suburban to urban to allow new built forms and more diverse functions of land. The Overlay is intended to provide opportunities that allow the City to reach the goals of its growth management framework for intensification through the Zoning By-law, by providing:

- / Guidance for a gradual change in character based on proximity to Hubs and Corridors;
- / Allowance for new building forms and typologies, such as missing middle housing;
- / Direction to built form and site design that support an evolution towards more urban built form patterns and applicable transportation mode share goals; and
- / Direction to govern the evaluation of development.

The proposed 30-storey mixed-use tower is appropriately located in both a Hub and along a Corridor where the Official Plan contemplates the greatest building heights, density and a mix of uses. The proposal represents the introduction of a new built form and typology within an urban context. The development can accommodate a diverse range of unit sizes, including smaller apartments and family-sized units, contributing to housing choice and affordability. The tower’s vertical mixed-use form reflects an evolution towards compact, urban built form patterns that make efficient use of land and infrastructure.

4.2.9 Growth Management Framework

Section 3 of the Official Plan outlines a growth management framework that forms the basis for the Official Plan. The Plan notes that most growth will occur within the urban area of the City, with a majority of residential growth to be within the built-up area through intensification, increasing over time during the planning horizon. The City anticipates 93 percent of growth will be within the urban area, and 47 percent of that growth is to occur within the existing urban area and 46 percent of that growth is within the greenfield portion of the urban area. Intensification will support 15-minute neighbourhoods by being directed to Hubs and Corridors, where the majority of services and amenities are located.

Policy 3.2.8 states that intensification should occur in a variety of dwelling unit floorspace sizes to provide housing choices. Dwellings are broadly categorized into small dwellings (up to two bedrooms) and large dwellings (3 or more bedrooms or an equivalent floor area).

Policy 3.2.14 states that an amendment or minor variance to the Zoning By-law shall be required for any increase in height within the height categories, provided the proposed increase is in the same height category. An increase

in height to permit a building in a taller height category requires an amendment to the Official Plan or Secondary Plan where applicable, in addition to the amendment to the Zoning By-law.

Table 3a of the Official Plan sets out minimum densities and large dwellings requirements for Hubs. For the St. Laurent Hub, the minimum “area-wide” density requirement is 200 people and jobs per gross hectare. The minimum requirement of large dwellings is 5%, with a target of 10%.

The Mainstreet Corridor designation permits a mix of uses including commercial and residential. These uses are proposed as part of the building. The Mainstreet Corridor designation when overlapping with the Hub Designation permits heights up to 40-storeys on sites where the parcel is of sufficient size to allow for a transition in built form massing to abutting low-rise residential development.

4.2.10 Urban Design

Section 4.6 of the Official Plan outlines policies to promote good urban design, built form and site design.

Policy 4.6.1.5 states that Development and capital projects within DPAs shall consider four season comfort, enjoyment, pedestrian amenities, beauty and interest through the appropriate use of the following elements:

- a) The provision of colour in building materials, coordinated street furniture, fixtures and surface treatments, greening and public art, and other enhanced pedestrian amenities to offset seasonal darkness, promote sustainability and provide visual interest;
- b) Lighting that is context appropriate and in accordance with applicable standards and guidelines; and
- c) Mitigating micro-climate impacts, including in the winter and during extreme heat conditions in the summer, on public and private amenity spaces through such measures as strategic tree planting, shade structures, setbacks, and providing south facing exposure where feasible.

The proposed development will be designed with high-quality materials and include ample fenestration which will help illuminate and animate the streetscape. The details of which will be finalized through the subsequent Site Plan process. Further, fronting the non-residential spaces along St. Laurent Boulevard and the inclusion of improved landscape spaces will enhance the pedestrian experience of the site along the Corridor. Supporting studies submitted with the application address how to mitigate any micro-climate impacts.

Policy 4.6.2.3 states that development which includes a high-rise building or a High-rise 41+ shall consider the impacts of the development on the skyline, by demonstrating:

- a) That the proposed building contributes to a cohesive silhouette comprised a diversity of building heights and architectural expressions; and
- b) The visual impact of the proposed development from key vantage points identified on Schedule C6A, where applicable, in order to assess impacts on national symbols.

The proposed development contributes to a cohesive skyline silhouette adding to the diversity of building heights in an area already characterize by tall buildings. The proposed development will have no visual impact from key vantage points identified on Schedule C6A.

Policy 4.6.5.2 states that development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

As demonstrated in this Rationale, the proposed development meets all relevant policies of the Corridors designation. The proposed development will effectively frame the streetscape and offer a setback that presents additional public space to further animate the street in front of the subject site.

Policy 4.6.5.3 states that development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and

utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.

The proposed development will internalize, where possible, all servicing and loading areas. Most of the proposed parking is located underground, and the small amount of surface parking is shielded and accessed off St. Laurent Boulevard.

Policy 4.6.6.1 states that, to minimize the impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines. The Zoning By-law may include transition requirements as follows:

- a) Between existing buildings of different heights;
- b) Where the planned context anticipates the adjacency of buildings of different heights; and,
- c) Within a designation that is the target for intensification, specifically, transition between a Corridor and a surrounding Low-rise area should occur within the Corridor designation.
 - i) Built form transition between a Hub and a surrounding Low-rise area should occur within the Hub; and
 - ii) Built form transition between a Corridor and a surrounding Low-rise area should occur within the Corridor.

The proposed development is located on a Mainstreet Corridor, on a segment of St. Laurent Boulevard that has a ROW protection of 44.5 metres. This ROW protection has been accommodated for in the proposed site plan.

Per policy **4.6.6.2**, transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.

Policy **4.6.6.3** states that Where two or more High-rise buildings exist within the immediate context, new High-rise buildings shall relate to the surrounding buildings and provide a variation in height, with progressively lower heights on the edge of the cluster of taller buildings or Hub.

Policy **4.6.6.4** states that 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.

Policy **4.6.6.8** states high-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

The proposed development has been designed with consideration to the importance of a well-defined base, middle and top for the tower. The organization of the at-grade elements creates spaces for landscaping and trees.

Policy **4.6.6.9** states high-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.

Policy **4.6.6.10** states development proposals that include High-rise buildings shall demonstrate the potential for future High-rise buildings or High-rise 41+ buildings on adjacent lots or nearby lots in accordance with the relevant policies of this Plan.

The proposed development would include a 33.4 metres setback to the lot to the north; providing a substantial separation from any forthcoming tower development. A tower separation of 19.1 metres to the west is also proposed. The tower separation to the lot to the south is maintained at 3.5 metres as this lot is significantly undersized to allow tower development.

4.2.11 Housing

Section 4.2.1 of the Official Plan outlines policies that enable greater flexibility and an adequate supply and diversity of housing options throughout the city.

Policy 2 of Section 4.2.1 states that the City shall support the production of a missing middle¹ housing range of mid-density, low-rise, multi-unit housing, in order to support the evolution of healthy walkable 15-minute neighbourhoods by:

- a) Allowing housing forms which are denser, small-scale, of generally three or more units per lot in appropriate locations, with lot configurations that depart from the traditional lot division and put the emphasis on the built form and the public realm, as-of-right within the Zoning By-law;
- b) Allowing housing forms of eight or more units in appropriate locations as-of-right within the Zoning By-law; and
- c) In appropriate locations allowing missing middle housing forms while prohibiting lower-density typologies near rapid-transit stations within the Zoning By-law.

The proposed development would provide a broad range of housing options and choices within both the development itself and the surrounding neighbourhood, contributing to a more diverse and inclusive housing supply. The increased height proposed for the development enables a greater mix of unit sizes, configurations, and tenures, including opportunities for family-sized units and more compact dwellings, thereby expanding the array of housing typologies available. This vertical form allows the site to accommodate higher-density housing in an efficient manner while responding to varied household needs, incomes, and life stages, and supports the creation of a complete and balanced community.

¹ The City of Ottawa Official Plan defines Missing Middle Housing as low-rise, multiple unit residential development of between three and sixteen units, or more in the case of unusually large lots and for the lower-density types is typically ground oriented.

4.3 Inner East Lines 1 and 3 Stations Secondary Plan

The Inner East Line 1 and 3 Stations Secondary Plan establishes policy on maximum building heights and minimum densities within the planning area, identified in Schedule A - Maximum Building Heights and Minimum Densities.

The maximum heights and minimum densities outlined Schedule A of the Secondary Plan for the subject site is located in Area B which permits a maximum height of 20 storeys and requiring a minimum density of 250 units per net hectare.

The Secondary Plan applicable to the site limits maximum height to 20 stories. However, the Mainstreet Corridor designation when overlapping with the Hub Designation permits heights up to 40-storeys on sites where the parcel is of sufficient size to allow for a transition in built form massing to abutting low-rise residential development. The proposed development contemplates heights and density that align with the planned function of the area, while providing adequate transition to the abutting low-rise neighbourhood.

The proposed Official Plan Amendment would result in a building height that is still within the scale anticipated in the broader Inner East Lines 1 and 3 Station Secondary Plan, but better suited to the role of St. Laurent Boulevard as a corridor, with regard to the ability to provide a successful transition to adjacent lands.

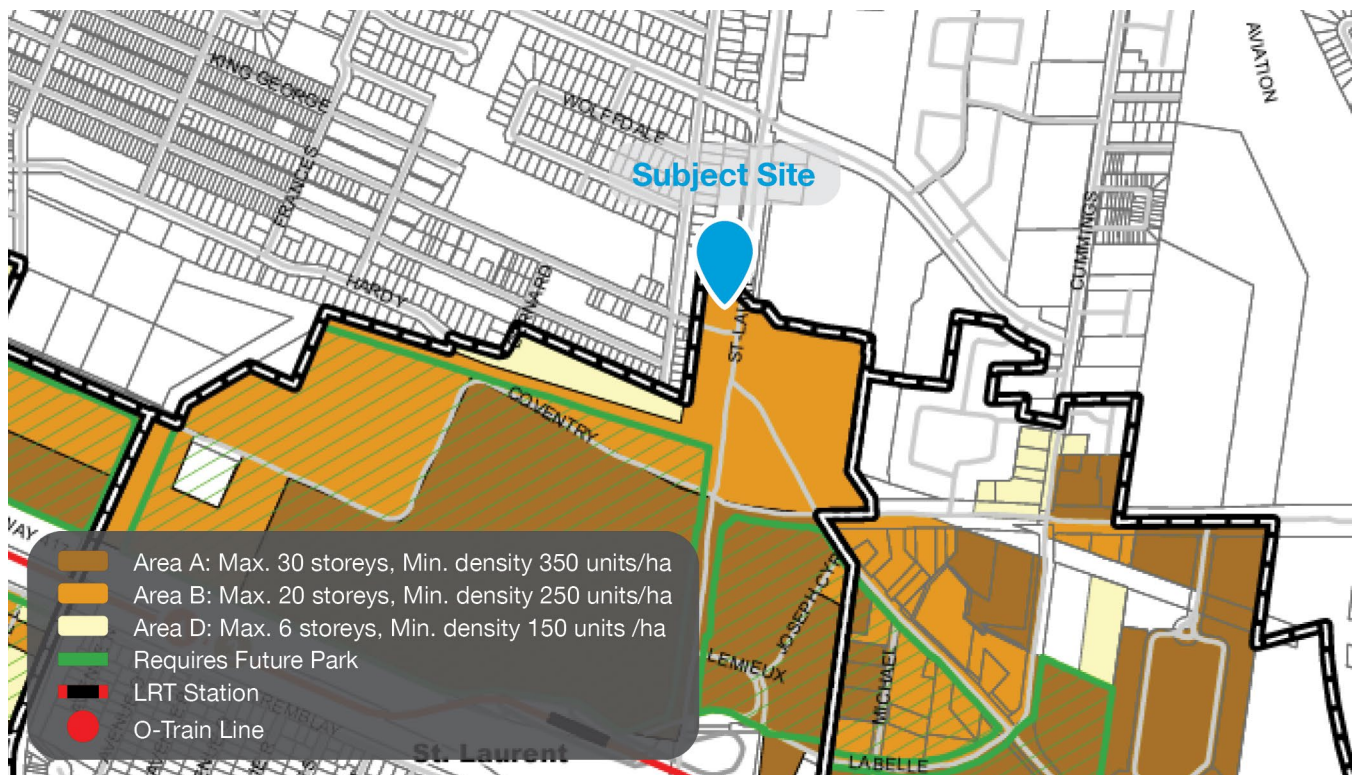


Figure 15: Inner East Line 1 and 3 Stations Secondary Plan Schedule A

4.4 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 Transit Oriented Development design guidelines, among others:

Land Use

- Guideline 1 Provide transit supportive land uses within a 600 metre walking distance of a rapid transit stop or 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 close proximity of one another.

Layout

- 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 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.

The proposed development is consistent with the Transit-Oriented Development Urban Design Guidelines as it intensifies an existing serviced site adjacent to a Mainstreet Corridor. The proposal contributes to a variety of housing choices within the surrounding community and is well integrated with the existing streetscape. It introduces transit-supportive land uses within walking distance of a rapid transit station and establishes a multi-purpose destination for both transit users and local residents. It employs a variety of design approaches that minimize impacts the pedestrians while maintaining a strong visual aesthetic at the human scale and from afar.

4.5 Urban Design Guidelines for Development along Arterial Mainstreets

The Official Plan considers Arterial and Traditional Mainstreets as areas that provide important opportunities for intensification through more compact forms of development, a mix of uses and a pedestrian-friendly environment. Arterial Mainstreets, generally contain an urban fabric consisting of large lots, large buildings, varied setbacks, lower densities and a more automobile-oriented environment.

The Objectives of the Arterial Mainstreet Design Guidelines are as follows:

- / To foster compatible development that contributes to the recognized or planned character of the streets;
- / To promote a comfortable pedestrian environment and create attractive streetscapes;
- / To achieve high-quality built form and establish a strong street edge along Arterial Mainstreets;
- / To facilitate a gradual transition to more intensive forms of development on Arterial Mainstreets;
- / To accommodate a broad range of uses; and
- / To enhance connections that link development sites to public transit, roads and pedestrian walkways.

The proposed development meets the following urban design guidelines for development along arterial mainstreets, among others:

Streetscape

- Guideline 1 Locate new buildings along the public street edge
- Guideline 2 Provide or restore a 2.0 metre wide unobstructed concrete sidewalk. Locate the sidewalk to match the approved streetscape design plans for the area. In addition, provide a 2.0 to 4.0 metre wide planted boulevard and a 1.0 to 3.0 metre landscape area in the right-of-way
- Guideline 3 Plant trees in the boulevard when it is 4.0 metres wide. If the boulevard is less than 4.0 metres wide, plant the trees in the landscape area to ensure healthy tree growth
- Guideline 4 Use buildings, landscaping and other streetscape elements to create continuous streetscapes

Built Form

- Guideline 11 Create intensified, mixed-use development, incorporating public amenities such as bus stops and transit shelters, at nodes and gateways by concentrating height and mass at these locations
- Guideline 13 Ensure that buildings occupy the majority of the lot frontage. If the site is on a corner, situate the building at the lot line with the entrance at the corner.

- Guideline 17 Orient the front façade to face the public street and locate front doors to be visible, and directly accessible, from the public street.
- Guideline 18 Use clear windows and doors to make the pedestrian level façade of walls, facing the street, highly transparent. Locate active uses along the street at grade, such as restaurants, specialty in-store boutiques, food concessions, seating areas, offices and lobbies

Pedestrians and Cyclists

- Guideline 20 Provide direct, safe, continuous and clearly defined pedestrian access from public sidewalks to building entrances.
- Guideline 21 Provide unobstructed pedestrian walkways that are a minimum of 2.0 metres wide along any façade with a customer entrance, along any façade adjacent to parking areas, and between the primary entrance and the public sidewalk. Provide additional width where doors swing out and car bumpers can potentially interfere with the walkway. Make all other on-site pedestrian walkways at least 1.5 metres wide.
- Guideline 24 Provide site furnishings such as benches, bike racks and shelters, at building entrances and amenity areas. Ensure that these locations do not conflict with pedestrian circulation.

Vehicles and Parking

- Guideline 27 Locate surface parking spaces at the side or rear of buildings. Provide only the minimum number of parking spaces required by the Zoning By-law.

Landscape and Environment

- Guideline 31 Use continuous landscaping to reinforce pedestrian walkways within parking areas
- Guideline 32 Select trees, shrubs and other vegetation considering their tolerance to urban conditions, such as road salt or heat. Give preference to native species of the region of equal suitability.

Service and Utilities

- Guideline 50 Enclose all utility equipment within buildings or screen them from both the arterial mainstreet and private properties to the rear. These include utility boxes, garbage and recycling container storage, loading docks and ramps and air conditioner compressors.
- Guideline 51 Design lighting so that there is no glare or light spilling onto surrounding uses.
- Guideline 52 Provide lighting that is appropriate to the street character and mainstreet ground floor use with a focus on pedestrian areas.
- Guideline 53 Design secondary doors (such as emergency exit or service doors) to blend in with the building Façade.

The proposed development is highly articulated to respond to the design guidelines and provides an interesting façade that offers a human scale podium with gradual physical and visual step back of the building to define the frontage along St. Laurent Boulevard. The architectural design reduces visual mass with stepbacks, colour, and materiality; stepbacks also provide transition to the neighbouring low-rise neighbourhood. Landscaping defines residential amenity areas that are designed to be comfortable and enjoyable.

4.6 Urban Design Guidelines for High-rise Buildings (2018)

The City of Ottawa's Urban Design Guidelines for High-rise Buildings provide recommendations for urban design and guidelines to be used during the review of development proposals. As stated on page 2 of the guidelines, "they are not intended to be used as a checklist for evaluating a proposal and not all of the guidelines are

applicable to every site". As the guidelines note, the given context of a site will inform the development and that each site will have its own opportunities and challenges.

Further, the guidelines indicated that the context of each development proposal will inform the application of, and the emphasis on, the particular guidelines that are relevant to the site. Proponents of a development proposal and City staff participating in the review of the proposal should review these guidelines holistically and work collaboratively to determine which guidelines are priorities for implementation and how they may be applied in the preparation and review of the development proposal.

The proposed development responds to the relevant guidelines as follows:

Guideline 1.12 The proposed development includes a base that relates directly to the height and typology of the existing or planned streetwall context;

Guideline 1.16 The lot is of a sufficient size to achieve setback, and step backs: the subject site has an area of 3,561.6 square metres square metres, exceeding the guideline minimum of 1,800 square metres.

The proposed development is located on an interior lot that is 3,561.6 square metres in area. The lot is a sufficient size to achieve setback from the low-rise residential properties located to the west of the subject site.

Guideline 2.1 The proposed development enhances and creates the overall pedestrian experience in the immediate surrounding public spaces by proposing a pedestrian oriented frontage that animates the existing public space.

Guideline 2.2 Breaking up the facades of the podium and tower through horizontal and vertical articulation to enrich the urban fabric and the skyline.

Guideline 2.3a The proposed development is designed with a base, middle, and top.

Guideline 2.13b The proposed development establishes a new streetwall condition.

Guideline 2.15 The maximum height of the base of a proposed high-rise building should be equal to the width of the ROW to provide sufficient enclosure for the street without overwhelming the street. Montreal Road has a protected ROW of 37.5 metres and the height of the four (4) storey podium is 13.5 metres. This allows the podium to interact with the street without overwhelming it.

Guideline 2.16 Additional height is mitigated with the provision of step backs and architectural articulation, given the site's location on a wide street and given the site's lot depth.

Guideline 2.17 The minimum height of the base should be two (2) storeys; the podium is proposed to be four (4), six (6) and nine (9) storeys.

Guideline 2.23 The ground floor of the base is animated is highly transparent. Blank walls are avoided.

Guideline 2.24 Small tower floor plates are encouraged to minimize shadow and wind impacts, loss of skyviews, and allow for the passage of natural light into interior spaces. A maximum tower floorplate of 750 square metres is recommended for high-rise residential buildings. Tower floorplate for the proposed development is 746.2 square metres.

Guideline 2.29 The tower is stepped back, including the balconies, from the base to allow the base to be the primary defining element for the site and the adjacent public realm, reducing the wind impacts, and opening sky-views.

Guideline 2.31 The tower is oriented and shaped to minimize shadows.

- Guideline 2.32** The tower is articulated with high-quality, sustainable materials and finishes to promote design excellence, innovation, and building longevity.
- Guideline 2.35** A glass top is designed to be integral to the overall architecture of a high-rise building, either as a distinct or lighter feature of the building or a termination of the continuous middle portion of the tower.
- Guideline 2.36** Roof-top mechanical and telecommunications equipment, signage, and amenity spaces is integrated into the design and massing of the upper floors.

The proposed development is a high-rise tower designed in a base-middle-top format. The ground floor of the podium is highly transparent along the public street frontage which will animate the street and contribute to a vibrant pedestrian realm along St. Laurent Boulevard. The podium is 6-storeys in height along St. Laurent Boulevard and steps down to 4-storeys at the rear of the site to provide transition to the residential low-rise dwellings. The built form helps to differentiate the tower from the base.

- Guideline 3.1** A minimum of 6 metres of space is recommended between the curb and the building face along the primary frontages of a high-rise building, including the City-owned portion within the right-of-way and the building setback area. The building face is over 6 metres away from the curb.
- Guideline 3.11** Where the main pedestrian entrance is located away from the sidewalk provide a direct, clearly defined pedestrian connection such as a walkway or a pedestrian plaza, between the main pedestrian entrance and the sidewalk. A three (3)-metre pedestrian walkway is provided between the sidewalk and the front door of the building.
- Guideline 3.12** Animating the street by and open spaces by:
- Introducing commercial and retail uses at grade on streets with commercial character
 - Providing greater floor to ceiling height at the ground floor to allow for flexibility in use over time
- Guideline 3.14** Locate parking underground or at the rear of the building.
- Guideline 3.15** Locate drop-off and pick up areas on private lands and where possible, at the rear of the property.
- Guideline 3.16** Internalize and integrate servicing, loading and other required utilities into the design of the base of the building. Loading, servicing, and utilities are proposed to be accessed from the private driveway generally screened from the view of the public streets. The parking garage for the proposed development will be located underground and accessed at the rear of the building via the private driveway.
- Guideline 3.17** When they are not internalized, screen servicing, loading, and required utilities from public view and ensure they are acoustically dampened where possible.
- Guideline 3.19** Recess, screen, and minimize the size of garage doors and service openings visible from streets and other public spaces.
- Guideline 3.21** Ventilation shaft, grades and other above grade site servicing equipment will be located away from public sidewalk and these elements will be integrated into the building and landscape design.
- Guideline 3.26** Conducting a wind analysis for high-rise development.
- Guideline 3.27** Conducting a shadow analysis for high-rise development.

The proposed development will greatly enhance the pedestrian realm along St. Laurent Boulevard. The proposed development will provide a continuous street wall condition. The ground floor is highly transparent and its commercial uses will animate the street.

Parking for the proposed development will be located primarily underground and accessed from the private driveway. Loading and servicing will also be accessed from the private driveway, generally screened from the view of the public streets.

Overall, the proposed development responds to the Urban Design Guidelines for High-Rise Buildings by proposing a building that is sensitive to context, provides an appropriate built-form and transition to adjacent areas, and that contributes positively to the pedestrian realm.

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

The subject site is currently split zoned consisting of “AM – Arterial Mainstreet” at 1064 St. Laurent Boulevard and “Arterial Mainstreet, Subzone 10, Urban Exception 2199 – AM10[2199]” for 1052 and 1060 St. Laurent Boulevard. The proposed Zoning By-law Amendment would replace the existing two zones with a coordinated Arterial Mainstreet zoning with new Urban Exception XXXX and new zoning Schedule YYY, denoted as AM[XXXX] SYYY.

The purpose of the Arterial Mainstreet zone is as follows:

- / accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated Arterial Mainstreet in the Official Plan;
- / impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.

Permitted uses within the AM zone include commercial uses such as retail store, restaurant and office.



Figure 16: City of Ottawa Zoning By-law 2008-250 (Except from GeoOttawa)

The zoning conformance table below provides a summary of the proposed AM zone. The table demonstrates how the development meets the provisions.

Zoning Mechanism	Requirement	Provided	Compliance
Minimum lot area S. 185 Table 185	No minimum	3,561 m ²	Yes

Minimum lot width S. 185 Table 185	No minimum	79.4 m	Yes
Minimum front yard setback S. 185 Table 185	No minimum	1 m	Yes
Minimum interior side yard setback S. 185 Table 185	No minimum	1 m	Yes
Minimum rear yard setback S. 185 Table 185	7.5 m abutting residential zone	7.5 m	Yes
Maximum building height S. 191 Table 191 (h) (i)	i) in any area up to and including 20 metres from a property line abutting a R1, R2 or R3 residential zone (By-law 2011-124)	The subject site does not abut any properties zoned R1, R2 or R3.	Yes
	ii) in any area up to and including 20 metres from a property line abutting a R4 zone (By-law 2011-124) – 15 m	92.3 m	No
	iii) in any area over 20 metres and up to and including 30 metres from a property line abutting a R1, R2, R3 or R4 zone (By-law 2011-124) – 20 m	92.3 m	No
Total Amenity Area Table 137(4)(II)	6m ² / unit for 401 units = 2406m ²	4539m ²	Yes
Communal Amenity Area Table 137(4)(II)	Min. 50% of Required Total Amenity Area = 1203m ²	1240m ²	Yes
Minimum width of landscaped area S. 191 Table 191 (i)	No minimum, except that where a yard is provided and not used for required driveways, aisles, parking, loading spaces or outdoor commercial patio, the whole yard must be landscaped	Landscape provided throughout the site.	Yes
Outdoor Storage S. 191 (3)	Storage must be completely enclosed within a building.	No outdoor storage is proposed.	Yes
Permitted Projections	See Section Zoning Bylaw Section 64 & 65	Compliant	Yes

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

Zoning Mechanism	Requirement	Provided	Compliance
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Minimum Required Vehicle Parking Spaces Area Z of Schedule 1A	0 spaces for first 12 units 0.5 spaces / unit for 389 units = 195 spaces	201 spaces	Yes
	Visitor: <i>Areas X, Y and Z no more than 30 visitor parking spaces are required - Section 102(3) = 30 spaces</i>	30 spaces	Yes
Minimum Driveway Width S. 107 (1) (a) (ii)	6.0 m	Minimum 6.0 m	Yes
Minimum Aisle Width S. 107 (1) (c) (ii)	Garage: 6.0 m	Garage: 6.0 m	Yes
Minimum Parking Space Dimensions S. 106 (1)	Length: 5.2 m Width: 2.6 m	Length: 5.2 m Width: 2.6 m	Yes
Minimum Required Bicycle Parking Spaces S. 111 Table 111A	Residential (0.5 per dwelling unit): 201	440 Spaces	Yes
	Commercial (1 / 250m ² x 600.5m ²): 3	7 Spaces	Yes
Minimum Bicycle Parking Space Aisle Width S. 111 (9)	1.5 m	1.5 m	Yes

Provisions for High-rise Buildings (Section 77)

The subject site is within Area A on Schedule 402. Therefore, the following zoning provisions apply:

Zoning Mechanism	Required	Provided	Compliance
Minimum lot area for a tower on an interior lot S. 77 (3) (b)	1,350 m ²	3,561 m ²	Yes
Minimum interior side and rear yard setback for a tower. S. 77 (3) (c)	Rear (west): 10 m	Rear: 19.11 m	Yes
	Interior (south): 10 m	Interior: 3.5 m	No

As demonstrated above, the proposed redevelopment of the subject site adheres to the majority of the provisions of the proposed Arterial Mainstreet Zone and other relevant provisions of Zoning By-law (2008-250).

5.0 Requested Amendment

5.1 Official Plan Amendment

A site-specific Official Plan Amendment (OPA) is proposed to the Inner East Line 1 and 3 Stations Secondary Plan. The OPA would amend Schedule A - Maximum Building Height and Minimum densities to permit a 30 storey tower whereas, currently, the Secondary Plan allows maximum building heights up to 20-storeys.

As discussed above, the proposed amendment is appropriate. The proposed Official Plan Amendment respects the goals and objectives of the Inner East Line 1 and 3 Stations Secondary Plan in locating an increased volume of jobs and residents in proximity to rapid transit to promote active forms of transportation and reduce vehicle reliance.

As discussed in greater detail throughout this report, the intent of both the Hub and the Protected Major Transit Area designations are to direct the tallest buildings (up to 40-storeys) to areas in close proximity to rapid transit stations which should accommodate increased building heights and development intensification. The proposed building height, at 30 storeys, is in keeping with the overarching direction of the Official Plan.

The Official Plan defines compatible development as development that is not necessarily the same as or similar to existing buildings, but that enhances and coexists with existing development without undue adverse impacts on surrounding properties. It is development that fits well and works well with its surroundings.

As per the City of Ottawa, infill high-rise development to facilitate residential intensification in close proximity to rapid transit is:

- / Good for the Environment:**
 - o Uses less land, reduces pressure on agricultural and environmental lands from urban expansion, supports existing and future planned transit, walking, cycling.**
- / Good for Affordability:**
 - o Reduces costs for extending roads and infrastructure, allows use of services already in place, provides residential units close to services, amenities, schools, and employment reducing the need for private vehicle ownership.**
- / Good for the Community:**
 - o Creates residential population growth that supports existing and new parks, schools, community centres, stores & services in neighbourhoods.**

Infill housing promotes the efficient use of serviced lands adjacent to existing infrastructure and transportation modes. The proposal appropriately and responsively integrates respectfully into a local landscape, and improves and enriches this existing neighbourhood through improving the public realm along St. Laurent Boulevard.

The proposal represents quality design which is vital to Ottawa as evolving city and is necessary for increasing densities. As noted in the Official Plan, the critical factor to consider for good infill is recognizing the scale and visual lot pattern of the desirable neighbourhoods that exist, and those planned for the future, and not permitting the car to dominate the public realm which is supported and facilitated by this proposal. Finally, the from the early design discussions, the proposal has designed for the requirements of pedestrians and cyclists, and minimized impacts of the private automobile into a planned urban fabric, and therefore improves the quality of the city streetscape and facilitates livable 15-minute communities.

Although the tower can be seen from the surrounding community, the ability to see a taller building is not an adverse impact. The proposed tower is a significant feature in the skyline from within the neighbourhood for only those within the immediate area surrounding the site, which, is not an impact worthy of restricting development.

The building has been designed as a high-rise tower atop a podium responding to the City's design objectives and compatibility criteria of the Official Plan and advancing several of the City's Urban Design Guidelines for High-rise Buildings. The proposed building heights provide appropriate transition to the low-rise area to the west through a significant setback for the towers and low-rise section of the podiums abutting the west property line.

5.2 Relief Required

Per this Major Zoning By-law Amendment Application, relief is required from the following zoning provisions:

A maximum building height of 92.3 m, per a site-specific zoning schedule.

- / Existing zoning on the property limits the height of a building to a maximum of 30 metres within the AM zoned area. The Mainstreet Corridor designation of the Official Plan contemplates building heights up to 40 storeys where the ROW is in excess of 30m and an adequate transition is provided.
- / The proposed development is located within approximately 700 metres of a rapid transit station on Schedule C2 of the Official Plan, as discussed above. Additionally, the proposed design of the building provides adequate separation to adjacent low-rise buildings, for the reasons discussed in this report. The urban design and compatibility criteria of Section 4.6 has been met. A site-specific zoning schedule would allow for the site zoning to align with current policy direction with reference to the building design proposed herein.

Tower setback of 3.5 metres from the south lot line.

- / The proposed tower setback from the interior lot line to the south is 3.5 metres. This application seeks relief from the high-rise tower provisions set out by Section 77 of the Zoning By-law out of an abundance of caution. This allowance is appropriate given the small size of the adjacent lot to the south. This abutting property is of insufficient size to accommodate a high-rise tower. Therefore, the setback compliance issue identified is technical in nature.

The proposed relief from the existing Zoning By-law serve to align the site with the broader goals of the Official Plan and Provincial direction. The amendment would leverage a site well-suited for additional density based on its capacity to provide a transition to sensitive land uses and support the public realm along St. Laurent Boulevard.

6.0 Other Applicable Requirements

6.1 Hydro Ottawa Separation Distance Requirements

Hydro Ottawa has established required separation distances from its infrastructure to ensure public and worker safety, prevent a power outage and allow space for operating, maintaining, and replacing their infrastructure. Hydro Ottawa regulations state that permanent structures within the "restricted zone" surrounding overhead lines are prohibited.

The proposed plans have located the buildings with consideration to the power lines running along the western extremity of the site. Based on standard practice, it is understood that adequate separation has been accommodated from the building walls of the proposed development. Further consultation with Hydro Ottawa is anticipated as the application is circulated with external agencies.

7.0 Public Consultation Strategy

The City of Ottawa has developed a Public Notification and Consultation Policy for development applications. The following consultation steps will be undertaken, or have been undertaken, in accordance with the Policy and Planning Act notification requirements.

- / Pre-Application Consultation Meetings
 - A Pre-Application Consultation Meeting was held with City Staff and the applicant team on March 11, 2025.
- / Meeting with Ottawa Community Housing
 - A meeting was held with Ottawa Community Housing staff on October 15, 2025 to discuss the proposal.
- / Meeting with the Ward Councillor, Councillor Rawlson King
 - A meeting was held with Councillor Rawlson King on January 27, 2026 to discuss the proposal.
- / Community Information Session
 - If requested by the Ward Councillor, the applicant team will participate in a community information and comment session to discuss the proposed development.
 - It is anticipated that the Ward Councillor would provide notice to residents via the ward website and newsletter, Facebook, and/or X (Twitter).
 - It is anticipated that the community information, if requested, session may be held via an online format such as a Zoom webinar or another similar platform.
- / Planning Committee Meeting Advertisement and Report Mail out to Public
 - Notification for the statutory public meeting will be undertaken by the City of Ottawa.
- / Statutory Public Meeting for Zoning By-law Amendment – Planning Committee
 - The statutory public meeting will take place at the City of Ottawa Planning Committee.

8.0 Conclusion

It is our professional planning opinion that the proposed Official Plan Amendment and Zoning By-law Amendment and represent good planning and is in the public interest for the following reasons:

- / The proposed development is **consistent with the Provincial Planning Statement (PPS)** by providing efficient and appropriate development on lands within the urban boundary, in an intensification target area contributing 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 Mainstreet Corridor designation.
- / 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 Official Plan Amendment **provides heights and minimum densities that align with the broader Inner East Lines 1 and 3 Secondary Plan** while identifying opportunities for intensification arising from the base Official Plan and broader Provincial direction as they relate to a site with a strong capacity to transition.
- / The proposed development **responds strongly to the associated Urban Design Guidelines** by proposing appropriately designed high-rise development that is sensitive to its planned context close to transit along an arterial roadway.
- / The **proposed Zoning By-law Amendment is in keeping with Secondary Plan policies** for the subject site, applying a modified Transit Oriented Development zone to ensure an efficient development pattern of a suitable scale and density.
- / The proposed development is **supported by technical studies and plans** submitted as part of this application.

Sincerely,



Mark Ouseley, MES
Planner



Scott Alain, RPP MCIP
Senior Planner