



Rationale supporting a
Zoning Amendment and
Site Plan Application With
Comment Response Annex

6173 Renaud Road
Trails Edge Community

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Submitted To:	City of Ottawa
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1. Study List

Required Plans and Reports for both Zoning Amendment and Site Plan Control applications, if submitted concurrently, to be deemed complete:

- Site Plan – 6 copies + PDF
- Landscape Plan/TCR – 6 copies + PDF
- Survey Plan – 4 copies + PDF
- Topographical Plan of Survey Plan - 2 copies + PDF
- Grading & Drainage Plan – 6 copies + PDF
- General Plan of Services – 6 copies + PDF
- Erosion & Sediment Control Plan – 5 copies + PDF
- Design Brief and Stormwater Management Report – 6 copies + PDF
- Geotechnical Report – 5 copies + PDF
- Lighting Plan or and Memo – 2 copies + PDF
- Noise Study - 5 copies + PDF
- TIA – 12 copies + PDF **
- Planning Rationale, including design statement – 5 copies + PDF
- Elevations – 4 copies + PDF
- Phase 1 ESA – 4 copies + PDF

**No longer required as the entrance on to Renaud Road has been closed in the revised Site Plan.



2. Introduction

This report has been prepared by The Stirling Group and HP Urban in support of the Zoning By-Law Amendment and Site Plan applications for the property located at 6173 Renaud Road. This Rationale will provide an overview of the proposed development and highlight the applicable planning policy. The proposed development aligns with the planned vision for Ottawa and is appropriate and compatible with the surrounding area.

3. Site Context

The proposed development is located at 6173 Renaud Road, in the City of Ottawa within the community of Navan / Blackburn (Ward 2 - Innes). The specific location for this project is North of Renaud Road and South of Trailsedge Way. Figure 1 shows the boundaries of the 36,898.65 ft² (0.847 ac) site. The land is legally described as: PT LT 5 CON 30F GLOUCESTER PT 5, 5R2853; GLOUCESTER.



The surrounding uses (Figure 2), are predominantly residential. Local parks, commercial and institutional also exist along Renaud Road and within the area. The residential zones surrounding the property are predominately zoned R3 as shown below.

3. Site Context



View to the South across Renaud Road



View of the R4M properties east bound on Renaud Road

3. Site Context



Rear Property line on Trails Edge Way



Eastern abutting properties on Trails Edge Way

4. Transportation

The subject site is located between Renaud Road and Trailsedge Way. The closest intersection is Penency Terrace and Renaud Road. Renaud Road is classified as “Collector” in the Transportation Master Plan (TMP) for the City of Ottawa. The site is in close proximity to Navan Road which is classified as Arterial in the TMP. See Figure 3 below for a snapshot of Schedule E and classification of the surrounding roads.



Schedule D – Rapid Transit and Transit Priority Network is shown in Figure 4. The Subject Site is just south of the future Chapel Hill Bus Rapid Transit Station and the recently constructed Park-and-Ride located at Brian Coburn Boulevard and Navan Road.



5. The Development Proposal

Teak Developments has purchased the property at 6173 Renaud Road and is proposing to construct two blocks of stacked townhomes on the subject site. Each of the townhome blocks would contain 16 units. Therefore, the total units on site would be 32. The proposal would also include 40 parking spaces, bicycle racks, and pathways connecting the existing community. The site would be accessed off Trailside Way. Figure 4 below, shows the proposed Site Plan.

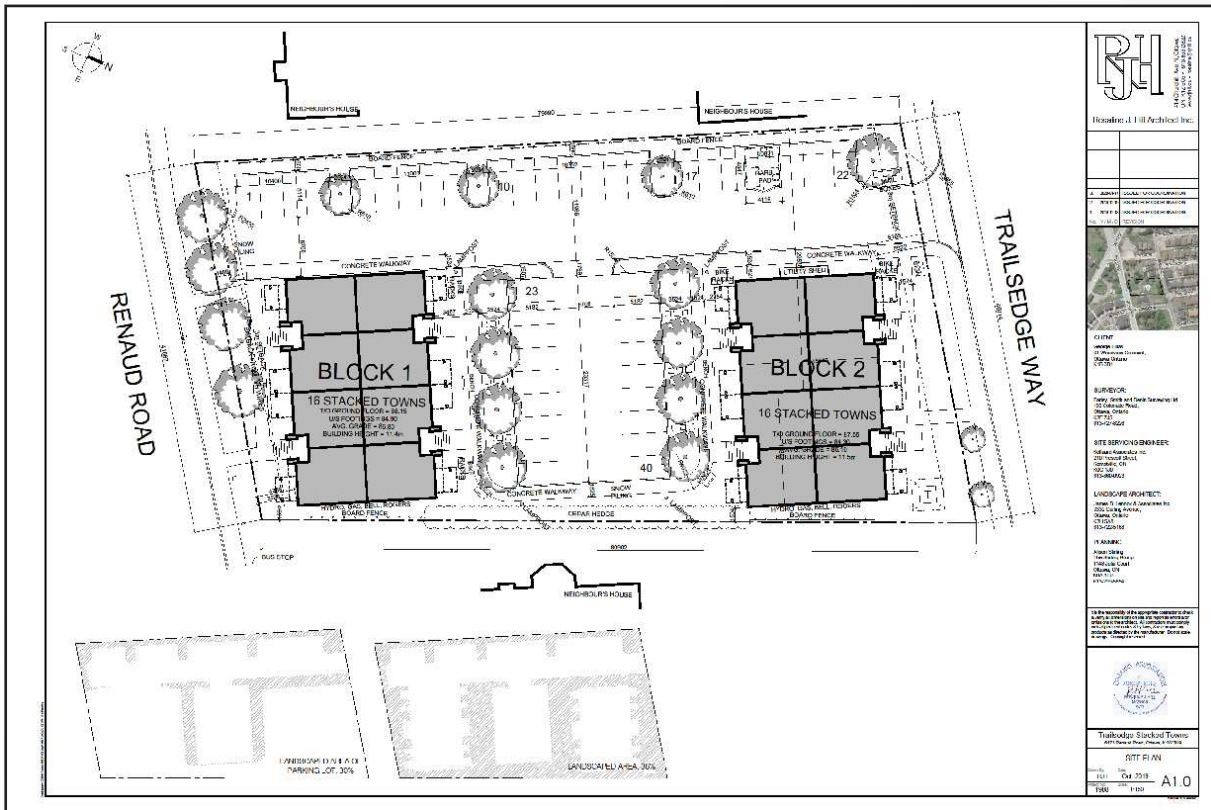


Figure 4

The Provincial Policy Statement

The Provincial Policy Statement (PPS) is issued under Section 3 of the Planning Act. It came into effect on April 30th, 2014 and applies to planning decisions made on or after that date. It replaced the Provincial Policy Statement, 2005 and applies province wide. The purpose of the PPS is to provide policy direction on Ontario's land use vision. It guides the province on how to settle the landscape, create the built environment, and manage the land and resources over the long term. The goal of the PPS is to achieve livable and resilient communities. Land use planning decisions in Ontario must be consistent with the PPS. The PPS is organized into three main policy sections: (1) Building Strong Healthy Communities, (2) Wise Use and Management of Resources, and (3) Protecting Public Health and Safety. The following subsections explain how the proposed development is consistent with the applicable policies of the respective PPS sections.

PPS Section 1.0 – Building Strong Healthy Communities

Section 1.1 of the PPS is focused on managing and directing land use to achieve efficient and resilient development and land use patterns.

Policy 1.1.1 Healthy, live able and safe communities are sustained by:

- Promoting efficient development and land use patterns which sustain the financial wellbeing of the Province and municipalities over the long-term
- Accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
- Avoiding development and land use patterns which may cause environmental or public health and safety concerns.
- Promoting cost-effective development patterns and standards to minimize land consumption and servicing costs.
- Ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs.

6. Policy Framework

The proposed development contributes to a healthy, livable and safe community as described above because it presents compact building forms on a residential lot within a developing area to minimize land consumption and servicing costs; it diversifies the housing choice in the area to cater to people of all ages and life stages; and it does not create environmental or public health and safety concerns or prevent the efficient expansion of settlement areas.

Policy 1.1.3.1 of the PPS states that settlement areas shall be the focus of growth and development.

The proposed development is within the urban settlement area.

Policy 1.1.3.2 Land use patterns within settlement areas shall be based on:

(a) densities and a mix of land uses which: efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; minimize negative impacts to air quality and climate change, and promote energy efficiency; support active transportation; transit-supportive, where transit is planned, exists or may be developed;

The proposed development uses land and resources by introducing a multi-family residential form to a residential lot surrounded by developed and developing lands. It supports transit use by increasing residential density within close driving proximity to a future Park and Ride facility.

Policy 1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

The proposed development is surrounded by existing residential development and increases the mix of residential types and densities available in the East Urban Community (EUC).

6. Policy Framework

Section 1.6 of the PPS provides policies on infrastructure and public service facilities. Policy 1.6.3 states, “before consideration is given to developing new infrastructure and public service facilities: (a) the use of existing infrastructure and public service facilities should be optimized”.

The Site Servicing Plan was prepared by Kollaard Associated and was submitted in support of this application. The Plan provides for how services will be extended from the adjacent developments.

PPS Section 2.0 - Wise Use and Management of Resources

Section 2.1 of the PPS provides policies on Natural Heritage. Policy 2.1.1 states, “natural features and areas shall be protected for the long term”.

No Natural Features exist on the Subject Site.

Section 2.2 of the PPS provides policies on Water. Policy 2.2.2 states, “development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored”.

No sensitive groundwater or water features exist on the Subject Site.

Section 2.3 of the PPS provides policies on Agriculture. Policy 2.3.1 states, “prime agricultural areas shall be protected for long-term use for agriculture”.

The Subject Site is not located within or adjacent to prime agricultural land.

Section 2.4 of the PPS provides policies on Minerals and Petroleum. Policy 2.4.1 states, “minerals and petroleum resources shall be protected for long-term use”.
Section 2.5 of the PPS provides policies on Mineral Aggregate Resources. Policy 2.5.1 states, “mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified”.

No mineral aggregate or petroleum resources exist on or adjacent to the Subject Site.

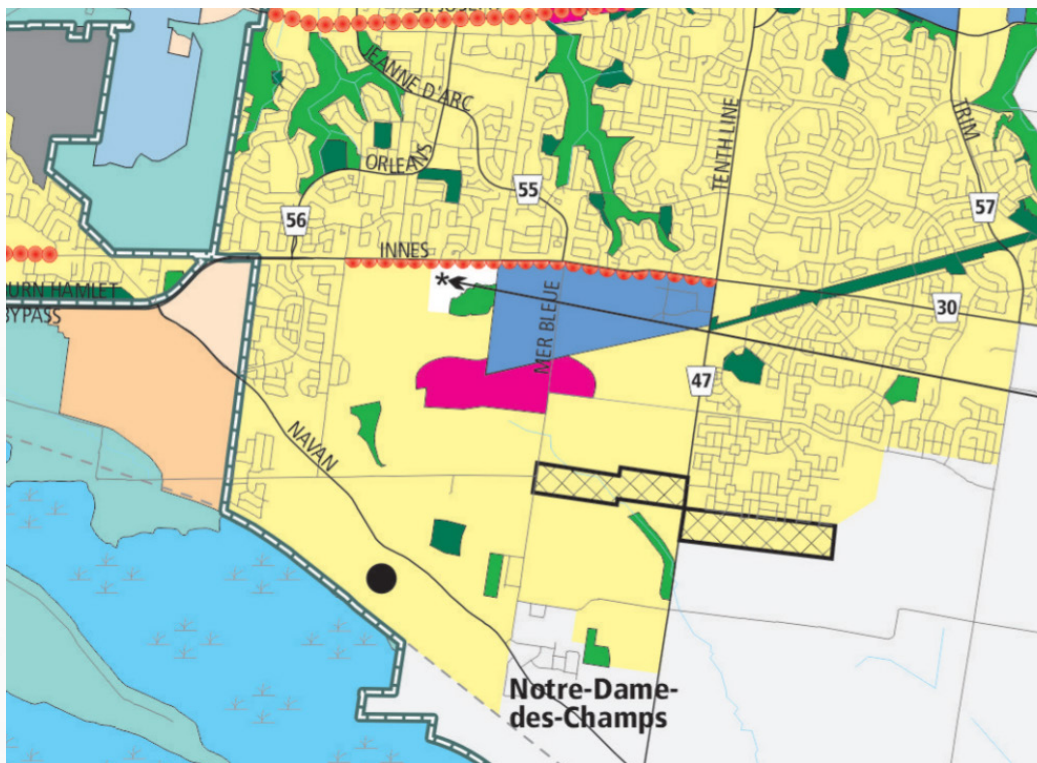
PPS Section 3.0 – Protecting Public Health and Safety

The future of the province depends on reducing risk and protecting residents from natural or human made hazards. Planning authorities have the responsibility of ensuring that development does not happen in hazardous areas, such as along shorelines, unstable soils, and areas with high potential for wildland fires. There are also man-made and climate related hazards that should be considered in land use planning decisions. Developments should be directed away from such areas to minimize risk.

An Environmental Site Assessment and a Geotechnical Investigation were completed, which verified that developing this site as proposed will not increase the public's cost or risk from natural or human-made hazards.

The City of Ottawa Official Plan

The subject lands are designated General Urban pursuant to the City of Ottawa Official Plan (the "Official Plan"), as illustrated on Figure 5 extracted from City of Ottawa Official Plan, Schedule B, below.



6. Policy Framework

The Official Plan States that “...The General Urban Area designation permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses. This will facilitate the development of complete and sustainable communities. A broad scale of uses is found within this designation, from ground-oriented single-purpose buildings to mid-rise buildings with a mix of uses along Mainstreets or Transit Priority Corridors; from a dwelling or corner store to a shopping centre or office.”

The Official Plan goes on to state that “...the City supports infill development and other intensification within the General Urban Area in a manner that enhances and complements the desirable characteristics and ensures the long-term vitality of the many existing communities that make up the city.”

3.6.1.1 General Urban Area areas are designated on Schedule B. The General Urban Area designation permits many types and densities of housing, as well as employment, retail uses, service, industrial, cultural, leisure, greenspace, entertainment, and institutional uses. [Amendment #150, October 19, 2018]

The subject site is designated as General Urban on Schedule B of the City’s Office plan.

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

The proposal seeks to construct a low-rise development containing two blocks of back-to-back stacked townhomes. This proposal would add diversity to the fabric of the existing community that is largely townhomes and single residential dwellings.

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

6. Policy Framework

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

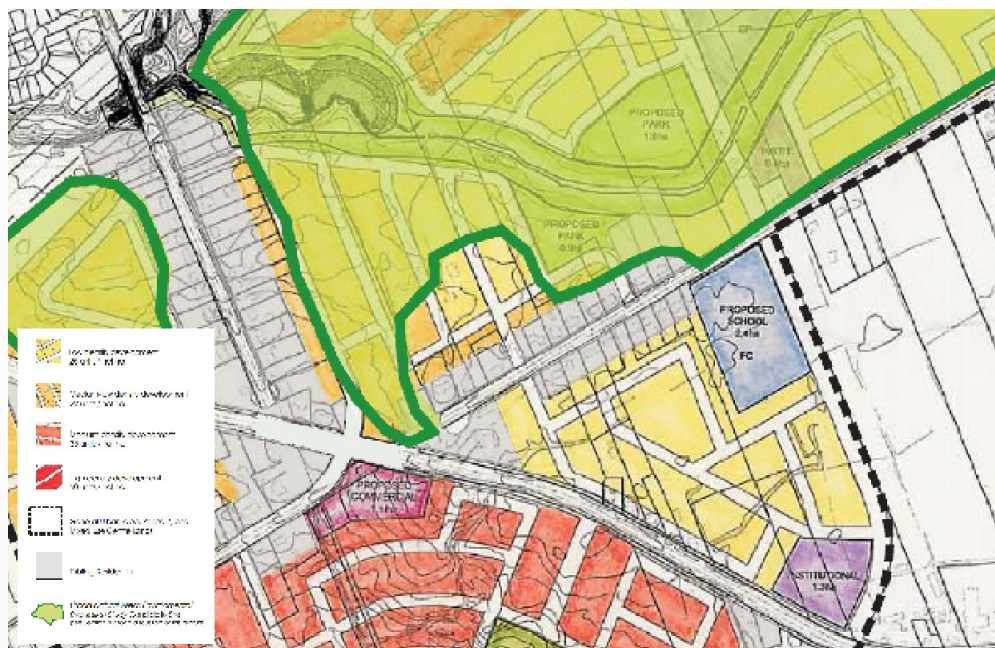
B. Consider its contribution to the maintenance and achievement of a balance of housing types and tenures to provide a full range of housing for a variety of demographic profiles throughout the General Urban Area; [Amendment #150, LPAT July 18, 2019]

If approved, this infill development would see the addition of 32 low rise ground-oriented stacked rental units. The surrounding area consist largely of low-rise ground-oriented units as well. Townhomes and 'terrace homes' are built throughout this community.

Community Design Plan for the East Urban Area – Phase I & 2

Figure 6 below shows the demonstration plan for the East Urban Community – Community Design Plan.

The Subject Site has 2 land use designations “Existing Residential” on the portion of the site fronting Renaud Road and “Medium-low density development” on the portion of the site abutting Trailsedge Way.



Medium-low density designation seeks 29 units per net hectare as the objective in the demonstration plan and Phase 2 of the CDP permits redevelopment of the existing residential along Renaud Road. The CDP indicated that development of these lots will be low to medium residential development, on urban services, consistent with the CDP and appropriate design guidelines.

Therefore, consistent with the policy direction of the CDP the lot at 6173 Renaud Road is appropriate for medium to low density residential development.

CDP Design Guidelines

The CDP outlines a number of design guidelines that influence the creation of a new urban fabric along Renaud Road:

- Orient buildings to front onto public streets
- Reduce front yard setbacks in order to create a more intimate street environment. Front yard setbacks should range from 3.0 – 6.0m
- Ensure that the facing distance between buildings provides appropriate access light, views, and privacy
- Split and stagger rooflines for townhouse developments.
- Ensure that garages and parking areas do not dominate street fronts or building facades
- Provide a range of housing types and tenures in order to accommodate different types of family structures over time.
- Ensure that each neighbourhood includes a mixture of building types and a variety of architectural design.

The site plan and the following renderings indicate how the proposed development addresses the design considerations in the CDP.

6. Policy Framework



6. Policy Framework



7. Proposed Zoning

The subject lands are currently zoned Development Reserve (DR) pursuant to City of Ottawa Comprehensive Zoning By-law No. 2008-250.

The purpose of the DR - Development Reserve Zone is to recognize lands intended for future urban development in areas designated as General Urban Area and Developing Communities in the Official Plan, and future village development in areas designated as Village in the Official Plan.

We are proposing to rezone the entire site to R4M to accommodate the proposed development.

Recommended R4M Zoning	
Criteria	Performance Standard
Min Lot Area	1400 square metres
Min Lot Width	Not Applicable
Min Front Yard Setback	3m
Min Interior Side Yard Setback	1.5 metres and 3 metres
Minimum Rear Yard Setback	3m
Minimum Landscaped Area	30%
Maximum Lot Coverage	Not Applicable
Max Height	14.5

8. Supporting Studies

Several experts have been preparing studies the development of the lands and the proposed zoning and site plan applications.

- Grading & Drainage Plan
- General Plan of Services
- Erosion & Sediment Control Plan
- Design Brief and Stormwater Management Report
- Geotechnical Report
- Lighting Plan
- Noise Study
- Phase 1 ESA

Phase I ESA | Kollaard Associates

A Phase II ESA was conducted for the property addressed 6173 Renaud Road, in the City of Ottawa, Ontario. The results of this Phase I ESA indicate that there are no significant environmentally related issues.

Noise | Gradient Wind

This report describes a detailed roadway traffic noise assessment undertaken in support of site plan application for a proposed residential development located at 6173 Renaud Road in Ottawa, Ontario. The proposed development comprises two blocks of sixteen back-to-back townhomes with outdoor parking spaces. The primary sources of roadway noise associated with the development are Renaud Road and Navan Road.

The assessment is based on (i) theoretical noise prediction methods that conform to the Ministry of the Environment, Conservation and Parks (MECP) and City of Ottawa requirements; (ii) noise level criteria as specified by the City of Ottawa's Environmental Noise Control Guidelines (ENCG); (iii) future vehicular traffic volumes based on the City of Ottawa's Official Plan roadway classifications; and (iv) site plan drawings prepared by Rosaline J. Hill Architect Inc. dated March 18, 2020.

The results of the current analysis indicate that noise levels will range between 57 and 67 dBA during the daytime period (07:00-23:00) and between 49 and 59 dBA during the nighttime period (23:00-07:00). The highest noise level (67 dBA) occurs at the South façade of Block 1 which is nearest and most exposed to Renaud Road.

8. Supporting Studies

Building components with a higher Sound Transmission Class (STC) rating will be required for the southernmost units of Block 1 where exterior noise levels exceed 65 dBA, as indicated in Figure 6. Results of the calculations also indicate that these blocks will require central air conditioning. Additionally, the northeastern and northwestern units for Block 1 as well as the southernmost units for Block 2 will require forced air heating system with provisions for central air conditioning as shown in Figure 7. Both mitigation strategies will allow occupants to keep windows closed and maintain a comfortable living environment. Warning Clauses will also be required in all Lease, Purchase and Sale Agreements as stipulated in Section 6.

In each case the individual experts found that the development was appropriate for the site considering the subject matter review.

9. Public Consultation

Included as part of the approvals process is an overview of the public consultation process to ensure the development process is transparent and informative for residents in the community, and the larger public.

An initial Pre-Application Consultation Meeting took place on August 14th, 2019 with the following City staff in attendance:

- Shoma Murshid, Planner II
- Mike Thivierge, Infrastructure
- Eric Steele, Planner
- Mark Richardson, Forestry
- Matthew Ippersiel, Planner
- Neeti Paudel, Transportation

Once submitted the project will be presented to the ward Councillor for input and distribution of a notice to the surrounding properties outlining the project.

A public meeting will occur at Planning Committee when the zoning amendment application is heard and interested parties can provide their input on the merits of the proposed development. The Planning Committee's recommendations then would be considered by City Council.

The notice and feedback during the public meeting will provide context for approval of the site plan by City staff and concurrence by the Councillor.

10. Conclusion

Based on a thorough review and our understanding of the proposed development and the applicable policy, it is our opinion that the development represents good planning and is in the public interest for the following reasons:

The proposed development is consistent with the Provincial Policy Statement (PPS) by providing intensification in an existing settlement area. It introduces a range of density and makes use of existing infrastructure.

The proposed development is consistent with the City of Ottawa Official Plan. It matches the vision laid out for this area in the East Urban Community Design Plan.

The proposed development will introduce a high-quality rental development along a collector roadway of a developing community. This provides for another range of housing options for this growing neighbourhood.

The proposed land use and architecture is respectful of the site's relationship to its neighbours and to both street frontages (Renaud & Trailsedge) and in doing so the proposal represents good urban planning and development.

In our opinion, the proposed development achieves the objectives of good planning principles and is in the public interest.

Sincerely,

Alison Stirling

Alison Stirling
The Stirling Group

Peter Hume

Peter Hume
H.P. Urban Inc.

January 2022 Revisions

Comment Response Annex | Revised Development Plan | Revised Provincial Policy Statement

Resident and Councillor Concern Summary Sheet

1. The density proposed is too much
2. The proposed design and materials of the buildings does not match or complement the aesthetic design of the existing newer neighborhoods within its direct vicinity.
3. This density's corresponding traffic will make Trailsedge Way less safe for the current multi-modes of travel (various aged and abled pedestrian, bicycle, vehicular, etc.) and exacerbate the existing traffic congestion experienced on Renaud Road and Penency Terrace during peak periods.
4. From the abutting residential neighbours: 1) the loss of the mature cedar hedges, which are partly rooted and owned on your property (and partly rooted and owned by the abutting neighbours), will increase infringement on the privacies and enjoyment of their private outdoor spaces; 2) the garbage/refuse system ought to abut the proposed building itself and not be proposed along shared property lines with low density residential homes' private outdoor yards – spaces currently used and enjoyed; 3) the height of the proposed buildings is one storey too high and will tower over the existing established height of the existing adjacent/abutting newer residential uses.

Response to Resident and Councillor Concerns

In response to the Councillor and Resident comments the unit count has been reduced to 24 units from 32 and corresponding overall density reduced to 70.59 uph

The units facing TrailsEdge Way have been changed to a townhouse unit similar to the abutting townhouse row. The units facing TrailsEdge Way are matched back-to-back with townhouse units facing the interior courtyard. The stacked townhouses have been eliminated and the height reduced to 9.5 metres. Revised elevations have been submitted to support the applications and masonry elements have been introduced to complement the existing neighbourhood.

Parking has been reduced to 29 spaces and garbage is now an earth bin and is not located abutting either neighboring property.

With the reduced density more greenspace and tree planting have been introduced to the site and as requested the eastern hedge will be preserved.

Zoning By-law Amendment Request – Technical Comments

1. The density proposed at this parcel of 94 units per hectare is inappropriate. If the CDP states residential homes in phase 1 area built prior to Phase 1 CDP is limited to low or medium density, which is approximately between 29 units per hectare to 35 units per hectare, then high density developments such as 94 units per hectare, is inappropriate. 32 residential units is inappropriate at this location. The Official Plan, CDP and urban design notions of transition and compatibility are lacking in this proposal. Compatibility with the character of the existing newer development within the immediate area is also missing. You have stated that there is no maximum density number mentioned within the CDP. However, the demonstration plan within the CDP indicates low density development to be 25 units per hectare, medium-low density development to be 29 units per

hectare, medium density development to be 35 units per hectare AND high-density development to be 60 units per hectare.

The unit count from 32 units to 24 units and is now at a similar density to other recently approved projects (example 6102 Renaud Road).

2. Rezoning requests where there is a CDP in effect and the same CDP covers many other objectives shall help temper any density increase requests within the area. It is not solely the geotechnical considerations, as you state in your response letter, that temper why density thresholds are set within a CDP. There are many other design and public health objectives, several of which are discussed in the CDP, the Official Plan, and the PPS. One of these objectives is the requirement of street trees (as discussed in the OP and CDP. Currently the City has principles to establish large shade street trees that will form canopies at its maturity, to design sensitively and respond to the natural environment's (existing large trees and hedges, particularly ones whose rooting systems do not solely belong to you in this case; retain the cedar hedges on the perimeter, add large shade trees), compensation/relocation of large trees when proposing to demolish existing large trees, and these policies certainly apply to this lot and provide uses and a design aesthetic that blends into the existing newer community. Your property is large enough to accommodate all of these objectives while seeking a slight density increase akin to low to medium density units per hectare.

With the revised site plan, we have been able to preserve the cedar hedge. Additionally, by closing the Renaud Road access, we have been able to accommodate additional greenspace on site with new tree planting opportunities.

3. A further setback from the proposed buildings to the street and sidewalk is advised to provide space for large street shade trees. This proposal with its current density and perhaps even the use is inappropriate.

A revised landscape plan has been submitted showing additional trees and the density has been reduced.

4. Please revise the proposal to a lesser density and provide more space to accommodate the desired City trees, save the cedar hedges, and a less obtrusive location for the garbage pad.

The site density is now like other sites in close vicinity. The cedar hedges have been preserved and the garbage is now in an interior location and will be an earth bin deposit and collection system. A revised landscape plan is provided to provide additional tree planning

5. Serviceberry trees do not provide shade or enable a canopy at full maturity along City sidewalks and City RoWs.

Serviceberry trees have been replaced with 60mm cal. B&B Honey Locusts, Hackberries, and Maidenhair trees.

6. R4M is not an appropriate zone to seek for this site. A zoning chart identifying a new zone with lesser density, ought to be proposed, including a full review of exceptions, for my review to understand the breadth and complete overview.

The proposed zoning is like the other recently approved zoning (6102 Renaud Road) and with the reduced density and revised site plan the R4M zone should be appropriate for site.

Recommended Zoning

Rezone the site from DR to R4M [xxxx]

Amend Section 239 – urban exceptions, by adding a new exception [xxxx] with provisions similar in effect to the following:

(a) In Column II, add the text: R4M[xxxx]

(b) in Column V, add the following:

i. For the purpose of applying zoning, both Renaud Road and TrailsEdge Way are to be considered front lot lines and there are no rear lot lines.

ii. Despite Table 101, R10, the Minimum required parking rate for a Stacked and Townhouse dwelling is one (1) parking space per unit.

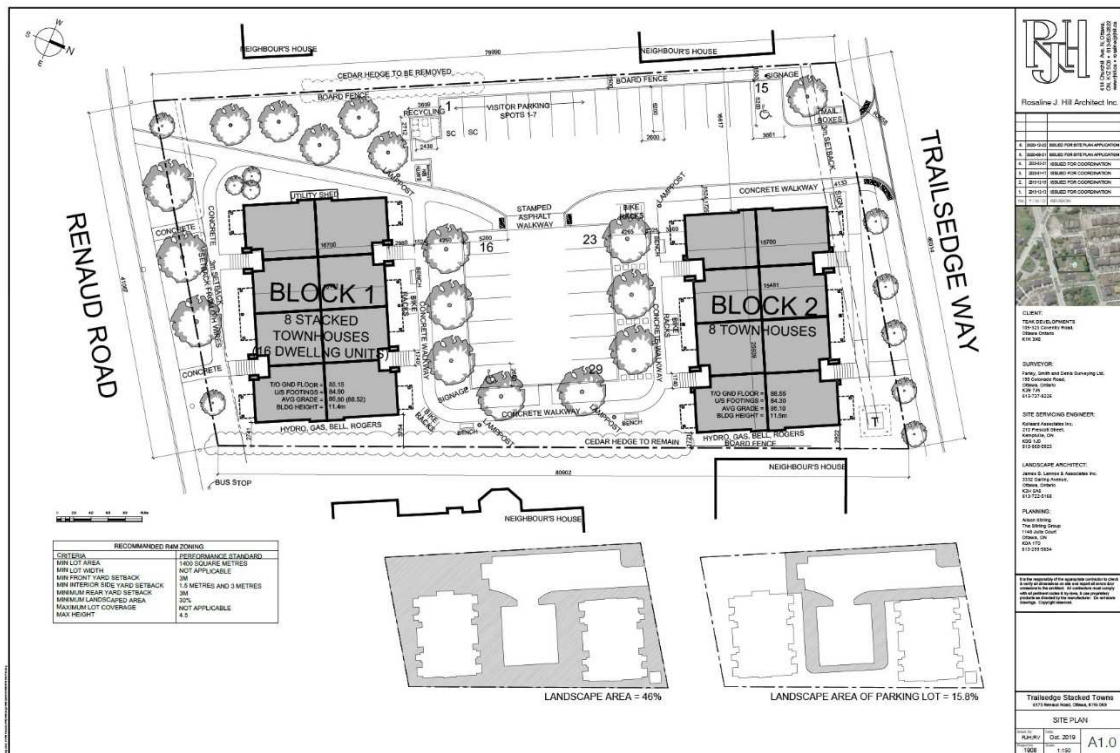
In Column II add the following that Stacked dwellings are only permitted on the Renaud Road Frontage.

THE REVISED DEVELOPMENT PROPOSAL – January 2022

Based on comments from City staff, the Councillor, and the Community the development proposal has been revised.

The building for along Renaud Road remains at 16 units in a stacked townhouse format. The units along Trailsedge Road have been changed to Townhouses and the unit count reduced to 8 units' total. The height limit along Trailsedge is reduce to 9.5 metres.

Revised Site Plan



The revised site plan provides for 29 parking spaces and the garbage is not contained via an inground Earth Bin system. The Earth Bin system is not abutting neighbouring properties and is internal to the proposed development.

Revised Trailsedge Way Elevation



Revised Provincial Policy Statement

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

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

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

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

1.1.1 b) Accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing, and housing

for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries, and long-term care homes), recreation, park and open space, and other uses to meet long-term needs.

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

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

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

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

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

Section 1.1.3 of the PPS - Settlement Areas.

The proposed development meets the following policies:

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

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

- a) Efficiently use land and resources.
- b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available and avoid the need for their unjustified and/or uneconomical expansion.
- c) Minimize negative impacts to air quality and climate change and promote energy efficiency.
- d) Prepare for the impact of a changing climate.
- e) Support active transportation.
- f) Are transit-supportive, where transit is planned, exists, or may be developed; and
- g) Are freight supportive.

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

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

Section 1.4 Housing

The proposed development meets the following policies:

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

- a) Establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate households.
- b) Permitting and facilitating all types of residential intensification and redevelopment.
- c) Directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are.
- d) Promoting densities which efficiently use land, resources, infrastructure, and public service facilities and which support the use of active transportation and transit.
- e) Requiring transit-supportive development and prioritizing intensification in proximity to transit; and
- f) Establishing development standards for residential intensification and redevelopment which minimizes the cost of housing and facilitate compact form, while maintaining appropriate levels of health and safety.

Section 1.6.7 Transportation

The proposed development meets the following policies:

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

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

Section 1.7 Long Term Economic Prosperity,

The proposed development meets the following policy:

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

Section 1.8 Energy Conservation, Air Quality, and Climate Change

The proposed development meets the following policies:

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

- a) Promote compact form and a structure of nodes and corridors.
- b) Promote the use of active transportation and transit in and between residential, employment, and institutional uses and other areas.

e) Improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion.

When reviewing the revised development proposal – 24 units it is clear that the proposed development is consistent with the 2021 Provincial Policy Statement (PPS) by providing new development in an existing settlement area.