



Stillwater Station

Planning Rationale Addendum No. 2
Official Plan Amendment
June 29, 2023



Prepared for Stillwater Station Ltd.

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1.0 Introduction

Fotenn Planning + Design (“Fotenn”) previously prepared a Planning Rationale presented within the Stillwater Station Master Plan, dated October 2021, to support the proposed Official Plan and Zoning By-law Amendment applications by Stillwater Station Ltd. (“Stillwater”) for the lands located on the north side of Robertson Road, east of Moodie Drive in Bells Corners.

This report is an addendum to the October 2021 Planning Rationale and March 2022 Planning Rationale Addendum prepared by Fotenn and is intended to provide a review and rationale for the proposed development in light of the City of Ottawa’s new Official Plan, approved and in-force as of November 4, 2022.

It should be noted that, while this Addendum has been prepared at the request of the City to review the new Official Plan, it is Fotenn’s opinion that, given the new Official Plan was neither Council adopted, nor Ministry-approved at the time of the applications, that the policies of the old Official Plan (2003, as amended), continue to be the policies against which the proposed development application should be assessed.

This Addendum should be read in conjunction with the October 2021 Planning Rationale. All opinions and findings of the original report remain valid.

1.1 Summary of Applications

In October 2021, Fotenn submitted an Official Plan and Zoning By-law Amendment applications (File No. D01-01-21-0021 and D02-02-21-0120, respectively) to implement a Secondary Plan for the subject lands, and to rezone the Stillwater lands for redevelopment.

The proposed Secondary Plan was to be implemented through an Official Plan Amendment consistent with policy 10 of Section 3.6.5 of the 2003 Official Plan. The Master Plan document was prepared to guide and direct the development of the lands with a vision that respected and considered the existing context, while also achieving the objectives for intensification within the existing settlement area.

The key directions of this Master Plan would be translated into a new Stillwater Station Secondary Plan, to be incorporated into the City of Ottawa’s Official Plan. The Secondary Plan would address the vision for the community, land use, built form, public realm, and servicing.

The proposed Zoning By-law would rezone the entirety of the Master Plan area from the current Business Park zone to a more appropriate Arterial Mainstreet (AM) and General Mixed-Use (GM) zone to permit the range of proposed uses and reflect the intent of new development within the study area. The Zoning By-law Amendment would establish maximum building heights, building setbacks, minimum and maximum parking requirements, bicycle parking requirements, and landscaping.

The full implementation of the Master Plan will necessitate future applications including a Plan of Subdivision to establish public roads, development blocks, parkland and setbacks from natural heritage features.

Future Site Plan Control applications would be required for any future developments within the Master Plan. Site Plan Control deals with the design and layout of development, including building location, landscaping, parking, drainage, pedestrian access, and the public realm to ensure the development meets the intent of the Secondary Plan and Zoning By-law.

2.0

Proposed Development

The Stillwater Station Master Plan envisioned the development of the site as a compact, transit-supportive community that contributes to housing affordability and a healthy local economy within Bells Corners. The Master Plan promotes the creation of a mixed-use community and node within the existing Bells Corners community with residential and retail uses, and a connected network of streets, pathways, parks and open spaces with opportunities for future connections to the surrounding lands. Transit-supportive densities have been carefully distributed, and built form considered, to ensure an appropriate transition to and from low-rise areas.

Since the original submission in October 2021, the Master Plan has been revised in response to community meetings, stakeholder consultations, Urban Design Review Panel feedback, and technical reviews of the application. The Master Plan has been refined to include a large central public park space that, together with additional private greenspace, provides an east-west connection between the creek lands and the proposed multi-use pathway connection to Robertson Road.

The proposed Concept Plan for the Stillwater lands proposes a mid-rise built form south of the park with a series of low- and mid-rise buildings providing a suitable transition to the low-rise Bellwood Estates community to the south. North of the park, higher density development is proposed with seven (7) high-rise buildings envisioned atop six (6) storey podiums. The podiums would frame both the new public streets and internal courtyard spaces. A new public road connection continues to be proposed to Moodie Drive in the west which will serve as the road access for the proposed development. Active transportation connections are provided to Moodie Drive and Robertson Road to encourage cycling, walking, and transit use.

Policy and Regulatory Framework

3.1 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved November 4, 2022, more than a year following submission of the current applications. The Plan is reviewed here for context, but it remains Fotenn’s opinion that the project needs to be assessed against the 2003 Official Plan in force at the time the applications were submitted.

The Official 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.

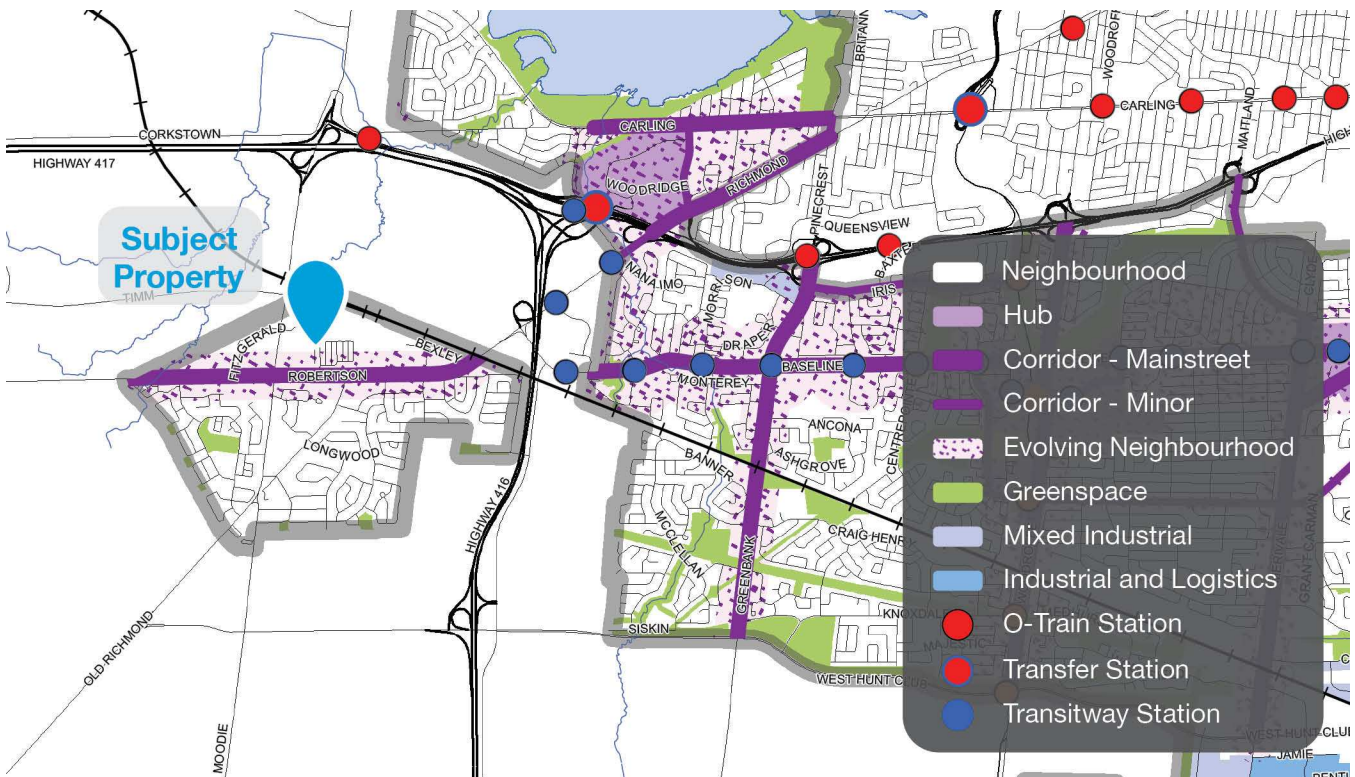


Figure 1: City of Ottawa Official Plan, Schedule B3 - Outer Urban Area

3.1.1 Transect and Land Use Designation

The subject property is designated as a “Neighbourhood” within the “Outer Urban Transect” on Schedule B3 of the Official Plan. The Outer Urban Transect comprises neighbourhoods inside the Greenbelt built in the last third of the twentieth century. These neighbourhoods are traditional suburban in nature characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise built forms. The Transect is anticipated to change very gradually over time with more substantial changes confined to a set of strategic locations.

Neighbourhoods are contiguous urban areas that constitute the heart of communities. It is the intent of the Official Plan that they, along with Hubs and Corridors, permit a mix of building forms and densities. Neighbourhoods are planned for ongoing gradual, integrated, sustainable and context-sensitive development, or where an Overlay directs evolution, for gradual well-planned transformation.

Policy 5.3.1.1 states that the Outer Urban Transect will, over the medium to long-term, evolve toward an urban (15-minute) model as outlined in Table 8. Further, policy 5.3.1.3 notes that the Transect will support the rapid transit system through the introduction of mixed-use urban developments at strategic locations close to rapid transit stations and targeting Hubs and selected segments of Mainstreets for mid-density and mixed-use development to reinforce or establish an urban pattern of development.

The proposed development proposes to replace vacant, formerly industrial land, within the Neighbourhood designation with high-density residential uses. The proposed development offers excellent connectivity to the services and amenities that existing within Bells Corners already and will support the expansion and enhancement of these uses. The development also seeks to integrate and connect with the community through new cycling and pedestrian connections that will connect to the mainstreet, and to the planned multi-use pathway along Moodie Drive that is being constructed between Bells Corners and the Moodie LRT station. The proposed Master Plan for Stillwater Station envisions a bus loop serving the proposed development and provide a direct connection to/from the Moodie LRT station.

Policy 5.3.1.2 states that the Outer Urban Transect is generally characterized by low-rise within neighbourhoods and along Minor Corridors, and mid- or high-rise along Mainstreet Corridors and within Hubs.

The proposed development would include some ground-oriented residential units within the podiums of the proposed buildings but would be mostly mid- and high-rise development within the Neighbourhood designated lands. As discussed below, the proposed Area-Specific Policy will support the proposed built form and help the City to achieve objectives with regards to growth management and support the transition to a more urban form of development while ensuring transition and compatibility with the surrounding land uses.

Policy 5.3.2.1 states that the City will take opportunities as they arise to improve the convenience and level of service for walking, cycling and public transit facilities. Mid-block connections to, from, and within residential areas will be encouraged, particularly where they would materially reduce walking or cycling distances. Finally, the policy seeks to improve first and last-kilometre transportation options by maximizing direct pedestrian access from residential areas to transit stops.

As noted above, the proposed development includes new pedestrian and cycling connections that will provide direct connections to the City's Transit Priority network (along Robertson Road) and rapid transit network (at Moodie Station). These connections will make last-kilometre options more accessible and attractive to residents to encourage transit.

Policy 5.3.4.1 states that Neighbourhoods located in the Outer Urban area shall accommodate residential growth to meet the Growth Management Strategy. The Zoning By-law is intended to implement development standards that transition away from a suburban model and move towards urban built forms that allow and support a wide variety of housing types and that generally provides for up to three (3) storeys height permission.

Policy 6.3.1.2 states that permitted building heights within Neighbourhoods shall be low-rise, except where existing zoning or Secondary Plan allow for greater building heights or in areas already characterized by taller buildings. Developments in the Neighbourhood designation that seek additional height over 4 storeys will require an Area-Specific Policy through amendment to the Official Plan (6.3.1.3).

As discussed below, the proposed development is now envisioned to be permitted through an Area-Specific Policy where it was previously proposed through a Secondary Plan. The greater building heights on the Stillwater Lands allow for an appropriate transition to the existing context (including the Bellwood Estates community) while also recognizing the planned context for the lands to the south and west, which are intended to redevelop over time with mixed-use development in denser built forms. Transition is achieved through the stepping down building heights, separation, and general application of an angular plane to assess transition.

The proposed development will include a range of unit sizes mostly in the form of apartments with some podium townhouses, contributing to a diversity of housing types within the Bells Corners community.

Policy 6.3.1.4 states that the Zoning By-law shall allow a range of residential and non-residential built forms within the Neighbourhood designation, including:

- / A full range of low-rise housing options;
- / Housing options with the predominant new building form being missing middle housing;
- / Provision for a range of local services and promoting the emergence or strengthening of 15-minute neighbourhoods by permitting compatible and complementary small-scale non-residential uses and services (including retail, service, cultural, leisure and entertainment uses) that primarily serve residents within walking distance and that:
 - Are compatible with, and do not reasonably pose a risk of nuisance to, nearby residential uses;
 - Are contained within building forms and site design compatible with low-rise, predominantly residential neighbours;
 - Are appropriately integrated with the neighbourhood street network, pedestrian network and public realm;
 - May establish building and site design standards specific to such uses, in order to ensure functional requirements and context sensitive building form are met;
 - May restrict or prohibit motor vehicle parking in association with such uses; and
 - Limits such uses to prevent undue diversion of housing stock to non-residential use.
- / Parks, open spaces, and linkage areas that are meant to serve as public space.

The proposed development will include a range of unit sizes within mid and high-rise built forms. The new residential housing will be in proximity to existing services and amenities within Bells Corners (e.g. parks, libraries, schools, retail, employment and services) while also providing space for additional service commercial uses along the north-south mainstreet. The proposed development also includes a large public park for the broader community.

Per Policy 6.3.1.5, the Zoning By-law will distribute permitted densities in the Neighbourhood by allowing higher densities and permitted heights in areas closer to, but not limited to, rapid transit stations, Corridors and major neighbourhood amenities with lower densities in areas further away.

As outlined in the October 2021 Planning Rationale, the subject property is within 400 metres of the Robertson Road Corridor and the proposed heights reflect an appropriate transition given the planned and existing context of the lands. Robertson Road is a defined Transit Priority Corridor, and the proposed Master Plan envisions a future bus loop providing direct access to the Moodie LRT station from the development. Together, the proximity to the Corridor and transit infrastructure, together with the transition measures implemented, make the proposed heights for the Stillwater Lands appropriate.

Section 6.3.2 is intended to guide the evolution of Neighbourhoods based on their context, location, age, maturity and needs, generally towards the model of 15-minute neighbourhoods. This is to be achieved through form-based regulation in the Zoning By-law and through Site Plan Control and may include requirements of articulation, height, setbacks, massing, floor area, roofline, materiality, and landscaped areas. These regulations are to have regard for the local context and character, appropriate interfaces with the public realm and between other residential buildings, proximity to Hubs, Corridors, and rapid transit stations, transition in built form to and from abutting designations, the intended density and diversity in housing options (6.3.2.2).

Per policy 6.3.3.2, small-scale non-residential uses such as retail, service, cultural leisure and/or entertainment functions will be permitted on all Collector streets; in clusters of areas that currently have these functions and uses; and by identifying new streets that could foster small-scale non-residential growth.

Where small-scale non-residential uses are not currently permitted and are proposed, the City will consider these uses in the following circumstances:

- / They are small scale and serve the surrounding lands;

- / They are conveniently located with respect to concentrations of residential development and provide direct access for pedestrians and cyclists from adjacent residential areas;
- / They help to facilitate interaction among residents and contribute to healthy 15-minute neighbourhoods; and
- / They are of a size and scale that shall not result in the attraction of large volumes of vehicular traffic from outside the immediate area. (6.3.2.3)

The proposed development seeks to permit limited non-residential uses along the internal street to primarily service the residents of the new development but also the broader local community. The size and scale of the spaces would not result in large volumes of vehicular traffic coming from outside of the immediate area.

3.1.2 Growth Management Framework

Ottawa's population is projected to grow by 40 per cent between 2018 and 2046. Much of the demand for new housing is expected to be for ground-oriented units, such as single-detached, semi-detached, rowhouse dwellings and new forms not yet developed. Within the Greenbelt, where most of the housing growth in the built-up area is expected to occur, new housing development will be both in the form of larger dwelling units and apartments.

The Official Plan allocates 47 per cent of growth to the built-up portion of the urban area and 46 per cent to the greenfield portion of the urban area, with the balance going to the rural areas of the City. The target amount of dwelling growth in the urban area that is to occur through intensification is 51 per cent and represents the proportion of new residential dwelling units, excluding institutional and collective units such as senior's and student residences, based upon building permit issuance within the built-up portion of the urban area (3.2.1).

Per 3.2.2, intensification is anticipated to occur in a variety of built forms and height categories, from Low-rise to High-Rise 41+ buildings, provided density requirements are met. The Official Plan defines four (4) height categories, including:

- / Low-rise: up to and including 4 storeys;
- / Mid-rise: between 5 and 9 full storeys;
- / High-rise: between 10 and 40 full storeys; and,
- / High-rise 41+: 41 full storeys or taller.

The vast majority of Residential intensification shall focus within 15- minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent to them as shown on Schedules B1 through B8 (3.2.3). Policy 3.2.4 states that intensification is permitted in all designations where development is permitted taking into account whether the site has municipal services and conformity with the Transect and Overlay policies, as applicable.

Policy 3.2.5 states that intensification is permitted and encouraged on former industrial and commercial sites, including brownfields where feasible, in order to collectively achieve intensification and sustainable and resilient design goals and targets.

The proposed development seeks to permit approximately 2,000 new residential units within Bells Corners. The proposed intensification of the underutilized, formerly industrial parcel within the City's built-up area will contribute positively to the City's objectives for managing growth and the targets for growth in the form of apartments.

The Bells Corners community has many of the attributes of a 15-minute community with retail, restaurants, schools, parks, employment opportunities, libraries, and other services all located within a 15-minute walk. The proposed development benefits from being in the centre of the community and in proximity to these amenities.

Residential intensification should occur in a variety of dwelling unit sizes to provide housing choice (per policy 3.2.8). The Official Plan defines two broad dwelling size categories:

- / Small-household dwellings are units with up to 2 bedrooms and are typically within apartment-built forms; and,

- / Large-household dwellings are units with three or more bedrooms, or an equivalent floor area, and are typically within ground-oriented built forms.

Table 2 establishes residential intensification targets by dwelling sizes. This includes a target of 49,000 ground-oriented/large-household dwellings and 43,000 apartment/small-household dwellings over the life of the Official Plan (3.2.9). Table 3b establishes the minimum targets for large-household dwellings in Neighbourhoods on lots with a frontage of 15 metres or more as 50 per cent for low-rise buildings and 5 per cent for mid- or high-rise buildings.

The proposed development will have the opportunity to provide 5 per cent large dwellings within the future buildings to help the City achieve its city-wide target for large dwellings.

Within Neighbourhoods, policy 3.2.10 states that a diversity of housing opportunities should be provided for such that generally, higher densities will be directed closer to Mainstreets, Minor Corridors, rapid transit stations, Hubs and major neighbourhood amenities, with lower densities further away from such features such that the overall density in Neighbourhoods meets or exceeds those in Table 3b.

For Neighbourhoods in the Outer Urban Transect, Table 3b sets a target residential density for intensification as 40 to 60 dwellings per net hectare. Per 3.2.12, the density targets in Table 3b and the overall Growth Management Targets in Table 2 shall be implemented in the Zoning By-law through a municipality initiated zoning conformity exercise and:

- / Shall permit intensification such that the average area density generally meets or exceeds the applicable density targets;
- / May determine different maximum built form permissions, and minimum density requirements where applicable, as appropriate to lot fabric, neighbourhood context, servicing and proximity to Hubs, Mainstreets, Minor Corridors, rapid-transit stations and major neighbourhood amenities;
- / May establish a minimum floor area for large dwellings; and
- / May establish an alternate large dwelling proportion for denser buildings, for example buildings with requirements for elevators.

The proposed development has a density of approximately 324 units per net hectare which will support the City's growth management targets.

3.1.3 Urban Design

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

Section 4.6 of the Official Plan contemplates an urban design framework to outline the City's urban design program. The subject property is not located within a Design Priority Area on Schedule C7A of the new Official Plan and therefore is not subject to further review by the City's Urban Design Review Panel.

Policy 4.6.5.3 encourages designs to minimize the potential for conflict between vehicles and pedestrians and to 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.

Conceptually, the proposed development envisions combining parking garage entrances and loading areas to minimize interruptions to the public realm and internalizing loading and service functions within the base of the buildings.

Policy 4.6.6 contains policies related to enabling the sensitive integration of new development into existing neighbourhoods. Policy 4.6.6.1 states that, to minimize impacts on neighbouring properties and on the public realm, transition in building heights shall be designed in accordance with applicable design guidelines.

Policy 4.6.6.2 states that transition between mid and high-rise buildings and adjacent properties designated as neighbourhood will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, setbacks, and generally be guided by the application of an angular plane as may be set out by the Zoning By-law or Council-approved Plans or design guidelines.

Where two or more high-rise buildings exist within the immediate context, new high-rise buildings should relate to the surrounding buildings and provide for variation in building heights, per policy 4.6.6.3.

As discussed in the October 2021 Planning Rationale and subsequent Addendum No. 1, the proposed development achieves an appropriate transition to the Bellwood Estates community and integrates well with potential future developments to the east and west.

Policy 4.6.6.4 states that amenity areas shall be provided within residential development to serve the needs of all age groups, and in consideration of all seasons.

The Concept Plan envisions interior courtyard spaces that would be complemented by interior amenity spaces within the buildings. The design of amenity areas would be detailed through future Site Plan Control applications for each of the buildings.

Per 4.6.6.7, mid-rise buildings shall be designed to respond to the context, and transect area policies, and should;

- / Frame the street and provide mid-block connections to break up large blocks;
- / Include a base with active frontages, and a middle that relates to the scale and character of the surrounding buildings or planned context;
- / Be generally proportionate in height to the width of the right-of-way; and,
- / Provide sufficient setbacks and stepbacks to:
 - Provide landscaping and adequate space for tree planting;
 - Avoid a street canyon effect; and,
 - Minimize microclimate impacts on the public realm and private amenity areas.

The proposed mid-rise buildings on the south end of the site have been designed to frame the street and have a base that appropriately addresses the public realm. The height of the buildings is generally proportionate to the proposed width of the abutting streets. Space has been provided at-grade to support landscaping and tree planting, to be designed through future development applications.

Per 4.6.6.8, 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 sizes should generally be limited to 750 square metres for residential buildings and 2,000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.

Per 4.6.6.9, separation distance between high-rise towers should be provided to ensure privacy, light, and sky views for residents. Generally, a separation of 23 metres is preferred, though lesser separation distance may be permitted in accordance with Council approved design guidelines. Where the planned context would allow for high-rise buildings, development proposals should demonstrate and consider this.

The high-rise buildings on the north side of the subject property have been envisioned with floorplates of 750 square metres and to provide 23 metres or more of separation between high-rises. The high-rise buildings are all envisioned with a well-defined and appropriately proportioned podium to frame the street edges.

3.1.4 Local Plans

Section 12 of the Official Plan refers to Local Plans, which are intended to establish more detailed policies to guide growth and change in specific areas or neighbourhoods. Local plans apply the overall planning approach of the Official Plan in a manner that fits the local context through specific policies. There are two types of statutory local plans:

- / **Secondary Plans:** Secondary plans establish local development policies to guide growth and development in areas of Ottawa where physical changes are expected and desired. Secondary plans are initiated and undertaken by the City in consultation with local residents, property owners, businesses, other levels of government and other interested parties. A secondary plan is a statutory policy document approved under the Planning Act.
- / **Area-Specific Policies:** Area-specific policies are also statutory policy documents that form part of the Official Plan. They result from a proponent-initiated planning process similar to Secondary Plans but apply to a more specific site or area. They provide a further layer of local policy direction to guide more cohesive development over time.

Volume 2C of the Official Plan contains the Area-Specific Policies (ASP) with affected areas noted on Annex 5. The subject property is affected by ASP 15, "PIN 04699-0100 and Bellwood Estates". Specifically, ASP 15 states that "No residential development shall occur on lands identified by PIN 04699-0100; and, the community commonly known as Bellwood Estates identified by PINs 04699-0023 and 04699-0025, prior to the preparation of an Area-specific Policy in conformity with Policy 3, Section 12 - Local Plans, Volume 1 - Official Plan."

Section 12.1 of the Official Plan establishes the direction for the creation of Secondary Plans and Area-Specific Policies. Policy 12.1.3 notes that the development of an ASP will include engagement with local residents, property owners, school boards, business and other interested parties in a collaborative and public process.

The Stillwater Station Master Plan has been a collaborative process which has involved meetings with local community associations, the Bells Corners Business Improvement Area, residents of the Bellwood Estates community, other landowners in the affected study area, the local councillor, and the broader public community. Further, several meetings with City staff have occurred throughout the process to date.

Policy 12.1.5 notes that an ASP adopted as part of Volume 2 of the Official Plan is required to implement density and building heights that differ from those in the parent Official Plan (i.e. Volume 1).

Policy 12.1.7 states that ASP shall take into consideration, and generally be consistent with, the policies of the Official Plan, although they may establish specific policies, such as different building heights or development densities in support of the Plan.

Per 12.1.9, where there is a conflict or inconsistency between the policies of the Official Plan and a policy or map of a Secondary Plan or Area-Specific Policy, the policy or map of the Secondary Plan or Area Specific Policy will prevail.

Per 12.3.1, the request for an amendment to create an Area-Specific Policy must be supported by a Planning Rationale which includes a series of requirements. These requirements are discussed below.

Requirement	Response
Conformity with applicable transect and overlay policies with respect to built form other than building height;	As discussed above, the proposed development reflects the urban character intended for Neighbourhoods.
The proposed type, scale and phasing of development of the site in its entirety is described;	The October 2021 Master Plan described the type, scale, and phasing of development for the proposed development in its entirety.
The plan for development is consistent with all applicable urban design policies of Subsection 4.6 and a completed	Th proposed development responds to the relevant policies of Section 4.6 as outlined above.

Requirement	Response
urban design brief and presentation for a focused design review is provided;	The subject property was previously part of a Design Priority Area and therefore had a formal review with the Urban Design Review Panel on December 3, 2021. The subject property is no longer within a Design Priority Area per the Official Plan.
Description of access points and circulation for all modes of transportation;	The October 2021 Master Plan provides description of access points and outlines the circulation patterns and connectivity for all modes of transportation.
Description of how the development is supportive of and contributes to healthy and inclusive communities and walkable 15-minute neighbourhoods;	The proposed development is in the centre of the Bells Corners community and will enhance and benefit from the existing retail, restaurants, employment opportunities, libraries, schools, parks and other services that exist within the community. The addition of residential units will support these existing businesses and will enhance the vibrancy and vitality of the local community.
A housing approach that meets the intent of Subsection 4.2;	The proposed development contributes to the diversity of housing choices within the Bells Corners community and the larger City. Bells Corners is generally characterized by ground-oriented housing forms, with limited apartments.
A landscape concept plan that demonstrates that incorporates the retention of existing trees into the development and new tree planting meets the urban forest canopy cover policies in Subsection 4.8;	The October 2021 Master Plan and Concept Plan provided a preliminary concept for landscaping within the proposed development. The Environmental Impact Statement and Tree Conservation Report identified the trees to be retained and protected.
Identifies locations, sizes and shapes of future parks;	The October 2021 Master Plan, and subsequent revisions to the Concept Plan, identifies the location and size of all future public parks.
Demonstration that there is no net loss of gross floor area for non-residential land uses otherwise supported by the applicable designation which existed on the site prior to development;	The subject property was redesignated in the new Official Plan as Neighbourhood. There is no loss of non-residential land use and the proposed development will add some service and retail uses for residents.
<p>Demonstration that, where a High-rise building is proposed, that the site is within 300 metre radius or 400 metres walking distance of an existing or funded rapid transit station, and of sufficient dimension to allow for a transition to abutting areas in built form massing;</p> <p>Where taller building height is proposed, demonstration that the proposed development adequately integrates in scale, size and consideration of proposed land uses, with the surrounding existing or planned land uses;</p>	<p>The proposed development includes mid- and high-rise buildings that are further than the specified radius from the rapid transit station.</p> <p>As noted above, Fotenn's opinion is that the application is subject to the policies of the 2003 Official Plan which supported the proposed building heights, as outlined in the October 2021 Planning Rationale (included as part of the Master Plan).</p> <p>Understanding that the Official Plan Amendment filed would affect the new Official Plan, it is proposed that</p>

Requirement	Response
Demonstration that, where a mid-rise building is proposed, that the site is located within 600 metre radius or 900 metres walking distance of an existing or funded rapid transit station;	the Area-Specific Policy for the subject property would permit the heights proposed in the Master Plan for all the reasons outlined in the October 2021 Planning Rationale, Planning Rationale Addendum No. 1, and described above, within this Planning Rationale Addendum No. 2. This includes a detailed discussion on how the proposed development integrates with the surrounding context in terms of scale, size, and land uses.
Reduced automobile ownership strategies to encourage new residents to use public transit;	<p>The proposed development provides excellent connectivity to existing and planned active transportation facilities on the edges of the development to encourage alternate modes of transport. A direct pedestrian and cycling connection is proposed to Robertson Road which is a mainstreet providing a range of retail, commercial, and office uses all within walking/cycling distance of the proposed development.</p> <p>The subject property is also located approximately 2 kilometres from the Moodie LRT station. While further than desirable, the proposed development is the closest development to the south side of the station. It would be reasonable to anticipate frequent and direct bus service between the proposed development and the station along Moodie Drive.</p> <p>Additional means of encouraging active transportation can be implemented through the future Site Plan Control applications for the individual buildings (e.g. transit passes, bike parking and other facilities, etc.)</p>
Demonstration that the development exceeds the large dwelling unit requirement and provides development types which contribute to missing middle housing in accordance with Subsection 3.2; and	The current concept for the lands would accommodate the target number of large dwellings within the proposed development.
Any other matters as deemed appropriate by the City	No additional matters have been deemed appropriate currently.

Per 12.3.2, where the site is greater than 2 hectares or is in an area with intensification pressure with multiple land owners and a significant amount of anticipated change, development shall generally proceed by way of a City-initiated secondary plan in order to consider the surrounding land uses and major city-building plans for the redevelopment.

The subject property is greater than 2 hectares in area. While the 2003 Official Plan required a Secondary Plan to be prepared for the lands (which was initiated under the current Official Plan Amendment application), the new Official Plan and ASP 15 requires an Area Specific Policy for the subject property. It is expected that the proposed Official Plan Amendment would be revised to create an Area Specific Policy for the subject property.

Per 12.3.2, ASP shall include a sunset clause based on the estimated date of completion of the proposed development and the City shall undertake the necessary amendments at that time to remove the ASP which have otherwise been built out and have implementing zoning to allow the development to proceed.

The proposed development is a long-term vision for the redevelopment of the lands. It's expected that the life of the plan would extend to approximately 25 years (2048).

4.0 Conclusions

After consideration of City's November 2022 Official Plan, it is my professional opinion that the proposed development conforms to the policies of the Official Plan, subject to the proposed Official Plan Amendment to permit greater building heights on the subject property. The proposed development will intensify an underutilized property within the City's built-up area with residential apartments that will help the City to achieve the intensification targets of the plan.

The building heights are a departure from the anticipated heights for the neighbourhood but are appropriate given the context of the subject property and the ability to appropriately transition from the existing and planned context of the surrounding lands to the proposed development.

The proposed development generally satisfies the criteria for Area-Specific Policies in the new Official Plan as detailed within this report.

As stated throughout, while this review of the new Official Plan has been provided, it remains Fotenn's opinion that, given the timing of the applications, the proposed development should be required to conform to the policies of the 2003 Official Plan while having regard to the policies of the 2022 Official Plan.

A handwritten signature in black ink, appearing to read 'Paul Black', written in a cursive style.

Paul Black, MCIP RPP
Associate